Volume LXXXI No. 11 • 185

SAN FRANCISCO, CALIFORNIA

Official Organ of the Sailors' Union of the Pacific

Friday, November 23, 2018

APL ships cargo in support of recovery/relief efforts in Saipan

n October 31, the U.S.-flagged vessel, APL Saipan, crewed on deck by the SUP, arrived at Saipan with relief cargo in aid of recovery efforts on the Super Typhoon Yutu-battered island. The shipment will be received by the American Red Cross and Federal Emergency Management Agency who provide immediate resources for necessary food and water across Saipan.

ahead to help Saipan residents recover from the storm," said Charlie Hermosa, APL General Manager of Guam-Micronesia.

Arriving from Guam, APL Saipan was laden with four containers of food, water and equipment donated by partnered organizations. This shipment marks the first of more relief cargo which APL will transport from Guam as APL continues to rally commercial and communi-



"APL is devoted to our community and has deployed our resources to help meet immediate relief and recovery needs on the island. Our corporate partners have come together with donations which APL has started shipping to Saipan. Our partner outreach is on-going and we will be delivering aid in the weeks

ty organizations for the cause.

While APL only ships to Saipan via its Guam Saipan Express service, APL has been actively connecting donors and stakeholders to assist with relief efforts in Tinian. "In times of need, every effort counts. By connecting the right parties quickly, we facilitate in getting the much-needed help to Tinian sooner than later," said Hermosa.

Matson launches new U.S.-flag Marshall Islands service

UP-contracted Matson Navigation Company has launched its new direct U.S. flag service between Honolulu and the Republic of the Marshall Islands ("RMI"), reducing cargo transit times to the RMI from the U.S. mainland by as many as eight days. The new service will call at three ports in the RMI –Kwajalein, Ebeye and Majuro every 17 days.

Matson purchased a 700-TEU, U.S.-flagged containership to operate the new service. Christened *Kamokuiki*—or small island or vessel in the Hawaiian language— the vessel is well suited to serving island communities with two 45 ton cranes onboard, hydraulic folding hatch covers and high maneuverability that allows docking without tugs.

The vessel's first voyage departed Honolulu on October 27, and arrived at Kwajalein on November 3.

Matson has served the RMI since 1972. It currently serves Kwajalein, Ebeye and Majuro from the U.S. West Coast via Guam, where westbound containerized and bulk cargo is transshipped to Matson's Micronesia service. The new service from the U.S. West Coast to Kwajalein, Ebeye and Majuro via Honolulu will deliver cargo with a transit



MV Kamokuiki Voyage #001, First trip into Honolulu, October 25. From the left; Bosun Paul Barbour, AB Napoleon Nazareno, AB John-John Hartley, and AB Hamilton Parone. All dispatched from the Honolulu hall.

time of approximately two weeks, compared to three weeks or more with the current service.

Along with unrivaled transit times, advantages of the new service include Matson's dedicated terminal operations at Seattle, Oakland and Long Beach, offering shippers late cut-off times, industry-leading truck turn times and use of Matson's extensive owned chassis inventory.

"Matson has been consistently rated the #1 ocean carrier in the world because of its commitment to operating the fastest and most reliable service in the markets we serve," said John Lauer, Chief Commercial Officer. "We are excited to bring U.S. flag service and shorter transit times from the U.S. West Coast to Kwajalein, Ebeye and Majuro."

The Jones Act is needed for our economy, national security

by Congressman John Garamendi (D-California)

n 1791, our nation's first secretary of the Treasury, Alexander Hamilton, founded the Revenue Cutter Service. This entity, which would later become today's United States Coast Guard, ensured that proper import duties were paid on goods arriving to the United States by sea-a key source of financial support for our fledgling nation. But Hamilton wasn't just concerned with international trade: he also understood the value of American shipbuilding, and he required that the cutters be built from Amer-

ican-made materials. Why? To strengthen America's shipbuilding and domestic manufacturing sectors, which were crucial to our country's national security and economic development.

Two hundred, twenty seven years later, they still are —and that is why our nation needs the Jones Act now more than ever. The Jones Act is a simple law: it requires that shipping between two U.S. ports occur on ships that are built in the United States, fly the U.S. flag, and are operated by crews consisting of

at least 75% American citizens. This requirement buttresses a domestic maritime trade that supports nearly half a million jobs and almost \$100 billion in annual economic impact. If the Jones Act did not exist, this industry would be sharply undercut by foreign shippers with lower labor protections, environmental requirements, and safety standards. Not only would we outsource marine transportation along our coasts and inland waterways to the cheapest foreign bidder, we also would hollow out a key component of American

industrial might.

But the Jones Act is not just essential for our economy, it remains essential for our national security and our war fighting capacity. Our military relies on privately-owned sealift capacity and highly trained and credentialed merchant mariners to transport and sustain our armed forces when deployed overseas during times of conflict. But the number of ocean-going U.S.-flag vessels has dropped from 249 in the 1980s, to 106 in 2012, to at most 81 today.

continued on page 3



Periodicals' postage paid at San Francisco, CA (USPS 675-1

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Organization/ General Fund

Abe Acosta	20.00
Rodolfo Bautista	40.00
Brian McCarthy	25.00
Ven Ramos	20.00

West Coast Sailors

Abe Acosta	20.00
Dennis Belmonte in memory o	of
Bill Berger 2	00.00
Jason Chilbert	50.00
Cesar Finones	25.0 0
Matthew Henning	25.00
Brian McCarthy	25.00
Joe Meehan	25.00
Ven Ramos	20.00
John Ross	50.00
Paul Splain	50.00
•	

Political Fund

Mark Acord 40.00
Abe Acosta
Jon Anderson-Kaisa 40.00
Rodolfo Bautista 50.00
Jason Chilbert 50.00
Dave Connolly 100.00
John Drolla 25.00
Dave Garcia 50.00
Chris Halberg10.00
Shermaih Iaka10.00
Bruce Lepule
Gunnar Lundeberg 50.00
Brian McCarthy 50.00
Vince O'Halloran 100.00
Costica Oprisoru 50.00
Pim Orosz
Ven Ramos 20.00
Antonio Respicio 40.00
Emmanuel Rezada 100.00
Paul Splain 50.00
William Sullivan
Bruce Thompson in memory of
Jimmy Dimatroutus
"Singapore Sid" 100.00
Revoc Tovar 100.00
Frank Walker 25.00

Dues-Paying Pensioners

Donald Cushing Book #4777 Duane Nash B	300k #2437
Diane Ferrari Book #2251 John Perez B	Book #3810
Gerald Ingemansson Book #0379 Alex Romo B	Book #3093
Kaj E. Kristensen Book #3120 James Savage B	Book #7488
Hannu Kurppa Book #3162 David Shands B	Book #7483
Dave Larsen Book 19078 Arthur Thanash B	Book #3249

Island goes missing off Hokkaido

The Japan Coast Guard has launched a search for something that would not ordinarily be hard to find: an island.

A small, uninhabited land feature named Esanbe Hanakita Kojima, once located just off the beach at Sarufutsu, Hokkaido, seems to have disappeared. Residents of Sarufutsu reported the island missing in early October, and local efforts to find it were not successful. Satellite imagery of the site from 2018 shows what appears to be a rocky shoal at the island's former charted position.

Evidence suggests that the island did indeed exist in the past. It appears on charts from 30 years ago, with a listed height above water of about five feet, and residents remember its presence. "Around a decade from 1975, there was a small island around there, and we stayed clear of the area," an elderly fisherman told Asahi Shimbun.

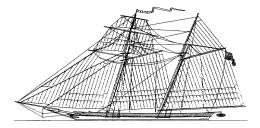
According to the broadcast station NHK, Esanbe Hanakita Kojima served as part of the land basis for Japan's territorial seas claim. It was named in 2014 in an effort to formalize its status. If its disappearance is confirmed, Japan's 12-nautical-mile line might have to be relocated closer to Hokkaido, shrinking the extent of Japanese waters.

Sarufutsu is Japan's northernmost village, and it faces Sakhalin Island and the Sea of Okhotsk. Its proximity to the Siberian north means that it is affected by drift ice and storms in the wintertime. The Japan Coast Guard believes that it is possible that a combination of ice and wave action may have eroded the island over time.

Islands do occasionally disappear, and the phenomenon is becoming more common in the South Pacific: the Solomon Islands recently lost five uninhabited reef islands due to a combination of erosion and sea level rise, along with large parts of six others.

Final Departures

Wilfredo Angala, Book #19424. Born in the Philippines in 1964. Joined SUP in 2014. Died on September 23, 2018. (Active).



Pirates abduct mariners from container ship

Pirates have seized 11 crewmembers from the container ship *Pomerenia Sky* off the coast of Nigeria.

The Liberia-flagged vessel was headed for the Nigerian port of Onne on October 27, when the attack occurred, reports ship manager Midocean (IOM). Those abducted include eight from Poland, two Filipinos and a Ukrainian. Nine crew members remain on board the vessel and are reportedly unharmed, and the vessel has sailed to safety.

The region has seen a spate of attacks. On October 17, a product tanker at anchorage off Lagos was approached by armed pirates. They halted their attempt at boarding when detected. Two pirates boarded another tanker on October 14, but jumped overboard and escaped when the alarm was raised by the crew.

In September, pirates kidnapped 12 crewmembers from the Swiss bulk carrier *Glarus* in Nigerian waters. The vessel was carrying wheat between Lagos and Port Harcourt in the Niger Delta, and the attack happened around 45 nautical miles south west of Bonny Island. The pirates apparently used long ladders and cut the razor wire on deck to gain access to the vessel and destroyed the ship's communications equipment before leaving. The crew were finally released on October 26.

In August, the product tanker *Pantelena* went missing in the Gulf of Guinea. The crew were held captive for nine days.

The second quarterly report from the International Maritime Bureau, released in July, states that six separate incidents of crew kidnapping had occurred so far in 2018, involving 25 crew members, all in the Gulf of Guinea. The Bureau highlights the area as high-risk and states that the true number of incidents in the Gulf of Guinea may be significantly higher than reported.

According to Oceans Beyond Piracy, 100 seafarers were kidnapped in the waters off the Gulf of Guinea last year.

Philly Shipyard expects "significant" losses through 2019: lack of orders

This month, Philly Shipyard said that it posted a net loss of \$36 million for the year to date, including a \$17 million write-off for the cancellation of two container ships for TOTE Maritime.

