



West Coast Sailors

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Friday, June 22, 2018

Benefits increase for current and future SUP pensioners 'Energizing American Shipbuilding Act' introduced in both houses of Congress

After reviewing a report by the actuary of the SIU-Pacific District Plan at the quarterly Plan Trustee meeting on June 14, the Union and company Trustees reverted to collective bargaining parties to negotiate benefit increases proposed by the SUP, MFOW and SIU-Marine Cooks to APL and Matson. The agreement reached was as follows:

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

On the previous day at the Trust meeting of the SUP Welfare Plan, the Union Trustees (Gunnar Lundeberg and Dave Connolly) proposed to the Trustees representing APL and Matson that the SUP Special Pensioners Medical Benefit be increased by \$1,500. The subsequent agreement by the company boosted this benefit to \$8,500. Under the benefit, SUP pensioners can submit bills for reimbursement to the Welfare Plan for medical premiums, prescriptions, dental, glasses, etc.

More information on the benefit increases will be published in the July issue of the *West Coast Sailors*.

Trump industrial policy likely to target U.S. commercial shipbuilding and U.S. merchant fleet for revival

by Loren Thompson

Two-way trade between the United States and other countries totaled over \$5 trillion last year. Most of that trade moved by sea. But very little of it moved on American-owned shipping, or on vessels built in America.

American shipping companies largely confine their operations to routes within the United States, which are reserved for American-owned and operated vessels under a 1920 law known as the Jones Act. When they do carry cargo to other countries, that typically is accomplished pursuant to cargo preference laws that reserve military and other federally-financed loads for U.S. ships.

American commercial shipbuilders, who dominated the global market prior to the Reagan Administration, now claim less than 1% of that market, and most of the large oceangoing vessels they produce are destined for Jones Act routes such as those between Hawai'i and the West Coast, because federal

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On National Maritime Day, the introduction of the bipartisan Energizing American Shipbuilding Act was announced during a press conference featuring the bill's sponsor in the House of Representatives, Congressman John Garamendi (D-California), and its sponsor in the Senate, Senator Roger Wicker (R-Mississippi).

Participating in the press conference were Congressman Duncan Hunter (R-California), Chairman of the Coast Guard and Maritime Transportation Subcommittee; Congressman Alan Lowenthal (D-California) and Congressman Donald Norcross (D-New Jersey), as well as representatives from the shipbuilding industry, maritime labor, the maritime industry, and the iron and steel industry.

The legislation would support American shipbuilding by requiring a portion of liquefied natural gas (LNG) and crude oil exports to be transported on U.S.-built, U.S.-crewed vessels.

"The domestic maritime industry supports hundreds of thousands of American jobs and is critical to our military readiness and national security," said Senator Wicker. "This bill would strengthen our shipbuilding industry and would recognize the importance of having more American-flagged ships to transport our growing exports of oil and natural gas. China, India, and other nations are investing heavily in their shipbuilding capacity. The United States must keep up."

"Rebuilding America's shipbuilding and mariner base is an idea that unites Democrats, Republicans, metallurgical trades, the business community, labor, and our armed forces," said Garamendi. "These industries are not only vital to our economy, they're vital to our country's national security. Congress has neglected our maritime industry for too long, to the point

that we're now several dozen merchant ships and 1,800 mariners short of what's needed to guarantee sufficient sealift support in times of crisis. This bill seeks to turn the ship around by taking advantage of America's energy export boom to bring back American shipbuilding, shipyard and mariner jobs rather than continuing to outsource them to countries like China. I believe this bill is the start of a long-term reinvestment in the idea of America as a maritime, seafaring nation."

"Continued Congressional support of a healthy commercial maritime industry and U.S. Merchant Marine is essential to domestic security," said Congressman Rob Willman. "Despite the usage of heavy lift aircraft, large oceangoing vessels remain crucial to military mobility in the 21st century. U.S. troops stationed in the Middle East and Afghanistan receive much of their supplies via U.S.-flag vessels because of their capacity and low cost. Bringing manufacturing and maritime jobs back home will not only help in the event of a disaster but will also show our domestic industrial base that we support them."

"We can have the best military equipment and trained warfighters in the world, but without the sealift capacity to get them to where they need to go, it doesn't do much good," said Hunter. "Today, the U.S. international fleet has fallen to about 80 ships from a high of more than 1,200 during World War II. Unless we reverse that trend, our nation will be forced to rely on foreign countries for force projection, a situation we cannot allow to happen. This legislation will strengthen America's ship-building base by ensuring we have the necessary industrial infrastructure and skilled labor pool of welders, fitters and sailors needed to rapidly mobilize in times of con-

flict. This bill will have strong national security implications and I applaud its introduction."

"The Sailors' Union of the Pacific stands in strong support of the Energizing American Shipbuilding Act," said SUP President Gunnar Lundeberg. "This legislation recognizes the critical roles of American shipyards and the U.S. Merchant Marine in national and homeland security and U.S. commerce. It sets a course for the invigoration and expansion of vital American infrastructure and expertise, and for the lasting creation of jobs for American mariners and shipbuilders—a base of professionals upon whom the U.S. military depends for our nation's strategic sealift capabilities."

"The Shipbuilders Council of America is proud to endorse the Energizing American Shipbuilding Act and would like to thank Congressman Garamendi and Senator Wicker for their efforts to ensure that U.S.-produced energy is exported on U.S.-built ships," said Matthew Paxton, President, Shipbuilders Council of America. "This legislation would invigorate the critical shipyard industrial base which is comprised of more than 400,000 highly skilled men and women across the U.S. This industrial base is not only essential to our economic security but also our homeland and national security. SCA applauds your commitment to our industry and this important piece of legislation."

"American mariners and the U.S. shipbuilding industrial base are a crucial part of our national security, delivering crucial armaments and supplies the warfighter needs on U.S.-built ships," said Navy League National President Alan Kaplan. "This bill ensures there will be enough American mariners and U.S.-built ships in the future to support the needs of our men and women in uniform."

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Leo Moore..... 100.00
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West Coast Sailors

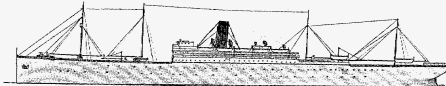
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SUP Brothers Glen Borys, Michael Burpee, Izzy Idris, Lorenzo Otis, Marcelo Javier working standby aboard Matson's Kauai in Oakland last month.

House of Representatives passes 2018 waterways bill

The U.S. House of Representatives has passed its version of the 2018 Water Resources Development Act (WRDA), the recurring bill for waterways policy and project funding.

In an unusual show of bipartisan support, the measure passed by a vote of 408 to 2, a margin of 99.5%. The bill contains funding authorizations for eight major projects across the country, including \$2 billion for storm risk reduction along Texas' Gulf Coast and \$700 million for the Savannah Harbor Expansion Project.

"We commend the House of Representatives for helping ensure that crucial water resources legislation is addressed and passed by Congress on an every-two-year basis," said American Association of Port Authorities (AAPA) President and CEO Kurt Nagle. "The House bill just passed continues the trend of streamlining maritime infrastructure improvements by expediting evaluations, enabling timely decisions and providing greater funding flexibilities, as well as authorizing new projects."

The White House has signaled the president's willingness to sign WRDA 2018 as written, and the Senate is expected to vote on its own version of the legislation within several weeks.

The House version does not include AAPA's proposed solution for the allocation of the Harbor Maintenance Trust Fund (HMTF), a tax on cargo that is intended to support navigation channel maintenance. Congress has not fully allocated HMTF receipts to maintenance projects, leading to a \$9 billion surplus, and AAPA has developed a plan that would distribute all collected HMTF funds to seaports around the country for their intended use. The plan would set aside a portion of the funds collected at deep-water ports for other waterside improvements, alleviating fairness concerns for busy deep-sea ports that generate HMTF taxes but do not benefit from dredging projects.

"Our long-term solution for harbor maintenance tax spending fixes the inequities in our current system while addressing the health and well-being of our seaport water highways," said Nagle. "We'll continue urging Congress to include this agreement prior to WRDA 2018 being enacted."

In a statement of policy, the White House said that it "appreciates that the bill does not include a provision that mandates spending from the Harbor Maintenance Trust Fund." Instead, the administration suggested reducing the tax that supports the Harbor Maintenance Trust Fund in order to provide ports with "flexibility to finance more of their capital and operating costs on their own."

Bloody Thursday events July 5

Seattle: The annual family picnic sponsored by ILWU Locals 19, 52 and 98, will be held at 3560 West Lake Sammamish. Gates open at 10:00 A.M. Food served 11:00 to 2:00 P.M.

Portland: A memorial wreath ceremony begins at 11:00 A.M., then a walk to the Willamette River followed by a picnic sponsored by ILWU Local 8. A family picnic follows at Oaks Park with BBQ, soft drinks and live music provided.

San Francisco: At ILWU Local 10, at 400 North Point starting at 10:00 A.M. followed by a complimentary lunch at noon. Family event with lots of activities for kids.

Los Angeles/Long Beach: The ILWU Local 13 will be hosting a picnic at Harbor Sports Center (across the street from Harbor College), 1221 N. Figueroa Place, Wilmington, from 10:00 A.M. - 6:00 P.M.

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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Final Departures

Richard C. Cychowski, Book #4724. Born in Pennsylvania in 1927. Joined SUP in 1953. Died in Pennsylvania, October 31, 2017. (Pensioner)

Rex Harper, Book #5808. Born in California in 1929. Joined SUP in 1967. Died in Boulder City, Nevada, May 16, 2018. (Pensioner)

Romero Jalomo, Book #4290. Born in California in 1929. Joined SUP in 1957. Died in California, March 19, 2018. (Pensioner)

SUP Meetings

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

	Hdq.	Branch
July	9	16
August	13	20
September	10	17
October	Tues. 9	15
November	Tues. 13	19
December	10	17

West Coast Sailors

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CMA CGM teams with San Francisco startup to install AI on vessels

The French shipping group CMA CGM, which owns SUP-contracted American President Lines, has teamed up with a San Francisco startup to explore the use of artificial intelligence (AI) onboard its ships.

CMA CGM, the world's second largest container shipping line, said this month it has launched a collaboration with Shone, a California-based startup launched by three French engineers in 2017 that specializes in the use of AI for maritime transportation.

The shipping group says the collaboration enables Shone to access the CMA CGM Group vessels to finalize the development of artificial intelligence systems on board container ships.

According to CMA CGM's announcement, Shone will embed onboard data collection systems which will then be analyzed at the start-up's headquarters in San Francisco, California. "Once the development is finalized, this innovation will facilitate the work of crews on board, whether in decision support, maritime safety or piloting assistance," it said.

CMA CGM says as far as security and anti-collision alert systems are concerned, Shone will fuse data from multiple sensors (radar, camera, AIS, etc.) in order to increase detection accuracy, "thus preventing potential collisions, taking into account COLREGs," it said.

CMA CGM said the collaboration is in line with its strategy of innovation by way of the digital transformation implemented by Chairman and CEO, Rodolphe Saadé.

In April, the world's largest shipping line Maersk announced a project to test AI situational awareness on board one of its containerships.

Earlier that same month, Hong Kong-based shipping company Orient Overseas Container Line (OOCL) teamed up with Microsoft's research arm in Asia to advance the application of artificial intelligence research in the shipping industry. That collaboration aims to find ways to use AI to improve shipping network operations and achieve greater efficiency.

Trump Administration turns the screw on Unions with series of Executive Orders

President Trump issued three Executive Orders last month further diluting protections for Federal employees and undermining Unions under the guise of government "efficiency." The orders were issued in the lead-up to Memorial Day weekend.

