




West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXX No. 11  185

SAN FRANCISCO, CALIFORNIA

Friday, November 24, 2017

Congressional leaders stress critical need for Jones Act, push back on false claims

The House Subcommittee on Transportation and Infrastructure held a hearing on November 1, on “Emergency Response and Recovery: Central Takeaways from the Unprecedented 2017 Hurricane Season,” during which Congressman John Rutherford (R-Florida) and Ranking Member Peter DeFazio (D-Oregon) highlighted the importance of American maritime for Puerto Rico’s recovery and the capacity and capability of Jones Act vessels to meet Puerto Rico’s present and future needs.

In his testimony, Congressman Rutherford recognized the critical role of American maritime first responders in the wake of Hurricane Maria and highlighted the significance of American maritime in supporting the long-

term restoration of the island’s economy.

“The Jones Act has not added difficulties to the recovery in Puerto Rico and the Virgin Islands. The goods getting to the port were not the problem. It was the distribution from the port into the country where the need was at—that was the difficulty,” said Congressman Rutherford. “The U.S. maritime industry are first responders in times of emergency like Hurricane Irma and Maria and Jacksonville is ground zero for getting shipments of goods to Puerto Rico quickly reliably and economically ... Jones Act carriers to date have delivered tens of thousands of containers to the island via the Port of San Juan. They have worked closely with federal emergency responders, customers, and

nonprofit organizations to meet the ever changing and increasing needs of the island. They have proven themselves committed to meeting Puerto Rico’s immediate needs while also supporting the long term restoration of the island’s economy.”

Congressman Rutherford added: “Part of the rebuilding effort is also making sure that the hundreds of maritime employees in San Juan and in Jacksonville are able to keep their jobs. The Jones Act provides stability to these American workers and certainty to industry, which in turn has reinvested more than a billion dollars into vessels and infrastructure in the shipping corridor between Jacksonville and San Juan ... Consistent application of the Jones Act enables (a domestic maritime company) to make

these 35-year investments that ensure consistent on time deliveries to the people of Puerto Rico and that ensure cargo shipments back to the mainland to support the island’s manufacturing sector, and it’s this continuity and certainty that position the U.S. maritime industry in Jacksonville to be so capable to respond to the needs of Puerto Rico as the Coast Guard reopened the port after Maria.”

Echoing Congressman Rutherford’s strong remarks, Congressman DeFazio also stressed the importance of the Jones Act for ensuring reliable delivery to the island and the challenge of moving relief containers out of the port due to infrastructure problems.

“Finally, I hope once and for all to put the idea to rest, the idea

that somehow the Jones Act is inhibiting the recovery of Puerto Rico. We’ve had more than 20,000 containers delivered,” said DeFazio. “The problem has been the logistics of getting those out of the port. The remote parts of the island want to hear more about the infrastructure problems that are inhibiting the distribution and what we can do about that in the short and the long term.”

These comments come after a prior hearing of the Subcommittee on Coast Guard and Maritime Transportation on October 3, in which congressional members and leaders from the U.S. Coast Guard also discussed the importance of the law to Puerto Rico’s recovery. That hearing was covered in last month’s *West Coast Sailors*.

Senator calls cargo preference for food aid “ridiculous”—USA Maritime fires back

Senator Bob Corker, Chairman of the Senate Foreign Relations Committee, said it’s time to dismantle the long-time regulation that requires

at least 50% of the nation’s overseas-bound food aid to be transported by U.S.-flag ships.

The requirement, known more commonly as “cargo preference,” has committed a significant portion of bulk and bagged food aid shipments under the Title II Food for Peace program to be transported on U.S.-flag ships for the past 60 years.

Corker, a Republican lawmaker from Tennessee, started the October 19 committee hearing by calling cargo preference “ridiculous,” and noted that due to this requirement that 35 to 40 cents of each dollar is spent on transportation rather than on the food aid itself.

USAID (United States Agency for International Development) and the largest private-voluntary organizations (PVOs), such as Catholic Relief Services, want to take more of that money spent on transporting food aid from the United States and place it more

directly in the hands of those who need it to make local and regional food purchases. These include the use of vouchers and debit cards. By further automating the process, PVOs say they’re better able to track in real time the use of food aid money.

Corker said he intends to press his colleagues in the Senate Agriculture Committee to eliminate cargo preference in the next Farm Bill. Congress last lowered the minimum percentage of food aid to be carried on U.S.-flag vessels from 75% to 50% in 2012.

USA Maritime, a coalition of maritime labor organizations, including the SUP, American ship operators and maritime trade associations, issued the following statement after Cooker’s outburst:

“Statements made during the hearing misrepresent the value proposition of shipping Food for Peace cargoes with the U.S. Merchant Marine pursuant to our nation’s cargo preference

laws. Hiring Americans sailing on U.S.-flag ships, instead of foreign mariners, leverages transportation dollars our government already has to spend to ensure we maintain a U.S. Merchant Marine necessary to support our nation in times of war and national emergency. For example, the U.S.-flag merchant fleet carried more than 90% of the supplies our troops needed in Iraq and Afghanistan at a fraction of the cost of other alternatives. Relying upon this partnership with the U.S. commercial fleet is a cost-effective alternative to replicating such sealift capacity by building military gray-hull ships and hiring more government employees. This approach saves taxpayers more than \$1 billion in annual operating costs for vessels and related intermodal assets together with \$13 billion in vessel capital costs. In contrast, data from the U.S. Maritime Administration (MarAd) and recent Government

Accountability Office findings show that hiring Americans to ship Food for Peace cargoes adds just 1% to the program budget—less than \$20 million annually to support a \$1.7 billion program. Total program costs for ocean shipping—not just U.S.-flag shipping—amount to only 8% of the budget. Moreover, for every dollar invested in U.S.-flag shipping, \$3.14 is returned in tax revenue, which would otherwise be lost if we instead opted to support foreign sealift capability to move these government cargoes.”

Statements made during the hearing also misrepresent the importance of food aid to our U.S. Merchant Marine fleet. The April 2015 U.S. Maritime Administration report, Impacts of Reductions in Government Impelled Cargo on the U. S. Merchant Marine, includes hard data demonstrating the importance of food aid to sustaining our na-

continued on page 4

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Jamie Acosta 50.00
 Alex Capistrano in memory of
 Bill Berger..... 50.00
 Ken Herstein 20.00

West Coast Sailors

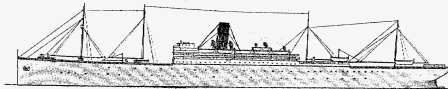
Don Bohle..... 25.00
 Douglas Crute 25.00
 Dale Gibson 5.00
 R.E. Walsh..... 20.00
 Frank Whitman 25.00

Dues-Paying Pensioners

Norm Christianson Book #4770
 Donald Cushing Book #4777
 Diane Ferrari Book #2251
 Gerald Ingemansson Book #0379
 Kaj E. Kristensen Book #3120
 Hannu Kurppa Book #3162
 Tom Larkin Book #4065
 Dave Larsen Book 19078
 Duane Nash Book #2437
 John Perez Book #3810
 Alex Romo Book #3093
 James Savage Book #7488
 David Shands Book #7483
 Arthur Thanash Book #3249

Political Fund

Jamie Acosta 50.00
 Douglas Alexander 75.00
 Dennis Belmonte..... 100.00
 Brendan Bohannon..... 30.00
 Marc Calairo 200.00
 Alex Capistrano in memory of
 Andy Andersen..... 50.00
 Eugene Castano..... 20.00
 David Connolly 100.00
 Jennifer Corner..... 25.00
 Douglas Crute 50.00
 Vern Haik.....10.00
 David Ibarra 25.00
 JanPeter Johnsson 20.00
 Tony Jones in memory of
 Liberty ships, Victory ships
 and Freddy Schafer 100.00
 Mike Koller 50.00
 Dave Larsen..... 100.00
 Robert Leeper 200.00
 Bruce LePule..... 50.00
 Gunnar Lundeberg..... 50.00
 Vince O'Halloran 100.00
 Ariel Odion 50.00
 Dave Purganan 20.00
 Jack Rouse.....10.00
 Paul Splain..... 50.00
 Diomedes Vigo..... 40.00



Carl Ziegler Memorial in October at the Wilmington hall, from left to right: Tom Larkin, Pasquale Gazillo, Gary Gelfgren, Eli Wegger, SUP Wilmington Branch Agent Leon Gandy. Seated: Mrs. Rosas, Mrs. Cheng Ziegler, Duane Nash, MFOW Port Agent Sonny Gage. Standing on the right: Mrs. Araceli Ziegler, Mike Ziegler, Mark Hurley, Luis Rosas, Geli Burgess, John Lane, and Sal Munguia.

Captain of container ship may have been murdered

Two officers of the container ship *MSC Giannina* have been arrested in the port of Genoa on suspicion of involvement in the death of the ship's master, Captain Yuri Kharytonov, who disappeared under mysterious circumstances on the night of October 19. Based on evidence recovered from the ship's voyage data recorder (VDR), authorities believe that Ukrainian nationals Dmytro Savinykh and Oleksandr Maltsev may have conspired to attack and kill Kharytonov. The motive may have been a dispute over two engine failures that delayed the *Giannina's* voyage from Gioia Tauro to Genoa. These problems reportedly led the captain to threaten Savinykh and Maltsev with disciplinary action. The men are being questioned in connection with allegations that they may have struck Kharytonov, dragged his body to the rail and put it over the side; a blood trail on deck and blood spots on one of the officers' uniforms contributed to suspicions that Kharytonov did not disappear due to accident or suicide. Investigators have ordered DNA testing for the *Giannina's* entire crew to provide further information.

Kharytonov was last seen on board a few hours after the vessel left Gioia Tauro. The crew suggested that he showed no signs of emotional distress, and his cabin showed no indication of a disturbance or theft. His absence was not reported until about 0400 hours the following morning, and a search and rescue effort did not turn up any sign of his body.

AIS (automatic identification system) records show that as of November 8, the *MSC Giannina* remained moored at Genoa.

Dudley goes out the Gate

On November 1, 2017, at sunrise, Romaine "The Ranger" Dudley and his wife Lucian's ashes were committed to the Deep at the Pilot Station, 11 miles west of the Golden Gate Bridge. Dudley will be right at home in this spot with many of his shipmates, and on this voyage his wife Lucian will be by his side!

All of of your SUP Brothers and Sisters, wish both of you fair winds and following seas. "Routine with gang," Dudley!