The yard has only one order in its backlog, the second of two container vessels for Matson, the *Kaimana Hila*. About \$40 million in shipbuilding activity for that vessel remains, and it is scheduled for completion in the first quarter of 2019. At present, Philly expects that the vessels (*Daniel K. Inouye* and *Kaimana Hila*) for Matson will be a loss-making project, with no margin to provide coverage for the yard's overhead costs.

Philly says that it is searching for options to provide additional work after the second vessel in the series is delivered. Even if it secures orders for new vessels, the firm expects to suffer significant losses in 2018 and 2019.

Philly has several future projects that it hopes to secure. In the long term, the yard is pursuing the Coast Guard's replacement heavy icebreaker contract, with support from Fincantieri shipyard in Italy. In the near term, it has two main prospects.

The first would be the construction of two new 50,000 dwt product tankers for operation in the Jones Act trade. The yard and the unnamed buyer signed a term sheet for the order in July, but have not yet closed on the agreement, pending the successful conclusion of several details (including securing a commitment from a charterer).

The second is the U.S. Maritime Administration's tender for the new National Security Multi-Mission Vessels (NSM-MV), which will replace the maritime academies' current training ships. The request for proposal response for the NSMMV is due at the end of the month, and MarAd will make its decision by early January, with the contract award to follow shortly thereafter. MarAd has already secured funding for the first vessel in the series from Congress.

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2018/2019:

Hdgtrs. Branch

		. 2.0
December	10	17
January	14	Tues. 22
February	11	Tues. 19
March	11	18
April	8	15
May	13	20
June	10	17
July	8	15
August	12	19
September	9	16
October	Tues 15	21
November	Tues 12	18
December	9	16

West Coast Lailors

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Non-Union Hornblower and **Alcatraz Cruises pay \$2.75 million** to settle health care violations

San Francisco City Attorney Dennis Herrera and the Office of Labor Standards Enforcement announced on October 16, that non-Union Hornblower Yachts, LLC and its affiliate, non-Union Alcatraz Cruises, LLC, have paid a total of \$2.75 million to settle violations of two San Francisco health care laws after the companies unlawfully denied health insurance and adequate benefits to employees.

An investigation by the Office of Labor Standards Enforcement found that the companies created complex policies to deny employees health benefits that they were entitled to under the Health Care Accountability Ordinance and the Health Care Security Ordinance. An enforcement action by the Office of Labor Standards Enforcement and the City Attorney's Office produced the settlement without the need to file a lawsuit.

A total of \$926,167 will go to 421 employees. Another \$1.3 million will go to San Francisco General Hospital to cover health care costs that the employers improperly shifted to taxpayers, and \$500,000 will go to the City in penalties. Hornblower and Alcatraz paid the \$2.75 million on September 28, 2018.

"San Francisco is committed to ensuring that workers have real health care," said City Attorney Dennis Herrera. "What Hornblower and Alcatraz Cruises did cheated not only their employees, but also San Francisco taxpayers and the honest competitors in the marketplace. Let this send a clear message to employers looking to skirt the law: Don't. We take these matters very seriously. I want to thank my staff and the Office of Labor Standards Enforcement for all of their excellent work on this."

"San Francisco is serious about enforcing labor laws, especially along the working waterfront," said Pat Mulligan, Director of the Office of Labor Standards Enforcement. "It is vital that employees have access to healthcare and that City lessees meet the requirements of local law. The City Attorney's Office is essential in ensuring that these workers get the funds they are owed and that employers know there will be consequences if they don't meet their obligations under the law."

Under the City's Health Care Security Ordinance, also known as the HCSO, employers operating in San Francisco are required to meet several obligations, including making required health care expenditures on behalf of all covered employees.

A second law, the Health Care Accountability Ordinance, or HCAO, applies to most City contractors and tenants. Hornblower and Alcatraz are both tenants of the Port of San Francisco. HCAO requires employers to offer health plan benefits to their covered employees, to make payments to the City for use by the Department of Public Health, or, under limited circumstances, to make payments directly to their covered employees.

Hornblower and Alcatraz Cruises created complicated eligibility policies to deny health benefits to their employees in violation of the health care ordinances. For example, they did not give any medical benefits to people they labeled as "seasonal employees" who worked 20 hours or more, even though they should have provided medical benefits within the workers' second month of employment.

The companies also failed to offer employees working 20 hours or more on City property a compliant health plan at no premium charge. Some workers were not offered medical insurance for years. When they were, they had to pay for their medical insurance, and the health plan did not meet the HCAO minimum

As a result, workers reported stress over their lack of health insurance. Many were forced to pay for their own. Some had to ask their parents for help to pay for insurance. Those that could not afford it faced IRS violations, adding further stress and financial hardship. Workers reported having diseases, illness and injuries while being employed without medical insurance. Since they weren't insured, treatment was expensive, and they were highly concerned about medical costs.

Employees reported being chronically ill because they didn't have any medical coverage and couldn't afford to see a doctor to get simple prescriptions or treatments, like antibiotics for an ear infection. Several employees reported feeling that they needed to work while sick in order to continue to pay their rent, childcare and other bills. Ultimately, this caused some employees to end up in San Francisco General Hospital's Emergency Room.

Hornblower failed to comply with the HCAO for the period from January 1, 2011 to September 30, 2015, and the HCSO for the period from July 1, 2012 to June 30, 2015. Alcatraz failed to comply with the HCAO for the period from January 1, 2011 to September 30, 2015, and the HCSO for the period from July 1, 2012 to June 30, 2015.

This is not the first time Alcatraz Cruises was found to have violated San Francisco's health care requirements. A 2013 audit, which covered the period from April 1, 2010 through March 31, 2013, found Alcatraz failed to make \$183,459 in health care expenditures for 107 workers. Alcatraz paid out these amounts on time and in full after the Office of Labor Standards Enforcement issued several Determinations of Violation in late 2013.

Trump signs "Save our Seas" Act

The bipartisan Save Our Seas (SOS) Act has been signed into law by President Trump. The legislation is intended to stem the flood of trash and marine debris clogging the world's waterways and shorelines.

Introduced by Senator Dan Sullivan (R-Alaska), it is aimed at strengthening national and international efforts to fight the epidemic of plastic waste and garbage that litters our coasts and pollutes the oceans, disrupting tourism and harming birds and marine life.

A bill to implement some of the safety recommendations made in the wake of the sinking of the *El Faro* was incorporated into the SOS Act and has also become law. The provisions call for strengthening the Coast Guard's vessel inspection regime, helping ensure crews have all necessary safety equipment and timely weather forecast charts, and that in the event of an accident, voyage data recorders float free.

Seafarer abandonment "a case of modern day slavery" says human rights group

Seventeen mariners who were abandoned on Iran's Kish Island are victims of extreme human rights abuses, according to a case study by the U.K.-based charity Human Rights at Sea (HRAS).

The 17 were left on the island –in some cases for more than a year– with limited clean water, substandard food and no access to medical care. Some had not been paid in almost two years.

"If Kish Island is being used by shipowners to abandon seafarers so that they circumvent their legal obligations ... the situation must be highlighted and ended, a spokesperson for HRAS said. "The shipping industry must come together and explicitly condemn such practices. Not only were these men left facing destitution in a foreign land, but they also had been denied their identity documents, so they could not travel. Such practices amount to slavery."

HRAS intervened in October to facilitate the repatriation of an Ethiopian deck officer who had worked under a contract for 10 months without ever being paid.

Earlier this year, another charity, Justice Upheld, rescued a total of 17 abandoned seafarers: 12 Indian nationals, three Ethiopians and two Filipinos.

Justice Upheld was contacted by one of the men, only to find other cases of seafarers abandoned in what the charity called a "master and slave" relationship.

When the charity reported the case to the embassies of India and the Philippines at the end of May, the men were paid and repatriated. However, the seafarers have alleged that the employers made deductions to pay for their airfare home so that they actually received far less than their original contracts stipulated. For fear of reprisals, none of the men would identify the companies that had employed them.

The Jones Act is needed for national security... continued from page 1

are not just theoretical. Our military has had to turn to foreign-flagged vessels for sustainment in times of war, and experience shows that can have dangerous consequences. In the 1991 Gulf War, our armed forces relied on 192 foreign-flagged ships to carry cargo to the war zone. The foreign crews on thirteen vessels mutinied, forcing those ships to abandon their military mission. Would foreign flag carriers be any more reliable today, especially for a longterm deployment into active war zones?

But the number of ships is not the only issue: The U.S. Transportation Command and Federal Maritime Administration estimate that our country is now at least 1,800 mariners short of the minimum required for adequate military sealift, even with the Jones Act firmly in place. Without the Jones Act, our nation would be wholly unprepared to meet the labor demands of rapid, large-scale force projection for national security.

Opponents of the Jones Act routinely claim that it is an outdated protectionist anachronism that does more harm than good, but nothing could be further from the truth. A comprehensive 2018 survey of seafaring and industrial nations around the world shows that cabotage laws such as the Jones Act, which provide for domestic preference for shipping policies, are the norm, not the exception. Ninety-one U.N. member states comprising 80% of the world's coastlines have cabotage laws protecting domestic maritime trade. The conclusive fact from this survey is clear: seafaring nations understand the importance of their domestic maritime industries, and have laws on the books to safeguard them.

The recent tragedy following Hurricane Maria in Puerto Rico also brought the

The consequences of this steep decline Jones Act into the public limelight. Opponents of the Jones Act sought to make the case that the Jones Act inhibited the recovery efforts in Puerto Rico by limiting the availability of emergency shipments, and by making goods more expensive in general. Neither of these claims are supported by the facts. First, the Jones Act did not impact relief efforts on the island at all. Jones Act compliant coastwise carriers had, and continue to have, more than enough capacity to carry the necessary cargo to the island. Rather, the delay in delivery and distribution of relief supplies was caused by shattered internal infrastructure on the island, rather than cargo capacity. Just as important, a recent nonpartisan economic study found that the Jones Act does not impact consumer prices in Puerto Rico. Rather, the Jones Act has a net positive economic impact, because the certainty of the regularly scheduled coastwise trade allows shippers to invest in state of the art maritime technologies and local port investments. In fact, consumer price comparisons of common household commodities between Puerto Rico and other Caribbean islands found that consumer prices on Puerto Rico are commonly lower.

Since our founding, our country's economy and national security has relied on vibrant maritime industry as a fundamental pillar. For nearly a century, the Jones Act has been the base of that pillar. As we look to the future, if we want to keep the United States as a great maritime power, we would be wise to preserve and protect this flexible, durable and valuable maritime policy.

Garamendi is ranking member of the Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation.