The first drastically slashes "official time" which allows Unions to represent bargaining unit members—whether Union or non-Union—in disciplinary actions and other matters. David Cox, president of the American Federation of Government Employees (AFGE) says that "official time" is "a policy that has saved taxpayers in the long run because it helps resolve isolated conflicts that arise in the workplace before they become costly, agency-wide problems. And contrary to some reports, official time is never used to conduct Union-specific business, solicit members, hold internal Union meetings, elect Union officers, or engage ill partisan political activities."

A second Order waters down grievance procedures and eases the way for agencies to fire workers instead of discipline. A third Order targets collective bargaining agreements to aid the Government against Unions negotiating contracts. The Order says Union contracts "often make it harder for agencies to reward high performers, hold low-performers accountable, or flexibly respond to operational needs."

Cox said the White House actions are "basically an attempt to make federal employees at-will employees, so you can make them political employees, so you can hire anyone who had a bumper sticker fix you in the last election. This is more than Union busting—it's democracy busting," he continued. "These executive orders are a direct assault on the legal rights and protections that Congress has specifically guaranteed to the two million public-sector employees across the country who work for the federal government."

AFGE asks you to call (202) 456-1111 and urge the White House to stop silencing the voices of working people.

Admiral Karl Schultz takes command of the United States Coast Guard

Admiral Karl Schultz took over as Commandant of the U.S. Coast Guard from Admiral Paul Zukunft during a ceremony at U.S. Coast Guard Headquarters on June 1.

The U.S. Coast Guard is the largest component of the Department of Homeland Security, with 56,000 active duty, Reserve and civilian Coast Guardsmen and more than 24,000 volunteer Coast Guard auxiliaries.

Schultz, now the service's 26th commandant, reports to Coast Guard headquarters from Virginia where he served as the Coast Guard Atlantic Area commander since August 2016.

"The Coast Guard remains a service that is trusted, respected and valued by our citizens because of the tremendous

leadership of Admiral Zukunft," said Schultz, who has also announced guiding principles for his 2018-2022 term of office:

Ready

We will be prepared to serve and protect the American people and our national interests.

Relevant

We will be a professional and agile armed force, law enforcer, regulator, and maritime first responder on which our partners confidently rely to address the Nation's increasingly complex maritime challenges.

Responsive

We will employ our bias for action to excel in mission execution as we protect and defend the homeland."



Mike Henderson handling crane operations loading fresh daily stores aboard the Kauai on May 21.

Oakland's coal transportation ban struck down by judge

A federal judge on May 15, struck down the city of Oakland's ban prohibiting companies from transporting coal through a proposed export terminal that United States based miners see as a key link to overseas markets.

The ban, which was enacted by the city in 2014, violates a development agreement, U.S. District Judge Vince Chhabria ruled, siding with a developer who wants to use the proposed marine terminal to transport coal from Utah to Asia.

Chhabria said the Oakland City Council did not have enough evidence that the coal operations would pose a substantial threat to health or safety.

"The development agreement froze in place the local regulations that existed at the time the agreement was signed. This means, generally speaking, that any regulations adopted by Oakland thereafter would not apply to the shipping terminal," Chhabria said in the ruling, "But the agreement contains an important exception: A regulation that postdates the development agreement can be applied to the shipping terminal if the city determines that the failure to apply the new regulation would pose a 'substantial danger' to the health or safety of people in Oakland. The agreement specifies that

any such determination by the city must be supported by 'substantial evidence.'"

As demand for coal in the U.S. declines, miners depend increasingly on overseas markets. However, Oakland is among several terminal locations along the U.S. West Coast that environmentalists have pushed to close to miners in an effort to keep U.S. coal off the international market. According to the Sierra Club, reversing the ban could increase coal exports by as much as 19%.

The legal dispute hinged on whether the coal ban violated an agreement between the city of Oakland and a company developing a bulk loading terminal near the city's port. The developer, Oakland Bulk & Oversized Terminal LLC, argued the city had no substantial evidence that shipping coal through the terminal would endanger the health of workers or surrounding communities.

The \$250-million terminal is in West Oakland, a neighborhood that is among the poorest and most polluted in the region.

City leaders approved the rail and marine terminal in 2013 as part of a makeover of the former Oakland Army terminal. However, they voted to ban shipments of coal and petroleum coke, a solid derived from oil refining.

The IMO begins discussions regarding autonomous vessels

The International Maritime Organization (IMO) announced last month that discussions on how to address maritime autonomous surface ships have begun within the organization. The IMO's Maritime Safety Committee (MSC) is debating how to proceed with a regulatory scoping exercise, which is expected to touch on an extensive range of issues, including the human element, safety, security, interactions with ports, pilotage, responses to incidents and protection of the marine environment, for different levels of autonomy.

Speaking at the opening of the 99th session of the MSC, which ran through May 25, IMO Secretary-General Kitack Lim said, "It is important that we remain flexible to accommodate new technologies, and so improve the efficiency of shipping, while at the same time keeping in mind the role of the human element and the need to maintain safe navigation, further reducing the number of marine casualties and incidents."

Lim also announced the formation of an inter-divisional maritime autonomous surface ships task force, within the IMO Secretariat, to support the work on this important matter.

Other matters on the MSC agenda include considering how the Polar Code provisions might be applied in the future to non-SOLAS ships, including cargo ships of less than 500 gross tonnage, fishing vessels and pleasure yachts. New and amended ships' routing measures set to be adopted include those in the Bering Sea and Bering Strait, aimed at reducing the risks of incidents. They will be the first measures to be adopted in IMO for the Arctic region since the Polar Code entered into force at the beginning of 2017. Matters related to the goal-based ship construction standards for tankers and oil tankers are also on the agenda.

ILA, East Coast/Gulf Coast employers reach tentative master contract agreement

The International Longshoremen's Association (ILA) and the employer group United States Maritime Alliance (USMX) have reached agreement on a tentative master contract that will run through 2024.

The deal to replace a contract that expires September 30, still must be approved by rank-and-file members of the Union, which represents dockworkers on the East and Gulf Coasts.

"We have reached a tentative agreement on a six-year master contract that is beneficial to both sides," said Harold J. Daggett, ILA President, and David F. Adam, Chairman of USMX, in a joint statement. But they did not reveal any information about future pay increases or other aspects of the agreement.

Some 200 ILA wage-scale delegates unanimously approved the terms of the new agreement, following two days of master contract negotiations in Delray Beach, Florida.

"The agreement culminates months of tough negotiations between the ILA and USMX," the statement said. "Both sides hailed the agreement that was reached months ahead of the expiration of the current pact."

The Union and USMX said they are encouraging local ILA and management groups to finalize local agreements by July 10, prior to full membership ratification votes by the ILA rank-and-file members and USMX.

Agreement between the two sides seemed to be reached quickly, but ILA spokesman Jim McNamara noted, "There was a lot of work done ahead of time. Both sides really learned from previous negotiations and methodically put together the contract using the smaller committees to build details and then present it" to the wage-scale delegates.

There was some concern early on about how smoothly the negotiations for a new contract would go after talks broke off abruptly in December over the issue of automation.

In March, a group of 110 associations representing shippers and logistics companies asked the two parties to resume negotiations and about a week later the two sides met and said "issues and concerns regarding automation have been adequately addressed," and enough progress had been made that they would present the complete package to the full ILA wage-scale delegates.

Negotiations on local issues at ports will now continue, and the Union hopes those agreements can be reached prior to a convention of the South Atlantic and Gulf Coast District Convention on July 16. McNamara said there has been significant progress in some ports, including in the Port of New York and New Jersey.

Talks could be difficult in some ports. In Philadelphia, Wilmington, Delaware, and surrounding ports the ILA is pressing its effort to regain jobs that have been lost to non-ILA employers.

In order to achieve its objectives at those terminals along the Delaware River, the ILA said last month, "one strategy may be to allow the ILA in the Port of Philadelphia and Wilmington to 'carve itself out' of the ILA-USMX Master Contract, freeing the membership there to exercise their right to strike and freedom of assembly against non-ILA and non-Union companies."

The National Retail Federation (NRF) welcomed the agreement.

"This is good news," said John Gold, NRF vice president for supply chain and customs policy. "This agreement is very important for retailers who are now in the process of bringing in their holiday season merchandise and were worried that the current contract could have expired right in the middle of that season. Retailers can now count on receiving their merchandise without disruption to the supply chain."

"This ensures that we will have stability at East Coast and Gulf Coast ports over the next six years," Gold said. "That's a good, long time."



OS Ian Donohue and AB Ken Johns aboard USNS Pomeroy. Donohue is sporting a Lundeberg Stetson. SUP-contracted Patriot Contract Services operates the Pomeroy for the Military Sealift Command.

The Supreme Court backs employers over workers in first of two major labor cases

The Supreme Court dealt an initial blow to millions of workers last month in the first of two major disputes this term pitting corporations against labor Unions.

In a 5-4 decision controlled by the court's conservative wing, the justices ruled that employers have the right to insist that labor disputes get resolved individually, rather than allowing workers to join together in class-action lawsuits.

Millions of workers routinely sign such arbitration agreements unknowingly, only to find out later that they are barred from collective action. About 25 million workers are affected by those contracts.

Justice Neil Gorsuch wrote the decision, joined by the other four conservatives on the court. It was the longest-pending case before the justices, having been heard on the first day of the term last October.

"As a matter of policy, these questions are surely debatable," Gorsuch said. Still, he said, "this court is not free to substitute its preferred economic policies for those chosen by the people's representatives."

Justice Ruth Bader Ginsburg wrote the dissent, joined by the other three liberals. She summarized it from the bench, something justices do only rarely to signify their objections.

"When workers charge their employers with unlawful conduct – in this case, violations of laws governing wages earned and hours worked – there is strength in numbers," Ginsburg said.

As a result of the ruling, she said, "there will be huge under-enforcement of federal and state statutes designed to advance the well-being of vulnerable workers."

The high court heard oral arguments in three separate forced arbitration cases on October 2. Then in February, it heard a more closely-watched case challenging public employees Unions' collection of fees from non-members in nearly two dozen states. The court's conservatives appear set to render another 5-4 ruling against the Unions in that case.

"Unfortunately, the Supreme Court term is not over," said Craig Becker, the AFL-CIO's general counsel and a former member of the National Labor Relations Board.

The justices have been deferential in the past to arbitration agreements, which are favored by many employers as a way to resolve disputes over pay, benefits and other matters without going to court. Last year, 54% of companies reported using arbitration clauses in contracts. About one-third of the contracts barred workers from banding together.

The nation's major business trade groups lined up in favor of the three employers: Epic Systems, a Wisconsin health care software company; Ernst & Young accountants; and Murphy Oil, which operates gas stations in 26 states.

On the other side were workers' rights groups such as the National Employment Law Project, which warned that the ruling could set back the Me Too movement against sexual harassment in the workplace.

"Forced arbitration means women have

to pursue their claims alone, before a private arbitrator hired by the company, with a low likelihood of success and little chance to appeal," Christine Owens, the group's executive director, said in a statement.

The Federal Arbitration Act of 1925 made arbitration agreements legal. Ten years later, the National Labor Relations Act protected employees' rights to join Unions and engage in collective bargaining. The question before the court was whether those rights render individual arbitration agreements void, as the National Labor Relations Board ruled for the first time in 2012.

Gorsuch concluded that the latter law did not supplant the earlier one, and that the two must be considered together. Nothing in the National Labor Relations Act impacts how judges and arbitrators must try legal disputes, he said.

"Congress has instructed that arbitration agreements like those before us must be enforced as written," he said. "While Congress is of course always free to amend this judgment, we see nothing suggesting it did so in the NLRA."

Ginsburg said the later law "should qualify as 'an implied repeal'" of the earlier one in part because it "speaks directly to group action by employees to improve the terms and conditions of their employment."