Escorted to Sea by the Pilot Boat *San Francisco* by the SUP gang: Captains Louie Urbano, Steve Swinson and Nick Marinovich; Mate Chris Auer and Chief Steward, JP Root.

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2017/18:

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

House committee calls for more security funding at Southern California ports

The House of Representatives Homeland Security Committee during a rare field visit at the Port of Los Angeles last month called for more funding for port security, in contrast to the Trump Administration's plans to cut such spending in the upcoming budget.

During the bipartisan October 30 hearing, the committee received testimony regarding port security from representatives of the Department of Homeland Security (DHS), U.S. Coast Guard (USCG) and the Los Angeles and Long Beach seaports, as well as the International Longshore and Warehouse Union (ILWU).

The hearing location, the Port of Los Angeles headquarters in San Pedro, came at the behest of Congresswoman Nanette Barragan (D-California), whose district includes the port, said funds should be used to beef up security at both San Pedro Bay ports, rather than to build a U.S.-Mexico border wall.

The meeting was conducted about two-and-a-half months after a bizarre incident that ended in a fatality at the Port of Los Angeles' Pier 100, which is part of the China Shipping North America-run West Basin Container Terminal.

In the August 16 occurrence, a man made his way onto the Port of Los Angeles during a police pursuit, then climbed a 160-foot tall gantry crane, discarded all his clothes and kept police at bay for hours until he died after either falling or jumping from the crane. The incident led to the Port of Los Angeles announcing that it was implementing new security measures and reviewing its practices.

Although most of the committee members expressed support for more port security funding, one, Congresswoman Dana Rohrabacher, (R-California), said that it should be private companies that benefit from the port that should pay for the additional measures, not the federal government.

In March, the Trump Administration released a preliminary budget proposal for 2018 that would allot \$16.2 billion for the U.S. Department of Transportation's discretionary budget, a \$2.4 billion (13%) decrease from current funding levels.

Final Departures

Bobby Lee Cummins, Book No. 4649. Born in Kansas in 1927. Joined SUP in 1945. Died in San Pablo, California, September 28, 2017. (Pensioner)

Fred Gregorio, Book No. 2880. Born in the Philippines in 1927. Joined SUP in 1947. Died September 24, 2017. (Pensioner)

Valdemar Puente, Book No. 3517. Born in Texas in 1927. Joined SUP in 1945. Died in San Francisco, California, October 25, 2017. (Pensioner)

Ralph Senter, Book No. 7323. Born in Texas in 1929. Joined SUP in 1955. Died in Lynwood, Washington, November 2, 2017. (Pensioner)

West Coast Sailors

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

Gunnar Lundeberg,
President/Secretary-Treasurer
Teresa Anibale, Editor
BRANCH OFFICES
Seattle, WA 98199
 4005 20th Ave. W. Ste.115 (206) 467-7944
 FAX: (206) 467-8119
Wilmington, CA 90744
 533 N. Marine Ave. (310) 835-6617
 FAX: (310) 835-9367
Honolulu, HI 96813
 707 Alakea St., Rm. 101 (808) 533-2777
 FAX: (808) 533-2778
WELFARE OFFICE
 (415) 778-5490
PENSION PLAN OFFICE
 (415) 764-4987

Port of LA to consider banning trucking companies from port if drivers aren't employees

Two Los Angeles City Council members have put forward a motion that would effectively bar trucking companies that do not treat their drivers as employees from doing business at the Port of Los Angeles.

Councilmen Bob Blumenfeld, who represents the San Fernando Valley area, which is home to at least a dozen trucking companies, and Joe Buscaino, whose district includes the port and surrounding area, introduced the motion on October 13. The motion aims to direct members of city staff to review the leases of trucking and warehousing companies operating at the port, and examine the feasibility of denying access to companies that are in violation of labor or employment laws.

"The City of Los Angeles must ensure that all workers who contribute to the operations at the Port of Los Angeles be afforded a safe work environment, fair wages, and guaranteed rights and benefits," the motion, which does not yet have a scheduled hearing date, states in part.

The motion is a direct response to the ongoing skirmish between drayage truck drivers and their employers. Truckers argue that they are full-time employees and, as such, deserve better pay and health benefits, while the employers and their representatives continue to insist that the truckers are independent contractors who make their own schedules and work when they please.

The Teamster-affiliated group, Justice for Port Drivers has been trying for several years to have the truckers legally recognized as employees, which would make them eligible to unionize.

Although the Port of Los Angeles and neighboring Port of Long Beach have

tried to stay out of the controversy, and have repeatedly said that they do not become involved in such labor situations involving tenants and vendors, Councilman Buscaino has championed drivers' rights, even going as far as to support a five-day strike in June by area truck drivers and warehouse workers against the companies they work for. It was the fifth short-term strike that the Teamsters helped organize in the past four-plus years, according to Justice for Port Drivers.

The councilmen's motion would also instruct staff to investigate wage theft claims made by drivers who have said they've been cheated out of minimum wage and sick pay by trucking companies operating on port property, since their classification as independent truckers does not entitle them to those benefits, unlike full-time employees.

Also included in the motion is a directive for staff to explore alternative solutions that can be implemented to enhance employee rights and ensure that companies comply with labor laws.

There have been a number of prominent legal cases in recent years, including one in late 2015 and another this past April, where officials have ruled that drivers had been misclassified as non-employees and companies were ordered to pay hundreds of thousands of dollars in back wages.

According to data from independent news outlet City News Service, about 1,150 port truck drivers have filed claims in civil court or with the California Department of Industrial Relations' enforcement arm since 2010, and judges have sided with drivers in more than 97% of the cases heard.

Portland to gain back container business

Oregon's Port of Portland is set to gain back container business in January when Swire Shipping begins calling the port's Terminal 6, according to a statement from Governor Kate Brown's office.

Situated on the Columbia River, Terminal 6 facilitates auto imports and exports, and houses container facilities with five berths and eight rail tracks.

The port has been without any container service since Westwood Shipping ceased operations at Terminal 6 back in May 2016.

Swire's service that is set to call the terminal will offer a mix of general, non-containerized cargo and container service at the port, according to a release issued by Brown's office.

Swire will most likely call Terminal 6 on a monthly basis, with its service providing export shipments of Western Star trucks to Australia, export containers to Australia and New Zealand, and import containers from Asia.

The trucks are manufactured by Daimler Trucks North America at the company's Swan Island plant in Portland.

Swire's service is supported by a \$250,000 Strategic Reserve Fund investment designed to help Oregon businesses get their products to international markets, and support Northwest Shippers.

"Not only will new container service bring jobs for Oregonians, it also gives more options to Oregon companies as we work to maximize Terminal 6," Brown said.

Maersk containership sets cargo handling world record at the Port of Los Angeles

Danish shipping giant Maersk says it has set a new world record for the most cargo handled in a single port call with the *MV Maersk Evora's* recent stopover at the Port of Los Angeles.

During the port call at A.P. Moller Terminals' Pier 400, the *Maersk Evora* loaded and unloaded a total of 24,846 TEUs—a new world record for a single vessel port call, according to Maersk.

The ship arrived at the port on October 17, fully loaded with nine containers above deck, the first for any U.S. port. According to Maersk's website, the ship departed Los Angeles on October 22, and is en route to East Asia.

New Jones Act legislation pending, with Puerto Rico focus

Four bills are currently pending in Congress to repeal or limit the reach of the Jones Act, which requires use of U.S.-flag coastwise endorsed vessels to move cargoes between ports or places in the United States. Three of the bills are focused upon relief efforts to assist Puerto Rico following the disastrous Hurricane Maria.

The proposed legislation

H.R. 3966, introduced by Congressman Gary Palmer (R-Alabama) and Congresswoman Nydia Velázquez (D-New York) on October 5, would provide that the Jones Act shall not apply for five years with respect to such carriage to and from Puerto Rico. The bill has been referred to the House Committee on Transportation and Infrastructure, as well as the Committee on Armed Services. The bill's text has not yet been released but is described in a press release from Palmer's office.

H.R. 3852, titled the Humanitarian Disaster Relief Act of 2017, was introduced by Congresswoman Grace Meng (D-New York) on September 28. This bill would add "humanitarian relief" to the criteria for which the U.S. Department of Homeland Security (DHS) may grant waivers under 46 U.S. Code Section 501(b). This bill has been referred to the House Subcommittee on Coast Guard and Maritime Transportation.

S. 1894, introduced by Senator John McCain (for himself and fellow Republican Senators Mike Lee, James Lankford and Jeff Flake) on September 28, would generally and permanently exempt Puerto Rico from the Jones Act. The bill has been placed on the Senate Legislative Calendar under General Orders.

Senator McCain also previously introduced S. 1561, titled the Open America's Waters Act of 2017 on July 13. This bill calls for a general repeal of the Jones Act, similar to several other bills introduced by Senator McCain going back to 2010. This bill has been referred to the Senate Committee on Commerce, Science, and Transportation.

Prospects for passage and other takeaways

None of the bills appears likely to advance immediately, but H.R. 3966 and H.R. 3852 could become key elements of broader Puerto Rico reconstruction legislation, if that concept progresses. DHS did recently grant a short-term waiver after Hurricane Maria to allow use of foreign ships to move aid from the U.S. mainland to Puerto Rico.

Many of the same forces that have kept U.S. cabotage laws essentially intact for some 225 years continue to be aligned against any permanent waiver, either globally or locally focused on Puerto Rico. There are well-established U.S.-flag liner services operating in the Puerto Rico-mainland trade.

Potentially, a case can be made for a broader temporary waiver for Puerto Rican reconstruction project cargoes, provided that limitations can be included to offer some protection for existing U.S.-flag services. The Palmer/Velázquez bill, H.R. 3966, would create a five-year Jones Act suspension window to aid Puerto Rican reconstruction. The Meng bill, H.R. 3852, would enable DHS to grant a Jones Act waivers on a case-by-case basis for Puerto Rico (and other coastwise destinations) on the basis of "humanitarian relief efforts"—although a U.S. Maritime Administration (MarAd) finding of unavailability of U.S.-flag vessels would still appear to be required to support such a waiver.

In hindsight, was the September DHS Jones Act waiver for Puerto Rico lawful? Relevant law at 46 U.S. Code Section 501(b) provides that DHS may issue a waiver at the request of the U.S. Department of Defense (DOD) if the latter determines the waiver is required for national defense purposes. DHS may issue a waiver on its own, also for national defense purposes, but only if MarAd finds that U.S.-flag vessels are not available. However, in the case of the Puerto Rico waiver, it appears that DHS did not rely on a DOD directive regarding national defense. Several media sources reported that MarAd found adequate U.S.-flag ships were available.