Editor's Note: The article was published in The Hill newspaper on October 18.

DEFEND THE JONES ACT SUPPORT THE SUP POLITICAL FUND

Election Supplement

Candidates for SUP Office 2019-2022 term

President/Secretary-Treasurer

Robert Burns



The "SUP" needs, New Leadership!

Moreover, it needs it, Now. SUP "Members" must, once again, have a Voice in determining their future! As your, Secretary/President, Your Voice, will be heard.

Your Voice, will have

the Power of Action Driven Leadership!

Watch Standers, must receive OT for Weekends. Additionally, Overtime, be counted, toward Pension Time.

Reasonable increases in Vacation, be negotiated, and quality Health Care Plans be made available.

I have Sailed, SUP Ships, since 1976. I know what it takes to "Negotiate with Management".

Vote your best interest! Vote, Bob Burns!

Dave Connolly



In 18 years of negotiations, grievances, arbitrations, organizing, dispatching, training, contract administration, benefits, government bids, lawsuits, and political action, I've gained wide operational proficiency at helping members live better. Not talk, work. Our battling

steadily increased wages, improved benefits, strengthened jurisdiction/work rules, added ships/jobs. Not promises, results. Employers and politicians tried to cut our throats by complex outsourcing, shell company schemes, unilateral imposition of conditions, debt delinquency and disaster opportunism. Not imaginary threats, actual attacks beaten back. With SUP allies or fighting alone, we stand together, fight like hell, and never quit. Now comes the next watch: VOTE!

San Francisco Business Agent

Roy Tufono



To the Rank and File Members:

I am proud to serve as your San Francisco Business Agent.

I will continue to work hard and to do the very best of my ability to enforce the Agreement and to

uphold the Constitution. As we come into the new year, there are unforeseen political and corporate challenges that the SUP will stay on top of, and keep the membership informed. Long live the SUP!

Sincerely, Roy Tufono

Vice President/Assistant Secretary-Treasurer

Matthew Henning



If elected I will do everything in my power to ensure this historic Union continues its success into the future. I realize it's not just the membership you are fighting for but their spouses, children, and family. During my time in the Union I have sailed OS, AB, and Bosun, and have several years delegate

time. I have worked on Matson, APL, and Patriot ships, while also serving on the APL Negotiating Committee and other committees. It has been my honor to represent the SUP at both the California Labor Federation and the Alameda Labor Council. Vote Henning.

Daniel McDonald



We live by deeds, not by years, one lifetime, one struggle to better ourselves and that of our family. Those that represent us must think the highest of our craft and of our membership. They must fight the hardest for Pensioner benefits, health benefits for all, better contracts, wages and living condi-

tions. They should know the life we live and sacrifices we make. We cannot ever be treated with disrespect or as second class citizens.

Wilmington Branch Agent

Leighton Gandy

No photo submitted.

I have had the pleasure of serving as Wilmington Branch Agent for the past two years, I am running for election as Wilmington Branch Agent for the 2019 -2021 term. I will continue to work for the Union and members of the union to ensure fair and equal treatment and adherence to the contracts. I appreciate your support .

Thank You, Leon

Seattle Branch Agent

Brendan Bohannon

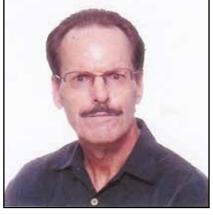


Since March of 2017 it has been my privilege and honor serving our Membership as the Seattle Branch Agent. Prior to this billet I sailed as AB and Boatswain for the SUP in Matson, APL, and Chevron ships. I ask for your support in my bid for election, so I may continue our Union Officer's tradition of

honesty, integrity, transparency, and access to the Agent. These qualities are the foundation of our Organization, and I take great pride "turning to" for our members and furthering our legacy.

Honolulu Branch Agent

Michael Dirksen



Aloha Brothers and Sisters,

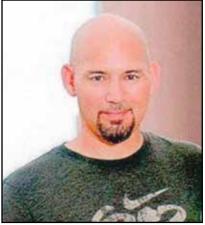
For the last nine years I have had the privilege of serving the SUP membership as the Honolulu Branch Agent. It would be an honor to serve you once again. I would humbly ask for your sup-

port in my re-election bid.

I am committed to serving the SUP membership and will continue to fight for our job security, medical benefits, pension benefits, a fair and just contract, and better living conditions aboard ships.

Thank you for allowing me to serve you as the SUP Honolulu Branch Agent.

Patrick Weisbarth



your Port Agent in Honolulu, my promise to you is, to run the daily affairs of the hall in the most efficient way possible, to vigorously defend our agreement, to assist our pensioners with any concerns they may have,

If elected as

and to be a strong advocate for the Labor Movement as a whole.

Please be sure to vote...



SUP Building Corp Trustees

Berit Eriksson

No photo submitted.

During the 10 years I have been your training director I have spent a great deal of time in our historical SUP Headquarters building and I would like to serve as a Building Trustee to continue the good work of our current and past trustees. Furthermore, I am hoping to continue my service as training director for the membership along with Dave Connolly, Brendan Bohannon, Leon Gandy, and Mike Dirksen. Having worked well with all of them I believe that they are the most qualified for the positions they are running for.

David Frizzi

No photo submitted.

I, David Frizzi, if elected as a Building Trustee, will faithfully work for the membership as a whole. I am familiar with the Headquarters building and I believe that I will be an asset in securing the future of our building.

Vote for me, David Frizzi. I won't steer you wrong.

Paul Fuentes



No statement submitted.

William Williamson

No photo submitted.

Keep the lights on and the toilets flushing.

The election material on these pages is authorized by the SUP Constitution giving candidates the option of submitting photographs and statements for publication in the West Coast Sailors. It should be noted that not all candidates took advantage of this opportunity.



COMMITTEE ON ELECTION 2018-2019

In accordance with the SUP Constitution, Article XII: Nomination, Election and Term of Officers, the Committee on Election convened at 0900 on October 16, 2018, at Headquarters.

The Committee is charged with "...preparing the ballot" and selecting an Impartial Balloting Agent for membership approval.

The Committee recommends that UniLect Election Services be used for this election. UniLect Election Services, Inc. will print, mail and count the ballots in accordance with the SUP Constitution. The approximate cost will be \$9 500 00

Also, the Committee has the duty to verify the eligibility of candidates for office. In accordance with Sections 3, 4, and 5 of Article XII, all candidates duly nominated (as per Section 2 and published in the September 21, 2018 edition of the *West Coast Sailors*), who had returned acceptance letters (as per Section 5) were found eligible.

The following candidates accepted the nomination and will appear on the ballot:

President/Secretary-Treasurer

Robert Burns

David Connolly

Vice President/Assistant Secretary-Treasurer

Matthew Henning

Daniel McDonald

San Francisco Business Agent

Roy Tufono

Seattle Branch Agent

Mark Acord

Brendan Bohannon

Wilmington Branch Agent

Leighton Gandy

Honolulu Branch Agent

Michael Dirksen Jan-Peter Johnsson

Patrick Weisbarth

SUP Building Corporation Trustees

Robert Burns

David Connolly

Berit Eriksson

Dave Frizzi

Paul Fuentes
Matthew Henning

Jan-Peter Johnsson

Daniel McDonald

Roy Tufono

William Williamson

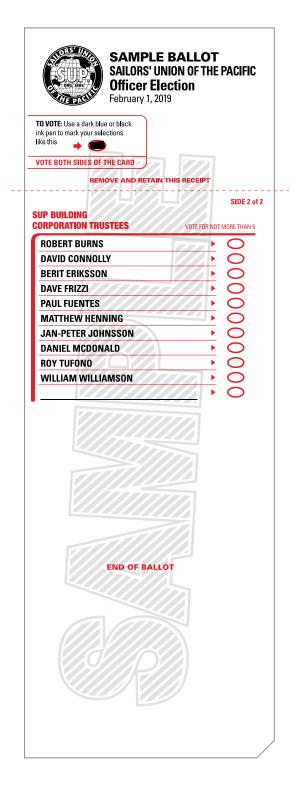
(Five to be elected)

Fraternally, Committee on Election

Cody F Clark #1915

Jesus Hermosillo #5885





SUP Quarterly Finance Committee Report

SUP QUARTERLY FINANCE COMMITTEE REPORT FOR THE QUARTER ENDED SEPTEMBER 30, 2018

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on October 9, 2018, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

General Fund	\$2,687,494.88
Political Fund	\$13,540.00
Strike Fund	\$ <u>1,293,730.99</u>
Total Cash and Investments 3rd Qtr. 2018	\$3,994,765.87

GENERAL FUND	
Income:	
Dues, Initiation, Assessments	\$91,875.00
Interest	17,719.97
Donations - West Coast Sailors	535.00
Tanker & Joint Committee, Hiring Hall	164,975.36
Advertising & Promotion	195.00
Miscellaneous Income, Reimbursements, Fines	282.00
Reimbursed Administrative Expenses	25,822.46
Contributions - General Fund	<u>140.00</u>
Total Income:	\$301,544.79
Expense:	
Auto & Travel	\$735.00
Rent	18,666.19
Postage, Printing & Office	10,515.73
Telephone & Telegraph	•
West Coast Sailors Publishing Expense	
Per Capita	
Salaries & Payroll Taxes	
Office Workers Pension	,
Insurance	,
Field Expense	•
Meeting/Committee & Neg., Conference & Conv	·
Investment Expense	2,265.61

Contributions		
Accounting	0.00	
Filing Fee	20.00	
Flowers	0.00	
Miscellaneous	<u>0.00</u>	
Total Expense:	<u>\$372,888.84</u>	
BUILDIN	IG CORPORATION	
Income:		
Rents	\$190,155.45	
	sements	
Total Income:	\$190,155.45	
Expense:		
Building Services & Utilities	\$30,925.17	
General Tax Expense	677.35	
Repairs & Maintenance	26,105.13	
Insurance	17,578.14	
Salaries & Payroll Taxes	23,231.97	
Pension	1,021.00	
Auto	144.90	
Accounting	0.00	
Office	<u>975.07</u>	
Total Expense:	\$100,658.73	
POLI	TICAL FUND	
Income:		
Contributions	\$ <u>3,700.00</u>	
Total Income	<u>\$3,700.00</u>	
Expense:		
Contributions	\$ <u>3,000.00</u>	
Total Expense:		
Net Income 3rd Qtr	\$18,852.67	
Net Income YTD:	<u>\$142,408.27</u>	
/s/ Matt Henning	/s/ Mike Worth	
/s/ Robert Leeper	/s/ Sam Worth	
/8/ Robert Leeper	/8/ Sain worm	

MarAd issues request for proposal for national security multi-mission vessel

Advertising & Promotion......860.00

The Maritime Administration (MarAd) has released a request for proposal for a vessel construction manager to deliver a new class of training ships.