The case took an unusual twist when the Trump administration switched sides from the position taken by the Obama administration, which had backed the workers. As a result, the Justice Department argued in court against the National Labor Relations Board – a rare occurrence pitting one federal agency against another.

During oral argument in October, the court's four liberal justices attacked individual arbitration agreements with a vengeance. Ginsburg likened them to "yellow dog contracts," outlawed in 1932, that required workers to forswear Union membership. Justice Stephen Breyer said a decision for employers would overturn labor law, "undermining and changing radically what has gone back to the New Deal."

In her dissent, Ginsburg employed a tactic she used successfully in 2007, when she urged Congress to correct the court's ruling against a female employee who complained she was paid less than men for the same work. The Lilly Ledbetter Fair Pay Act became the first law President Obama signed in 2009.

"Congressional action is urgently in order to correct the court's elevation of the Arbitration Act over workers' rights to act in concert," she said.

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Political Fund**

Matson Navigation Company Wage Rates

Effective July 1, 2018

071, Roll-On/Roll-Off, C-8, C-9, CV-2500, CV-2600

Aloha-Class, Kanaloa-Class

Rating	Wages		Supp. Benefit Base Monthly	Supp. Benefit Daily	Supp. Benefit Monthly	Money Purchase Pension Plan Daily
	Monthly	Daily				
Bosun	\$6,619.61	\$220.65	\$6,821.62	\$128.86	\$3,865.80	\$25.00
A.B.	\$4,668.76	\$155.63	\$5,097.53	\$96.29	\$2,888.70	\$25.00
O.S.	\$3,583.87	\$119.46	\$4,005.59	\$75.66	\$2,269.80	\$18.51

OVERTIME AND OTHER RATES

The hourly overly overtime rate for all ratings except the Ordinary Seaman shall be..... \$38.00
 Ordinary Seamen (overtime rate)..... \$28.49

CARGO RATES

The hourly cargo rate for all ratings shall be:
 Straight Time..... \$28.49
 Overtime..... \$46.96

SHORTHANDLED (SECTION 7. SUP Work Rules)

Bosun..... \$64.88
 A.B..... \$48.88

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
 Straight Time..... \$44.47..... \$25.00
 Overtime..... \$72.13
A.B.
 Straight Time..... \$36.64..... \$25.00
 Overtime..... \$60.73

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
 Straight Time..... \$32.19..... \$25.00
 Overtime..... \$53.49
A.B.
 Straight Time..... \$30.21..... \$25.00
 Overtime..... \$51.09

DECK PORT WATCHES (SECTION 55. SUP Work Rules)

Bosun
 Straight Time..... \$43.24
 Overtime..... \$64.86
A.B.
 Straight Time..... \$32.60
 Overtime..... \$48.87

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time..... \$22.13

SHOREGANG: MAINTENANCE AGREEMENT

Working Bosun
 Straight Time..... \$44.02..... \$25.00
 Overtime..... \$72.13
General Maintenance
 Straight Time..... \$36.20..... \$25.00
 Overtime..... \$60.73
 Spraying, Sandblasting enclosed spaces: additional per hour \$2.21

SHOREGANG: EXTRA MAINTENANCE AGREEMENT

Standby Bosun
 Straight Time..... \$44.47..... \$25.00
 Overtime..... \$77.13
Standby AB
 Straight Time..... \$36.64..... \$25.00
 Overtime..... \$60.73



Pictured above from the left: Paul Nielsen, John Pitts, Janice Hahn, Rich Doherty and Mark Hurley, former SUP Wilmington Branch Agent.

On May 15, Los Angeles County Supervisor Janice Hahn invited representatives from the American Merchant Marine Veterans Memorial Committee to attend the Los Angeles County Supervisor’s Board meeting in Los Angeles. The purpose of the invitation was to present a scroll proclaiming May 22, 2018 as “National Maritime Day in Los Angeles County, to reflect the gratitude that Americans have for those who serve as merchant mariners and recognize the benefits the maritime industry brings to the Country.”

Rich Doherty, Mark Hurley, Paul Nielsen and John Pitts, all U.S. Merchant Mariners and members of the American Merchant Marine Veterans Memorial Committee, attended the ceremony and accepted the scroll on behalf of all mariners of the U.S. Merchant Marine, past, present and future with thanks to Supervisor Hahn and the Board for their recognition of the contributions of the U.S. Merchant Marine to the economy and defense of the United States of America.

Foreign-flag company to pay \$20 million for bilking U.S. Navy

Inchcape Shipping Services Holdings Ltd. has agreed to pay the U.S. government \$20 million to resolve allegations that it over billed the Navy for ship husbanding services overseas.

The Justice Department said the action taken against the U.K.-based subsidiary of the Istithmar World investment firm and United Arab Emirates government-owned Dubai World violated the False Claims Act.

Inchcape provided goods and services to Navy ships at ports in several regions around the world, including Southwest Asia, Africa, Panama, North America, South America and Mexico. Inchcape provided these ships with food, waste removal, telephone services, ship-to-shore transportation, force protection services and local transportation.

The lawsuit, which was filed in 2010, alleged that between 2005 and 2014 Inchcape knowingly over billed the Navy for these services by submitting invoices that overstated the quantity of goods and services provided, billing at rates in excess of applicable contract rates –by 15% to 20%– and double-billing for some goods and services.

For example, in Mexico, during port calls to Cozumel, Mazatlán and Acapulco, Navy ships were routinely charged up to 10 times the true cost of services ranging from ship pilots to long-distance telephone airtime, according to court records.

Three former Inchcape employees, Noah Rudolph, Andrea Ford and Lawrence Cosgriff, brought the illicit over billing activity to the attention of U.S. authorities.

Cosgriff, a retired Naval Reserve intelligence officer, was senior vice president of Inchcape’s Government Services Division from 2007 to 2010. Rudolph, a former FBI special agent, was the chief financial officer of the Government Services Division from 2008 to 2009. Andrea Ford was an Inchcape government services manager from 2007 to 2010. The three were represented by the law firms Vogel, Slade & Goldstein and Katz, Marshall & Banks.

The lawsuit alleged that Cosgriff, Rudolph and Ford resigned from the company after discovering the alleged multi-million dollar over billing scheme and bringing it to the attention of Inchcape CEO Claus Hyldager and other senior executives, who allegedly rebuffed their efforts to stop the fraud and prevent further illegal acts.

In July 2009, the three contacted the FBI and provided evidence of the alleged fraud against the Navy. Hyldager resigned from Inchcape in 2015, and the company subsequently hired new senior management not implicated in the fraud.

The False Claims Act allows the U.S. government to recover damages and penalties from those who violate it. As part of the resolution, the whistle-blowers will receive about \$4.4 million.

“Under its husbanding contracts, Inchcape pledged to ‘bring the highest level of commitment’ to obtaining goods and services for Navy ships at fair prices,” said whistle-blower legal counsel Alexis Ronickher in a statement. “The lawsuit alleges that, instead, Inchcape conspired with its subsidiaries and vendors to gouge the Navy wherever and whenever possible.”

APL named “best shipping line in the TransPacific”

In a repeat win from last year, American President Lines was named the “Best Shipping Line in the TransPacific” at the recent 2018 Asian Freight, Logistics and Supply Chain Awards in Shanghai. APL’s Asia-North America volume grew 22% to 1.83 million TEU, compared to 2016, accounting for 35% of APL’s global volumes in 2017.

Patriot Contract Services Moku Pahu Wages

Effective June 15, 2018

Bosun	Monthly Base Wage	Daily Base Wage	Daily Supplemental Wage	Money Purchase Pension Plan Daily
A.B.	Monthly Base Wage.....	Daily Base Wage.....	Daily Supplemental Wage.....	
	\$3,533.38	\$117.78	\$50.49	\$19.87
Overtime.....	\$33.12	Vacation.....	\$2.16	
Pension.....	\$10.00	Med Center.....	\$2.04	
Total Welfare.....	\$55.40	Training.....	\$6.12	
JEC.....	\$2.04			

Pirate attacks grow in South America and Caribbean targeting anchored vessels

Pirate attacks around South American and Caribbean waters are growing, and violence is increasingly used during robberies committed on vessels at anchor, according to a report released last month.

The Oceans Beyond Piracy (OBP) non-profit group recorded 71 incidents in Latin America and the Caribbean in 2017, a 163% increase over 2016.

OBP said the majority of the attacks occurred in territorial waters, with around 59% of incidents involving robbery on yachts. Anchorages in Venezuela, Saint Vincent and the Grenadines, Colombia and St. Lucia were the regional hot spots during 2017, it said.

“We have observed a significant increase in violent incidents and anchorage crime, particularly in the anchorages of Venezuela and the recent violent incidents off Suriname in the first part of this year,” said the report’s lead author Maisie Pigeon.

In late April a pirate attack off the coast of Suriname left at least a dozen fishermen from neighboring Guyana missing and feared dead with three separate bodies found in what was described by Guyana’s President David Granger as a “massacre.”

In a separate incident in May a fishing boat captain was shot dead after his vessel was attacked off Suriname while the rest of the crew survived.

OBP could not give a total economic cost for attacks in Latin America and the Caribbean, but said ship stores and crew belongings reported stolen were estimated to have totaled nearly \$1 million in 2017.

The cost of piracy in East Africa reached \$1.4 billion in 2017, down from \$1.7 billion in 2016 and \$7 billion in 2010 during the peak of attacks by Somali pirates. Since then, the presence of international naval forces, the deployment of private armed guards on board vessels and defensive measures by ship captains has curbed activity.

OBP said there were 54 incidents in 2017 versus 27 in 2016 after a surge of attacks in the first quarter of 2017. “There are now a wide range of threats to shipping near the Horn of Africa that have been complicated by the conflict and instability in Yemen,” said Phil Belcher, marine director with association INTERTANKO, which represents the majority of the world’s tanker fleet. Piracy risks remained elevated in West African waters, with 97 incidents recorded in 2017 versus 95 in 2016, with the total cost estimated at \$818.1 million in 2017 versus \$793.7 million, OBP said.

Philadelphia Shipyard cuts jobs

Philly Shipyard, a remnant of America’s commercial shipbuilding power that has been rescued twice by taxpayers over the last 20 years, is reeling again. The manufacturer is laying off 20% of its workforce as it completes work on two ships, with no more vessels on its order book.

The Philadelphia shipyard’s fortunes are tied to the Jones Act, a 1920 law mandating that ships moving goods between U.S. ports must be American-built, owned and operated. The law’s intent is to protect the U.S. shipbuilding industry and thereby preserve a national security resource.

Philly Shipyard has delivered more than half of all Jones Act oceangoing vessels since 2003, including container ships, product tankers and crude oil tankers. But those ships cost at least four times more than vessels built by foreign yards.

On top of that, the business for such ships is largely limited to goods shipped from the continental United States to Hawai’i, Alaska, Puerto Rico and Guam. All other U.S. maritime cargo moves through American ports on mainly foreign-flagged ships. That has left orders rare and far apart at the yard along the Delaware River in South Philadelphia.

The United States was the world’s dominant commercial shipbuilder as recently as 1975 when nearly 80 vessels of all types were under construction. But the business gradually shifted, moving first to Japan and then to South Korea and China, which over the past four decades heavily subsidized local yards. The last U.S. subsidies stopped in 1981. Today, the U.S. amounts to less than 0.5% of ship construction world-wide, according to Aaron Klein, a fellow at the Brookings Institution.

Majority owned by Norway’s Aker ASA and listed on the Oslo stock exchange, Philly Shipyard is laying off 250 workers, reducing its staff to 950. In the first quarter, the business lost \$3.5 million compared with a profit of \$17 million a year earlier, and when reporting the results in early May the yard said it would

lose money this year and next year even if it gets new orders.

