



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Tuesday, July 21, 2020

Crew Change Crisis Worsens ITF estimates vast dislocation

In what has become a growing international humanitarian crisis, the International Transport Workers' Federation (ITF) estimates that about 300,000 international seafarers are beyond their original contract and still working aboard ships due to the ongoing crew change crisis. An equal number of unemployed seafarers are waiting ashore, making an estimated 600,000 seafarers who are affected by COVID-related travel restrictions and other government policies that inhibit crew change.

ITF arrived at its estimate by applying the percentage of ITF members who are stuck on board to the global seafaring workforce at large. As of June 2020, at least one quarter of the seafarers currently working on ITF-represented ships are now overdue for repatriation – a total of more than 90,000 seafarers. There are a total of about 1.2 million seafarers worldwide, including mariners on non-ITF ships, and if they are all past-contract at the same rate, at least 300,000 are ready to rotate home.

Today marks one month since the ITF told the world's governments that 'Enough is Enough' and that the federation and its affiliates would be assisting the

world's seafarers in enforcing their right to stop working, having fulfilled their contracts, to go home.

The ITF said there has been some positive movement, but too little progress has been made on the practical exemptions and protocols needed to support functioning crew changes across the world.

"300,000 seafarers are trapped working aboard these vessels, and another 300,000 are facing financial ruin at home, desperate to relieve these ships and start earning wages again. Governments are the biggest barrier to resolving the growing crew change crisis," said ITF General Secretary Stephen Cotton. "Governments must act before we see more people die, or worse – a major maritime disaster. Urgent action is required."

The announcement comes soon after ITF announced that its affiliates would help seafarers enforce their right to stop working and be repatriated after their contracts end.

"We put a line in the sand last month to make it clear that the ITF and our affiliates are prepared to support seafarers in exercising their right to stop working, get off once their contract has finished," said Cotton.

"We commend the governments which have brought in options for seafarers to disembark and be relieved by fresh crew, such as visas on arrival and visa waivers, but the sad fact is that globally governments aren't doing near what is needed and some governments have even gone backwards," said Dave Heindel, chair of the ITF Seafarers Section. "Those countries that rely on maritime trade, like Australia and Russia – must start pulling their weight on this issue."

Heindel also said that ITF would be watching closely and following up to track the actions of 13 governments who pledged to improve the situation at a virtual summit on crew change earlier this month. "Governmental lip service is no longer an acceptable solution," he said. "We

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NEW RESCUE BILL WITH MSP FUNDS PENDING IN CORONAVIRUS CONGRESS

As members of the House and Senate returned to work on July 20, they faced a critical three-week stretch ahead of the August recess, with both chambers under immense pressure to deliver another trillion dollar-plus relief package amid an alarming rise in coronavirus cases.

The economy still teeters on a knife edge of the worst recession in decades, and congressional leaders are up against the clock to prevent tens of millions of people from losing unemploy-

ment benefits that had been dramatically scaled up during the pandemic — one of the most contentious issues lawmakers must work through. Millions more are at risk of losing federal eviction protections by month's end, which have already expired in some states.

In the same period, the House will take on the toughest legislation of the year, with floor votes on almost all spending bills, likely requiring wrangling from both sides to complete. The

House will also take up a \$740 billion defense bill that President Donald Trump has threatened to veto because it would rename several military bases honoring Confederate leaders. Built into that bill and others is emergency funding for the Maritime Security Program (MSP).

The MSP supports 60 militarily useful international seagoing ships with both a stipend and cargo to keep the U.S.-flag flying at sea and in ports around

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Matsonia Launched In San Diego Second Kanaloa-class ship to serve Hawaii

SAN DIEGO, July 6, 2020 — Matson, Inc. a leading U.S. carrier in the Pacific, and General Dynamics NASSCO shipyard, christened the second of two Kanaloa-class vessels, the largest combination container / roll-on, roll-off ("con-ro") ships ever built in the United States, in a small ceremony at the NASSCO shipyard in San Diego, CA on Thursday, July 2, 2020.