Patriot celebrates 20 years of excellence in ship management

"Patriot Contract Services, LLC is proud to announce the 20th anniversary of its operations as a completely U.S.-owned ship management company.

During the past 20 years PCS and its affiliate American Ship Management, LLC have provided ship management and other maritime services to valued customers such as the Military Sealift Command (MSC), the U.S. Maritime Administration (MarAd), American President Lines (APL) and Schuyler Lines Navigation Company, while Patriot Maritime Compliance, LLC has provided expert regulatory guidance to both U.S. flag and international clients. We at Patriot pride ourselves on having an excellent track record in safety and operational reliability, as well as on meeting unique and challenging requirements posed by our customers' business and the maritime environment.

We would like to thank our affiliated Unions, customers, advisors, suppliers, and both shoreside and seagoing employees, for the key roles they have all played in our success, and we look forward to continuing to provide exceptional service in the years to come." Source: Patriot Press Release.

**ATTEND YOUR MONTHLY
SUP UNION MEETINGS!**

SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED SEPTEMBER 30, 2017

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on October 10, 2017, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund.....	\$2,447,939.30
Political Fund	\$7,929.74
Strike Fund	<u>\$1,293,730.99</u>
Total Cash and Investments 3rd Qtr. 2017	<u>\$3,749,600.03</u>

GENERAL FUND

Income:	
Dues, Initiation, Assessments	\$108,080.00
Interest	18,760.78
Donations - <i>West Coast Sailors</i>	765.00
Tanker & Joint Committee, Hiring Hall.....	225,991.45
Advertising & Promotion.....	225.00
Miscellaneous Income, Reimbursements, Fines.....	2,158.68
Reimbursed Administrative Expenses.....	23,964.22
Contributions - General Fund	<u>755.00</u>
Total Income:	<u>\$380,700.13</u>
Expense:	
Auto & Travel.....	\$625.00
Rent.....	18,253.46
Postage, Printing & Office	5,801.61
Telephone & Telegraph.....	4,631.52
<i>West Coast Sailors</i> Publishing Expense	11,229.60
Per Capita	10,632.00
Salaries & Payroll Taxes.....	204,639.49
Office Workers Pension.....	9,297.60
Insurance.....	55,033.44
Field Expense.....	18.02
Meeting/Committee & Neg., Conference & Conv.	14,364.85
Investment Expense.....	2,106.39
Officials Pension.....	2,862.00
Subscriptions.....	605.12
Legal -- Rep.....	10,044.21
Advertising & Promotion.....	360.00
Contributions	675.00

Accounting.....	4,800.00
401K Expense	31.77
Flowers	<u>380.63</u>
Total Expense:.....	<u>\$356,391.71</u>

BUILDING CORPORATION

Income:	
Rents	\$174,895.46
Bldg. Util. & Service Reim.	<u>100.00</u>
Total Income:	<u>\$174,995.46</u>
Expense:	
Building Services & Utilities.....	\$29,402.30
Repairs & Maintenance	14,883.49
Insurance.....	6,556.85
General Taxes	112.92
Salaries & Payroll Taxes.....	20,413.33
Pension	592.00
Auto	105.88
Accounting.....	3,200.00
Office	<u>1,837.57</u>
Total Expense:	<u>\$77,104.34</u>

POLITICAL FUND

Income:	
Contributions	<u>\$3,300.00</u>
Total Income	<u>\$3,300.00</u>
Expense:	
Contributions	<u>\$1,500.00</u>
Total Expense:.....	<u>\$1,500.00</u>
Net Income 3rd Qtr.	<u>\$123,999.54</u>
Net Income YTD:.....	<u>\$250,498.43</u>

/s/ Paul Fuentes

/s/ John Linderman

/s/ Frank Portanier

/s/ Mike Smith

/s/ Arthur Thanash

*ACTION BY THE MEMBERSHIP November 14, 2017. M/S/C—That we concur in the report of the SUP Quarterly Finance Committee and, as per past practice, publish in the *West Coast Sailors*. Carried unanimously.*

Social Security payments to increase 2% next year

Social Security recipients will be getting a 2% cost-of-living adjustment (COLA) in 2018, the biggest increase since 2012. But it won't be enough to keep pace with the rising costs affecting millions of older consumers who depend on the monthly benefit as their prime source of retirement income.

The COLA, announced October 13, by the Social Security Administration, will boost the average beneficiary check by \$27.38 a month, or about \$329 a year. The increase is the largest since a 3.6% hike in 2012. The adjustment was a minuscule 0.3% increase in 2017, and there was no change in 2016.

AARP CEO Jo Ann Jenkins said the 2018 COLA will provide recipients some financial relief but not enough to offset the higher costs eroding older consumers' purchasing power.

"For the tens of millions of families who depend on Social Security for all or most of their retirement income, this cost of living increase may not adequately cover expenses that rise faster than inflation including prescription drug, utility and housing costs," Jenkins said.

Indeed, while overall inflation remains relatively tame, those on fixed incomes and struggling to make ends meet are feeling an economic pinch. Average consumer electricity bills are up about 3.5% over 2016, and prescription drug prices are climbing at an even faster clip.

The 2018 COLA could be crimped by higher Medicare Part B premiums. The standard premium is now about \$134 a month, but many participants pay about

\$109 a month if they have the fee deducted from monthly benefit payments. A "hold harmless" provision in federal law prohibits Medicare from raising a person's Part B premiums if it reduces their Social Security benefits. For the past two years, most Medicare beneficiaries have been held harmless because, without a significant COLA, increasing their premiums would have resulted in lower Social Security benefits.

SUP pensioners have Part B premiums paid for by the SUP Welfare Plan. The amount is added to monthly pension checks.

In 2018, the COLA will be large enough to allow for the increase in premiums. Medicare costs have grown very slowly in the past few years. The increase in premiums that some beneficiaries will see next year is an unfortunate side effect of not having a substantial Social Security COLA recently. Medicare Part B premium prices are expected to be announced next month.

The Social Security Administration also announced that the maximum amount of earnings subject to Social Security tax, now \$127,200, would climb to \$128,700 next year.

This year, 42 million retirees are receiving Social Security payments averaging \$1,377 a month, or about \$16,524 a year. With the 2018 COLA, payments will average \$1,404 a month, or \$16,848 a year.

In its 2017 annual report, Social Security trustees again warned that without changes, the Social Security trust fund would be depleted by 2034.

Cargo preference *continued from page 1*

tional defense sealift capability. The MarAd report indicates that the principal reason our U.S. Merchant Marine has declined in recent years, has been the decrease in U.S. Government preference cargoes. According to MarAd's data, food aid is the largest component among such preference cargoes—over half of all dry cargo tonnage shipped by all agencies since 2002. Since 2000, the U.S. fleet has shrunk dramatically as food aid cargoes plummeted 77%, even though military cargoes increased by 60% during the same period. The decline of the fleet has accelerated in recent years, with a quarter of the fleet leaving the United States since the requirement to ship food aid cargoes on American ships was reduced in 2012 from 75% of cargoes to 50% of cargoes. MarAd also notes that the Government Accountability Office concluded in an earlier report that without government preference cargo, 77% of intermodal ships and 96% of bulk ships would withdraw from the U.S. fleet."

General Duncan McNabb, then-Commander of the U.S. Transportation Command, which is the logistical command in charge of supporting all of the U.S. Armed Forces, foresaw the problem in 2011, when he wrote: "The movement of international food aid has been a major contributor to the cargo we have moved under the cargo preference law that our U.S. commercial sealift industry depends upon. Any reductions will have to be offset in other ways to maintain current DOD sealift readiness." Similarly, Jeff Marootian, Assistant Secretary, U.S. Department of Transportation, testified in 2015: "Cargo preference is a pillar that ensures America can activate and sustain a sealift fleet adequate to deploy and support the United States Armed Forces anywhere in the world. So the benefits of cargo preference are clear. . . . This program which benefits both the public and private sectors, is less of a burden on the tax payer than the other options to provide the same capability."

While food aid cargoes for the U.S. fleet have fallen precipitously in the last few years, replacement cargoes have failed to materialize. In March 2015, General Paul Selva, then-Commander of the United States Transportation Command and now Vice Chairman of the Joint Chiefs of Staff, stated: "The reduction in government impelled cargoes due to the drawdown in Afghanistan and reductions in food aid ... are driving vessel owners to reflag to non-U.S. flag out of economic necessity With recent reductions, the mariner base is at the point where future reductions in U.S.-flag capacity puts our ability to fully activate, deploy, and sustain forces at increased risk." And General Darren McDew, the current Commander, United States Transportation Command, testified earlier this year: "[W]ithout cargo preference, our maritime industry is in jeopardy and our ability [to] project the force is in jeopardy." According to MarAd and Defense Department estimates, we are now approximately 40 ships and 2,000 mariners short of what is needed to sustain our warfighters, and any reductions in ship-American requirements will exacerbate the crisis."

USA Maritime and the men and women sailing in the U.S. Merchant Marine have been strong partners with the U.S. farm and agricultural community for more than 60 years, striving to protect and preserve our international food assistance programs. We are proud of this partnership, and of our contribution to alleviating food insecurity around the world."

U.S. Navy blames fatal warship collisions on human error

Fatal collisions between two U.S. Navy warships and two containerships that occurred months apart earlier this year were caused by human error on the part of military members and could have been avoided, according to a newly-released report by the U.S. Navy's Chief of Naval Operations.

The report, released November 1, detailed the events and actions that led to the collision of the *USS John S. McCain* and the oil/chemical tanker *Alnic MC* off the coast of Japan on August 21, and collision between the *USS Fitzgerald* and *ACX Crystal* on June 17.

"Both of these accidents were preventable, and the respective investigations found multiple failures by watch standers that contributed to the incidents," Chief of Naval Operations Adm. John Richardson said in the report. "The Navy is firmly committed to doing everything possible to prevent an accident like this from happening again."

The collision between the *John S. McCain* and *Alnic MC* was avoidable, and resulted primarily from "complacency, over-confidence and lack of procedural compliance," the unclassified version of the 72-page report notes. "A major contributing factor to the collision was sub-standard level of knowledge regarding the operation of the ship control console."

In particular, the report states that the commanding officer of the *McCain* disregarded recommendations from his executive officer, navigator and senior watch officer to establish sea and anchor watch teams in a timely fashion to ensure the safe and effective operation of the ship.

Also, no one on the bridge's watch team, including the commanding officer and executive officer, were properly trained on how to correctly operate the ship control console during a steering casualty, the report states.