Without new orders, the operation said it would be “challenging for Philly Shipyard to continue shipbuilding operations” after the last cargo ship (*Kaimana Hila*) is delivered in early 2019 to SUP-contracted Matson Navigation Company. Philly Shipyard shares have lost roughly half their value in Oslo since peaking last August.

Philly Shipyard had put its hopes on an order from Tote Maritime, another U.S. operator, to build up to four ships for Hawai’i services, but the deal fell through in January.

A bipartisan bill called Energizing American Shipbuilding Act introduced in May calls for construction of roughly 50 Jones Act vessels to handle U.S. liquefied natural gas exports. [Editor’s note: See article on Page 1.]

The U.S. Administration says there were 124 active American shipyards in 2015, but only 22 were “capable of building naval ships and submarines, ocean-going cargo ships, drilling rigs and high value, high-complexity mid-size vessels.” Japan has up to 1,000 shipyards, and it is estimated China has more than 2,000.

The two of the largest U.S. shipbuilders, General Dynamics Corp. and Huntington Ingalls Industries Inc., are thriving on a different business model by catering to military ships. Both are on a hiring spree to fulfill current U.S. Navy orders and may further benefit by President Trump’s plans to build more warships and submarines.

South Philadelphia’s shipyard was once a major source of naval vessels, including the famed battleship *USS New Jersey*. But Philly Shipyard doesn’t build Navy vessels, so if no new orders come in, it will either close down or look for another bailout.

The Jones Act continues to enjoy widespread support in the government and among U.S. legislators. Attempts by Senator John McCain (R-Arizona), Chairman of the Senate Armed Services Committee, to repeal it, have failed.

Trump industrial policy *continued from page 1*

law requires the use of U.S.-made ships on those routes. The biggest U.S. shipyards are engaged mainly in building warships for the Navy.

U.S. commercial shipbuilding and shipping is so diminished today that, even as the nation begins to ship its abundant natural gas overseas, there is not a single U.S.-flagged liquid natural gas (LNG) carrier in the entire global fleet. All the LNG carriers operate under rules set by less demanding countries, and for the most part they are owned and operated by foreigners.

Why have U.S. maritime interests disappeared from international trade?

The explanation comes down to an unfortunate confluence of foreign mercantilism and domestic ideology during the Reagan years. In a fit a free-market exuberance, President Reagan decided to end subsidies to U.S. shipbuilders without securing similar action by other shipbuilding nations. Once the “construction differential subsidy” was removed, U.S. shipbuilders could not compete with the ships made in other countries.

So an industry that had been producing an average of 20 large oceangoing commercial vessels annually since the 1950s simply collapsed, wiping out tens of thousands of jobs. Shipbuilders migrated to Navy work, which was expanding rapidly as a result of the Reagan defense buildup. Meanwhile, the heavily protected and regulated U.S. merchant marine saw its share of U.S. overseas commercial traffic fall from about 50% in early 1950s to 5% at the end of the Reagan years.

The U.S. economy that President Trump inherited thus is heavily dependent on foreign ships and shippers to obtain vital materials and products that are not generated domestically. For instance, the president has recently moved to protect what is left of America’s aluminum smelting capacity – only one domestic site remains that produces the kind of aluminum used in fighter aircraft – but all of the places where aluminum ore is produced are far from U.S. shores. So the ore is shipped to America on foreign ships.

This state of affairs presents two headaches for U.S. policymakers. First, it is not feasible to fully secure the supply chain for America’s defense industrial base when production inputs originating overseas travel on shipping controlled by foreign interests. Second, the U.S. merchant marine is too small (175 vessels) and too old (over 30 years on average) to provide sufficient sealift for U.S. military forces when a large-scale overseas crisis arises.

We have been here before. The U.S. was heavily dependent on foreign shipping in the years leading up to World War I and then found itself unable to secure adequate sealift for moving troops once it entered the war. The government ended up building over a thousand ships to cope with the shortage. The Jones Act was supposed to mitigate the danger of a repetition in future wars by assuring the existence of a domestic shipbuilding industry and merchant marine. But circumstances have conspired to limit its effectiveness.

Threats tend to unfold faster today than they did a century ago. Washington might not have the time to build up its merchant marine before decisive battles are fought in a future conflict. Worse,

the U.S. might have to resort to the use of nuclear weapons to compensate for a lack of conventional forces in places like Eastern Europe or South Korea. Lack of logistics can have lethal consequences in a fast-moving military campaign.

Given these concerns, it is inevitable that the White House’s forthcoming assessment of the defense industrial base, due to be released in the next few weeks, will address deficiencies in the U.S. shipbuilding base and merchant marine. President Trump has made national security a central organizing principle for many of his exertions in the trade arena, and past experience proves this is a legitimate concern when it comes to shipbuilding and shipping. Every war is accompanied by increased demand for commercial shipping.

The question is what measures might most effectively reverse the decline of the U.S. commercial maritime sector. Imposing tariffs or other penalties on foreign ships or shippers that receive subsidies is one conceivable approach, but that would take a long time to implement and be very complicated. Restoring the kinds of subsidies unilaterally withdrawn by the Reagan Administration would be controversial, and potentially costly. So the most likely move would be to expand cargo preference rules with regard to who may move what cargoes.

The U.S. might, for example, begin requiring that a portion of all U.S. trade be transported on U.S.-built and/or crewed vessels. I won’t try to address the complexities involved in such a regime, but it is borderline absurd that so little of America’s international trade moves on U.S. ships. Not just absurd, but dangerous – who knows how capable or willing foreign shippers might be to continue moving vital cargoes in a major conflict? As I observed above, past experience is not encouraging.

The Jones Act is likely to provide a foundation for whatever additional steps the White House proposes. Although critics complain it distorts markets, its impact is trivial compared with the distortions created by foreign subsidies. The U.S. commercial shipbuilding industry would disappear entirely in the absence of Jones Act protections. The merchant marine would also be devastated. The Pentagon would probably need to buy a lot of additional sealift and hire thousands of mariners to compensate for the loss of domestically-controlled commercial ships.

Without the Jones Act, foreign shippers would also begin insinuating themselves into the domestic commerce of the U.S. For instance, imagine Chinese shippers assuming a role in moving Great Lakes iron ore from the Mesabi Range to steel mills in the Midwest. Or moving natural gas from Texas to New England. That would create new security concerns. So the Jones Act isn’t going away. The question is what additional protections the White House might deem necessary to impose.

Editor’s Note: Loren Thompson focuses on the strategic, economic and business implications of defense spending as the Chief Operating Officer of the non-profit Lexington Institute and Chief Executive Officer of Source Associates. This article as originally published by Forbes online on June 5.

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

Foreign shipping companies prepare to cease Iran operations after U.S. sanctions renewed

It will be months before new U.S. sanctions against Iran take hold, but global shipping operators are already pulling back from the big oil-exporting nation.

The world's two biggest shipping lines, Denmark's Maersk Line and Swiss-based Mediterranean Shipping Company, said they were winding down general cargo shipments, while tanker owners said they plan to move their vessels to other oil-producing countries in the Middle East or West Africa.

Even though the U.S. is alone in imposing the new sanctions, "I don't think any shipping line that operates globally will be able to do business in Iran if the sanctions arrive in full force, the way they are intended," said Soren Skou, chief executive of Maersk Line and parent company A.P. Moller-Maersk A/S.

Maersk and privately held Mediterranean Shipping Company have been moving everything from electronics and household goods to food and heavy machinery to Iran.

Skou said Maersk's Iran operations are small, but with an Iranian population of 80 million, carriers heralded the lifting of earlier sanctions in 2016 as the opening of an important Middle East trade destination.

The Trump Administration has given the shipping industry until early November to end operations in Iran. The sanctions also will affect ship insurance premiums, lines of credit for moving cargo and fuel suppliers for Iranian ships and shipments.

Pulling Iran off the service map for crude carriers will be a blow to the world's tanker operators. Shipowners in that sector have suffered from a glut of global capacity and now will see the world's fifth-biggest oil producer removed from their market.

Iran accounts for 5% of global output and exported a record 2.6 million barrels of crude a day in April. The majority of Iran's oil goes to China, Japan, India and South Korea.

Shipowners in China, which currently buys roughly 650,000 barrels of Iranian crude a day, said they expect Iran's total daily crude shipments to drop by more than half.

Australia bans foreign-flag ship over navigation deficiencies

The Australian Maritime Safety Authority (AMSA) has banned the Philippines-flagged general cargo ship *Thoreo Luna* after it was detained for a third time this year for consistently failing to meet international standards.

The ship was released from its latest detention at Port Kembla on June 8, and will not be permitted to enter an Australian port for a period of three months.

AMSA inspected the ship five times between November 2017 and June 2018. On three of these occasions the ship was detained and issued with 34 deficiencies. The ship's average deficiency rate is 6.8 deficiencies per inspection, which is nearly triple the industry average of 2.3.

The most serious deficiencies stemmed from the fact that officers and crew were unfamiliar with the operation of critical shipboard equipment and procedures for navigation and fire safety. This contravenes the obligations under chapter XI-1 of the Safety of Life at Sea Convention. In one case, the ship's navigating officers had planned to transit a compulsory pilotage area without a pilot and were unfamiliar with the operation of the electronic navigation systems upon which they relied. AMSA also has concerns with safe systems of work and the operation of critical shipboard equipment for fire-fighting, navigation and alarms.

AMSA has banned six ships in the past two years.

Vessel name (IMO number)	Flag	Direction	Issue Date	Expiration Date
Five Stars Fujian (IMO 9402287)	Hong Kong	Refused access for 12 months	9/1/2016	9/1/2017
Kiunga Chief (IMO 9195119)	Papua New Guinea	Refused access for 3 months	5/30/2017	8/30/2017
Rena (IMO 9464780)	Bahamas	Refused access for 6 months	8/3/2017	2/3/2018
DL Carnation (IMO 9618680)	Panama	Refused access for 12 months	9/14/2017	9/14/2018
MSC Kia Ora (IMO 9364344)	Liberia	Refused access for 3 months	3/25/2018	6/25/2018
Thorco Luna (IMO 9699957)	Philippines	Refused access for 3 months	6/8/2017	9/8/2017

Nautical terms in everyday speech

Clean bill of health ... (healthy, in good shape)

This popular expression derives from the certificate once issued by a port authority confirming that no member of a ship's crew suffered from a reportable contagious disease, and that no contagion was known to be present in the ship's port of departure. Where there was infectious disease aboard a ship or in port, the authorities issued a foul bill of health. As the term "a clean bill of health" has come ashore, it generally means "in good shape," as when a company is given a clean bill of health on its financial dealings.



Working standby in the Lihue this month. Back row from the left: Emmanuel Baroman, Edgar Jauluat, Andrew Montoya, Val Goncharov, Wilfredo Aquino, Bosun Phil Coulter, Vashaun Tillery, John Springfield, Rahgen Hill, Lorenzo Otis and Ron Sutherland. In the front: Spencer Thompson, Gabriel Moreno, Delegate Yvette Cavan, Dave Frizzi and Mike Smith.

National Maritime Day

A proclamation by the President of the USA

On National Maritime Day, we recognize the critical role the United States Merchant Marine plays in bolstering national security and facilitating economic growth. We honor our merchant mariners for their contributions to connecting the States, supporting our military, and cementing ties among our allies.

Long known as the "Fourth Arm of Defense," the United States Merchant Marine has served with valor and distinction in every American conflict. The important work of the Merchant Marine was never more evident than during World War II, when merchant mariners sailed dangerous seas and fought enemies as they connected our Armed Forces fighting abroad to vital supplies produced by hardworking Americans at home. In the course of their valiant efforts, they endured the loss of more than 730 large vessels, and more than 6,000 merchant mariners died at sea or as prisoners of war.