In a release to the press, MarAd said the construction manager it selects will contract with a qualified shipyard to ensure that commercial best practices are employed in delivering the training ship –referred to as the national security multi-mission vessel (NSMV)— on time and on budget.

"A new multi-mission vessel built by an American shipyard will not only create new jobs, but help train the next generation of American mariners and contribute to disaster relief," says U.S. Transportation Secretary Elaine Chao.

The 2017 National Defense Authorization Act directed MarAd to provide for an entity other than the Maritime Administration to contract for the construction of the new ship.

MarAd says this procurement process will leverage existing marketplace expertise, targeting companies experienced in the production of innovative U.S.-built ships.

"The U.S. shipbuilding and repair industry is vital to the economic strength and security of our nation," said Maritime Administrator Mark H. Buzby, "and this project will demonstrate that American shipbuilding remains the global standard of excellence.

The agency said that the new vessel will help sustain "world-class. U.S. maritime training operations at the state maritime academies by equipping young American mariners with a modern and adaptable training platform."

The ship will include instructional spaces, eight classrooms, a full training bridge, labs and an auditorium.

In addition to serving as an educational platform for up to 600 cadets, the NSMV will be available to support government efforts in response to national and international disasters, such as hurricanes and earthquakes.

In this role, it will be equipped to support major federal relief and response efforts, providing hospital facilities, a helicopter landing pad and berthing for up to 1,000 first responders and recovery workers.

A roll-on/roll-off ramp and a crane to facilitate container storage will enable it to provide critical supplies to damaged port facilities.

MarAd said that "the economic benefit of this coastwise-endorsed training vessel extends beyond academics, and the replacement of the nation's aging training ship fleet, to the thousands of men and women in the shipbuilding and repair industry."

"These skilled workers at U.S. shipyards and repair facilities add billions to the economy annually, reflecting the best of American maritime engineering and ingenuity," the agency said.

The first NSMV is expected to be delivered to the Maritime Administration in 2022.

Matson reports \$41.6 million third quarter net income

ACTION BY THE MEMBERSHIP November 13, 2018. 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.

/s/ Joel Schor

Matson, Inc., on November 5, reported net income of \$41.6 million for the quarter ended September 30, 2018, compared to a reported net income of \$34.1 million for the same quarter a year ago. Consolidated revenue for the third quarter 2018 was \$589.4 million, compared with \$543.9 million reported for the third quarter 2017.

For the nine months ended September 30, 2018, Matson reported net income of \$88.4 million, compared with \$65.1 million during the first three quarters of 2017. Consolidated revenue for the nine month period ended September 30, 2018, was \$1,657.9 million, compared with \$1,530.8 million in 2017.

"Our performance in the quarter was in line with our expectations with Ocean Transportation results approaching the level achieved last year and continued strong execution across all service lines in Logistics," said Matt Cox, Matson's Chairman and Chief Executive Officer. "We are pleased to see the exceptional performance of our Logistics segment for the quarter and year-to-date. For the quarter within Ocean Transportation, we saw a favorable rate environment in China and continued strong performance from SSAT, but we also faced unfavorable timing in fuel surcharge collections relative to fuel cost increases and lower volume in Alaska primarily due to a weaker-than-expected seafood season."

"We expect our businesses to continue to perform well in the fourth quarter, and, as a result, we are raising our outlook for Ocean Transportation and maintaining our outlook for Logistics," Cox added. "For the full year 2018, we expect Ocean Transportation operating income to be modestly higher than the level achieved in 2017. For the full year 2018 in Logistics, we are maintaining our higher outlook for operating income given the strong trends across all service lines."

Matson reported that its container volume in the Hawai'i service during the third quarter 2018 was 1.1% lower year-over-year, primarily due to one less sailing. The Hawai'i economy continues to be strong, supported primarily by healthy tourism activity and low unemployment. The company said that it expects volume in 2018 to approximate the level achieved in 2017, reflecting a solid Hawai'i economy and stable market share.

In China, the company's container volume during the third quarter 2018 was 3.3% lower year-over-year, largely due to a dry-dock return sailing in the year ago period. Matson said it continued to realize a sizable rate premium in the third quarter 2018 and achieved average freight rates higher than the third quarter 2017. For 2018, the company expects freight rates to be higher than the average rate achieved in 2017 and volume to be modestly lower than the level achieved in 2017.

In Guam, the company's container volume during the third quarter 2018 was flat on a year-over-year basis. For 2018, Matson said it continues to expect a heightened competitive environment and lower volume than the levels achieved in 2017.

Seafarers won't lose jobs to automation yet says International Chamber of Shipping

The International Chamber of Shipping (ICS), an employer group, has released a new study on the potential effects of autonomous ships on the role of seafarers, indicating that there will be no shortage of jobs for seafarers, especially officers, in the next two decades.

The report, conducted by the Hamburg School of Business Administration, states: "If by 2025 very optimistically some 1,000 ships will be fully autonomous and some further 2,000 vessels semi-autonomous, this may possibly reduce demand for seafarers by 30,000-50,000. However, at the same time the need for highly skilled remote-operators, pilots of a new kind and riding gangs will be needed to keep ships operational."

With an overall increase of the world fleet, at least the number of officers on board will remain stable. At the same time the number of "crew" on shore in supporting functions will increase, possibly significantly. This leaves valuable time to adapt training patterns and re-train experienced seafarers with digital competencies.

Many seafarers from developing countries may find it difficult to get work ashore in their home countries, states the report. Unlicensed mariners or "ratings" rely on the remuneration they receive to support both their immediate and also extended families and, therefore, are extremely concerned that their jobs may disappear with automation. Many ratings join the profession following in the footsteps of their parents and grandparents and are, therefore, concerned that this career path may not become available for their offspring in the future.

Labor Unions have voiced their concern. The February issue of *The Nautilus Telegraph* reported on the feedback that it had received from a survey of over 1,000 members from 21 Unions within the Nautilus Federation. The majority of feedback suggested that automation was seen a threat to maritime professionals' jobs and that unmanned vessels presented a safety threat at sea. The study argued that the rush by manufacturers and maritime nations into investing capital and time into researching autonomous systems and digitalization for ships has meant that important social and human issues such as skills are being neglected.

A paper published by the International Transport Federation and the International Federation of Shipmasters' Associations cited the risk of collision and unregulated activities. It indicated that over 80% of seafarers have voiced their anxiety about possible job losses.

The ICS report notes that this shows that automation is likely to face opposition from seafarers and their Unions if introduced in a manner which focuses primarily on the rush to be first and cost cutting for the sake of cost cutting. It also highlights that gaining public acceptance may also be an issue which will influence the decisions made by lawmakers and regulators.

The relationship between seafarers and digitalization is anticipated to be one of the main topics for discussion during an International Labor Organization sectoral meeting on "Recruitment and Retention of Seafarers and the Promotion of Opportunities for Women Seafarers" to be held in Geneva in February 2019.

Danish shipowners whine about European Union regulation of mariner working conditions

The shipowner organization Danish Shipping has warned that European Union (EU) plans could mean additional financial and administrative burdens for the industry if seafarers are brought under the rules set out in the EU directive on transparent and predictable working conditions.

Ever since the European Commission presented its proposal for a directive on "Transparent and predictable working conditions in the European Union," the Working Conditions Directive, there have been heated discussions between EU members, says Danish Shipping. The proposed directive is linked to the European Pillar of Social Rights. The pillar was adopted last year at a Social Summit in Gothenburg, where Denmark together with the other member states joined 20 non-binding declared intentions with the aim of securing minimum rights within social and employment policies in the EU.

The ambition of the proposed directive has been to introduce minimum rules across all sectors of the European labor market. This also applies to the maritime industry, which is already subject to special rules already regulated at international level through, for example, the Maritime Labor Convention and the Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). Both conventions are implemented in EU law.

Danish Shipping finds this very frustrating (SOB!): "It is a shame that there is no responsiveness to the fact that shipping is regulated at international level and that it does not benefit European shipping companies to introduce special rules which instead will weaken their competitiveness. We are a global industry and we fight for global rules. The protective considerations towards employees in this directive have already been taken into account in internationally applicable rules," says Anne Windfeldt Trolle, Executive Director, Danish Shipping.

As current conventions already regulate areas such as working hours and employment contracts, Danish Shipping has been working to introduce a partial "exemption" for seafarers. However, it has been rejected by the Committee on Employment and Social Affairs in the European Parliament. The next step in the legislative process is the trilogues, where representatives from the European Parliament, the Council of Ministers and the European Commission negotiate with the aim of reaching a compromise on the legislative text before the proposal for a directive is formally voted by respectively the European Parliament and the Council of Ministers.

Social Security checks will increase by 2.8% in 2019 as inflation rises

Tens of millions of Social Security recipients and other retirees will get a 2.8% boost in benefits next year as inflation edges higher. It's the biggest increase most retired baby boomers have gotten.

Following a stretch of low inflation, the cost-of-living adjustment, or COLA, for 2019 is the highest in seven years. It amounts to \$39 a month for the average retired worker, according to estimates released last month by the Social Security Administration.

The COLA affects household budgets for about one in five Americans, including Social Security beneficiaries, disabled veterans and federal retirees. That's about 70 million people, enough to send ripples through the economy.

Unlike most private pensions, Social Security has featured inflation protection since 1975. Beneficiaries also gain from compounding since COLAs become part of their underlying benefit, the base for future cost-of-living increases.

Nonetheless many retirees and their advocates say the annual adjustment is too meager and doesn't reflect higher health care costs for older people. Federal budget hawks take the opposite view, arguing that increases should be smaller to reflect consumers' penny-pinching responses when costs go up.

With the COLA, the estimated average monthly Social Security payment for a retired worker will be \$1,461 a month next year.

"For more recent retirees, the 2019 COLA will be the largest increase they have gotten to date," said policy analyst Mary Johnson, of the nonpartisan Senior Citizens League.

The COLA is based on the Consumer Price Index for Urban Wage Earners and Clerical Workers, or CPI-W, which measures price changes for food, housing, clothing, transportation, energy, medical care, recreation and education.

Advocates for the elderly would prefer the CPI-E, an experimental measure from the government that reflects costs for households headed by a person age 62 or older. It usually out paces general inflation, though not always.