The collision was reported at 6:24 A.M. local time as the vessels were east of Singapore and the Strait of Malacca on the morning of August 21.

According to the 7th Fleet, the *John S. McCain* was transiting to a routine

port call in Singapore when the collision occurred. The vessel, which is 505-foot-long and weighs less than 9,000 tons with a full crew, sustained damage to her port side aft upon colliding with the 600-foot-long, 30,000 gross ton, double-hulled tanker, which is owned by Marshall Islands-based Energetic Tank Inc. and operated by Greece-based shipping company Stealth Maritime Corp. S.A.

No injuries or spillage were reported on board the nine-year-old tanker, but 10 U.S. sailors were killed. It was the second fatal accident involving the U.S. Navy's Yokosuka, Japan-based 7th Fleet, following the mid-June incident in which seven U.S. sailors were killed and three others severely injured.

In that collision, the *ACX Crystal*, a containership chartered by Japanese ocean carrier NYK Line, collided with the *USS Fitzgerald* in the Philippine Sea around 1:30 A.M. local time on June 17.

The collision between the *Fitzgerald* and *ACX Crystal*, the U.S. Navy has determined, was avoidable and resulted from an accumulation of smaller errors over time, ultimately resulting in a "lack of adherence to sound navigational practices."

Specifically, the report states that watch teams on the *Fitzgerald* "disregarded established norms of basic contact management" and, that leadership on the vessel "failed to adhere to well-established protocols" in place to prevent collisions.

In addition, the report notes that the ship's top three leaders – Commander Bryce Benson, Commander Sean Babbitt and Command Master Chief Brice Baldwin – were all absent during a time period when their experience, guidance and example would have greatly benefited the ship.

After the incidents, 7th Fleet Commander Vice Admiral Joseph Aucoin was relieved of duty by U.S. Pacific Fleet Commander Admiral Scott Swift due to "a loss of faith" in his ability to command, according to the Navy. He was replaced August 23 by Vice Admiral Phil Sawyer, whose most recent assignment was Deputy Commander, U.S. Pacific Fleet in Hawai'i.

Tanker raises anchor, hooks a torpedo

A pretty scary situation in the southern England port of Portland on October 13, as a tanker pulled up an old test torpedo when it raised its anchor.

A diving unit was dispatched to the scene where they immediately evacuated the majority of the crew from the Maltese-flagged *Skaw Provider*. However, six crew members including the Master remained on board the vessel to respond in case it had detonated.

The tanker was carrying approximately 1,000 tons of fuel or oil, according to the Officer in Charge of the Portsmouth-based Southern Diving Unit, Lieutenant Commander Jonathan Campbell.

"The fuel cargo was pumped into the aftermost possible tanks to reduce the effects of any explosion, and fire hoses were charged and ready to deploy if needed," said Campbell. "We directed the ship to use her other anchor to steady her, before lowering the fouled anchor, and the torpedo, to several meters below the waterline."

Royal Navy divers, who are Explosive Ordnance Device (EOD) Specialists, had

to then approach the torpedo and remove it in a safe manner.

"EOD Operators are obliged to treat these items as 'live' and hazardous until it can be disproved otherwise," said Lt. Commander Campbell. "The entire job was conducted in this way. Working parts inside the torpedo could be seen from where the anchor fluke had ruptured it. The entire bomb disposal team were professional and got on with the job in hand," Campbell said.

Once the torpedo was released, the team then took it to a safe area, lowered it to the seabed and destroyed it, the Royal Navy said. The entire operation took about seven hours from start to finish.

The Royal Navy said the torpedo was a British made device believed to have come from a test range that existed for Portland until the 1980s and had so far remained undetected. "While they vary in the type of hazard they represent test torpedo can contain highly flammable propellant," the Royal Navy noted.

The 4,279 dwt *Skaw Provider* was built in 2005.



On the way to Djibouti, last month, in the middle of the Atlantic. She's so new she's still in plastic wrap. Left to right: Bosun Ronildo Dimatulac, AB Langston Holmberg, AB Terrine Dowdell, AB Delegate Jill Holleman.

Bills to support port truck drivers introduced in D.C.

U.S. Representatives Grace F. Napolitano (D-California), Jerrold Nadler (D-New York), Alan Lowenthal (D-California), and Nanette Diaz Barragan (D-California) held a press conference last month with port truck drivers as well as representatives from the International Brotherhood of Teamsters to announce the introduction of the Port Drivers' Bill of Rights Act (H.R. 4144) and the Clean Ports Act of 2017 (H.R. 4147).

"Hundreds of port truck drivers are being forced into working as independent operators as a way for their employer to pay them below minimum wage and deny them benefits, creating an unlivable wage for them and their families," said Napolitano. "These drivers are compelled to lease trucks at prices they cannot afford. It is unthinkable that companies can continue to get away with this scheme to underpay hard working truck drivers."

"An active port is imperative for the economic vitality of our cities and regions, and to maintain a diverse middle class. But we must ensure that all those who work at the port are treated fairly and earn a decent wage, and that those who live near ports do not bear the brunt of pollution and inefficient goods movement," said Nadler. "I am hopeful that my colleagues on both sides of the aisle can come together on these important issues."

The members of Congress stood proudly with over a dozen drivers and advocates from the Ports of Los Angeles, Long Beach, New York, and New Jersey, who traveled to Washington to bear witness to the injustice they and their families have endured as a result of a broken employment system.

"In my community, we hear story after story of drivers who work two shifts only to go home with pennies. Drivers who are intimidated, threatened, and forced by trucking companies to violate hours of service rules over and over again," said Lowenthal. "I'm proud to support legislation that will ensure that port drivers have basic rights, and at the same time make it clear, once and for all, that port

authorities can regulate truck operations as part of their environmental efforts. This is a common-sense solution that is good for the truckers and good for the ports."

"What's happening to these truck drivers amounts to indentured servitude. It goes beyond wage theft. Some workers – many are immigrants who speak little English – end up owing money at the end of the week. My cousin is a truck driver, and I remember him looking at his paycheck to figure out why he got so little money. Sometimes these truck driver are earning less than the minimum wage," said Congresswoman Nanette Diaz Barragan.

Fred Potter, Vice President-at-Large of the International Brotherhood of Teamsters, and Director of the Teamsters Port Division, voiced continued support of all truck drivers and their families, thanking them for persevering despite a system that has failed them.

"For years, port truck drivers across the country have been forced to work long hours, often exceeding maximum hours of service set by the U.S. to keep America safe, in order to pay the company to lease and maintain their truck," said Potter. "The Teamsters are proud to support both the Port Drivers' Bill of Rights Act to create a Task Force to review the broken system and crack down on bad actors, and the Clean Ports Act to modernize Federal trucking rules to empower ports across America to clean the air, improve cargo efficiency, and mitigate community impacts without forcing drivers to bear the cost. We thank our champions in Congress for introducing them on behalf of our truck drivers and their families."

An estimated 87 million Americans live in port adjacent communities which fail to meet federal air quality standards. Ports around the country are working toward improving these local conditions by creating environmental quality standards for the ships, terminal operators, railroads, and trucking companies that use their ports.

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



The SUP gang in the Cape Victory after a successful voyage to the Middle East. From the left: Butch Hernani, Lee Bolden, Antonio Harris Jr., Daniel Aroda, John Springfield (delegate), James Pierce, Steven Browning, Reginald Clark (Bosun) and Enrique Nera (driving).



Cape Texas/Trinity (above) from the left: GVA Ayed Eshun, Boatswain Mark Accord, GUDE Isaiah Seals, Boatswain James King, GVA Kelly Mena, and GUDE Raily Ellis.



Cape Taylor (left) from the left: GVA Casey Fitzgerald, Boatswain Frank Duffin, GUDE Evgenii Kim, and MFOW Electrician Andreas Johnson.

The Taylor, Texas, Trinity are Ready Reserve Force vessels operated by Patriot Contract Services for the Maritime Administration. The photos were taken by Seattle Branch Agent Brendan Bohannon who made all vessels in Galveston, Texas.

Solidarity Forever!

Written by Ralph H. Chaplin for the Industrial Workers of World in 1915 (sung to the tune of the Battle Hymn of the Republic)

When the Union's inspiration through the worker's blood shall run,
There can be no power greater anywhere beneath the sun
Yet what force on earth is weaker than the feeble strength of one?
But the Union makes us strong.

CHORUS:

Solidarity forever! Solidarity forever! Solidarity forever!
But the Union makes us strong.

Is there aught we hold in common with the greedy parasite
Who would lash us into serfdom and would crush us with his might
Is there anything left for us but to organize and fight?
For the Union makes us strong.

CHORUS:

Solidarity forever! Solidarity forever! Solidarity forever!
But the Union makes us strong.

It is we who plowed the prairies; built the cities where they trade.
Dug the mines and built the workshops; endless miles of railroad laid.
Now we stand, outcast and starving, 'mid the wonders we have made;
For the Union makes us strong.

CHORUS:

Solidarity forever! Solidarity forever! Solidarity forever!
But the Union makes us strong.

All the world that's owned by idle drones, is ours and ours alone.
We have laid the wide foundations; built it skywards, stone by stone.
It is ours, and not slave in, but to master and to own,
While the Union makes us strong.

CHORUS:

Solidarity forever! Solidarity forever! Solidarity forever!
But the Union makes us strong.

They have taken untold millions that they never toiled to earn.
But without our brain and muscle not a single wheel can turn.
We can break their haughty power; gain our freedom, when we learn
That the Union makes us strong.

CHORUS:

Solidarity forever! Solidarity forever! Solidarity forever!
But the Union makes us strong.

In our hands is placed a power greater than their hoarded gold;
Greater than the might of armies, magnified a thousand fold.
We can bring to birth the new world from the ashes of the old,
For the Union makes us strong.

CHORUS:

Solidarity forever! Solidarity forever! Solidarity forever!
But the Union makes us strong.

Search called off for missing crew of the M/V Emerald Star

The Japan Coast Guard (JCG) has called off the search for the missing crew of the Hong Kong-flagged bulker carrier *Emerald Star*, which went down off Luzon with a cargo of nickel ore on October 1; 16 of her crewmembers were rescued by good samaritan vessels and 10 remain missing.

Indian officials have not given an update on search progress in some time, and Indian mariners, seafarers' associations and concerned citizens have petitioned their government via social media to release more information. The families of several of the lost seafarers are traveling to Delhi to ask India's external affairs minister, Sushma Swaraj, to press for a resumption of SAR efforts, according to *Hindustan Times*.