Today, American mariners facilitate the shipment of hundreds of billions of dollars of goods along maritime trade routes for American businesses and consumers. Merchant mariners are ambassadors of good will, projecting a peaceful United States presence along the sea lanes of the world and into regions of core strategic importance to our Nation. Often risking their lives by sailing into war zones, our merchant mariners continue to support our troops overseas by providing them with needed cargo and logistical support. They also advance humanitarian missions worldwide, including last year's effort to ship tens of thousands of containers of lifesaving supplies to Puerto Rico and the U.S. Virgin Islands after they had been devastated by hurricanes.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" to commemorate the first transoceanic voyage by a steamship in 1819 by the *S.S. Savannah*. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, Donald J. Trump, President of the United States of America, do hereby proclaim May 22, 2018, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-first day of May, in the year of our Lord two thousand eighteen, and of the Independence of the United States of America the two hundred and forty-second. DONALD J. TRUMP

Los Angeles vetoes CalCartage port operating agreement

The Los Angeles City Council has taken away the ability of California Cartage Co. (CalCartage) to operate at Foreign Trade Zone (FTZ) 202 at the Port of Los Angeles.

At its meeting on May 29, the council vetoed the one-year extension of the FTZ operating agreement the Los Angeles Board of Harbor Commissioners had entered into with CalCartage last month.

The FTZ activities take place in about 6,000 square feet, of the 600,000-square-foot warehouse that CalCartage operates at the port. Sunglasses and electronics were among the products handled in the FTZ.

CalCartage is one of the larger port drayage companies in the Ports of Los Angeles and Long Beach as well as a warehouse company.

It has been targeted by the Teamsters and other groups seeking to require drayage companies to recognize workers as employees and not independent contractors.

Councilman Joe Buscaino said drivers have been "forced into debt, they've worked past exhaustion and they have been left with nothing. That is completely, outright wrong," he said. "How can we incentivize a company that is treating its employees like crap? It's not going to fly with me, and it shouldn't fly with you," he told his fellow council members, who voted unanimously to veto the operating agreement.

The harbor commission had approved the extension of the operating agreement with CalCartage on April 5 despite a request by Celine Perez of the Warehouse Workers Resource Center that they not do so. Perez said that although NFI Industries, which had purchased CalCartage last fall, has made some changes, employees still had complaints about health and safety and retaliation by supervisors against workers who have made complaints about working conditions.

Sunscreen and a higher SPF

Sunscreens with a rating of SPF 100 may be more effective than ones rated SPF 50, according to a randomized trial, even though the Food and Drug Administration says that any SPF above 50 offers no additional protection.

The study, in *The Journal of the American Academy of Dermatology*, included 199 men and women given two tubes of sunscreen, one marked “right” and one “left.” They applied the cream to the indicated side of the face and neck, and then went about their normal activities on a sunny day at a ski resort. One of the tubes contained SPF 50 cream, the other SPF 100.

The next day, a dermatologist rated the severity of burn on a five-point scale from none to most severe. On average, the score was more than twice as high for the SPF 50 side of the face as for the SPF 100. The reason may be that in practice, people almost never put on enough sunscreen.

“If you look at the laboratory results, you don’t see much of difference between 100 and 50,” said the senior author, Dr. Derrell S. Rigel, a professor of dermatology at New York University. “But in the real world, the higher SPFs are much more forgiving, and since people are under applying sunscreen, they’re much more likely to protect.”

The study was paid for by Johnson & Johnson Consumer Inc.

Wreck of Spanish treasure galleon San Jose found off Columbia

A Spanish galleon laden with gold that sank to the bottom of the Caribbean off the coast of Colombia more than 300 years ago was found three years ago with the help of an underwater autonomous vehicle operated by the Woods Hole Oceanographic Institution (WHOI), the agency disclosed for the first time.

New details about the discovery of the *San Jose* were released last month with permission from the agencies involved in the search, including the Colombian government.

“We’ve been holding this under wraps out of respect for the Colombian government,” said Rob Munier, WHOI’s vice president for marine facilities and operations.

The exact location of the wreck of the *San Jose*, often called the “holy grail of shipwrecks,” was long considered one of history’s enduring maritime mysteries.

The 62-gun, three-masted galleon, went down on June 8, 1708, with 600 people on board as well as a treasure of gold, silver and emeralds during a battle with British ships in the War of Spanish Succession.

The treasure is worth as much as \$17 billion by modern standards.

The Massachusetts-based WHOI was invited to join the search because of its recognized expertise in deep water exploration. The institute’s autonomous underwater vehicle, REMUS 6000, helped find the wreckage of Air France 447 in 2011, which crashed in 2009 several hundred miles off the coast of Brazil.

It was REMUS 6000 that in November 2015 took some side sonar images that found the *San Jose* in more than 2,000 feet of water.

The vehicle descended to 30 feet above the wreck to take several photographs, including some of the distinctive dolphin engravings on the *San Jose’s* cannons, a key piece of visual evidence.

The treasure has been the subject of legal battles between several nations as well as private companies. Several weeks ago, UNESCO, the U.N. cultural agency, called on Colombia not to commercially exploit the wreck, whose exact location remains a state secret. As for the treasure, that remains on the sea bed – for now.

Huge amounts of crystal meth are now being smuggled in ocean shipping containers

Malaysia has made its largest ever seizure of crystal methamphetamine, officials said last month, finding nearly 1.2 tons of the drug disguised as tea in a shipment from Myanmar, and arrested six suspected traffickers.

The bust comes as Southeast Asia reports a flood of the stimulant throughout the region. Indonesia and Thailand have also made record seizures of the drug this year.

A total of 1,187 kg of the drug, worth 71 million ringgit (\$18 million), was shipped in a container from Yangon, Myanmar, to Port Klang, on the outskirts of Kuala Lumpur, Customs Director General Subromaniam Tholasy told reporters. “This is the biggest seizure seen in our history in terms of value and weight,” he said.

The shipment, seized on May 22, had been declared “foodstuff” and was bound for a Malaysian trading company based in a Kuala Lumpur suburb, Subromaniam said.

Customs officials displayed the shipment, packed in golden yellow tea packets, at its narcotics operations headquarters in Nilai, near Kuala Lumpur.

Three Myanmar nationals and three Malaysians were arrested during the operation.

“We are still investigating, but we believe the syndicate involved has links with syndicates in Myanmar,” Subromaniam said, adding that officials also seized a small amount of heroin and about one million contraband cigarettes.

The methamphetamine market has expanded at an alarming rate in Asia, with experts in several countries in the region reporting an increase in its use in 2015.

Methamphetamine represents the greatest global health threat, the United Nations Office on Drugs and Crime said in a 2017 World Drug report said.

Myanmar has for decades been a producer of opium and its refined form, heroin, and has become the source of most of Southeast Asia’s methamphetamine, which is mostly produced in lawless border regions outside the government’s control.

Welfare Notes

June 2018

Active Medical Plan Coverage

The SUP Welfare Plan has contracts with California Health Net plans and Kaiser Hawaii, Kaiser Washington, Kaiser Portland Oregon, Kaiser Northern California, and Kaiser Southern California.

The Kaiser Plans are separate from one another and have their own individual enrollment forms. Please be sure you have the correct form when you want to enroll in a plan. Kaiser members can use Kaiser facilities in other areas when necessary, but you should contact your Kaiser Plan and check with the Kaiser facility that you will be using to be sure you are aware of limitations for using the out of area facility for treatment.

Members enrolled in Kaiser Northern California are still considered out of area visitors when using Southern California facilities for treatment and those enrolled in Kaiser Southern California are visitors when using Kaiser Northern California facilities.

Changing Doctors and Dentists

If you want to change your doctor or dentist, please contact your plan. Dental Plans have a waiting period for coverage on major work so it is better to change to another dentist within your plan if you are not satisfied with your dentist. If you change plans, you may delay your coverage for major work if it is needed. Also, be sure that major dental work is approved before you have the work started.

Pensioners Annual Allowance

The new fiscal year for the Pensioners Annual Allowance begins August 01, 2018. Services prior to August can only be considered for the prior fiscal year. Waiting until August to submit bills for services prior to August will not make the bills eligible for benefits in the new fiscal year.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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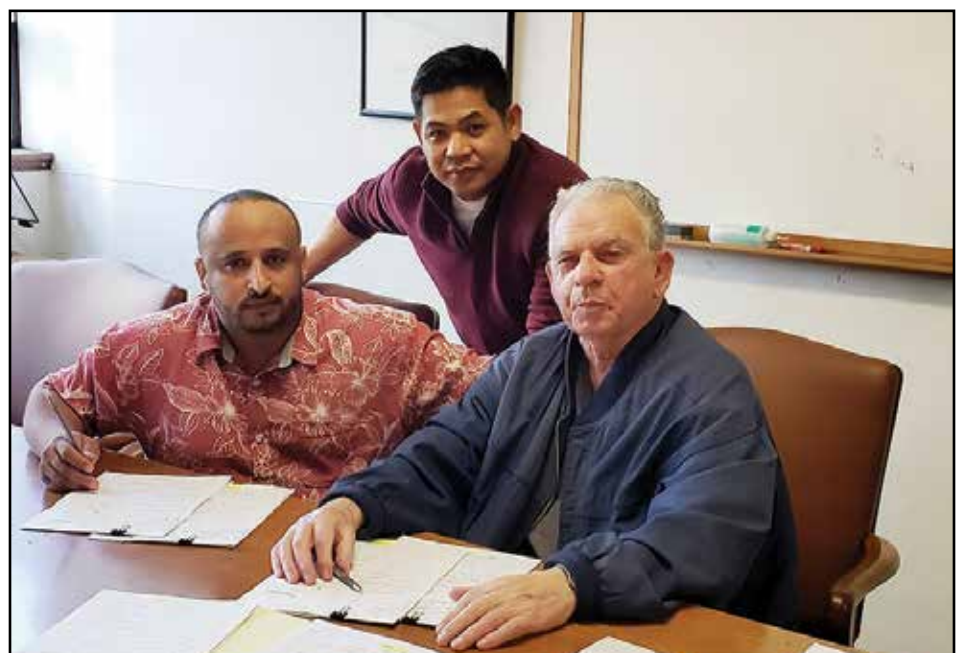
SUP Welfare Plan 730 Harrison Street, #415, San Francisco, CA 94107

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

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611



Membership and Ratings Committee: Saher Ali #19348, Clarence Cumay-ao #19499 and Frank Portanier #3835.

Membership and Ratings Committee

Met on June 7, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Stoy Robinson 19562	1 Year	A.B.	B
Michael Shimojo 19563	1 Year	O.S.	B
Manon Fitzpatrick 19564	1 Year	O.S.	B
Casey Fitzgerald 19565	1 Year	O.S.	B
Arman J. Deblois C2741	30 Days	A.B.	C
John Hartley C2742	30 Days	A.B.	C
Jarrell Hampton C2743	30 Days	A.B.	C
Joseph Sands C2744	30 Days	A.B.	C
Arthur Griggs C2745	30 Days	O.S.	C
Edward Barnett-Borys C2746	30 Days	A.B.	C

Bosun Stamp - None

Membership and Ratings Committee’s Report: M/S to concur in the Committee’s report. Carried unanimously.

Seattle and Tacoma to dredge to 57 feet

As the Northwest Seaport Alliance (NWSA) nears the third anniversary of its formation, the agency is moving forward with improvements so that both the Port of Seattle and Port of Tacoma are able to handle the bigger ships now plying the TransPacific trade lanes.

John Wolfe, the chief executive officer of NWSA, said the two ports already are seeing calls from ships with carrying capacity of between 10,000 TEU to 14,000 TEU.