COLAs can be small or zero, as was the case in several recent years. People often blame the president when that happens. However, the White House can't dictate the COLA, which is calculated by nonpolitical experts.

President Trump has repeatedly vowed not to cut Social Security or Medicare. But the government is running \$1 trillion deficits, partly as a result of the Republican tax cut bill Trump signed. Mounting deficits will revive pressure to cut Social Security, advocates for the elderly fear.

"The revenue loss in the tax bill contributes to much higher deficits and debt, and that is where the threats begin to come in," said David Certner, policy director for AARP. "Social Security, and in particular the COLAs, have been the target."

Former President Barack Obama floated – but ultimately dropped – a proposal called chained CPI, which would have slowed annual COLAs to reflect penny-pinching by consumers. Behind it is the idea that when the price of a particular good or service rises, people often respond by buying less or switching to a lower-cost alternative.

Because of compounding, smaller COLAs would have a dramatic effect over time on the federal budget and Social Security finances. But if inflation continues to rise, proposals to scale back cost-of-living adjustments carry greater political risk.

Beyond federal budget woes, Social Security faces its own long-term financial problems and won't be able to pay full benefits starting in 2034.

Social Security is financed by a 12.4% tax on wages, with half paid by workers and the other half paid by employers. Next year, the maximum amount of earnings subject to the Social Security tax will increase from \$128,400 to \$132,900.

About 177 million workers pay Social Security taxes. Of those, nearly 12 million workers will pay more in taxes because of the increase in taxable wages, according to the Social Security Administration.

In addition to retirees, other Social Security beneficiaries include disabled workers and surviving spouses and children. Low-income disabled and elderly people receiving Supplemental Security Income also get a COLA.

ILWU certifies election of titled officers

The International Longshore and Warehouse Union (ILWU) on October 28, certified that William "Willie" Adams had been elected President in the Union's first contested election in 18 years. Adams had been the Union's Secretary-Treasurer since 2003, is the first African-American to head the Union. He also is a Vice President of San Francisco's Port Commission.

Adams succeeds Robert "Big Bob" McEllrath, who retired after serving 12 years as president. "Our team intends to carry forward the ILWU's progressive tradition into the 21st century," said Adams, who worked as a longshoreman (Local 23) in Tacoma, Washington, before moving to San Francisco.

The ILWU has about 50,000 members who work in California, Oregon, Washington, Alaska, Canada, Hawai'i and Panama.

Adams defeated Ray Familathe, the current Vice President (Mainland). Succeeding

Familathe as Vice President (Mainland) is Robert "Bobby" Olvera, Jr., a former president of Local 13 in Los Angeles.

Wesley Furtado was re-elected Vice President (Hawai'i) and Ed Ferris was elected Secretary-Treasurer. Also elected were incumbent coast committeemen Frank Ponce De Leon and Cam Williams.

Ballots were mailed to ILWU members on July 23 and were due back on September 6. Counting of ballots began that morning and continued until shortly before midnight.

On September 10, a report on the vote count was issued by the International Balloting Committee, and word leaked out Adams had been elected. However, there were nine challenges to the results from members and candidates, which led to a review process. Final certification of the vote by the ILWU International Executive Board came on October 28.

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, 2017. 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 \$3,572,547. These expenses included \$168,492 in administrative expenses and \$3,404,055 in benefits paid to participants and beneficiaries. A total of 1,041 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 \$34,079,823 as of December 31, 2017, compared to \$31,241,971 as of January 1, 2017. During the plan year the plan experienced an increase in its net assets of \$2,837,852. 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 \$6,410,399, including employer contributions of \$2,133,103, earnings from investments of \$4,199,813 and other income of \$77,483.

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. Insurance information including sales commissions paid by insurance carriers.

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 \$4.75 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 6, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Members	hip Number	Seatime	Rating	Seniority
Hillard Lai	04125	6 Years	A.B.	A
Antonio Harris	19580	1 Year	A.B.	В
Christopher Rubio	19581	1 Year	O.S.	В
Venerando Ramos	19582	1 Year	A.B.	В
Robert Jenkins	19583	1 Year	O.S.	В
Costica Oprisoru	19584	1 Year	A.B.	В
Christopher Bartolo	19585	1 Year	A.B.	В
Anthony Pomarca	19586	1 Year	A.B.	В
Christian DeMesa	19587	1 Year	A.B.	В
Cliff Toralba	C2756	30 Days	A.B.	C
Frank Peters	C2757	30 Days	O.S.	C
Bashir Nasser	C2758	30 Days	A.B.	C
Jovan Hodges	C2759	30 Days	O.S.	\mathbf{C}
Marcellus Elder	C2760	30 Days	O.S.	C
Tyrone Leonard	C2761	30 Days	AΒ	C

Membership and Ratings Committee's Report: M/S(-several) to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Terrence Lane #4107, Edwin Narvasa #19477, and Ponciano Siquinia #858.

ATTEND YOUR MONTHLY SUP UNION MEETINGS!

Welfare Notes

November 2018

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. The deadline for Medicare enrollment is in December.

> Michelle Chang, Administrator mcsupsiupd@sbcglobal.net Patty Martin MPP & 401(k) plans, Claims, Death Benefits martinpatty59@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net
Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net
SUP Welfare Plan 730 Harrison Street, #415, San Francisco, CA 94107
Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991
Seafarers Medical Center 415-392-3611

SUMMARY ANNUAL REPORT FOR SUP 401(K) PLAN

This is a summary of the annual report for SUP 401(k) Plan, EIN 94-3134523, for the year ended December 31, 2017. 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 \$1,321,888. These expenses included \$68,995 in administrative expenses and \$1,252,893 in benefits paid to participants and beneficiaries. A total of 677 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 \$8,747,920 as of December 31, 2017, compared to \$8,169,554 as of January 1, 2017. During the plan year, the plan experienced an increase in its net assets of \$578,366. 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 \$1,900,254, including employer contributions of \$36,771, employee contributions of \$614,404, earnings from investments of \$1,231,036 and other income of \$18,043.

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. Insurance information including sales commission paid by insurance carriers; 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 \$4.00 for the full annual report, or \$.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.



Giovanni (Hilliard La'i) in the APL Gulf Express last month boasting his SUP Style.

Panama Canal sets annual cargo tonnage record

The Panama Canal closed its 2018 fiscal year (FY) with a record tonnage of 442.1 million Panama Canal tons (PC/UMS), a 9.5% increase from the previous year, the Panama Canal Authority reports.

With this tonnage, the Panama Canal surpasses the cargo projections of 429.4 million PC/UMS tons for FY 2018, as well as the 403.8 million PC/UMS tons registered in FY 2017.

The increase was driven by the transit of liquefied petroleum gas (LPG) and natural liquefied gas (LNG) carriers, containerships, chemical tankers and vehicle carriers.

The container segment continued to serve as the leading market segment for tonnage through the Canal, accounting for 159 million PC/UMS tons of the total cargo, of which 112.6 million PC/UMS tons transited the Expanded Canal. Tankers, which includes LPG and LNG carriers, represented the second highest market segment, with 130.3 million PC/UMS tons.

The next leading segments included bulk carriers (73.7 million PC/UMS tons) and vehicle carriers (49.5 million PC/UMS tons).

In terms of cargo tonnage, the main routes using the Panama Canal in FY 2018 were between Asia and the United States East Coast, the West Coast of South America and the U.S. East Coast, the West Coast of South America and Europe, the West Coast of Central America and the U.S. East Coast and intercoastal South America.

The main users during FY 2018 were the United States, China, Mexico, Chile and Japan. A total of 62.8% of the total cargo transiting the Canal has its origin or destination in the United States.

Cool Port opens at Port of Oakland

Lineage Logistics, LLC and Dreisbach Enterprises announced, this month, the official opening of Lineage Cool Port Oakland (Cool Port), the world's latest next-generation cold storage and logistics facility.

Set on 25 acres at the Port of Oakland's waterfront, Cool Port will serve as the newest hub for temperature-controlled cargo transitioning through Northern California.

Cool Port is a collaboration between Lineage and Dreisbach, with additional funding and support from the Port of Oakland and the State of California. This combination brings together world-class cold-chain logistics expertise and steadfast commitment to innovation and community growth.

The 280,000-square-foot depot with 90 truck dock doors can send up to 1,000,000 tons of perishable product through the Port of Oakland annually. Cool Port's strategic proximity to the Port's marine terminal entrance will expedite the transition process between ship and warehouse, thereby reducing transportation costs and energy expenditure.

A secure, fully cold-chain compliant facility, Cool Port offers 20,000 pallet positions, has three blast cells and includes a 100,000-square-foot, high-cube, multi-temperature storage environment. The new facility also supports a full range of services including rail transload and truck cross-dock operations, frozen and refrigerated storage, import-export services, onsite U.S. Department of Agriculture inspection and labeling capabilities.

Cool Port will significantly reduce truck usage compared to standard temperature-controlled facilities, resulting in reduced diesel emissions. Up to 36 railcars per day can go straight to shipping containers to be loaded eliminating the burdensome need to load cargo onto trucks for transfer between ships and rail.

Cargo-handling equipment for Lineage Cool Port is also 100% electric-powered, which is projected to prevent nearly $9{,}000$ pounds of carbon dioxide emissions during the first five years of operation. Cool Port will also use lightweight chassis and tractors to increase pounds per container, decreasing shipping costs and lowering transaction complexity .

"Partnering with these world-class organizations on Cool Port has significantly enhanced the breadth of services and capabilities the Port of Oakland is able to provide customers looking to import and export temperature-controlled goods through our terminal," said Chris Lytle, Executive Director for The Port of Oakland. "The jobs created, the cargo added and the sustainable operation Lineage and Dreisbach support mean we all benefit from Cool Port."

Lose the Merchant Marine, lose the war

By James Holmes

The portents are grim for U.S. war-making capacity in what the Trump Pentagon terms a "return to great-power competition," an age when America could grapple with antagonists comparable to it in fighting power. The U.S. armed forces need to up their game after decades of dominating outmatched opponents, and in many respects they are doing so. Glamour platforms such as stealth fighters and major surface combatant ships are flourishing under newly generous defense budgets. Meanwhile, though, more mundane capabilities that are just as crucial to success in "near-peer" tests of arms languish.

Case in point: logistics. An old military joke holds that amateurs talk tactics while professionals talk logistics. There's truth to this quip, as with all good quips. Just as only a fool embarks on a long road trip without making arrangements to resupply with fuel, food and other essentials, so an army, air force, or navy stands little chance of overcoming its foes without regular deliveries of food, fuel, ammunition, spare parts, you name it. And an expeditionary force needs these deliveries in bulk. If a local defender prevents U.S. supplies from reaching the theater of conflict, U.S. forces wither on the vine. They go inert or withdraw. The defender prevails by default.