Matson's newest ship was christened *Matsonia* and launched into San Diego Bay at the NASSCO shipyard. The first Matson ship by the name *Matsonia* dates back to 1912. Three more ships were given the name in subsequent years. This is the fifth ship to carry the iconic name in Matson's 138-year history.



The new *Matsonia* is the second of two new ships recently built for Matson by NASSCO at a total cost of approximately \$500 million for the pair, and the fourth of four new vessels that Matson will put into service during 2018, 2019 and 2020. The "Kanaloa class" vessels are built on a 3,500 TEU vessel platform.

California's PROP 22 Is Next Gig Battle

A California ballot measure supported by ride-hailing and delivery companies would lower workers' wages and limit the power of legislators to institute new labor protections, according to a new report from two labor advocacy groups.

Proposition 22, known as the "Protect App-Based Drivers and Services Act," will appear before California voters in November and is backed by \$110 million from Uber, Lyft, Postmates, Instacart and Doordash. The companies say their workers want to preserve their status as independent contractors, while the National Employment Law Project and the Partnership for Working Families counter that

the proposition would roll back existing protections under a state law giving certain gig workers full employment rights.

"The ballot proposition is regressive and deeply harmful, and should be rejected by voters," the labor groups said in their report.

Delivery and ride-hailing companies have avoided complying with California's Assembly Bill 5 that gives employee status to some workers— along with benefits like sick leave and unemployment insurance—since it took effect in January. They say it would erode the flexibility that is the hallmark of gig work, and lead to job losses and price increases for consumers.

"What the opposition wants to

do is take away the choice of app-based drivers," said Stacey Wells, spokesperson for the Proposition 22 campaign. "That's what Proposition 22 does: It protects the nearly 1 million Californians who choose this work, and it provides new benefits and a guaranteed earning rate, and it protects against discrimination and harassment. At the end of the day it saves these jobs, and these services, both for the drivers and for consumers."

Lyft sees Proposition 22 as an opportunity for the voters, not the courts, to decide the employment status of workers, said company spokesperson Julie Wood.

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari.....	BK#2251
Kaj E. Kristensen.....	BK#3120
Hannu Kurppa	BK#3162
Dave LarsenB-19078
Gunnar Lundeberg.....	BK#4090
Duane Nash	BK#2437
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John Perez.....	BK#3810
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Walter Price.....	BK#3870
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Knut Rasmussen.....	BK#3175
Donald Cushing	BK#4777
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Organization/ General Fund

Leighton Gandy.....	\$25
Cosme Bigno	\$50
Christopher Bartolo.....	\$20
Leo Moore.....	\$100
James Linderman	\$30

West Coast Sailors

Archie Bickford	\$25
Brendan Bohannon	\$25
Clinton Sieber.....	\$20
Rasheed Shahbin	\$10
Leighton Gandy.....	\$25
Douglas Alexander.....	\$50

Final Departures

George F. Blake, Book No. 5733. Born in California in 1945. Joined SUP in 1965. Died in Daly City, California, June 5, 2020. (Pensioner)

Osamu Noda, Book No. 2448. Born in Hawaii in 1928. Joined SUP in 1955. Died May 19, 2020. (Pensioner)

David Larsen, Permit No. 19078. Born in Minnesota in 1935. Joined SUP in 2005. Died in San Francisco, California, June 23, 2020. (Pensioner)

Gunnar Larsen, Book No. 3516. Born in Denmark in 1920. Joined SUP in 1943. Died in San Mateo, California, June 23, 2020. (Pensioner)

Political Fund

Christopher Bartolo.....	\$20
Rogelio Berioso	\$15
Archie Bickford	\$200
Cosme Bigno	\$50
Dave Connolly	\$200
Phillip Coulter.....	\$10
Stephen Campbell	\$40
Hamilton Parone.....	\$10
Randy Runyan	\$200
William Hoffman.....	\$150
Ricky Pangan.....	\$100
<i>(In memory of Tom Larkin)</i>	
Norman Kurtz.....	\$100
Allen Gonzalez	\$20
Terence O’Neill.....	\$300
Brendan Bohannon	\$25
Vincent O’Halloran	\$200
Patrick Weisbarth	\$100
<i>(In Memory Of Mike Duvall)</i>	
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Gunnar Lundeberg.....	\$50
Steve Swinson	\$25
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David Ibarra	\$25
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Mike Dirksen.....	\$50
Matt Henning.....	\$50
Isnin Idris	\$100
Bruce Thompson	\$100
<i>(In Memory Of Jimmy Dimatratris)</i>	
Jesse Williams	\$50
William Williamson	\$200
Giorgio Pompei	\$25
Rico Ecalnir, Jr	\$50
James Linderman	\$40
Matt Blom.....	\$10
Louie Urbano.....	\$50
Anna Lena Von Machui	\$10