This month, Army Corps of Engineers Commanding General Lt. General Todd Semonite signed a Chief of Engineers Report for what is known as the Seattle Harbor Navigation Improvement Project, a plan to deepen the channels leading to the container terminals in the Port of Seattle to 57 feet.

The project will deepen Seattle East Waterway where Terminals 46 (operated by Total Terminals International) and Terminals 30 and 18 (operated by SSA) are located. It also would deepen the West Waterway where Terminal 5 (T-5) is located.

"We have a heavy agriculture export market here in the Pacific Northwest, so our vessels often times on the outbound leg are weighted out and draw heavy draft. So having even deeper harbors than what we already have, which on average is about 51 feet, into the future is going to be a strategic advantage for us, said Wolfe. "We are looking forward to deepening both Seattle and Tacoma harbor ... so draft never becomes an issue."

He noted that when NWSA was formed, the agency identified terminals in both Seattle and Tacoma that would handle the largest vessels to call Puget Sound.

In Seattle, it chose Terminal 5, which is currently not being used for container handling, and in Tacoma it has been upgrading the Husky Terminal.

Waterways leading to Seattle's container terminals near where the Duwamish Waterway empties into Elliott Bay, currently range in depth from 34 to 51 feet below mean lower low water.

The deeper water will give container carriers greater flexibility since ships will not have to wait for high tides to arrive or depart from terminals. Tides in Elliot Bay can vary by 12 feet.

Courtney Gregoire, the president of the Port of Seattle Commission, said, "This project will make the Port of Seattle the deepest container port in the nation."

The cost of deepening the waterways is estimated at about \$60 million, with about \$31 million coming from the port and \$29 million coming from the federal government. Congress would have to appropriate funds for the project.

Overhauling Terminal 5 will be much more costly, requiring capital investment of about \$600 million, but Wolfe says the port hopes to begin construction in about a year. The renovation will be a public-private partnership with NWSA and a private partner each contributing about \$300 million.

NWSA also is about to undertake a similar study to deepen the channel to the Port of Tacoma from 51 to 57 feet.

Wolfe said Seattle and Tacoma have lost market share in recent years. Like other West Coast gateways, they have been affected by the opening of the Panama Canal and shipper discontent with the congestion that developed during the protracted and acrimonious labor negotiations between employers and the International Longshore and Warehouse

Union in 2014-15. However, Wolfe said relations between the Union and employers have stabilized since then, culminating in last year's decision by the ILWU and Pacific Maritime Association to extend their contract through 2022.

NWSA continues to feel competitive pressure from the British Columbia ports of Vancouver and Prince Rupert, especially for "intact" intermodal in which containers are discharged and moved by rail to destinations in the upper Midwest and Ohio Valley, traditionally key inland markets for Seattle and Tacoma.

Washington State ports have been disadvantaged by the exchange rate, Wolfe said, as well as the U.S. Harbor Maintenance Tax, an ad valorem tax on the value of imported goods that can add \$60 to more than \$200 to the cost of moving cargo through a U.S. gateway.

Cargo flowing through Canadian ports do not have to pay that tax, even though the cargo may cross the border into the United States.

He said NWSA is part of a coalition trying to get some of the funds collected by the Harbor Maintenance Tax directed to donor ports such as Seattle and Tacoma, which do not require large amounts of money to maintain their channels but which could use those funds for other projects.

Another factor is the lower cost of moving cargo over Canadian railroads.

Wolfe said NWSA is partnering with the Union Pacific and BNSF "to see how we can partner to attract some of that cargo back through our gateway through different pricing strategies."

Another strategy that NWSA has focused on is making sure it has infrastructure available that is attractive to transloaders. By transferring inbound cargo from ocean containers into 53-foot domestic containers when it arrives on the West Coast, shippers can both reduce inbound transport costs and postpone decisions about where to ship merchandise. For example, if an item is selling well in Florida but is a bust in New York, a company can redirect more of its goods to a distribution center in the Southeast rather than Pennsylvania.



Major improvements on the Cape Taylor over the last year due to a top-notch SUP crew: Casey Fitzgerald and Andrew Roberge.

Beatings, mutiny, indifference in Taiwan's seafood industry

There is high probability that seafood harvested in operations involving human rights abuses is making its way onto dinner plates in Asia, Europe and the Americas, says Greenpeace East Asia.

"Conducted over the course of more than a year, our investigations show that Taiwan's fishery supply chain is still tainted by human rights abuses, despite the law change in early 2017 to protect migrant fishers on Taiwanese vessels," said Yi Chiao Lee, Global Investigation Lead for the report Misery at Sea.

In the Greenpeace East Asia report, investigators from Taiwan and New Zealand found five members of the convicted human trafficking ring, Giant Ocean, living openly in Taiwan. Despite being considered fugitives, at least some of the individual members continue to be involved in the recruitment of migrant workers, predominantly from South East Asia, for Taiwanese fishing vessels, with the full knowledge and negligence of Taiwanese authorities.

In evidence provided by local Taiwanese labor rights group, Yilan Migrant Fishermen Union, new photo and video material was uncovered relating to the death of Indonesian fisherman, Supriyanto. A healthy and relatively young man, Supriyanto died in agony just four months after starting work on the Taiwanese vessel, *Fu Tsz Chiun*. The images show Supriyanto had been beaten and abused, yet Taiwanese authorities failed to properly investigate his death, and there was no prosecution. Despite his deteriorating condition, satellite data reveals that *Fu Tsz Chiun* continued with its business operations, including in the days immediately following his death. Taiwan's Fisheries Agency claims he simply died from sickness.

There were two deaths on board his vessel within a month, a considerable body of evidence suggesting severe physical abuse, and indicators of forced labor, yet Taiwanese authorities failed to properly investigate the deaths, the vessel owners or the recruitment agencies responsible for providing crew to the vessel.

In another investigation, prison-based interviews shine a new light on the 2016 murder of the Captain of the Vanuatu-flagged Taiwanese owned vessel *Tunago No. 61*. Speaking with the six convicted crew members, Greenpeace investigators learned that in the days and months leading up to the Captain's murder, the crew was frequently forced to work 20 hours a day and seven days a week, faced repeated physical violence and verbal abuse, sleep deprivation, lack of adequate sustenance, discrimination, and were scared for their lives.

One of the men convicted of the Captain's murder told Greenpeace: "I just wanted to do my work. One day, there was an accident, I got a wound because a part of my body had been cut and torn open by the hook. I was still not angry at that time, because it was just a small accident. After that, when he [the captain] woke up, I did not understand what was the matter with him, he changed, he said... 'alarm'... 'beep beep'... then we have to wake up, if we are still sleeping, eating, or doing anything else, then just go home. I don't understand why he was like that."

"One day, I did not do anything wrong, but he went to our room and kicked all the boys in my room. He came to our room, and then he started to kick everybody inside the room. Every night, sometimes I just had one hour to sleep. He said 'stay here' and then I had to look around, in case if there was something wrong, I have to report it. But I cried, I only have one hour to sleep. I wanted to go back home. The treatment is not humane.

"For food, because we are all Muslim, we are not allowed to eat pork, but we always get pork for the meal. But we did not have any choice if we do not eat the pork, we would not have any energy to work again."

"There was a day, one of the crew got wounded by the hook. Others said he had to take a rest, but he still had to work. He got the wound in the afternoon, but he had to work again in the middle of the night. Every time, during the working time, sometimes when we took a rest or sleep, he will change the working time. Sometimes when we got sick, when I did not have any energy to work, but the captain still forced us to work. 'F--- you...go to work!' I asked him for a medicine, he still asked me to continue my work and slapped my head. He told my friend, do not ask about it again. And he kicked me. The captain also said to me, 'if you come to ask for the medicine again, I will kill you.'"

Misery at Sea analyzes Taiwan's low-cost business model and the regulatory framework which helps create an environment where cases of illegal, unreported, and unregulated fishing, human rights violations and labor abuse occur.

In 2015, Taiwan was given an European Union "yellow card" warning for its insufficient cooperation in combating IUU fishing, which defies international standards. In September, European Union officials will review Taiwan's status and decide whether to lift the warning.

Saddam's yacht set to be pilots' floatel

A luxury yacht that belonged to the former dictator of Iraq is set to house some of his former subjects.

Suddan Hussein, who was executed in 2006, reportedly did not get to use the 270-foot *Basrah Breeze* (built 1981). It was fitted with a private suite, dining and living quarters and quarters for 17 guests.

But due to the Iran-Iraq war, Hussein did not have the time to enjoy the \$30 million vessel, having it moved to then ally Saudi Arabia to safeguard it.

It made several other voyages until landing in Nice, France, where it was

seized as part of a legal dispute and returned to Iraq. The vessel was moved from Umm Qasr, Iraq's largest port, to Basrah to protect it from bombing.

With Hussein's death, the ship's fate remained uncertain.

Basra University had used it for marine research trips, but now the vessel will permanently remain in port at Basra to house pilots, according to a statement from the port authority.

"The port needs the boat to be a station where sea pilots can rest," said Basra port spokesman Anmar al-Safi.



SUP President's Report

June 12, 2018

MARITIME SECURITY PROGRAM

The House of Representatives Committee on Appropriations has approved legislation – contained in the National Defense Authorization Act (H.R. 5515) – that would provide full funding for the Maritime Security Program (MSP) in Fiscal Year 2019.

As approved by the Committee on May 23, MSP would be funded at its congressionally authorized level of \$300 million –\$5 million per ship for the 60-ship fleet– from October 1, 2018, to September 30, 2019.

The Committee rejected the proposal made by the Trump Administration in its Fiscal Year 2019 budget that MSP be funded at only \$214 million.

Earlier this year (see the April *West Coast Sailors*), MSP supporters led by House Seapower Subcommittee Chairman Robb Wittman (R-Virginia) and Ranking Member Joe Courtney (D-Connecticut), sent a “Dear Colleague” letter to the Appropriations Committee urging full funding for MSP.

The bipartisan letter, which was signed by an additional 87 members of Congress, reminded the Committee of the critical role MSP and the U.S.-flag industry play in support of our nation’s commercial sealift capacity. The USA Maritime Coalition, of which the SUP is a member, played a key role in gathering signatures for the letter.

The legislation has now been cleared for action by the full House of Representatives. It is expected that a vote will occur prior to Labor Day.

On the Senate side, the Subcommittee on Transportation, Housing and Urban Development, and Related Agencies approved MSP funding at \$300 million for Fiscal Year 2019 on June 5, and referred it to the full Senate Appropriations Committee.

As the membership knows, SUP-contracted American President Lines has nine vessels enrolled in the Maritime Security Program.

MATSON NAVIGATION COMPANY

In accordance with the 2017-2021 Offshore Agreement with Matson, wages and wage-related items (overtime, Supplement Benefits, etc.) will increase by 3% effective July 1, in all company vessels plus those employed under the Maintenance and Extra Maintenance Agreements.

Under a separate Agreement with Matson covering the 700 TEU vessel *Kamokuiki* there is a 3% increase in wages and wage-related effective July 1.

Recommend that the 3% increase be applied to wages and wage-related items.

New wage rates will be published in the June issue of the *West Coast Sailors*.

Daniel K. Inouye

On May 29, along with MFOW President Anthony Poplawski, SUP Vice President Dave Connolly met with Matson management in Oakland to review the ship schematics for both the *Aloha* and *Kanaloa*-Class vessels. On May 31, they toured and inspected the nearly complete new-build ship *Daniel K. Inouye* at Philly Shipyard in Philadelphia. They also reviewed the progress on *Kaimana Hila*, the next *Aloha*-Class ship, under various stages of construction in the yard and graving dock and on track for a March 2019 delivery.

