



O.L.R.W. Newsletter

Oahu League of Republican Women
Adrienne King, President • 808-396-1814 • adrienne@kingandking.com
olrwnewsletter@gmail.com www.olrw.org

John Carroll, GOP Candidate for U.S. Senate

Akaka Bill by "Addendum" was the wrong thing to attempt in the first place

Senator Akaka is one of the most kind and compassionate men I have ever known. He has served Hawaii well in the US House and Senate. This letter is written with respect for all he and Senator Inouye have done, not only for Native Hawaiians, but also for all the people of Hawaii.

To withhold my comments out of respect for these gentlemen would violate my pursuit of justice for Native Hawaiians. (I have children, grandchildren and eight great grandchildren, each of whom is Native Hawaiian.)

Senator Inouye just recently abandoned his plan to piggy-back the Akaka Bill to an Interior Department spending bill in an attempt to get over the procedural hurdle which has blocked its passage for the past eleven years.

This bill should have never been contemplated in the first place.

The Bill seeks RECOGNITION OF NATIVE HAWAIIANS. Given the history of Hawaii, to suggest that Hawaiians need recognition is absurd. It is ironic, indeed, that these Senators are seeking something that the "Native Hawaiians" achieved as early as 1840 when the first Constitution of the Hawaiian Kingdom was issued by King Kamehameha the Third. It clearly declares **"God hath made of one blood all nations of men to dwell on the earth in unity and blessedness."** The Hawaiian Kingdom was recognized internationally by the execution of more than twenty treaties and by international tribunals in dealing with the British attempt to colonize Hawaii.

Creating a race based, sovereign nation within the eleven thousand square miles of these islands, quite frankly, is ludicrous! Republican leadership, under Chairman Kaauwai in this State has finally gotten a resolution against passage of the Akaka Bill, a resolution Mrs. Lingle stifled while Governor and titular head of the Party.

The Kingdom had a bi-cameral legislature, Houses of Commons and Alii, both Houses dominated by "Native Hawaiians". The Kingdom not only assimilated persons of all races, but actively promoted bringing them to Hawaii, giving them citizenship or denizenship and integrating them into the racial fabric of this land.

No Indian tribe that I know of has ever received recognition at this level. To compare "Native Hawaiians" to Maoris, Cherokee, Arapahoe, Aleut nations borders on absurdity.

Everyone interested in Native Hawaiian history with respect to "racial issues" should read the dicta in *Rex v. Booth*, and see what justices appointed by the Alii had to say about the intrinsic equality of man. This was written prior to the end of the US Civil War.

However well intended, the Akaka Bill seeks to reinstate the concept of division by race that our constitution and decades of the civil rights movement have sought to erase. By drawing false parallels to Native Americans the bill distorts the true and unique history of Hawaii's people. Further, the tactical expediency of attaching this bill to an expenditure bill so as to avoid open and honest debate would have honored neither Hawaiians nor other citizens of this state and country.

Note: John Carroll believes that all Hawaiians who qualify for homestead lands should be awarded those properties in fee. The system of term leases "administrated" by a governmental bureaucracy is inefficient, prone to fraud and ultimately unfair to individual Hawaiians. Ruby Johnson advises Mr. Carroll on Hawaiian cultural and legal matters.

April 2012

Luncheon / Meeting

April 5, 2012

Waialae Country Club

11:00 A.M. Social Hour

11:30 A.M. Meeting

12:00 Noon Lunch

12:30 P.M. Speaker

Cost

25.00

Menu

Cobb Salad

– or –

Sautéed Salmon with

Capers & Lemon Butter

Sauce, Brown Rice, and

Fresh Seasonal Vegetables

Rolls and Butter

Coffee, Tea, or Iced Tea

Lemon Bars

Reservations/Cancellations

Please call or email

Carol Thomas with your RSVP

& entree choice

261-1146

kaneohecarol@hawaii.rr.com

olrw.org

Reservations/Cancellations must be made by **12 Noon, Thursday, March 29**. We are committed to pay for all lunches reserved. No Shows will be charged for their lunch.



The President's Message

What is the Jones Act

From Wikipedia, the free encyclopedia

The Merchant Marine Act of 1920 (P.L. 66-261) is a United States federal statute that regulates maritime commerce in U.S. waters and between U.S. ports.

Section 27, better known as the Jones Act, deals with cabotage (i.e., coastal shipping) and requires that all goods transported by water between U.S. ports be carried in U.S.-flag ships, constructed in the United States, owned by U.S. citizens, and crewed by U.S. citizens and U.S. permanent residents. The purpose of the law is to support the U.S. maritime industry.