SUP Meetings

These are the dates for the regularly scheduled 2020 SUP meetings:

	Hdqtrs.	Branch
August	10	17
September	14	21
October	Tues 13	19
November	9	16
December	14	21

Membership and Ratings Committee

The Committee met on July 2, 2020 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership Number	Seatime	Rating	Seniority
Anna Lena von Machui B-19660	1 yr.	O.S	B
Pablo Salinas B-19661	1 yr.	O.S	B
Albert Muscat, Sr. C-2826	30 Days	O.S	C
Motea Lahsoon C-2828	30 Days	O.S	C
Michael Cheeks C-2829	30 Days	O.S	C
Jerry Jones C-2830	30 Days	O.S	C

Ratings: Bosun Stamp

David Garcia Book	#3036
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Membership and Ratings Committee Members: Paul Fuentes, #2239; Michael O’Boyle #2472; Terrance A. Lane #4107. The Committee urges all members to submit copies of relevant documentation of seatime and rating stamps.

Changing Tack, U.S. Formally Rejects China’s Sweeping Maritime Claims

While the Trump administration has often pushed back against China's expansionist tendencies, it has never formally rejected Beijing's sweeping maritime claims in the South China Sea — until today. On Monday, U.S. Secretary of State Mike Pompeo announced a formal change in American policy: where the United States previously considered maritime sovereignty disputes to be a matter for regional negotiation, it now considers China's extralegal territorial seas claims to be broadly invalid.

"We are making clear: Beijing's claims to offshore resources across most of the South China Sea are completely unlawful, as is its campaign of bullying to control them," Pompeo said in a statement. "The PRC has no legal grounds to unilaterally impose its will on the region. Beijing has offered no coherent legal basis for its 'Nine-Dashed Line' claim in the South China Sea since formally announcing it in 2009."

Pompeo cited the landmark 2016 decision of the Permanent Court of Arbitration in the Hague, which ruled unanimously in favor of the Philippines and found that China's maritime claims had no basis under the United Nations Convention on the Law of the Sea. The U.S. is not a party to UNCLOS, but Pompeo noted that China has signed the treaty - and in the view of the United States, this means that "the Arbitral Tribunal's decision is final and legally binding."

Based on this logic, the State Department asserted that:

- China cannot claim an EEZ area derived from the shoreline of Scarborough Shoal, Mischief Reef or Second Thomas Shoal in the Spratly Islands;
- Beijing's harassment of Philippine fisheries and offshore energy development within these areas is unlawful;
- and that the U.S. rejects virtually all of China's novel sovereignty claims in the South China Sea, except for a limited 12-nautical mile territorial sea zone derived from islands in the Spratly chain. This broad rejection covers Chinese maritime claims related to Luconia Shoals, Vanguard Bank, James Shoal and Natuna Besar.

"The world will not allow Beijing to treat the South China Sea as its maritime empire. America stands with our Southeast Asian allies and partners in protecting their sovereign rights to offshore re-

sources, consistent with their rights and obligations under international law," said Pompeo.

The decision comes against a backdrop of rising tensions in the South China Sea. For its part, China accuses the United States of creating a double standard and attempting to "push militarization and destabilize peace," and it regularly points out that U.S. forces are not local to the region. Both sides have participated in a slowly building tempo of military exercises in the South China Sea, notably including a U.S. Navy dual-carrier operation on July 4.