The *Daniel K. Inouye*, whose namesake was a champion of the U.S. merchant marine and the long-serving U.S. senator from Hawai'i, is 854-feet-long with a beam of 115 feet. Capable of a design draft speed of 23.5 knots, her deadweight tonnage is listed at 51,400 metric tons and she has a capacity of 3600 containers (TEU) including 400 reefers.

The *Inouye* is the first Matson ship built to Matson's own specifications since the R.J. Pfeiffer in 1992. Unlike the Manukai-Class ships, which were built “on spec,” meaning on speculation of a buyer and according to generic plans, the *Inouye* incorporates many of the operational and safety design modifications recommended by

the crews of the Manukai-Class. For example, each set of main deck bitts at ten port and starboard mooring stations has a dedicated electric BB winch with gypsy-head, a design improvement that along with fore and aft recessed shell bitts will improve mooring and tug line handling. A gantry monorail crane with wireless remote will lift the engine and voyage stores. Although a hatch provides for engine room stores access it appears that steward's stores will require some on deck handling. The bosun's and deck stores lockers are expansive and located at the bow inside the forecabin and adjacent to a separate paint locker with dedicated ventilation and fire suppression.

Inside the house on the main deck there is the emergency generator room, a fire control station, a port engineer's office, tally office, a Suez Canal room, and especially important to us – a three washer and dryer unlicensed crew-only laundry. Also important is a separate and dedicated stocktenders laundry on the same deck. The next deck, “A” deck, holds the reefer freeze and chill boxes, dry stores room, ship's office and hospital. Going up to “B” deck is the crew and officer's messrooms, galley, and scullery. “C” deck has the crew lounge and unlicensed engine and steward's staterooms and on “D” deck there are ten staterooms, six of which will house the SUP gang. The staterooms are relatively spacious (136 to 172 square feet) and well-appointed with a combination head/shower, full bunk, full desk and bookshelf, reclining armchair, sofa, table, closet, reefer, and flat screen TV. The officers are on “E” and “F” decks with their own laundry and “G” deck is the bridge. An elevator services every deck except the bridge.

The *Inouye* will be christened on June 30, in Philadelphia and following late July sea trials delivery is expected in late August. Her initial expected run is a triangle between Honolulu, Oakland and Long Beach.

The *Kaimana Hila* will initially be deployed on the Long Beach-Honolulu run. According to Matson, roughly one year after the delivery of the *Kaimana Hila*, the *Kanaloa*-Class vessels (the San Diego built *Lurline* and *Matsonia* will replace the *Aloha*-Class vessels on the southern trade routes and the *Inouye* and *Kaimana Hila* will be dedicated to the Pacific Northwest trade (Seattle-Oakland-Honolulu triangle).

Although this deployment and schedule is subject to change, the initial crew dispatch is planned as follows: In late August, *Daniel K. Inouye* will call for two (2) sailors from Honolulu, two (2) sailors from Wilmington, and two (2) sailors from San Francisco to join in Philadelphia. In March of 2019, the *Kaimana Hila* call for three (3) sailors from Wilmington and three (3) from Honolulu to join in Philadelphia. In the fourth quarter of 2019 the *Lurline*, and in second quarter of 2020 the *Matsonia*, will each call for six (6) sailors from the Wilmington Branch to join in San Diego.

AMERICAN SHIP MANAGEMENT

In accordance with the 2017 Agreement with ASM covering the *Moku Pahu*, there will be a 2% increase in Total Labor Costs (wages, overtime, Supplement Benefits and contributions to the Welfare and Pension Plans) effective June 15.

New wage rates will be published in the June issue of the *West Coast Sailors*.

PATRIOT CONTRACT SERVICES

In March, the Union was notified by Patriot that the Maritime Administration had asked the company if it was interested in managing the *TS Kennedy* (training ship) for the Texas A&M Maritime Academy's summer training cruise.

The vessel would carry approximately 350 students who are attending Texas A&M, Maine Maritime Academy and the United States Merchant Marine Academy. In addition to the students, the vessel would embark cruise faculty and support staff. The vessel would fill some jobs with the regular crew who are employees of Texas A&M, and other jobs would be filled by Patriot in the same manner as the crewing services agreement

between Patriot and Kwajalein Range Services.

The provisions of the Agreement stipulate Ready Reserve Force wages and contributions to the SUP Welfare Plan and Pacific District Pension Plan.

Accordingly, signed a Letter of Agreement covering the *TS Kennedy* on May 24, subject to membership approval.

MARITIME DAY

At the invitation of Maritime Administrator Mark Buzby, attended Maritime Day at the Department of Transportation Headquarters on May 22, in Washington, D.C.

Contributions of mariners past and present were honored at the event as several federal agency speakers lauded U.S. shipping and talked about efforts to strengthen the nation's maritime future. Secretary of Transportation Elaine Chao headlined the observance hosted by MarAd. She was joined by Maritime Administrator Buzby, the Commander of the U.S. Transportation Command (TRANSCOM) General Darren McDew, and Customs and Border Protection Commissioner Keven McAleenan.

Secretary Chao talked about the integral role mariners play in the nation's economy and national security. She pointed out that without privately owned U.S.-flag commercial ships, it would cost the government over \$60 billion to replicate the fleet's national security capabilities.

General McDew is one of U.S. shipping's strongest allies. He understands the military is dependent on the U.S. Merchant Marine to help project U.S. power overseas. In his remarks, he called for the recapitalization of the Ready Reserve Force (RRF) and bemoaned the fact that, on our current course, by 2020 he will be the “largest owner of steamships” – a title he doesn't want.

General McDew added that “I appreciate –every single day– the ships that sail for the United States Transportation Command. They transit dangerous waters, they deliver critical cargo. Our adversaries really don't want them there, but our mariners go there anyways. I'm one of your biggest fans,” he told the gathering. “And that's today AND tomorrow.”

CONSTITUTION COMMITTEE

In accordance with Article XXVII of the SUP Constitution, all resolutions to amend the Constitution and Shipping Rules must be submitted IN WRITING at today's Headquarters meeting or at the Branch meetings on Monday, June 18.

The resolutions will be referred to a Committee on Constitution, comprised of three members elected at today's Headquarters meeting and one member elected at the Seattle, Wilmington and Honolulu Branch meetings next week.

The Committee will convene at Headquarters on Monday, June 25, at 9:00 A.M. to review the resolutions submitted and report back to the membership at the July meetings.

If a proposed Constitution or Shipping Rule amendment or a substitution thereof is endorsed by a majority vote of the membership at the July meeting, it shall be placed on the 2018-2019 referendum ballot.

HOLIDAYS

Independence Day:

All SUP halls will be closed on Wednesday, July 4, in observance of Independence Day.

Bloody Thursday:

The annual commemoration of Bloody Thursday will be held at ports up and down the West Coast this year on Thursday, July 5. Details of the observance will be published in the June *West Coast Sailors*.

SUP members on the beach are urged to attend these events which mark a red letter day during the 1934 coastwise maritime strike.

continued on next page

SUP President's Report continued

Two SUP brothers were killed in the 1934 strike and its aftermath. Olaf Helland was struck by a tear gas bomb on July 20, 1934, in Seattle, during the Battle of Pier 41 and died August 6.

On ships at sea, particularly those owned by Dollar Line (the predecessor of American President Lines), it was a continuous battle to rid the ships of scabs in 1934 and 1935. Union men and scabs fought on the *Presidents Grant*, *Hoover*, *Hayes*, *Adams* and *Coolidge* in Hong Kong and Manila.

SUP member Bruce Lindberg, aged 20, was knifed and killed by the ship's scab carpenter on the *President Grant* on February 3, 1935, in Hong Kong. The murderer, Alvin Chown, was never brought to justice. That same year on July 5, Brother Lindberg's mother and the widow of slain ILA longshoreman Shelvy Daffron, led a parade of 5,000 maritime workers in Seattle to mark Bloody Thursday.

ACTION TAKEN

M/S to allocate 3% Matson increase to wages and wage-related items. Carried unanimously.

M/S to concur with the Letter of Agreement between Patriot Contract Services and the SUP for the *TS Kennedy*. Carried unanimously.

M/S to elect a Constitution Committee: Elected were Dave Larsen, Mike Smith, Mike Worth, Haz Idris (alternate) and Robert Leeper (alternate).

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

Gunnar Lundeberg

U.S. ports need \$20 billion for rail projects

U.S. port authorities have identified more than \$20 billion in projected multimodal port and rail access needs over the next decade, according to the State of Freight III report released last month.

One-third cited pressing rail project needs costing at least \$50 million for each of their ports. Two-thirds said that funding and financing options are the biggest obstacles in getting essential rail projects started. Furthermore, 37% said that problematic at-grade rail crossings or height-restricted overpasses and tunnels near their ports are constraining cargo-handling capacity, while 36% reported that land acquisition is a big problem in developing and planning port rail access projects.

The American Association of Port Authorities (AAPA) survey is the third report in as many years. AAPA President and CEO Kurt Nagle said: "The findings show that while the Fixing America's Surface Transportation (FAST) Act has been essential in providing the building blocks for a national freight program, more must be done to ensure that multimodal goods movement projects have adequate resources to produce efficient and timely results. These transportation projects are crucial to address our nation's increasing freight volumes and enhance America's international competitiveness."

The report states that the FAST Act's balanced approach of formula and discretionary funding is ideal, but the government must ensure that access to these funds is not hampered by unnecessary or complicated requirements or limited funding. For example, of the \$11 billion authorized in the FAST Act for freight investment, only \$1.13 billion was eligible for multimodal projects, and this amount has already dwindled to \$275 million after several rounds of FASTLANE and Infra Grants have been awarded.

Ports and their private sector partners are already investing \$155 billion over the next five years in their terminals including expansions, infrastructure investments and rail. In many cases these projects are waiting on their government partners to invest in the connections outside the gate that are under their jurisdiction.

A Sailor

Romero Jalomo, what can I say
He was my friend for many a day
He worked on tank ships for many years
We met through the hall at the SUP
We all knew him as Ernie, a sailor,
One of the best you can be.

I never heard him scream or cuss
And he showed more sense than lots of us
We worked lots of standbys through the years
All over the waterfront, on lots of piers
With a sailor's eye, he know just what to do
And the best fork lift driver that I knew
He loved his family each and everyone
And oh so proud of the things they have done.

I never heard him complain about his health
Or ever being in pain
He showed me a smile each time we would meet
Talking stories like sailors do
Of old friends that we knew
His favorite saying, "Is that right"
We all miss you Ernie, and "that's right for sure."

Tom Larkin #4065 (Retired)

Vice President's Report

June 2018

Daniel K. Inouye: Under construction by Aker-Philly at the old Philadelphia naval shipyard. Inspected the ship along with MFOW President Anthony Poplawski. See President's Report.

Lihue: Val Goncharov, delegate. Reserve ship activated after long layup in San Francisco at Matson's former home dock on Piers 30-32 to relieve China run ship for a yard period. Crew and standbys did a bang-up job getting ready for sea under the watchful eye of Bosun Phil Coulter and San Francisco Business Agent Roy Tufono. Company requested clarification on launches at anchorage for hull cleaning in Honolulu. Three percent wage increase: see President's Report.

APL Thailand: Gary McDeavitt, delegate. Clarification on penalty meal hour working in concert with the 2-hour minimum. Breakfast meal hour cannot be moved forward. Medical emergency created pierhead fly job; information limited but member recuperating in Japan.

APL Singapore: Jose Duran, Jr., delegate. Investigation on storing problem opened and pursued. Early payoff not appropriate and payoff at flag-out as well as food beefs under investigation.