Cabotage

The cabotage provisions restrict the carriage of goods or passengers between United States ports to U.S. built and flagged vessels. Since 2006 it has been codified as portions of 46 U.S.C. ch.551 (Coastwise Trade). At least 75 percent of the crewmembers must be U.S. citizens. Moreover, the steel of foreign repair work on the hull and superstructure of a U.S.-flagged vessel is limited to 10 percent by weight.[3] This restriction largely prevents American shipowners from refurbishing their ships at overseas shipyards.

Criticism

Critics note that the legislation results in costs for moving cargo between U.S. ports that are far higher than if such restrictions did not apply. In essence, they argue, the act is protectionism.[5]

Critics also contend the Jones Act has caused the U.S. shipbuilding industry to build vessels in the U.S. which are more expensive than those built elsewhere. Consequently, U.S. shipbuilders are priced out of the international market for merchant ships. A 2001 U.S. Department of Commerce study indicates that U.S. shipyards build only one percent of the world's large commercial ships. Few ships are ordered from U.S. shipyards except for cabotage. U.S. operators of ships in cabotage have an economic incentive to continue operating old vessels rather than replace them with relatively high cost vessels built in the U.S. The report concluded that the lack of United States competitiveness stemmed from foreign subsidies, unfair trade practices, and lack of U.S. productivity.

Moreover, critics point to the lack of a U.S.-flagged international shipping fleet. They claim that it is economically impossible for U.S.-flagged, -built, and -crewed ships to compete internationally with vessels built and registered in other nations with crews willing to work for wages that are a fraction of what their U.S. counterparts earn.

On June 25, 2010, Senators John McCain and Jim Risch introduced the Open America's Waters Act, a bill to repeal the Jones Act. Sen. McCain said the Jones Act restricts shipping and raises costs to consumers in Hawaii, Alaska, Puerto Rico and Guam.

"The legislation that would fully repeal the Jones Act, a 1920s law that hinders free trade and favors labor unions over consumers. Specifically, the Jones Act requires that all goods shipped between waterborne ports of the United States be carried by vessels built in the United States and owned and operated by Americans. This restriction only serves to raise shipping costs, thereby making U.S. farmers less competitive and increasing costs for American consumers".

"This was highlighted by a 1999 U.S. International Trade Commission economic study, which suggested that a repeal of the Jones Act would lower shipping costs by approximately 22 percent. Also, a 2002 economic study from the same Commission found that repealing the Jones Act would have an annual positive welfare effect of \$656 million on the overall U.S. economy. Since these studies are the most recent statistics available, imagine the impact a repeal of the Jones Act would have today: far more than a \$656 million annual positive welfare impact – maybe closer to \$1 billion. These statistics demonstrate that a repeal of the Jones Act could prove to be a true stimulus to our economy in the midst of such difficult economic times. (continued on page 7)

Everything Political, with Willes Lee

Is 1144 an important number?

This is a great election cycle and we're only in the third month of the year! This year, 1144 is an important number because everything IS political, even a number. 1144 is the number of delegates needed to win the Republican nomination.

The delegate count following Super Tuesday according to the NY-Times stands at Romney 454, Santorum 217, Gingrich 107, and Paul 47 (Huntsman has 2). In 2008, we knew that McCain was our presumptive nominee before Super Tuesday. Way back in November, I predicted a drawn out 2012 process in interview <http://www.washingtontimes.com/news/2011/nov/20/new-rules-turn-gop-race-from-sprint-into-marathon/?page=all>. Sure enough, we still don't have a presumptive nominee but Romney's running a stronger marathon.



Some tell you that the race is over.

It appears inevitable that Romney will win.

Romney is closer to the 1144 threshold than the other three candidates combined.

Romney's campaign is financially in the black and "his" SuperPAC is better funded than the other three combined.

Others hang on for more.

No one is near the 1144 delegates needed for the nomination.

SuperPAC funds allow candidates with less campaign funds to stay on the air.

If all the candidates stay in, potentially no one would secure the needed 1144.

California, New York, Texas and Pennsylvania are yet to come.

Contested convention? Not likely, though certainly possible. It won't be about numbers. It will be about ideology and the dislike the candidates are building towards one another.