The policy change also parallels the administration's amplified criticism of the Chinese government on a number of sensitive issues, like Beijing's new restrictions on freedom of expression in Hong Kong and the involuntary re-education program for Muslim citizens in Xinjiang province. President Donald Trump has also repeatedly blamed China for the coronavirus pandemic, describing COVID-19 as a product of "the malfeasance of the Chinese government."

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Aboard the President Cleveland with new name board. From the left: SUP AB Rachid Ayache, AB Warren Wade, AB Acento Ocampo, AB Igor Likhterman, Bosn Marc Calario, standing in doorway 2/M Andrew Rogers, C/M Mark Garcia, and Captain Mike Jessner.

CMA CGM Restores APL Exclusive U.S.-flag Brand

The CMA CGM Group announced Monday it is simplifying its trans-Pacific trade network by re-dedicating the APL brand entirely to the U.S.-flag trade.

As of Oct. 1, CMA CGM will become the group's exclusive commercial carrier on the trans-Pacific trade, while APL will focus on its work for the U.S. government.

"All of our commercial cargo going forward on the trans-Pacific will move on a CMA CGM bill of lading. APL will focus all of its efforts on serving the United States government. We operate nine U.S.-flagged ships for the U.S. government today and we do a lot of projects with them. The APL brand will continue that segment — military cargo, government cargo and U.S. commercial cargo to Guam and Saipan," said Ed Aldridge, president of CMA CGM and APL in North America.

France-based CMA CGM acquired Neptune Orient Lines (NOL), the parent company of APL, in 2016.

"We are leveraging the very best of CMA CGM and APL, two major carriers in the U.S., to bring our customers an even more

focused and streamlined customer experience," he said. "This simplification fortifies the group's No. 1 position in the country while enabling us to build upon APL's rich heritage of U.S. flag-ship operations and service to the United States government."

NOL will be renamed CMA CGM Asia Pacific Ltd. ANL Container Line will become a subsidiary of CMA CGM Asia Pacific, which also will oversee the operations of intra-Asia short-sea services provider CNC. Singapore will serve as the regional hub for the group.

Aldridge said trans-Pacific trade customers wanted clear service paths laid out.

"APL continuing its service to the Guam-Pacific trade, which the company says directly benefits the people of Guam and Saipan.

APL operates two shuttle ships serving Guam and Saipan as part of the Maritime Security Program, although a judge has recently called into question one such ship related to a legal action taken by competitor Matson Navigation Company. See SUP President's Report for more.

Port of Oakland Reports Unexpected Rise in Imports During June

In a surprise development, the Port of Oakland reported an increase in loaded import volumes in June. Since March and the onset of the global pandemic, the port had seen indications of significant cargo declines but the current increase reversed those trends.

Oakland reported that loaded import volume grew 1.9 percent in June compared to the year earlier. According to port officials, the gain was unexpected given that shipping lines canceled 10 percent of their scheduled Oakland visits due to the trade-related impact of coronavirus. In the prior month, loaded import volume dropped nearly 15 percent Oakland reported.

The port attributed the uptick in imports it experienced last month to retailers accelerating shipments to the U.S. Oakland believes that retailers are anticipating a rise in freight rates as cargo-carrying

capacity dwindles each month as shipping lines continue to cancel voyages.

Despite the gain in imports, Oakland's overall container volume, which includes imports, exports, and empty containers, decreased due to the coronavirus pandemic's continued dampening of global trade. Total volume was down more than two percent as the port handled 199,011 TEUs compared to 203,730 a year ago

Export volume declined nearly six percent in June and returns of empty containers to origins in Asia also decreased 14.5 percent.

Oakland said that the weakening export performance was likely due to reduced consumer demand in foreign markets caused by COVID-19 disruptions. Additionally, China instituted new restrictions on wastepaper exports from the United States that further dampened export volumes.

Sharp Container Freight Rates Swings Likely Continue This Quarter

Sharp swings in container freight rates are likely to continue this quarter as shipping companies struggle to gauge demand amid an uneven global recovery from the coronavirus.

The cost to ship containers slumped earlier this year as the pandemic pummeled demand, with rates bottoming out in late April. They rebounded steadily with economic activity through May but then jumped 20% last month, according to the Drewry World Container Index, as A.P. Moller-Maersk A/S and other shippers removed capacity from the market.