India contributed a P-8 Poseidon maritime patrol aircraft to the JCG's search. According to the Indian Navy, the P-8's crew searched an area of 24,000 square nautical miles near the *Star's* last known position. They located a capsized lifeboat at 19.6 N 123.2 E and informed the JCG of its location; however, the JCG responded that its forces had already located and searched the lifeboat and had found it to be empty. The aircraft's crew found no other debris or sign of survivors.

The *Star's* final voyage was a round-trip between Lianyungang, a key port for Chinese nickel ore imports, and Buli, Indonesia. Survivors confirmed that *Emerald Star* had a load of nickel ore originating at Buli onboard at the time of the incident.

Leading marine insurer Gard warns that some terminals in southeast Asia continue to load dangerously wet cargoes of nickel ore, which is one of a number of commodities that can exhibit liquid-like behavior if the moisture content is too high. In the worst cases, wet nickel ore cargoes can pile up on one side of a vessel's holds when the ship rolls, leading to rapid loss of stability and capsize.

Last month, the International Association of Dry Cargo Shipowners (Intercargo) released a statement calling for a swift casualty investigation to inform industry practices. "Given its commitment to the safety of seafarers and ships as its top priority, Intercargo engages itself in making full use of such a report outcome in the industry fora where it participates," the group wrote. "In the meantime, Intercargo urges the exercise of extreme caution when loading nickel ore and other challenging cargoes."

In a statement in January, Intercargo cautioned that Indonesian nickel ore cargoes could be particularly hazardous this year as the nation's ore export industry is emerging from a long-standing ban. "As the ban has been in place for some time it is most likely that many stockpiles will be subject to saturation [from rainfall] and therefore the possibility of being offered cargoes with an unduly high moisture content may be anticipated," the group noted. "Furthermore, it is important to note that it has been reported specified shippers will be permitted to export washed bauxite, [which] was associated with a number of problems in the past."

Intercargo has previously identified nickel ore as the world's most dangerous bulk cargo, and in years past the substance accounted for an unusually large fraction of the maritime industry's fatal accidents. According to John Wilson, technical services head for the American P&I Club's Hong Kong office, six bulkers carrying Indonesian nickel ore cargoes went down between 2010-2013, with the loss of 81 lives. Problems with inaccurate or fabricated sample testing and cargo documentation are a persistent problem, Wilson noted, leading to the continued loading of unsafe cargoes.

ESU Office Assignments

For the month of December, Leo DeCastro will be in the Seabrook office.



NOVEMBER 2017

Official Publication of the Exxon Seamen's Union

SeaRiver announces plan to sell fleet to Crowley

On November 1, in a shocking blow to all seagoing employees, SeaRiver Maritime, Inc. announced it had reached an agreement for the sale of the three remaining operating vessels, *Liberty Bay*, *Eagle Bay* and *S/R American Progress* to affiliates of Crowley Maritime Corporation. As part of the agreement, SeaRiver will exclusively charter the vessels under varying multi-year terms after change-in-control. Subject to regulatory approval the change-in-control date is expected to take place in 2018. The dreadful news was pretty much kept in secret until announced simultaneously aboard all three ships by representatives from SeaRiver shoreside management.

Before November 1, fleet personnel had good reason to feel confident about the future with SeaRiver Maritime. The Company had been aggressively hiring new licensed and unlicensed employees and with two very new tankers the threat of layoffs seemed to be an afterthought. Additionally, SeaRiver employees have been told for years that Exxon would not allow a third party to carry its Alaska North Slope crude since the Company is still legally responsible in the event of a spill. Apparently, that philosophy in risk management is now being abandoned by tapping Crowley for their ANS trade. Since the *Exxon Valdez* spill, fleet employees have been told for years that our licensed to operate was SAFETY. Now, despite having, without a doubt, the best safety numbers in the industry over a long period of time, ExxonMobil/SeaRiver has chosen to end a seagoing tradition that dates back to 1895 with the first ship flying the Standard Oil flag. A tradition that in its history included one of the largest tanker fleets in the world and employed thousands of merchant mariners.

Before the deal can go through, Crowley must submit and receive approval of their oil spill contingency plans from the state of Alaska. The process consists of a submission period from Crowley, followed by a public comment period and then further review and approval by the Alaska Department of Environmental Conservation. Considering the steps to approval this may take several months to complete. SeaRiver will continue to operate the vessels until regulatory approval is granted and a change-in-control date is announced.

Crowley plans to employ fleet officer through the American Maritime Officer Union (AMO) and the unlicensed crew members through the Seafarers International Union (SIU). Crowley intends to offer positions to all SeaRiver officers subject to discussions with the AMO. For unlicensed crew, after discussions are complete with the Exxon Seamen's Union, information will be provided on how unlicensed employees can engage Crowley to seek employment.

Representatives from the ESU met with SeaRiver management on November 8, for initial discussions regarding the Crowley deal and how the membership will be affected. It was agreed to have a bargaining session on December 8, 2017 with the ESU Executive Board and representatives from SeaRiver management.

There are many questions from the membership about how this transition will affect them and their families. SeaRiver management and the ESU are working to provide answers to all questions from the membership and will immediately respond with additional information once our session on December 8 concludes.



SeaRiver newest tanker *Eagle Bay* entered ANS service in 2015. Her sister ship *Liberty Bay* entered service in 2014. Despite being practically brand new SeaRiver Maritime, Inc. has decided to sell both vessels along with the *SR American Progress* to Crowley Maritime and then charter them back to under varying multi-year terms.

ExxonMobil Retirement Seminar dates for first quarter 2018

(Late Career Pre-Retirement Planning Course)

If you are eligible, or soon to be eligible to retire from the Company, you should consider attending a pre-retirement planning seminar that is offered by ExxonMobil. Eligibility normally means within three (3) years of the minimum age to retire for the unlicensed group (50) with a minimum 15 years of service at the time you elect to retire. The classes tend to fill up quickly; some may be filled up by the time we go to print.

If you are interested in attending and know the session you wish to attend, you should then notify Helen Wright at 832-624-7759 for enrollment. Below are the dates for February and March of 2018 (January dates are full).

Date	Location
February 7-8	Joliet, IL
February 14-15	Houston, TX
February 22-23	Paulsboro, NJ
February 27-28	Baytown, TX
March 1-2	Irving, TX
March 6-7	Fort Worth, TX
March 13-14	Houston, TX
March 14-15	Fort Worth, TX
March 20-21	Fort Worth, TX
March 20-21	Baton Rouge, LA
March 28-29	Fort Worth, TX

Ship reports

S/R American Progress

After a lengthy trip from the West Coast, the vessel was due to arrive Galveston November 24. The AMP departed Long Beach in mid-October for a multi-dock discharge in Mexico. After several delays there, the ship finally arrived at the Panama Canal on November 18, for transit on the 19th. ESU Board officer John Straley will visit the vessel at Gulf Cooper shipyard in Galveston where the ship will undergo an unexpected repair. Following GC, the ship will arrive Beaumont in early December for MOGAS service. MS Jeffrey Ham is filling in with the Ship Rep. duties. As with all three ships the morale is at an all time low with the announcement on November 1.

Eagle Bay

ESU Board officer Leo DeCastro visited the vessel at anchor in Long Beach on November 20. Regular ship representative AB Thor Floreen reports the crew is weathering the depressing news about as well as could be expected. Thor doing an excellent job communicating information from the ESU Board to the membership aboard ship. Next trip south will again be a full discharge in Long Beach followed by a stop in Seattle to discharge slops and other possible inspections.

Liberty Bay

The *Liberty* continues loading in Valdez, AK for discharges in Southern California between Long Beach and San Francisco. Leo DeCastro visited the vessel at Chevron Richmond on November 14. PM Jim Byrd is filling in with the Rep. duties. Next trip south is scheduled for a spilt discharge between Long Beach and San Francisco (Benicia).

Final Departure – Gerard Nelson

Pensacola, FL - On a sad note the ESU recently learned that former Fleet Chef and Steward Department Trustee Gerard Nelson (67) passed away on October 28, 2017. Gerard retired from the Company in 2005.

Our heartfelt sympathy and prayers go out to Gerard's family and friends during this time of sorrow.

EXXON SEAMEN'S UNION

Founded March 28, 1941

Affiliated with the Sailors' Union of the Pacific

P.O. Box 754, Seabrook, TX 77586

Tel (832) 295-3047 Fax (832) 201-0441

E-Mail: esusea@sbcglobal.net

President/Secretary John Straley

Vice President/Treasurer Leo DeCastro

Board Member at Large Don Picou

Board Member at Large Ein Cooley

Deck Trustee Jeffrey Harris

Engine Trustee William Ackley

Steward Trustee Joel Mitchell

SUMMARY ANNUAL REPORT FOR SUP MONEY PURCHASE PENSION PLAN

This is a summary of the annual report for SUP Money Purchase Pension Plan, EIN 94-3134523, Plan Number 001, for the year ended December 31, 2016. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust fund. Plan expenses were \$3,308,639. These expenses included \$195,577 in administrative expenses and \$3,113,062 in benefits paid to participants and beneficiaries. A total of 1,015 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$31,241,971 as of December 31, 2016, compared to \$30,458,979 as of January 1, 2016. During the plan year the plan experienced an increase in its net assets of \$782,992. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$4,091,631, including employer contributions of \$2,150,213, earnings from investments of \$1,842,021 and other income of \$99,397.

Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report: 1. An accountant's report; 2. Financial information and information on payments to service providers; 3. Assets held for investment; 4. Transactions in excess of 5% of plan assets; and 5. Information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan Inc., who is the plan administrator, 730 Harrison Street, Suite 415, San Francisco, California 94107, telephone (415) 778-5490. The charge to cover copying costs will be \$6.50 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan 730 Harrison Street, Suite 415, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Membership and Ratings Committee

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

Name and Membership Number	Seatime	Rating	Seniority
Angelito Lopez, Jr. 4124	6 Years	A.B.	A
Shawn Light 19531	1 Year	O.S.	B
Kyle Swainbank 19532	1 Year	O.S.	B
Gabriel Moreno, Jr. 19533	1 Year	O.S.	B
Dominic Metz 19534	1 Year	O.S.	B
Michael Gill 19535	1 Year	O.S.	B
Rory Alexander C-2704	30 Days	A.B.	C
Lucas Rutherford C-2705	30 Days	A.B.	C
Janelle Terry C-2706	30 Days	A.B.	C
Kyaw Thein C-2707	30 Days	A.B.	C
Michael Albers C-2708	30 Days	A.B.	C
Toney Sawyer C-2709	30 Days	O.S.	C
George Cereno C-2710	30 Days	A.B.	C
Abdulhamid Mohamed C-2711	30 Days	O.S.	C

Bosun Stamp - None

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Hussein Ali #19329, Vern Haik, #5864 and John Linderman #4094.