And, in paradise? The Dems contested 2008 caucus drew 38,000 voters. This year, few turned out for the Obama-only Dem caucus in that ugly flooding and wind. Republicans hope for a big turnout for our contested caucus this year. Does Hawaii matter for Republicans? Our caucus will proportionally dole out 17 delegates. Three campaigns have mainland help or surrogates in the state. Local campaigns worked hard to identify voters while crying foul that the party is again playing favorites. With four years to prepare, Romney and Paul stand poised to do the best. The Gingrich and Santorum campaigns are newer but expect to draw voters to win delegates. Star-Advertiser Borreca provided earned media here http://www.staradvertiser.com/editorialspremium/onpoliticspremium/20120228_National_GOP_race_sparks_interest_in_Hawaii_caucus.html?id=140665393&c=n (subscription)

Winning a state matters. You can decide the impact of our 17 delegates in the race for 1144 but each delegate allocation means a lot to the supporters of local campaigns expecting to attend the National Convention. Our local campaigns are led by great friends. I wish the best for them.

We must do our part by contributing to our Oahu League PAC and becoming state delegates. <http://oahuleague.org/olrw-pac> Our PAC may contribute directly to candidates in a year when the local GOP is cash-strapped, fund advertising for candidates or issues, help with a get-out-the-vote effort, send absentee ballot forms to troops overseas, or do a poll to see which issues most affect voters. Please become a state delegate and attend the state convention in May. County and state conventions are the best opportunities to show our strength and enthusiasm. Contribute to the OLRW PAC, become a state delegate. Get involved!

Easter Bonnets

Of the year and the promise of spiritual renewal and redemption. The “Easter bonnet” was fixed in popular culture by Irving Berlin, whose frame of reference was the Easter parade in New York City.

An Easter Bonnet represents the tail-end of a tradition of wearing new clothes at Easter, in harmony with the renewal York City, a festive walkabout that made its way down Fifth Avenue from St. Patrick’s Cathedral: In your Easter bonnet with all the frills upon it, You’ll be the grandest lady in the Easter parade.

At the depths of the Great Depression a new hat at Easter, or a refurbished old one, was a simple luxury. The self-consciously quaint “bonnet”, which had been tongue-in-cheek euphemism for a hat for more than a generation, supplied Berlin with his rhyme.

The broader English tradition of new clothes at Easter has been noticed in late 16th century references by Peter Opie,[4] who noted Mercutio’s taunting of Benvolio in Romeo and Juliet: “Did’st thou not fall out with a Tailor for wearing his new Doublet before Easter?” At just the same time Thomas Lodge’s moralising pasmpheet Wits Miserie (London, 1596) recorded “The farmer that was contented in times past with his Russet Frocke & Mockado sleeues, now sels a Cow against Easter to buy him silken geere for his Credit”. In Samuel Pepys’ diary, 30 March (Easter Day) 1662, he notes Having my old black suit new furbished, I was pretty neat in clothes to-day, and my boy, his old suit new trimmed, very handsome.

Poor Robin, an 18th-century English almanac maker, offered the doggerel

At Easter let your clothes be new Or else be sure you will it rue.

and the notion that ill-luck would dog the one who had not something new at Easter expanded in the 19th century.

Today the Easter bonnet is a type of hat that women and girls wear to Easter services, and in the Easter parade following it. Ladies purchased new and elaborate designs for particular church services, and in the case of Easter, taking the opportunity of the end of Lent to buy luxury items. Now, in a more casual society, Easter Bonnets are becoming harder to find, as fewer and fewer women bother with the tradition...EXCEPT IN HAWAII!!!

The Oahu League of Republican Women Annual Easter Bonnet Contest at the April Luncheon at Waialae Country Club.

The categories are:

Best Easter Theme
Most Original
Most Elegant
Most Outrageous



Announcements & Birthdays

Lynne Meyer

Please keep Lynne in your thoughts and prayers as she recovers from illness

Canned Good Drive

Please bring canned or boxed non-parishable items for the food drive.

2012 Dues

If you have not already done so, please pay your 2012 dues either by mailing a check to the OLRW office or bringing it to the next meeting.

OLRW Website & Facebook Page

If you are online please check out our new Facebook page. We would love it if you liked us. Coming soon is the new website with a new web address. www.olrw.org

Upcoming Luncheon Dates and Places

May 3rd - Hale Koa Hotel

December 6th - Waialae Country Club

OLRW 100 Club

Faith Badeaux

Loren Butler

Jane Butler

Evelyn Cass

Golden Wheelden Davis

Miriam Hellreich

Anne Keamo

George Kekuna

Helen Kekuna

Adrienne King

Nancy Lynn

Teresita Lilker

Beverly Meiers

Janice Pechauer

Cynthia Rosebrough

Anne Sutton

Carol Thomas

Bev Toomey

Jeanette Templeman

Kathleen Watson



April Birthdays - Hau`oli La Hanau

April 3

Margery Jenkins

Owen McCabe

April 5

Maria Smith

April 6

Joe Henao

April 7

Kathy Brown

Bev Meiers

Rachel Zane

April 8

Ieva Sprogis

April 12

Roberta Chong Kee

April 14

Kristie Sue-Ako

Jan Farquhar

April 15

Nola Epp

Janet Judwin

April 17

Mike Palcic

April 18

Shirley Vogtritter

April 20

Cricket Chung

April 22

Cindy Vallaincourt

April 27

Gordon Trimble

March Luncheon Pictures



What is the Jones Act (continued from pg 2)