Jokesters would nod knowingly at recent news about U.S. maritime strategy. They might even wisecrack that amateur hour is in full swing. Nowadays the U.S. Navy's syllogism for logistical support to expeditionary forces waging war in Europe or Asia seems to run something like this: the U.S. logistics force has shrunk, and it faces far greater threats than ever before; therefore we will not protect that force while it does its work.

Let's break down the logic. **Proposition No. 1**: Decades of neglect have depleted the U.S. civilian fleet of unarmed transports, freighters and tankers. This is the fleet on which the U.S. armed forces depend to carry manpower, armaments and stores to embattled zones across the Atlantic, Pacific or Indian oceans. It appears the U.S. armed forces can count on about 231 logistics ships of varying tonnages and purposes to haul cargo or troops to faraway theaters. The inventory is scattered among the U.S. Military Sealift Command and the Department of Transportation's Ready Reserve Force and Maritime Security Program.

Proposition No. 2: Deadly high-seas predators —chiefly nuclear-powered submarines bristling with anti-ship missiles and torpedoes—will obstruct the civilian fleet's passage to Eurasian theaters. It could prove far harder for the merchant marine to ferry troops and materiel to Europe or Asia than it was for the fleet's forebears during World Wars I and II. And it was hard indeed back then. In both wars, hostile submarines and surface raiders turned out in force to cut the sea lanes connecting North America with foreign battlegrounds.

The logic propelling enemy strategy was impeccable: U.S. soldiers, marines and aviators can't wage war, let alone triumph, if they can't reach scenes of combat, or if they manage to arrive on scene but have too little ammunition or too few stores to keep up the fight long enough to win. In short, foreign foes can hope to defeat the United States without even engaging main U.S. battle forces. Sinking freighters –among the most unsexy implements in any national arsenal—could debilitate, cripple or defeat even an overpowering U.S. fighting force.

The logic remains impeccable. A fleet comprising 231 ships may sound like a lot. But bear in mind that Axis submarines –rudimentary boats by today's high-tech standards– sank or damaged nearly 1,200 American merchantmen during World War II. That figure includes over 500 during the critical opening year of 1942 alone. And that was when Allied navies were straining with all their might to keep the sea lanes open for friendly merchant shipping. If Russian or Chinese raiders even approached the Axis total, they could grant Russian or Chinese land and air forces months to accomplish their goals on Eurasian battlefields. U.S. forces might arrive too late to make a difference.

But, **Proposition No. 3**: The U.S. Navy boasts too few light surface combatants to furnish escorts for the civilian fleet. It is constructing a fleet of 35 littoral combat ships, vessels meant to do battle near shore. These warships are suboptimal, at best, for fending off missile or torpedo attack on the high seas. The navy leadership intends to assemble a fleet of 20 guided-missile frigates better suited for convoy duty. But the leadership has yet to select a design for the frigate. It will be years before the new ship class joins the U.S. Navy – and it's doubtful whether 20 hulls will suffice to meet the demand even after the new contingent takes to the sea.

Which leads to **Proposition No. 4**: Because the U.S. Navy fleet is so lean in numbers, naval commanders will provide few, if any, escort ships to defend cargo vessels bearing war materiel across the Atlantic, Pacific or Indian oceans. Indeed, the chiefs of the U.S. Maritime Administration and Military Sealift Command, who would oversee the resupply effort, report being told, "You're on your own" when the balloon goes up. Merchantmen will shut down telltale electromagnetic emissions that betray their positions to hostile navies, ring up top speed, and hope for the best.

So the syllogism amounts to deciding to confront an intensely forbidding environment with inadequate naval resources and hoping for the best. Another old joke pertains – this one from the mathematical world. A graduate student fills the chalkboard to his left with equations and comes out with a seemingly satisfactory outcome to his right. Between the calculations and the end result, though, the student scrawls: "Then a Miracle Occurs." Case proven!

Except the professor admonishes his intrepid student to show his work in Step Two. The administration, Congress, and the American electorate need to play the part of the math professor – insisting that the sea service show its logistics work in Step Two. The fate of future U.S. foreign-policy enterprises could depend on it.

James Holmes is J.C. Wylie Chair of Maritime Strategy at the Naval War College and coauthor of "Red Star over the Pacific," which has been described as the seminal work on Chinese maritime strategy.



SUP PRESIDENT'S REPORT

November 13, 2018

PATRIOT CONTRACT SERVICES

On November 7, the Union received good news from Patriot: the five-year contract between the company and the Military Sealift Command (MSC) to operated and maintain the eight Watson-Class LMSRs (Large, Medium-Speed, Roll-On/Roll-Off vessels) has been extended until the end of March 2020.

According to Patriot, MSC has not issued a RFP (Request for Proposal) for the ships, however, the start date for the new contract is April 1, 2020.

When the RFP is issued the SUP will work with Patriot and the other Unions to formulate a bid in order to retain this important work after 2020.

SUP ELECTION

Balloting for the triennial election of Union officers will begin on December 1, and will conclude on January 31, 2019. The ballots will be counted at Headquarters on Friday, February 1, 2019.

In accordance with the SUP Constitution, the entire secret mail-ballot and election shall be conducted by an Impartial Balloting Agent selected by the membership at the Headquarters' meeting. The Committee on Election has recommended that Unilect Election Services be selected as the Impartial Balloting Agent.

As per Article VIII, Section 1 of the SUP Constitution: "Members with A and B seniority who are in good standing may vote in all Union elections. Members with C seniority who have ninety (90) days seatime within the preceding year and have been in good standing for that year shall be eligible to vote in all Union elections." SUP members on pension are allowed to cast ballots for Union officers.

If for any reason a member in good standing does not receive his/her ballot, he/she may make a written application to Unilect Election Services, Inc. The request shall include a statement that the member has neither received a ballot nor voted in the election and the address to which the ballot is to be sent. If you do not receive a ballot, contact:

Unilect Election Services

Attn: SUP P.O. Box 3026 Danville CA 94526 Email: info@unilect.com

Fax: 925.833.8874

Toll free (US only): 1.888.864.5328 **International: 925.833.8660**

Democracy is contingent upon participation. Vote!

SUP SHIPPING RULES

Shipping Rule 9

During recent breakouts of Ready Reserve Force vessels operated by SUP-contracted Matson Navigation Company and Patriot Contract Services for the Maritime Administration, a handful of members and registrants refused job assignments.

All hands should be aware of Shipping Rule 9, which states:

"Class B and Class C members and Class D registrants must accept jobs to which they are assigned. If any Class B member or Class C member fails to accept a job to which dispatched, without a reasonable excuse, their registration shall be canceled and they will not be allowed thereafter to register again."

It has also come to the attention of the Union that some sailors, after being dispatched/assigned to a specific job, attempted to switch to another job once onboard the vessel. For example, a sailor dispatched as AB/Watchstander will try to change jobs with an AB/Dayworker.

All hands are advised that they shall fill the job for which they were dispatched/assigned, as well as move into the room of the sailor they are relieving, and in the case of an AB/Watchstander, join the watch rotation of the sailor being relieved.

SUP OFFICE WORKERS

Under the collective bargaining agreement between the SUP and the Office and Professional Employees International Union (OPEIU) Local 29/Legacy Local 3. A wage increase of 2% became effective November 1. The three OPEIU employees covered by the Agreement are West Coast Sailors Editor Teresa Anibale, Controller Jihan Johnson and Dispatcher Martha Vizcarra.

HOLIDAY BENEFIT

For the 29th 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 9, from 11:00 A.M. to 2:00 P.M. at O'Tooles, 902 Nuuanu Avenue. (Enter from Merchant Street side entrance.)

Wilmington: Sunday, December 9, from 10:30 A.M. to 3:00 P.M. at the MM&P/MEBA hall - next door to the Wilmington Branch.

San Francisco: Friday, December 14, from 11:30 A.M. to 2:30 P.M. at MFOW Headquarters, 240 Second Street.

Seattle: Saturday, December 15, 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.)

HOLIDAYS

Thanksgiving Day

All SUP halls will be closed on Thursday, November 22, in observance of Thanksgiving.

Christmas Eve

Since Christmas Eve is a Mainland ILWU holiday, SUP halls in Seattle, San Francisco and Wilmington will be closed on Monday, December 24, in accordance with the Agreements with APL and Matson. It is a holiday for vessels in Pacific Coast ports on that day and for those working under the SUP Maintenance agreements.

Christmas Eve is not an ILWU holiday in Hawai'i, however, the Honolulu Branch will close at Noon.

Christmas

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

New Year's Eve

Since New Year's Eve is a Mainland ILWU holiday, SUP halls in Seattle, San Francisco and Wilmington will be closed on Monday, December 31, in accordance with the Agreements with APL and Matson. It is a holiday for vessels in Pacific Coast ports on that day and for those working under the SUP Maintenance Agreements.

New Year's Eve is not an ILWU holiday in Hawai'i, however, the Honolulu Branch will close at Noon.

New Year's Day

All SUP halls will be closed on Tuesday, January 1, 2019, in observance of New Year's Day.

ACTION TAKEN

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

Gunnar Lundeberg

Matson opts for scrubbers on **China-Long Beach express**

This month, SUP-contracted Matson Navigation Company announced that it will install scrubbers on most of its container ships on the China-Long Beach Express service (CLX).

The CLX rotation serves Long Beach, Honolulu, Guam, Xiamen, Ningbo and Shanghai using Jones Act-qualified vessels, and it offers a guaranteed expedited service for full container loads. In the third quarter, every sailing was full, and the service commanded rates at a "sizable premium" over the Shanghai Composite Freight Index.

The rate premium pays for the fastest transit time in the industry on the Shanghai-San Pedro Bay route. Loads departing Shanghai are guaranteed to arrive on the U.S. West Coast within 10 days. Relative to its competitors, Matson says, CLX shaves three-to-six days off of the combined transit and discharge.

CLX operates with five U.S.-built, U.S.-crewed sub-Panamax vessels -the Maunalei, Manulani, Maunawili, Manukai and R.J. Pfeiffer-making it one of a very small number of transoceanic services deploying Jones Act ships. The vessels' cabotage qualifications allow them to serve multiple domestic ports in California, Hawai'i and Guam on their way to China.