On the key Shanghai to Los Angeles route prices spiked by 47% in June as China's rapid economic recovery from the outbreak took the shippers by surprise. The companies over-estimated the amount of blank sailings — when vessels have container slots that aren't filled — needed and are likely to respond with more supply this quarter, said Simon Heaney, senior manager of container research at Drewry

Shipping Consultants Ltd.

"We are now starting to see the un-blanking of some Trans-Pacific voyages as lines correct their previous errors," he said. "We do anticipate capacity-discipline to soften as the risk level recedes and cargoes come back."

The volatility in container rates highlights the extent to which the pandemic and the patchy recovery from it have upended planning at shippers and other global companies. Costs on the China to South America route have dropped 20% from April as the virus ravages that continent, said Daniel Richards, a senior analyst at Maritime Strategies International Ltd., a shipping consultancy.

"Trade flows will return in an unpredictable and likely stop-start manner along different trade lanes," he said. "It will become harder for liners to calibrate their supply responses" and there's a risk that companies will try and grab market share, spurring drops in rates, he said.

Positive Tests Force More Ship Quarantines in World Ports

Ports around the world are continuing to struggle to manage operations during the coronavirus pandemic. While many countries have begun to relax some restrictions on their citizens, ports remain on guard as new cases continue to appear on arriving ships.

Several ports were highlighted for a high number of cases, including Santos, Brazil, which in May had at least six ships in quarantine. While all of those ships have been cleared and most are back in service, new reports are continuing to appear in different ports around the world.

A Maltese-flagged product tanker, the *Minerva Oceania*, was in quarantine at the port in Antwerp. Reuters is reported that 15 of the 26 crew members on board tested positive for COVID-19. Two crew members were reportedly moved to a hospital but are not in serious condition. The tanker arrived on June 19 after a voyage from Qatar. The *Minerva Oceania* will be held in Antwerp until cleared sometime in July.

In late June the 4658 TEU container ship *Maersk Idaho* arrived in the Port of New York where one crew member was hospitalized and later tested positive for the virus. The ship, however, had sailed on June 20 for its next port, Norfolk, VA. According to the Virginian-Pilot the ship went to anchor and eventually reported 10 of 20 crew members testing positive, all asymptomatic.

Maersk's general counsel told the newspaper that the company would quarantine

the crew on shore while arranging for the vessel to be cleaned and a new crew brought aboard.

In these two most recent cases, port employees and the local communities were not exposed to the virus, however, that has not always been the case. Local officials in Busan, South Korea are currently linking a recent outbreak to two Russian cargo ships that were in port. In addition to 22 positive tests among the two ships' crew, hundreds of people, including long-shoremen, are testing positive after having reportedly come in contact with the crew.

These latest reports come as other ships have successfully cleared quarantine. Hamburg Sud's container ship the *Cap San Lorenzo* has been in Algeciras since arriving on June 12 and just cleared quarantine. A crew member was reported infected in Santos, Brazil but the ship later continued to Europe where the quarantine began. The ship is expected to sail in the next few days.

Citing cases such as these, port authorities around the world are continuing to maintain strict protocols.

Meanwhile, two more U.S.-flag containerships reported positive COVID-19 cases on board. Shipowner Hapag-Lloyd said the cases were confirmed on the *Philadelphia Express* and *St. Louis Express*, both deployed on its Atlantic Loop 3 (AL3) service. One member on each vessel tested positive for COVID-19, the company said.

NTSB and USCG to Investigate Container Loss off Hilo, HI

The Coast Guard continues to investigate the loss of 21 shipping containers from the barge Ho Omaka Hou off Hilo, Hawaii.

All containers were subsequently off-loaded and the barge was returned to Honolulu Monday, where a further damage assessment is being conducted. Twelve containers are still missing.

Nine of the initial 21 containers have been found. One was located north of Hilo and sank. One washed ashore at Onomea Beach, where it was refloated and towed to Hilo Harbor. The rest were recovered and towed to Hilo Harbor and lifted ashore.