“The Jones Act also adds a real, direct cost to consumers – particularly consumers in Hawaii and Alaska. A 1988 GAO report found that the Jones Act was costing Alaskan families between \$1,921 and \$4,821 annually for increased prices paid on goods shipped from the mainland. In 1997, a Hawaii government official named Gene Ward asserted that Hawaii residents pay an additional \$1 billion per year in higher prices because of the Jones Act. This amounts to approximately \$3,000 for every household in Hawaii.”

Support

Supporters of the Shipping Act maintain that the legislation is of strategic economic and wartime interest to the United States. The act, they say, protects the nation’s sealift capability and its ability to produce commercial ships. In addition, the act is seen as a vital factor in helping maintain a viable workforce of trained merchant mariners for commerce and national emergencies. Supporters say that it also protects seafarers from deplorable living and working conditions often found on foreign-flagged ships.

Some proponents make the case that allowing foreign-flagged ships to engage in commerce in American domestic sea lanes would be like letting a foreign automaker establish a plant in the U.S. which doesn’t have to pay U.S. wages, taxes, or meet national safety or environmental standards.

“America needs a strong and vibrant U.S.-Flag Merchant Marine. That is why you ... can continue to count on me to support the Jones Act (which also includes the Passenger Vessel Services Act) and the continued exclusion of maritime services in international trade agreements.” Barack Obama, August 28, 2008 [12]

“I can assure you that a Reagan Administration will not support legislation that would jeopardize this long-standing policy ... embodied in the Jones Act ... or the jobs dependent on it.” President Ronald Reagan, 1980

The [Jones Act trailership] SS NORTHERN LIGHTS made 25 voyages and 49 port calls [to the Iraqi war zone]. She carried 12,200 pieces of military gear totaling 81,000 short tons and covering over 2,000,000 square feet (190,000 m²). Those statistics clearly demonstrate the value that the U.S.-flag shipping industry brings to the Defense Transportation System.” General Norton A. Schwartz, USAF, Commander in Chief, U. S. Transportation Command, 2005

The Jones Act has been supported politically by Presidents Obama, Clinton, Bush, Reagan, Carter and Ford for starters, all the way back to Woodrow Wilson who originally signed it into law in 1920. It is supported by American military leaders, most recently in a statement by Lt. Gen. Roger Thompson, deputy commander in chief, U.S. Transportation Command. There also are 239 co-sponsors of a pro-Jones Act Resolution in the U.S. House of Representatives.

The Shipping Act also has support from the domestic airline, trucking, and rail industries. “Reduced to its essential terms, the Jones Act simply requires companies operating in the domestic commerce of the United States to comply with U.S. laws. This requirement includes corporate taxes, the National Labor Relations Act, the Fair Labor Standards Act, Coast Guard standards, employing American citizens, etc. American ships are subject to these laws and foreign ships are not. This same fundamental principle applies to every other company doing business in the United States, from agriculture to retail.” (Quote from R.J. Pfeiffer 1997. Maritime expert former CEO Alexander Baldwin.)

Waivers of Shipping Act provisions

Requests for waivers of certain provisions of the act are reviewed by the United States Maritime Administration on a case-by-case basis. Waivers have been granted in cases of national emergencies or in cases of strategic interest.

In the wake of Hurricane Katrina, Homeland Security Secretary Michael Chertoff temporarily waived the U.S. Shipping Act for foreign vessels carrying oil and natural gas from September 1 to September 19, 2005.

In order to conduct an emergency shipment of gasoline from Dutch Harbor, AK to Nome in January 2012, Secretary of Homeland Security Janet Napolitano granted a waiver to the Russian ice class marine tanker Renda. Renda was originally scheduled to onload gasoline in Northern Japan for shipment but was unable due to a gale.

Guam, American Samoa, and the Northern Marianas in the Pacific and the U.S. Virgin Islands in the Caribbean are exempt from provisions of the Jones Act because so little shipping goes to those ports that requiring American cabotage would cause hardship.