Earlier this year, Matson announced that it would install a scrubber on one of these ships and would consider installing two more. As of November 5, Matson has committed to installing all three in fiscal 2019 at a cost of about \$9 million per vessel.

Matson has already installed scrubbers on the Matson Anchorage, Matson Kodiak and Matson Tacoma, three vessels dedicated to its Alaska service area. The units are used to comply with North American ECA zone requirements.

Seafarers asked to take online wellbeing survey commissioned by ITF

The ITF (International Transport Workers' Federation) Seafarers' Trust has commissioned Yale University to work on a project to increase the mental health wellness and overall well-being of seafarers by understanding risk factors associated with seafarer stress, depression and anxiety. The study was prioritized based on reports from seafarers and seafarer advocacy groups that mental health of seafarers is currently a major concern, coupled with the fact that research in this field is substantially limited. It is anticipated that findings from the study will promote greater understanding of the mental health burden in seafarers, reduce stigma associated with mental illness, identify and reduce risks for depression and anxiety and allow for appropriate recommendations to

improve the shipping environment in terms of mental health support.

Organizers hope to survey a large and representative population of global seafarers. The survey is anonymous, does not ask any identifying information and takes about 10 minutes to complete. It has been tested by Dr. Rafael Lefkowitz of Yale University with approximately 100 seafarers at the Port of Newark, New Jersey, with improvements based on the participant's feedback.

The project is funded by the ITF/Seafarers Trust. The survey can be undertaken at: (https://yalesurvey.cal. qualtrics.com/jfe/form/SV_4Toq6AIDQMlvhvn)

The closing date for receiving completed surveys is January 15, 2019.

U.S. tariffs to hit TransPacific imports hardest in 2020

The last-minute rush of U.S. imports from China ahead of higher tariffs that take effect January 1, marks a point of no return for the TransPacific trade. The increase in U.S. tariffs to 25% from 10% won't have immediate impact on volume, but there is little sign of a de-escalation of the trade war between China and the United States.

Unlike with the reworked North American Free Trade Agreement(NAFTA), now dubbed the U.S.-Mexico-Canada Agreement, there are fewer avenues for the Trump administration to win some concessions and still allow China to save face. The U.S. frustration with China's role in trade, from state-owned enterprises to tech theft, goes deep. China may be smarting from a drawdown in economic growth and signs of the first stings from U.S. tariffs, but few China watchers expect a climbdown in President Xi Jinping's resistance to trade pressures.

That puts TransPacific shippers in the middle of a drawn-out battle, in which suspect cargo holds by Customs officials and procedural delays are the collateral of war. U.S. imports from China aren't expected to decline significantly next year, according to conversations with more than a dozen beneficial cargo owners (BCOs) and several carrier executives.

Retailers and others are still determining just how much cost they can pass on to customers. They are taking a sharp look at their competitors' sourcing strategies to gauge how much their rivals will increase prices. That measuring and the fact that some BCOs can't raise prices since they've already sold for 2019 suggests the volume sting won't come until 2020.

"I'm optimistic about 2019," Marc Bourdon, CEO of CMA CGM Shipping China, said, noting that U.S. consumer confidence is strong. "Long term, there is a question mark. Do goods become substantially more expensive and does that impact consumer confidence?"

There won't likely be a major shift in sourcing from China to Southeast Asia over the next two years, carriers and BCOs told JOC.com. Shippers say it will take at least two years to significantly shift production to sites with the necessary transport and near suppliers. Carriers say they don't expect to shift capacity next year to the U.S. away from China to other countries such as Vietnam, Bangladesh, and Myanmar.

Shippers – forced to pass on higher costs

With no dramatic changes in sourcing or the state of trade tensions, shippers will be forced to pass on more cost to customers. The filtering down of the higher cost of goods and pricier gasoline could dampen U.S. consumer confidence in 2020, decelerating volume growth in the trade.

For now, carriers can enjoy the spot pricing power the final days of the peak season, with FEU rates above \$2,000 to the West Coast and \$3,000 to the East Coast for the tenth straight week ending the first week in October, according to the Shanghai Containerized Freight Index (SCFI).

Retailers expect merchandise imports to remain at near-record levels through the end of the year and then slow in early 2019, according to the latest Global Port Tracker, published by the National Retail Federation and Hackett Associates.

The Global Port Tracker expects imports to end the year up at least 4.5% from 2017. How carriers manage what's shaping up to be a weaker-than-usual restocking period before Lunar New Year celebrations -beginning February 5, and marking the closing of Chinese factories for at least two weeks- will resonate in upcoming TransPacific service contract negotiations.

So far, carriers individually and with their alliance partners have kept capacity better matched with demand -and been restrained in the number of extra-loaders they've deployed to grab share. Some of that capacity restraint has come from miscalculating the initial impact of U.S. tariffs and higher fuel costs, which force carriers to think twice before deploying more capacity. There were at least twice as many blank sailings in the TransPacific in the third quarter than in the same period in 2017, with 16 to the West Coast and nine to the East Coast, according to Seaintelligence Consulting.

The timing and severity of capacity curbs -down 6% to the West Coast and about 1.3% to the East Coast-frustrated shippers who have seen their contracted cargo rolled, or pushed onto later than booked sailings, and had to renegotiate for slots this peak season. Carriers' ability to keep that discipline when volume becomes scarcer will signal to BCOs whether the resolve was a fluke or resilience taking shape.

Container explodes at Port of Los Angeles' Evergreen Terminal

On October 31, a container full of scrap metal exploded at the Port of Los Angeles, forcing authorities to investigate the contents of nine similar boxes and to evacuate one container terminal.

The explosion occurred at about 1800 hours at the port's Evergreen Terminal, not far from the base of the Vincent Thomas Bridge. The terminal and several nearby roads were closed and evacuated, but the rest of the port remained open during the emergency response effort.

The Los Angeles Police Department's bomb squad and the LA Fire Department attended the scene. On arrival, they found that the explosion appeared to have blown debris outside of the terminal fence and onto an adjacent road. No injuries were reported.

Photos from the scene showed the wreckage of a blue container mounted on a truck chassis. Officials said that no truck was attached to the load at the time of the blast.

The authorities believe that the blast was an industrial accident, not an intentional act. "Scrap metals which contain some chemicals and some other agents possibly could have led to the explosion," Los Angeles Port Police Deputy Chief Randy Allen told local media. The bomb squad inspected nine other containers in the same consignment to ensure that they did not pose a similar hazard.

VICE PRESIDENT'S REPORT

November 2018

Daniel K. Inouye: Jim Clay, delegate. New ship arrived safe in Oakland on shakedown cruise from Philadelphia. No beefs. Paul Fuentes, bosun

Manukai: Paul Harsany, delegate. Investigation of termination found supported by the various reports and documentation. Clarification on bosun shipping rule, delegate continues to ensure SUP standards maintained.

Kauai: Hussein Ali, delegate. Clarification on washdown, meal relief procedure and payment.

President Wilson: Cory Edgil relieved Taufiq Wasel as delegate. Termination investigation completed without further action. Clarification on holiday pay and PMH. Bosun Aaron Weibe relieved by Rolando Mendoza.

President Eisenhower: David Fadoul, delegate. Clarification/investigation into delayed sailing.

President Cleveland: Quentin Brown, delegate. Clarification on necessary work, overtime timekeeping, pool maintenance jurisdiction, among other things. Delayed sailing under investigation. SUP sailors have had pool cleaning and maintenance duties stretching back to the passenger ship days. Operational use of pool and sauna restored following Union intervention; additional demands lodged with management.

APL Guam: David White, delegate. Internet issues brought to the attention of management by MFOW Vice-President Cajun Callais and resolved. Payroll problems researched and found in unreported deduction. Restored transparent voucher reporting. Investigating garbage handling claim. SUP Honolulu Branch taking the lead.

APL Gulf Express: Ben Ashton relieved Michael Burpee, delegate. Reliefs made within the shipping rules for shuttle ships but always subject to the practical considerations of international travel, ship schedule, and visa clearance. Temperature on deck recently recorded at 130 degrees Fahrenheit. Clarification on knock off and time-keeping procedures. Bosun Chris Go running a tight ship SUP-style.

Moku Pahu: Clint Sieber, delegate. Food for Peace cargo delivered to Salalah, Oman. Reliefs in Piraeus, Greece. Bound for Houston on its third consecutive round the world voyage. Unannounced room entries among other items under review. En route Gulf Coast calling in Puerto Rico. All items expertly handled by SUP Seattle Branch.

SNLC PAX: Jeffrey Titco, delegate. Investigated payroll problem: draw was paid in one vouch but accounted for in another but collected the majority of disputed overtime claim. Numerous problems in clearances for highly trained and qualified reliefs finally overcome and expecting an on-time relief. Moving av gas in the western Pacific.

Oregon Voyager: Jonah Cross, delegate. In the Gulf bound for Pascagoula. Management indicated that this long-term bareboat charter will be returned to owner soon. Company plans to retain all ratings employees during transitional period before acquisition of new replacement ship sometime next year. Combined with the Company's recent shipyard investments in the remaining charters steady work ahead despite the recent dissolution of another oil major's U.S.-flag operations, appears likely.

USNS Soderman: Frank Duffin, delegate. Rodencio Purganan arrived Saipan in a typhoon to find ships departed and rode out the storm in the hotel. Island devastation nearly complete. Crew assisted residents and businesses recover with daily shipments ashore of ice, water, and clean laundry. Doug Boe has the deck as bosun.

USNS Dahl: James Coulter, delegate. Also got underway to evade typhoon.

USNS Watson: Eduardo Rojas, delegate. Completed ABS and USCG inspections in Norfolk with flying colors prior to loading for departure to tropical base deployment. Delegate handled problems on board to the satisfaction of the gang.

Cape Victory: James King, bosun. Overtime accounting and other issues squared away by the bosun. Joint union meetings for ROS ships nested together are appropriate if agreed to by crew. In Beaumont TX with Marcellus Elder and Mark Ramon in the GVA and GUDE billets.

Vice President

Loneliness at sea to be investigated

The Danish health and safety company the job less lonely," says Connie S. Gehrt, CONOVAH has received funding for a Director, CONOVAH. project looking into loneliness at sea. The new project aims to put a spotlight on loneliness at sea and its affects on the changes in the role of managers and technological developments.

The project also aims to identify issues that contribute to a feeling of loneliness among Danish seafarers, especially managers, and young seafarers' expectations and demands when it comes to loneliness. This will also include identification of the factors that promote and inhibit loneliness at sea.