Government form available for inspection

Annual information return (IRS Form 990) for the Sailors' Union of the Pacific and the SUP Building Corporation are available for public inspection. Interested parties should contact the office of Jihan Johnson, Controller, 450 Harrison Street, San Francisco CA 94105 or call (415) 777-3400 during normal office hours.

Welfare Notes November 2017

Enroll in your medical and dental plan

When you have worked 120 mandays within a 12-month period you are eligible for medical and dental coverage. Please be sure to enroll in a plan as soon as possible. It may take the plan a few days to process your paper work and get the information correctly entered into their system.

Any delay on your part in filling out the paper work could delay your coverage and access to use the plan. Be sure to correctly enter your personal information on the enrollment forms with correct birthdays and social security numbers for dependents.

Any dependents that you are including require a marriage certificate copy for the initial enrollment of a spouse and birth certificate copies for the initial enrollment of any children.

Please be sure to enroll new spouses within the 30 day time frame after the marriage and enroll new born babies within 30 days of their birth. If there will be a delay in obtaining the birth certificate for a new born baby, please enroll the baby and send us the birth certificate and social security number information as soon as possible.

All plan enrollments require the member's signature except the Dental Health Services of Washington enrollment. Please be sure to sign your forms before sending the forms to us.

Do not delay your dental plan enrollment since most dental plans require you to be enrolled in their plan for at least 6 months to be eligible for major dental work.

Eligibility and Your Current address

If you are not planning on shipping for an extended period of time check with the SUP Welfare Plan about your eligibility and when you will need to ship again to avoid a lapse in eligibility and coverage. Check with the Plan office whenever you finish a voyage to find out where your eligibility stands. Also keep us advised of address changes.

Enroll for Medicare

You can enroll for Medicare on line and avoid long waits at the Social Security office. Go to www.ssa.gov to enroll.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin martinpatty59@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Rep. Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net

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

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

SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

SUMMARY ANNUAL REPORT FOR SUP 401(k) PLAN

This is a summary of the annual report for SUP 401(k) Plan, EIN 94-3134523, Plan No. 002, for the year ended December 31, 2016. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$538,043. These expenses included \$88,885 in administrative expenses and \$449,158 in benefits paid to participants and beneficiaries. A total of 676 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$8,169,554 as of December 31, 2016, compared to \$7,527,096 as of January 1, 2016. During the plan year the plan experienced an increase in its net assets of \$642,458. This increase includes unrealized appreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$1,180,501, including employer contributions of \$35,193, employee contributions of \$603,317, earnings from investments of \$521,222 and other income of \$20,769.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report: 1. An accountant's report; 2. Financial information and information on payments to service providers; 3. Assets held for investment; 4. Information regarding any common or collective trusts, pooled separate accounts, master trusts or 103-12 investment entities in which the plan participates; and 5. Delinquent participant contributions.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP 401(K) Plan, who is the plan administrator, 730 Harrison Street, Suite 415, San Francisco, California 94107, telephone (415) 778-5490. The charge to cover copying costs will be \$4.75 for the full annual report, or \$0.25 per page for any part thereof.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 415, San Francisco, California 94107, and the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.



SUP President's Report

November 14, 2017

MATSON NAVIGATION COMPANY

After months of intense lobbying (see the April issue of the *West Coast Sailors*) and despite the opposition of the Department of Defense, the U.S. Transportation Command (USTRANSCOM) and the Maritime Administration, Matson has succeeded in amending the enabling legislation for the Maritime Security Program (MSP) (Chapter 531 of Title 46 of the United States Code) in order to force American President Lines out of the Guam and Saipan trade to regain its U.S.-flag monopoly to those American territories.

Matson, employing the high-powered Washington, D.C. law firm K&L Gates, was able to insert a provision (Section 3503) into the National Defense Reauthorization Act (H.R. 2810) for Fiscal Year 2018 that prohibits a Maritime Security Program payment to a vessel calling between ports in the United States and its territories, either directly or via a foreign port.

The SUP-crewed *APL Guam* and *APL Saipan* are in that category, as they call Guam and Saipan from Korea and Japan.

The House of Representatives version of the defense bill contained the onerous Matson provision while the Senate bill did not. The difference in the two bills, which President Trump is expected to sign, was resolved on November 9, by a conference committee from both chambers, which went with the House version.

As the membership will recall, the container ships *APL Cyprine*, *APL Agate* and *APL Coral* were replaced as vessels enrolled in the Maritime Security Program by the self-sustaining (cargo geared) and shallow-draft vessels *APL Guam*, *APL Saipan*, and *APL Gulf Express*. This change in the composition of APL's U.S.-flag fleet as approved by USTRANSCOM and the Maritime Administration because of the military utility of the replacement vessels, the fact that they could access unimproved ports, have in-stream discharge capabilities and extend the reach of U.S.-flag service within the Pacific.

The Maritime Security Program expires on October 1, 2025 and until that time APL is "grandfathered" into the Guam trade so there is no immediate threat to the *APL Guam* and *APL Saipan*. However, if MSP is reauthorized in 2025 and Section 3503 is still in place, those vessels or any other vessels that APL might operate to Guam and Saipan would not be allowed. Sources indicate that when the National Defense Reauthorization Act for Fiscal Year 2019 goes before Congress next year, the Defense Department will go attempt to remove Matson's Section 3503 from the Maritime Security Program statute.

Another threat, and not just to APL's operations in Guam and Saipan, is to the Maritime Security Program itself. Although it is authorized until 2025, it has to be funded annually by Congress. Could Matson, with its rule or ruin strategy, sabotage that effort, jeopardizing the 60 ships that are in the program, for its own parochial interests?

Matson is also suing the Department of Transportation in federal court for approving APL's substitution of the Guam and Saipan into MSP as they are not similar in TEU capacity to the container ships they replaced. When this case is resolved, the membership will be fully informed.

Informed sources indicate that Matson has 65% of the Guam trade and APL has 35%. Matson has also cut freight rates to Guam by 27% to squeeze out APL.

For the record it must be noted that the SUP was the only maritime Union to oppose Matson's initiative. Hopefully, when this issue comes up again—which it will—the other Unions will join the fight.

JONES ACT

The Jones Act (Merchant Marine Act of 1920), of which Matson is a beneficiary, remains under attack.

Four bills have been introduced in Congress to either repeal this critical maritime legislation or to exempt Puerto Rico in the wake of Hurricane Maria.

The usual suspects that shill for foreign-flag interests have broken out their old, tired playbook joined by some on the "progressive" side of the political spectrum that are uninformed and misinformed about the value the Act brings to the United States.

The attack on the Jones Act has been met head-on by organized labor and friends of the U.S.-flag fleet in Congress.

The Maritime Trades Department (MTD), AFL-CIO and the Transportation Trades Department (TTD), AFL-CIO, have been at the forefront in refuting misinformation about the Act. Many members of Congress have also hit the deck in full-throated support.

All of this will be covered in further detail in this month's *West Coast Sailors*.

This is an all-hands-on-deck emergency. The defense and maintenance of the Jones Act is paramount for every member of the SUP and every merchant mariner in this country whether they sail deep-sea or inland. Without the Act every vessel currently governed by the Act would eventually be flagged foreign and the jobs in those vessels would also go to foreigners.

All hands are urged to talk up the Act to their family and friends and contact their member of Congress.

MARITIME TRADES DEPARTMENT

As a delegate from the San Francisco Bay Area & Vicinity Port Maritime Council, attended the 2017 Quadrennial Convention of the Maritime Trades Department (MTD), AFL-CIO in St. Louis, Missouri, on October 19 and 20.

The Convention covered a wide-range of issues important to the membership including the Jones Act, the Maritime Security, cargo preference, health care for all and support for the Export-Import Bank of the United States. All were acted upon as resolutions and will be published in the *West Coast Sailors*, space permitting.

Speakers included General Darren McDew, Commander of the United States Transportation Command; Congressmen Bennie Thompson (D-Mississippi), John Shimkus (R-Illinois) and Mike Bost (R-Illinois) and Maritime Administrator Mark Buzby.

Thompson, the ranking Democrat on the House Homeland Security Committee, said that while many fellow representatives understand the extremely high value of the American maritime industry, turnover on Capitol Hill—combined with anti-maritime messages aimed at both legislators and the general public—calls for vigilance.

He said that during a recent trip to hurricane-ravaged Puerto Rico, he saw firsthand that Jones Act vessels had delivered plenty of relief cargoes, but the island's damaged infrastructure was severely slowing movement ashore.

"The problem is not the Jones Act," Thompson stated, "it's what happens when cargo gets to the port. It doesn't get to the people."

He continued, "I want you to help us stop Washington from attacking the Jones Act. We have to make sure that people understand what it's about. It's a jobs program. It's a program that's been around for a long time and helps workers, but it also helps the [ship] owners and operators. It's about business. And so why in the world would we do anything to something that's working? Washington has a terrible reputation for fixing things that aren't broken."

Maritime Administrator Mark Buzby spelled out his support for the Jones Act, the Maritime Security Program (MSP), cargo preference laws, domestic shipbuilding, and American crews.

He expressed confidence in the Ready Reserve Force (RRF), describing it as "an essential security asset for the nation." But, he added, the fleet is getting old, though all of the vessels activated recently for relief efforts performed well.

Turning to the nation's freight cabotage law, Buzby shook his head at the erroneous reporting about its effect on relief efforts in Puerto Rico.

"The Jones Act has always been an easy target for people who, frankly, either don't get it or are too lazy to get the facts right," Buzby stated. "All these missions that, our Jones Act carriers were performing (in Puerto Rico) that's the real deal. They literally saved American lives along with thousands of others. The U.S. Merchant Marine delivered in this crisis. It did its job despite all the accusations and false narratives being thrown about in the media."

Buzby reiterated his support of the MSP and cargo preference. While some legislators want to reduce or eliminate the use of American-flag ships to carry such cargo, Buzby said the administration wants to increase the percentage of preference cargoes transported on U.S.-flag vessels.

AFL-CIO CONVENTION

On October 22-October 25, attended the 28th Constitutional Convention of the AFL-CIO as a delegate from the SIU of North America in St. Louis.