APL Belgium: Janan Johair, delegate. Clarification on washdown, retained sailors posted on watch, and Appendix C Minimum Storing. Clarification on discharge signing and payroll policy. This ship is expected to be re-named but not re-flagged and remaining in the Pacific on the PS1 U.S.-flag service with SUP crew. Bosun Dennis Belmonte relieved by Aaron Wiebe.

APL Gulf Express: Ben Ashton, delegate. Clarification on PPE policy. Running smooth in continuous operations through extreme heat conditions. Bosun Matt Henning running the gang.

APL Korea: Paul Harsany, Bosun. Indications of overtime cutback to mandatory and necessary safety work only as re-flagging turnover looms. Ships being prepared for turnover.

USNS Dahl: Robert Lee, delegate. New Bosun Hussein Ali has things well in hand. Despite continuous pressure on management and government, LSE training remains limited. New requirement of SF-85 form and CAC background screening may assist base access. Travel to ship from training for recent graduate required considerable discussion/negotiation. Overtime reduction due to contractors brought to the attention of and disputed by management although cutbacks not uncommon late in the government's fiscal year. Termination investigation underway. To limit the risk of termination sailors should unfortunately beware shore leave, especially during nighttime hours, when all sorts of things can and do go wrong.

USNS Watson: Anthony Wylie, delegate. Crew completed rare CONUS mission with flying colors including flawless load on/load out in Gulf and East Coast ports with Bosun Jesus Hermosillo in charge. At payoff in Norfolk with an expected return to Reduced Operating Status, crew was given new no-notice activation orders. SUP agents combined once again to get qualified reliefs dispatched to a first-ever activation and COI after a mission accomplished payoff. A third activation for engine test crewed but cancelled until after July 4 holiday. Possible mission activation later in the year to relieve deployed ship (*Pomeroy*) for U.S. shipyard period.

USNS Charlton: Charles Wood relieved by Anthony Orias as delegate. Various maintenance projects making solid progress. Crew reliefs underway. Termination investigation underway.

Cape Victory: Frank Duffin, bosun. In Beaumont with no beefs. Main deck repainted.

Oregon Voyager: Bosun Ron Gill called with updates on crew. Pascagoula to Tampa run.

Texas Voyager: Larry Moses relieved by Ryan Howerton as delegate. Bosun Scott Oliphant relieved by SUP member Romulo Racoma and in good shape on the Pascagoula to Pt. Everglades run.

Moku Pahu: Joel Tetrault, delegate. Clarification on overtime minimums and tours of duty. Discharging sorghum grain at a very slow rate during Ramadan in the hot desert climate in the Red Sea port of Port Sudan, Africa. Expected return voyage to Puerto Rico. Seeking more information and possibly compensation for missing meal periods.

San Francisco Bar Pilots: Mike Koller, delegate. All deckhands are dispatched as temporary reliefs and operator trainees. No beefs with Dock Bosun Leo Moore running the gang.

Dave Connolly



SUP Vice President Dave Connolly and MFOW President Anthony Poplawski checked out Matson's Daniel K. Inouye at Philly Shipyard on May 31.

SUP Branch Reports

Seattle

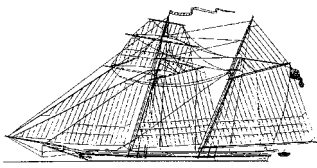
May 21, 2018

Shipping for the period: 2 B card Boat-swains shipped to Patriot; 2 B cards took Patriot AB billets; 2 A cards shipped to Matson filling, 1 AB Maintenance and 1 relief AB Watch billet; 8 Matson standby AB's went to 3 A, 3 B, and 2 C cards.

Registration: 2 A cards for a total of 5; 10 B cards for a total of 13; 5 C cards for a total of 9; and 1 D card for a total of 5.

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

May 21, 2018

Shipping: Bosun: 5, AB: 16, ABD: 4, OS/STOS: 3; Standby: 72 for a total of 100 jobs shipped.

Registration: A:24, B:38, C:13, D:09
Ships Checked

APL Singapore, Mookihana, APL Thailand, R.J. Pfeiffer, APL Philippines, Manukai, APL China, Manulani, APL Korea, Mahimahi, Manunawili, APL Belgium,

All ships sailing in and out with minor problems, except for the *APL Singapore* which continues to have food problems.

National Maritime Day Observance was a great success. Thanks to all members and Unions that participated, and made it happen.

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.

*Leighton Gandy
Branch Agent*

Honolulu

May 21, 2018

Shipped the following jobs in the month of May: 1 Bosun steady, 1 Bosun relief, 3 AB Day steady, 1 AB Day relief, 1 AB Day return, 1 AB Watch steady, 1 AB Watch return and 1 OS Day. The shipping jobs were filled by 5 A cards, 4 B cards, and 1 D card. Shipped 29 standby jobs. The standby jobs were filled by 1 A card, 10 B cards, 2 C cards, and 16 D cards.

Registered: 8 A cards, 17 B cards, 7 C cards and 11 D cards.

Ships Checked

I visited the *R.J. Pfeiffer, Manukai, Maunawili, Manulani, Maunalei, Manoa, Mookihana, 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 Council of Affiliate's meeting where candidates in the Hawai'i state primary were endorsed. A list of endorsed candidates will be published in the *West Coast Sailors* in July.

I know that most of the Hawai'i membership is registered to vote in August's primary, but for those of you who haven't registered to vote yet just see me and I will help you with the registration process. If you sign up as a permanent absentee voter (I am) the state will mail you your ballot two weeks early and all you have to do is fill it out and mail it back. No standing in long voting lines or trying to find out where you have to go to vote in person.

I hope that everyone has a great Fourth of July holiday. Mahalo,

Michael Dirksen, Branch Agent

SUP member joins pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 148:

William Debenedictis, 65, Book No. 2747, joined SUP in 1990, 25 years seetime.

Dispatcher's Report Headquarters—May 2018

Deck	
Bosun.....	6
Carpenter.....	0
MM.....	3
AB.....	12
OS.....	3
Standby.....	21
Total Deck Jobs Shipped.....	45
Total Deck B, C, D Shipped.....	35
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.....	45
Total B, C, D Shipped-All Depts.....	35
Total Registered "A".....	25
Total Registered "B".....	53
Total Registered "C".....	17
Total Registered "D".....	26

Business Agent's Report

June 12, 2018

Mississippi Voyager- In and out Richmond Long Wharf running steady up and down the Coast. Thor Erickson, Bosun, Thomas Kaleiupu's time up as delegate. A new delegate to be elected.

Florida Voyager- Operating out of the Gulf soon to make a trip to Singapore shipyard some time at the end of the month—subject to change. Bob Turner, Bosun, Brain Dixon, delegate.

Oregon Voyager; Texas Voyager- These ships are running out of the East Coast.

Kauai- In and out Oakland #62. On steady Northwest run, sailed with no beefs. Marc Calario, Bosun, Mike Henderson delegate.

Matsonia- Sailed for Honolulu with no beefs with Relief Bosun Paul Fuentes and with Alan Gonzalez, delegate.

Manoa- In and out Oakland #62 running steady on the Northern triangle with Robert Reed, Bosun, and Jerry Kamoto, delegate.

Mahimahi- Oakland #62. Bypassed Oakland this trip due to crewing the *Lihue* ships on the southern triangle with Relief Bosun Dennis Sumague, Arsenio Purganan, delegate.

Lihue- Matson called for 10 standbys for *Lihue* to prepare the ship for service, then two days later called for a deck gang. Job was filled by permits. Ship is to replace the *Maunakai*, which is going into the shipyard in China. Ship sailed for Honolulu with no beefs. Phil Coulter, Bosun, Yvette Cavan, delegate.

Admiral Callaghan- Running smooth with Robert Leeper as Bosun, Rudy Martinez (GUDE), Hever Ramirez (GVA).

Cape Orlando- Getting the work done with (GUDE) Robert Richard and (GVA) Mike Siri. Bosun Chris Bunheraio.

Cape Hudson- Getting work done with Ordinarys Zack Yanky and Domici Metz. Bosun Isagani Cruz.

Cape Horn- Steady as she goes with hard working (GUDE) Jamie McKeller and GVA John Relajo; couldn't get it done without them. Haz Idris, Bosun.

Cape Henry- Routine at Pier#96, with Larry Davis and Karl Wendell as Ordinary's teaching them the ropes and breaking them in SUP style. Jim Linderman, Bosun.

APL Philippines- Oakland #58 ship sailed with little or no beefs. Joe McDonald, Bosun Jennifer Korner, delegate.

APL Singapore- In and out Oakland #58 Ongoing issues with the steward department. Dale Gibson, Bosun; John Duran Jr., delegate

APL Belgium- Oakland #58. Sailed for Dutch Harbor with no beefs. Aaron Wiebe, Bosun.

APL Gulf Express- On the Middle East Express shuttle Jebel Ali to Bahrain and other ports we hit the weather is a mandatory weight lost program but we're working and making money and that's worth the trip. Christopher Go, delegate Matt Henning, Bosun.

APL Thailand, APL China- Checked in these ship with little or no beefs.

Pier #9- Running smooth with Big Mike Koller as delegate, Leo Moore, dock Bosun.

Double check your documents and your dues must be current to ship!

Worked in the front office and dispatching.

Roy Tufono

Norwegian flag-of-convenience airline approved despite Union challenge

A federal appeals panel upheld last month the Transportation Department's approval for Norwegian Air International to serve the United States.

Four Unions representing 135,000 aviation workers had challenged the decision by arguing that Norwegian was avoiding labor laws through its unusual corporate structure. But a three-judge panel of the D.C. Circuit Court of Appeals ruled that neither federal law nor international agreement allowed the department to reject an airline application, if the carrier satisfied the requirements. The department decided it did, in December 2016 after three years of internal debate.

The concern among U.S. airline Unions was that Norwegian, a low-cost carrier, represented unfair competition because it could hire crews for lower wages. But the airline insisted the criticism was unfair because it was buying Boeing jets and hiring U.S. workers.

The Unions challenging Norwegian's permit were the Air Line Pilots Association (ALPA), the Association of Flight Attendants-CWA, the Allied Pilots Association and the Southwest Airlines Pilots Association.

The Unions had criticized Norwegian as a flag-of-convenience carrier comparable to a shipping company seeking the least government regulation. The complaint was based on Norwegian's parent company Norwegian Air Shuttle incorporating the international subsidiary in Ireland, despite not being headquartered there.

"While we are disappointed, ALPA is no less determined in calling for the United States to enforce its trade agreements and ensure U.S. workers have a fair opportunity to compete internationally," said Captain Tim Canoll, who heads the Union. "We will work with lawmakers to build on the already strong Congressional support for ensuring foreign airlines comply with U.S. trade deals and review this court decision and take appropriate action to defend U.S. workers' jobs."

The legal dispute centered on language in so-called Open Skies agreements that

the U.S. negotiates with other countries to allow unhindered flights between them.

The Unions argued that a provision in the agreement with the European Union states "opportunities created by the agreement are not intended to undermine labor standards," which was why Norwegian was headquartered in Ireland.

But the department ruled there was nothing in the Open Skies agreement to prevent approval of the application.

Rogers wrote that Unions could still push for labor standards at a joint committee under the international agreement.

Sentelle agreed with the court's decision based on precedent, but wrote that he disagreed with an earlier decision that allowed the Unions to challenge the department. Working from a clean slate, he wrote he would have dismissed the Union's complaint.



At a fundraiser for Congresswoman Colleen Hanabusa (center) on June 2, flanked by SUP Honolulu Branch Agent Michael Dirksen, and Hawai'i State AFL-CIO COPE Director Jason Bradshaw, in Waianae, Hawai'i. Hanabusa is running for Hawai'i Governor. Photo by McClellan family.

ATTEND YOUR MONTHLY SUP UNION MEETINGS!