The project aims to make some recommendations and provide guidance on the basis of the survey on action that could help reduce loneliness at sea and strengthen the role of managers, together with tools and proposals for specific implementation by companies.

"It is not just a matter of identifying problems but very much also of identifying the issues we need to tackle to make

The mental working environment at sea is increasingly attracting attention and many organizations are making great efforts, but there are still some problems that can be difficult to tackle. The project aims to make doing so a little easier. "It is also a matter of we in the industry wishing to attract young people and ensure we have good, modern workplaces at sea," says Gehrt.

CONOVAH will run the project and target seafarers, educational establishments and shipping companies. It will be a qualitative study that will be followed-up with recommendations and guidance material. The project will run from October 2018 to March 2020.

The project is being funded by Velliv Foreningen. Velliv Foreningen has 340,000 members who are customers in the pension company Velliv. Every year, funds are allocated for non-profit efforts to increase the mental health of the working population of Danes.

SUP BRANCH REPORTS

SEATTLE

October 15, 2018

Matson called for a full gang to crew *Lihue*, going to 1 A, 2 B, 1 C, and 2 D cards. One D card took to a steady APL AB/W job. Patriot ordered 9 AB jobs, filled by 1 A, 5 B, 3 C cards, three being activation billets. Three OS jobs were shipped to Navy bottoms, taken by 1 C and 2 D cards, one being an activation. 1 GUDE went to a D card. 22 Matson standbys were filled by 4 A, 10 B, 2 C, 5 D cards, and 1 MFOW member.

Registered: 1 A card for a total of 8; 18 B cards for a total of 29; 4 C cards for a total of 5; and 5 D cards for a total of 7.

A few ships delegates have checked in reporting departing crew have been "blowing up" the common garbage areas, leaving soiled linens strewn about (even when a laundry bag is furnished), and are leaving their staterooms in an unsanitary state with no linens or contractual toiletries in place. This is unacceptable! We all know, after long flights around the world or interstate drives, the last thing we as joining crew want to do is turn to upon arrival for sanitary before we can get a good night's sleep. The SUP always leaves a ship better than we found it, period! Our pride in tradition, past practice, and our respect for our Union Brothers and Sisters is what sets us apart. Remember this when you are packing your bags before pay-off and leave a space that is up to our

I represented the SUP at the MLKCLC delegates meeting.

Branch Agent

WILMINGTON

October 15, 2018

Shipping: AB: 17; AB/D: 4; OS/STOS: 5 and 45 standby jobs for a total of 71 jobs shipped.

Registrations: A:24 B:40 C:11 D:8

Ships checked

Manukai, Manulani. Maunawili, Maunalei, Mahimahi, Mokihana, R.J. Pfeiffer, President Wilson, President Kennedy, President Truman, President Roosevelt.

Shipping at a steady pace here in Wilmington, crewing on new APL ships turning over Matson and Patriot calling for regular crew changes. Progress being made on washing machines, dryers, ice machines and coffee makers for new APL ships.

Attended meetings of Maritime Trades Department and L.A. Federation of Labor.

M.F.O.W. will be hosting the Holiday Luncheon on December 9, from 10:30 to 14:30.

Eli Wegger, has shipped out, classes on seamanship here at the hall on Fridays will resume when he returns. Also check out the DVD's on the history of Unions and labor.

Keep your dues current and be sure to check your documents, before you are ready to ship make sure all documents are current in order to be dispatched. If you receive new documents come in to update your records.

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

Branch Agent

HONOLULU

October 15, 2018

Shipped the following jobs in the month of October: 1 Bosun steady, 2 AB Day steady, 2 AB Day relief, 6 AB Watch steady, and 2 AB Maint. The shipping jobs were filled by 4 A cards, 4 B cards and 5 C cards. Shipped 30 standby jobs. The standby jobs were filled by 3 A cards, 2 B cards, 8 C cards, and 17 D cards.

Registered in Honolulu: 14 A cards; 16 B cards; 4 C cards; and 6 D cards.

I visited the R.J. Pfeiffer, Manukai, Maunawili, Manulani, Maunalei, Manoa, Mokihana, Mahimahi, Matsonia, Kauai, Kamokuiki, and the Paint and Rigging gang. All are running with few or minor beefs. The MV Kamokuiki is a work in progress as we just crewed her up last month. Slowly, but surely we will get her up to SUP standards.

APL Guam-no major beefs APL Saipan-no major beefs

USNS Charlton-no major beefs

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

The November elections are over and the Democrats won the House back. Maybe this will slow down Donald Trump and all his Republican cronies who would like to go back to everything for business and nothing for the working people. Two more years and then we get a chance to take back our country.

I would like to thank the APL Negotiating Committee for the good job they did getting us a fair contract under trying circumstances.

I hope that everyone has a great Thanksgiving Day this year. I will see all of you that can make it at our Holiday luncheon in Honolulu on December 9.

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

Mahalo,

Branch Agent

Dispatcher's Report

Headquarters—Oct. 2018

Deck
Bosun2
Carpenter0
MM6
AB15
OS4
Standby <u>31</u>
Total Deck Jobs Shipped59
Total Deck B, C, D Shipped 43
Engine/Steward
QMED0
Pumpman0
Oiler0
Wiper0
Steward 0
Cook 0
Messman <u>0</u>
Total E&S Jobs Shipped0
Total E&S B, C, D Shipped0
Total Jobs Shipped - All Depts 59
Total B, C, D Shipped-All Depts 43
Total Registered "A"20
Total Registered "B"46
Total Registered "C"11
Total Registered "D"16

BUSINESS AGENT'S REPORT

November 13, 2018

Florida Voyager- In for a short a stay Richmond Long Wharf from here shift to Anchorage #9 for bunker's then to Rodeo #3. She a working ship with hard working gang in and out of port. It's hard to keep up the maintenance work with the STCW regulation. We have to stay on top of our hours. From top to bottom she's a good ship and she's a feeder. Running smooth with Scott Oliphant, Bosun, and Rolando Cangito, delegate.

Mississippi Voyager- Headed back to the West Coast via Singapore shipyard to take over the *Florida Voyager's* run according to company sources.

Texas Voyager- Operating out of the Gulf Coast.

Daniel K. Inouye- After a two week delay due to shipyard work set back, the gang flew out to meet the ship in Philadelphia. All were present and accounted for the next morning we were shuttled to the ship. We been aboard for five days getting familiarized with the ship the latest we shift to anchorage to finish up with dropping-the-hook, etc. We passed with flying colors, the board set for Oakland – eta November 20 weather permitting. See you on the West Coast. Jim Clay handling the sheets, Paul Fuentes, Serang.

Kauai- In at Oakland #62. This is for my Union Brother that departed the ship and left the room a shit house. It is B.S. to have to tell a grown man CLEAN YOUR ROOM, you know the routine before you get off any ship this was not your first trip. There's no excuse. The company schedule has *Kauai* running through the early part of December with Hussein Ali, delegate, Arsenio Purganan, Bosun.

Mahimahi- In and out Oakland#62. On the southern triangle which is coming to an end. The company schedule has this ship switching over to the Northwest run starting the middle of the month. Sailed with no beefs with Mark Relojo, delegate, Remoni Tufono Bosun.

Manoa- In and out Oakland#62. Last trip the company called for two ABs to stand by the side port. This is something new coming from the Coast Guard. Gerry Kamoto, delegate, and Isnin Idris, Bosun.

Lihue- In at Oakland #62. After a 21-day run coming out of the Portland

shipyard with a Seattle gang, made a trip to Honolulu-Long Beach, then to Oakland for long term lay-up. Rhonda Benoit, Bosun and Ziggy Kaczor, delegate.

Maui- Matson called for a shift gang for the Maui to shift from Oakland #62 to Alameda pier #3. How long will she take up resident in Alameda?

President Eisenhower- In at Oakland#58 with the state of the art accommodation on this ship the Galley is in need of a steam table for obvious sanitation concerns working with the company to improve these condition. David Fadual, delegate, Juan Gonzalez as Bosun.

President Cleveland- In at Oakland#58 Clarification on delayed sailing, This ship's galley also needs to be up-dated with a steam table. Placing cooked food on platters and laying it on the oven doors is stone age B.S. Ship sailed with no beefs with Chris Skorodynaski, delegate, Greg Schauf, Bosun.

President Truman- In at Oakland #58 Waiting for a part for the engine room can't sail with out it. Shifting to Anchorage #9 to wait for the part. Ship sailed with little or no beefs. Mick McHenry, Bosun.

President Kennedy-In at Oakland #56 Been aboard since the turn over working out the kink's and learning how to work smart especially during tying up. We could use an STOS or an Ordinary Seamen on these ships as a dayman. Sailed with no issues Jennifer Corner, delegate, David Ibarra, Bosun.

Cape Orlando- Chris Bunheriao, Bosun

Admiral Callaghan- Robert Leeper, Bosun

Cape Hudson- Isagani Cruz, Bosun Cape Horn- Haz Idris, Bosun

Cape Henry- Robert Reed, Bosun

San Francisco Bar Pilots- Running smooth with Big Mike Koller, delegate, Leo Moore, Dock Bosun.

IF YOUR DOCUMENTS ARE LESS THAN SIX MONTHS ITS TIME TO RENEW

Helped out with dispatching and worked in the front office.

San Francisco Business Agent

Work restarted on Titanic II

The Chairman of Blue Star Line, Clive Palmer, has confirmed that work has recommenced on the construction of *Titanic II*.

The vessel is expected to be put into service on the London/New York route across the Atlantic in 2022. She will replicate the original *Titanic* in length (882 feet/269 meters) but will be a few meters wider to provide additional stability.

Palmer last announced progress on the *Titanic II* project in 2015 when work was suspended due to his flagship company, Mineralogy, being in dispute with Chinese government owned Citic Limited, over the non-payment of hundreds of millions of dollars. This caused the *Titanic II* project to be suspended; but in late 2017, the Western Australian Supreme Court ordered that Citic pay the money and work has recommenced.

"Blue Star Line will create an authentic *Titanic* experience, providing passengers with a ship that has the same interiors and cabin layout as the original vessel, while integrating modern safety procedures, navigation methods, and 21st century technology to produce the highest level of luxurious comfort," Palmer said.

"The ship will follow the original journey, carrying passengers from Southampton to New York, but she will also circumnavigate the globe, inspiring and enchanting people while attracting unrivaled attention, intrigue and mystery in every port she visits," says Palmer.

Palmer remains one of Australia's wealthiest citizens with the Australian Financial Review estimating his personal wealth at approximately \$3 billion in 2018.