Delegates re-elected President Richard Trumka, Secretary-Treasurer Liz Shuler, and Executive Vice President Tefere Gebre. The Convention marked a re-commitment to organizing, civil rights, voting rights, humane immigration policies, trade policies that put working people first, a worker's bill of rights, a representative and diverse labor movement that will fight for ALL working people.

The Convention officially began with a keynote address from Trumka, in which he outlined the values of the labor movement and our resolve to continue fighting for the freedoms of working people. "We'll come together. We'll fight together. We'll stand together. For good jobs. For expanded bargaining power. For fairness and just for all."

On the final day of the Convention, delegates passed a resolution calling for a Workers' Bill of Rights. This would include the rights to a good job with fair wages, quality health care, a safe job, paid time off and flexible scheduling, the freedom from discrimination, a secure retirement, education without debt, the freedom to collectively bargain, and the right to vote.

It should be noted that no politicians were invited to speak at the Convention as the intent was to have a truly labor-only meeting.

TRANSPORTATION TRADES DEPARTMENT

On November 9, attended and participated in a meeting of the Executive Committee of the Transportation Trades Department (TTD) of the AFL-CIO in Washington, D.C.

The Executive Committee, which comprised of the 32 Unions that are affiliated with TTD zeroed in on policies that both create and protect good, middle-class transportation jobs and ensure those jobs are safe for the workers who perform them.

One of the key policy actions taken was in support of the Jones Act.

Guest speakers at the meeting included Congressman Bill Shuster (R-Pennsylvania), Chairman of the House Transportation and Infrastructure Committee, and Senator Brian Schatz (D-Hawaii), a member of the Senate Committee on Commerce, Science and Transportation.

"Transportation workers play a key role in keeping America's economy moving," Senator Schatz said. "Congress should return the favor by focusing our transportation policy on creating good jobs and protecting workers' rights."

Your secretary questioned Senator Schatz on the Maritime Security Program and Matson's attempt to regain its monopoly in Guam and Saipan, at the expense of American maritime workers. His response was telling as he offered no response, just the look of someone caught in the headlights. From his non-response, it was clear that Schatz is in the pocket of Matson and not concerned about the jobs of the SUP members dispatched from the Honolulu Branch to the *APL Guam* and *APL Saipan*.

continued on next page

SUP President's Report continued

Vice President's Report

November 2017

HOLIDAY BENEFIT

For the 28th year, the SUP and MFOW will cosponsor a holiday lunch for participants of the respective Union Welfare Plans and invited guests.

As approved by the Union and employer Trustees of both Plans, the cost of catering the lunch is prorated by the number of participants in each Plan. The following are the dates and times of the benefit:

Honolulu: Sunday, December 10, from 11:00 A.M. to 2:00 P.M. at O'Tooles, 902 Nuuanu Avenue. (Enter from Merchant Street side entrance.)

San Francisco: Friday, December 15, from 11:30 A.M. to 2:30 P.M. at SUP Headquarters.

Seattle: Saturday, December 16, from 10:00 A.M. to 2:00 P.M. at the Sons of Norway Hall in the Leif Erikson room in Ballard (2245 57th Street, N.W.)

Wilmington: Saturday, December 16, from 11:00 A.M. to 2:00 P.M. at the MM&P/MEBA hall – next door to the Wilmington Branch.

HOLIDAYS

Thanksgiving Day

All SUP halls will be closed on Thursday, November 23, in observance of Thanksgiving.

Christmas

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

New Year's

All SUP halls will be closed on Monday, January 1, 2018 in observance of New Year's Day.

ACTION TAKEN

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

Gunnar Lundeberg

JOINT LABOR RELATIONS COMMITTEE between MATSON NAVIGATION COMPANY and SIU Pacific District (SUP, MFOW and SIU-AGLIW)

Time: 11:00 A.M., October 31, 2017

Place: San Francisco, California

Present: For Matson (the Company): Dale MacGillivray

For SIU Pacific District (the Union): Gunnar Lundeberg, Anthony Poplawski, Nick Marrone

Meeting was called by the Union to discuss one item:

SS Maui

Over a two-month period, there have been complaints submitted by the MFOW delegate aboard the *SS Maui* regarding the quality of the ship's food service; specifically, the definition of the third entree for lunch and supper.

The matter was referred to Matson labor relations and the MFOW, then to Joint Labor Relations Committee.

For reference, the Joint Labor Relations Committee submits the following examples of acceptable third entree items:

Examples of acceptable Third Entree Dishes

- Beans and Franks
- Beans and Sausage over Rice
- Bell Peppers, Stuffed
- Cabbage Rolls, Stuffed
- Casserole, Cheese
- Casserole, Ratatouille
- Chicken or Beef Pot Pie
- Chili and Beans over Rice
- Chili Mac
- Cold Plate, with Sliced Roast Beef,

Fresh Tomato, Potato Salad & Horseradish Sauce

- Omelet, Dinner
- Pasta, Baked Stuffed Shells
- Pasta, Marinara
- Pasta, Pesto
- Pasta, with Ground Beef, Fresh Tomato, Mushroom and Spinach
- Pasta, Zita with Sun Dried Tomatoes & Olives
- Pepper Steak with Steamed Rice
- Rice, Fried with Chicken, Beef, Pork or Seafood, and Vegetables
- Salad, Chicken Caesar
- Sausage with Onions and Peppers
- Seafood, Stir Fried with Garlic and Spinach
- Tofu with Vegetables, Szechuan Stir Fry
- Turkey Ala King, with Fresh Vegetables and Steamed Rice
- Vegetables, Fresh Stir Fry

The above list is not an exclusive list. The purpose of the list is to provide examples of acceptable third entree offerings.

For the Company: Dale MacGillivray

For the Union:

- Gunnar Lundeberg, SUP
- Anthony Poplawski, MFOW
- Nick Marrone, SIU-AGLIW

In addition to the routine duties of the front office, including UFCW organizing and negotiations, checked the following ships:

APL Singapore: Dale Gibson, Bosun. Sanitary is sailors' work and can be properly assigned to SUP crew on the mess deck or elsewhere provided it does neither interfere with the daily sanitary jurisdiction of another Union nor is blended with the designated hours of normal SUP sanitary duties laid out in Section 17 of the Work Rules. As a rule of thumb and almost without exception, we do the necessary work.

APL Korea: Paul Harsaney, delegate. Delegate assisted in Union investigation of APL's new PPE policy and response. The SUP's has long supported a safe workplace, but punitive measures against the crew in service to counter-productive safe appearances will meet with our firm rejection.

APL Belgium: Ben Ashton, delegate. Delegates are reminded to maintain delegate's reports on the Union's standardized sheet that include dues and shipping status (expected relief date) and to deliver that report to the boarding agent or to the Union via mail or email. The report may appear antiquated, but it is still an effective tool for initial onboard Shipping Rules application, when the delegate makes sure there has been timely tender of periodic dues and advises members not to overlook that they have their time in and need to request a relief.

APL Gulf Express: Michael Burpee, delegate, soon to be relieved. Large crew change out. Rolando Mendoza is the new Bosun. Time back was a far-sighted work rule innovation that was intended for and works best as an immediate or near-term recompense for working after 0000 and before 0600. If such recompense is not available or mutually agreeable, then settlement on the amount of the unpaid claim before the end of the voyage is key to favorable resolution. Here, a large time back claim over the course of several voyages (partly due to the unique run of the ship) was evaluated and sent to management for payment. Additional clarifications on safety procedures on boat launching and recovery and lodging proper objections to unsafe situations.

APL Guam: Preston Lau, delegate. Potable water issue investigated and objection to possible contamination was registered with management which led to testing. After testing and no finding of contamination, delegate was satisfied with the results. PPE issue continuing to be argued and investigated. Some movement from management on lighter boiler suits for tropical ship ops.

Cape Vincent: Donal O'Sullivan, Bosun. Clarification on meals in ROS on weekends: not required and subsistence not payable if not actually called out to work. Recent sea trial activation a success. Sister ship *Cape Victory* returned from mission with Seattle Brant Agent Brendan Bohannon ably handling the issues. See Seattle Agent's report.

Cape Orlando: Chris Bunheirao relieved Joel Schor, Bosun. Clarification on vacation: in ROS is paid out in the check but members earn 1.5 days for every month worked. Vacation accrues but is not used until attaining six months in the ship. In good shape.

Cape Hudson: Rhonda Benoit, delegate. Email indicates that delegates file has once again disappeared. Members take note: all ships should keep and maintain a delegates file with copies of the Agreement and any other relevant paperwork including work schedules, clarifications, job descriptions and duties, etc. That file is SUP property and shall not be removed from the ship. Clarification on work week: RRF ships are on 40 hour work weeks Monday through Friday. Any work in excess of eight hours and any work on weekends or holidays is paid at the overtime rate for both dayworking and watchstanding sailors.

Moku Pahu: Jill Holleman, delegate. Loaded humanitarian cargo in Houston for Puerto Rico and Africa after transit from Turkish yard and COI in Gibraltar. Clarification OT rates; cargo rates no longer apply. Cleaning cargo holds and sumps is necessary work. If sailors are unwilling or unfit to do the work then they must get off the ship. Suddenly short-handed and just before sailing AB Terrin Dowdell stepped up to the task for a classic pierhead jump on a weekend sail. Email from delegate indicates vessel at anchor awaiting berth to offload grain in East Africa as part of the PL-480 Food for Peace program, a gift from the people of the United States.

USNS Dahl: Jesus Hermosillo, delegate. In good shape in East Coast port. Expected to transit to Boston shipyard in early December. Reliefs cancelled except for those in transit and Bosun Jonnell Hodges relieving Saul Townsend.

USNS Charlton: Alex Glosenger, delegate. Departed drydock and anchored in New York Bay off Staten Island to take bunkers before load port and re-deployment. Clarification on restriction to ship. Sean Bane, Bosun.

Manukai: Lourdes Macias, delegate. Clarification on time back, voyage stores vs. deck and "fresh daily stores," and delayed sailing.

San Francisco Bar Pilots: Mike Koller, delegate. Continued program improvements to training and development of new operators under discussion. Delegate managed several complex problems to the satisfaction of the gang.

Dave Connolly

SUPPORT FOOD FOR PEACE BY SUPPORTING THE SUP POLITICAL FUND

SUP Branch Reports

Seattle

October 16, 2017

Shipped: 11 AB's, 1 Matson return to an A-card, 10 to Navy bottoms, 7 being activations going to 1 A, 1 B, and 5 D-cards, steadies went to 3 C cards. 1 Ordinary Seaman activation billet taken by a D card. 8 standby AB's to 5 A, 2 B, and 1 C card.

Registered: 3 A cards for a total of 8; 10 B cards for a total of 19; 4 C cards for a total of 11; and 4 D cards for a total of 10.

I represented SUP and MFOW at the following meetings: Update on SODO/Key Arena, Martin Luther King Central Labor Council (MLKCLC) Delegates and MLKCLC Port Coalition, Labor for Durkin, Fall Labor Leaders Breakfast, WMF (Washington Maritime Federation) Quarterly Meeting, Puget Sound Harbor Safety Committee, SMBC Board meeting.

SUP member Vince O'Halloran, SUP Training Director Berit Eriksson, and I attended Senator Maria Cantwell's Women of Valor awards with key note speaker Senator Elizabeth Warren (D-Massachusetts), and a reception for Congressman Rick Larsen. Both events were excellent opportunities to thank these members of the Senate and Congress for their steadfast support of the Jones Act, the maritime trades, labor, and share our concerns for the fight ahead that our industry is facing.

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

SUP members join pension ranks

The following SUP members joined the rank of pensioner, bringing the total number of SUP members to 162:

Robert Grange, 70, Book No. 3015, joined SUP in 1987, 21 years seetime.

Joseph Wolff, 65, Book No. 3646, oined SUP, joined SUP in 2000, 11 years seetime.



SUP members on the MV Mokihana, November 9, with the refinished bridge sign. From the left: AB Day Brandon Keopuhiwa; Bosun William Sullivan; AB Paul Barbour; and OS Richard Kahalewai.

Wilmington

October 16, 2017

Shipping for the period: Bosun: 6, AB: 9, AB/D: 4, OS/ STOS: 1, and 58 standby for a total of 78 jobs shipped.

Registration: A:20, B:36, C:12, D:23.

Ships checked

APL Thailand: Gabriel Sipin Bosun and Jose McDonald, delegate; running smoothly.

Mokihana: Robert Morgan, Bosun and Brandon Keopuhiwa, delegate; good gang.

R.J. Pfeiffer: Juan Gonzales, Bosun and Dave Garcia delegate.

APL Philippines: Brian Burns, Bosun and Jennifer Corner, delegate; garbage clarification.

Manukai: Manny Roxas, Bosun and Lourdes Macias, delegate; no disputed overtime.

APL China: Bob Burns, Bosun, and Mike Henderson, delegate; running smoothly.

Manulani: Herminio Huvas, Bosun relief delegate to be elected.

APL Korea: Jimmy Alarcon returns as Bosun and Janan Johair, delegate.

Maunawili: Eli Wegger, Bosun and delegate to be elected; no problems.

Shipping at a steady pace here in L.A., Matson APL and Patriot calling for crew members relief and steady jobs, expect good opportunities from now until January. Members must be ready to fill these jobs when called.

Represented SUP at Maritime Trades and meet and greet for Congresswoman Nanette Barragan.

This is your Union and a Union is only as strong as its members, participate by showing up at the Union meeting to vote on issues that affect us all.

We need a quorum to be able to vote.

It is your responsibility to make sure your documents are up to date, don't wait till job call to find out. This is your Union, participate attend meetings.

*Leighton Gandy
Branch Agent*

Honolulu

October 16, 2017

Shipped the following jobs in the month of October: 2 Bosun returns, 3 AB Day steady, 5 AB Watch steady, 4 AB maintenance steady, 1 AB Day return, 1 AB Watch return and 2 OS Watch steady. The shipping jobs were filled by 9 A cards, 5 B cards, and 4 C cards. Also shipped 25 standby jobs. The standby jobs were filled by 4 A cards, 10 B cards, 7 C cards, and 4 D cards.

Registered in Honolulu: 8 A cards, 15 B cards, 7 C cards, 9 D cards.

Ships checked

I visited the **R.J. Pfeiffer, Manukai, Maunawili, Manulani, Maunalei, Manoa, Mokihana, Kauai, Maui, Matsonia, Lihue**, and the Paint and Rigging gang. All are running with few or minor beefs.

APL Guam: Major beef with being forced to wear company clothing - beef settled in our favor.

APL Saipan: Same as the **APL Guam**.

USNS Charlton: no major beefs.

I represented the SUP at the Hawai'i Ports Maritime Council meeting, and the AFL-CIO Executive Board meeting. A lot of discussion was about the Jones Act and how the two U.S. Hawai'i Senators (Mazie Hirono and Brian Schatz) and the two U.S Hawai'i Representatives (Coleen Hanabusa and Tulsi Gabbard) feel about the Jones Act. I am proud to tell you that all four of them are staunch supporters of the Jones Act. When it is time to vote for them in the next elections do so with the utmost faith that they will represent us in all things that matter the most to us, like our livelihood, our families, and our quality of life.

And as always, check your papers and anything with less than six months left, you should start the renewal process. Especially if you are planning on sailing on an APL shuttle ship. Mahalo,

*Michael Dirksen
Branch Agent*

Dispatcher's Report Headquarters—Oct. 2017

Deck	
Bosun.....	4
Carpenter.....	0
MM.....	5
AB.....	23
OS.....	4
Standby.....	16
Total Deck Jobs Shipped.....	52
Total Deck B, C, D Shipped.....	45
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.....	52
Total B, C, D Shipped-All Depts.....	45
Total Registered "A".....	22
Total Registered "B".....	32
Total Registered "C".....	9
Total Registered "D".....	25

Business Agent's Report

November 14, 2017

Mississippi Voyager: In at Richmond Long Wharf. Ship's been running steady between Long Beach, El Segundo and Richmond Long Wharf; the remaining vessels in the fleet are shuttling between the Gulf of Mexico and the East Coast. Frantisek Figner, delegate, Romulo Racoma, Bosun.

California Voyager, Florida Voyager, Oregon Voyager: These ships are running between Pascagoula Mississippi the Gulf of Mexico and the East Coast.

Mahimahi: Matson called the crew back. Fly to Shanghai shipyard a week earlier than expected. The company anticipating two days of work to complete. The schedule has her sailing on the ninth for Long Beach and on the Southern triangle through the month of December. Mike Worth as Bosun and James Stelpstra, delegate.

Kauai: In and out Oakland #62 on the steady Northwest run with relief Bosun Haz Idris. Sailed with no beefs Sahri Ali, delegate.

Matsonia: In at Oakland #62. On steady run Honolulu/Oakland with Sam Scott, Bosun and Isnin Idris, delegate.

Manoa: Sailed for Honolulu with no beefs on the steady Northwest run with Robert Reed, Bosun. Duke Maringer, delegate.

Maui: In and out Oakland #62. Matson schedule has the **Maui** on her last trip in service; into deep lay-up on the 20th in Oakland. Brain Yost, Bosun. Wil Williamson, delegate.

Lihue: Ship's been in service for over 60 days; due to arrive on 24th in Oakland according to the schedule she will also go into deep lay-up for an undisclosed amount of time. Teo Rojas, Bosun. John Duran, delegate.

APL Belgium: Oakland #58 sailed for Dutch Harbor. A week later received an e-mail about one of own that was discharged for cause. Need an AB to fly Naha, Okinawa. Notified Wilmington Branch Agent Leon Gandy to cover the job. Not a dull moment this trip. Ben Ashton, delegate, Noel Itsurmura, Bosun.

APL Thailand: In at Oakland #56. Sailing with Able Seamen that can't steer is like sailing shorthanded. We need to cover (police our own) or send them back to the hall, if they cannot perform their duties. Gary McDevitt, delegate. Nick Hoogendam, Bosun.

Cape Orlando: Joel Schor, Bosun, **Cape Henry:** Jim Linderman, Bosun, and **Admiral Callaghan:** Mark Pfaff, Bosun: Checked in with these ships. No beefs.

Cape Hudson: Ship returning from a 45-day activation with most of that time spent in Portland shipyard. Kept the ROS crew until it was time to sail for San Francisco.

Pier #50: Back to the routine with Phil Coulter, Bosun.

Cape Horn: Routine with the gang with Paul Fuentes, Bosun.

Roy Tufono

THE JONES ACT: FACT VS FICTION

MYTH

THE JONES ACT IS HINDERING RELIEF EFFORTS IN PUERTO RICO.

FACT

RELIEF SUPPLIES HAVE BEEN DELIVERED BUT ARE STILL WAITING TO BE DISTRIBUTED.

Damaged infrastructure is preventing supplies from getting to people who need them.

TTD

THE JONES ACT: FACT VS FICTION

MYTH

THE JONES ACT FORCES PUERTO RICO TO TURN AWAY SUPPLIES NOT DELIVERED BY AMERICAN SHIPS.

FACT

MORE THAN TWO-THIRDS OF SHIPS THAT SERVICE PUERTO RICO ARE FOREIGN FLAGGED.

Relief supplies have been delivered to the island by both American and foreign ships.

TTD

THE JONES ACT: FACT VS FICTION

MYTH

THE JONES ACT IS RESPONSIBLE FOR PUERTO RICO'S FINANCIAL CRISIS.

FACT

DEEP RECESSION, MADE WORSE BY DEBT, WALL STREET GREED, AND INACTION BY THE U.S. GOVERNMENT, IS THE CAUSE OF PUERTO RICO'S FINANCIAL CRISIS.

TTD

THE JONES ACT: FACT VS FICTION

MYTH

THE JONES ACT DOUBLES THE COST OF GOODS IN PUERTO RICO.

FACT

THE GAO, CONGRESS'S NON-PARTISAN WATCHDOG, DEBUNKED THIS CLAIM IN 2010.

Additional research shows Jones Act rates to Puerto Rico are comparable to, and sometimes lower than, foreign shipping rates to nearby Caribbean islands.

TTD

THE JONES ACT: FACT VS FICTION

MYTH

ONLY GREEDY SPECIAL INTERESTS ARE BEHIND THE JONES ACT.

FACT

THE JONES ACT SUPPORTS 500,000 GOOD, AMERICAN JOBS AND IS VITAL TO NATIONAL SECURITY.

Without it, the U.S. military would be dependent on foreign ships and crews in emergencies, and many middle-class jobs would be lost.

TTD

THE JONES ACT: FACT VS FICTION

MYTH

REPEALING THE JONES ACT IS GOOD FOR PUERTO RICO BECAUSE IT WILL INCREASE COMPETITION.

FACT

THE ONLY COMPETITION THIS CREATES IS A RACE TO THE BOTTOM.

Foreign shippers who would replace Jones Act ships are routine human rights violators who cast aside safe working conditions, the environment, and labor rights.

TTD