The incident began early in the morning on June 22 when the operator of the tug Hoku Loa reported to the Coast Guard the loss of containers from the barge Ho Omaka Hou as they transited from Honolulu to Hilo Harbor. The Coast Guard issued a broadcast Local Notice to Mari-

ners to alert any traffic in the area to keep a lookout for containers adrift.

Both the Coast Guard and the National Transportation Safety Board are independently investigating the incident and both are expected to eventually release their own findings according to their own timelines.

The Ho Omaka Hou barge is owned and operated by Hawaii-based Young Brothers, an interisland freight company and independent subsidiary of Foss Maritime Company, which is wholly-owned by Saltchuk Resources, headquartered in Seattle.

The Coast Guard said Young Brothers has worked cooperatively to address the situation and is conducting an independent investigation. The State of Hawaii Department of Transportation – Harbors Division has also assisted in cargo operations at the pier in Hilo.



Container collapse on the barge Ho Omaku Hou, part of the inter-island tug service provided by a subsidiary of Foss Maritime Co. Investigation pending.

Presidential Candidate Joe Biden Gets Maritime Union Support

Declares Again Unwavering and Detailed Advocacy for U.S. Merchant Marine

Responding to a letter of endorsement from the licensed unions Masters, Mates and Pilots and the Marine Engineers Beneficial Association, Democratic presidential candidate Joe Biden took the opportunity to emphasize the crucial role that American mariners have always played in maintaining our country’s defense, security and economic strength.

“Maritime labor has always worked through peace and war and deserves our nation’s full support,” Biden said. “I know your members are working around the clock during this pandemic to deliver the essential supplies our communities need. As a lifelong advocate for working families and unions, I write to assure you of my strong and unwavering support... Labor unions built the middle class and the middle class built

this country. The basic building blocks of a good life—middle-class jobs at union wages, a 40-hour work week, health insurance, retirement benefits, a voice in the workplace — resulted from workers who organized unions and fought for worker protections.”

“And at a time when our country is facing unprecedented challenges, our economic future today depends on unions...” Biden’s points in response to the endorsement were remarkably direct and far reaching in favor of the U.S. merchant marine. “Just as unions are essential to the middle class, the US-flag Merchant Marine fleet and the men and women who operate US-flag ships are crucial to America’s national security, our international trade relationships, and economic development. For this reason, I have been

a consistent and strong advocate for the Jones Act and its mandate that only US-flag vessels carry cargo in the coastwise trade. As President, I will continue my strong support for the Jones Act.” He went on to say that “My support for the US-flag merchant fleet does not end with the Jones Act. I understand that merchant ships do not sail, and US merchant mariners do not work, unless they have cargo to carry.”

Therefore, “I strongly support America’s cargo preference laws and the Cargo Preference Act,” he said. “Americans have big hearts while also caring deeply about defending democracy and America’s allies around the world. The surest expression of America’s commitment to these values is to ensure that the US flag flies over the US-built and US-crewed vessels that are delivering humanitarian aid or military supplies to countries around the world. I also understand that exporting American-made goods to countries around the world is an effective strategy for increasing the number of middle-class jobs.”

But in addition to Jones Act and cargo preference support, Biden recognized the critical importance of the Maritime Security Program. “The Maritime Security Program is essential to America’s national defense and it has my strong support. I understand that your members and the ships they sail are an integral and necessary part of our country’s military readiness. As a US Senator, I was proud to support the creation of the MSP in 1996 to enact the Maritime Security Act. As President, I will support full funding of the MSP’s existing operating agreements, but I will go further: I will propose that

Congress authorize and appropriate funds to increase the number of ships in the MSP fleet. We must have a modern fleet to help us address modern threats in several regions of the world. The MSP must be secured if America is going to remain secure.”

“If I win the nomination and make it to the White House, I promise you will have no stronger partner or advocate.” Biden even demonstrated his broad understanding of U.S. maritime policy in advocating for the Ex-Im Bank. “That’s one reason I strongly support the extended reauthorization of the Export-Import Bank and will ensure that it is able to operate at all times with a fully staffed board of directors committed to carrying out its mission.”

“I want you to know that I will continue the fight alongside you when I am in the White House. I’m proud to have stood with you in the past and it would be an honor to have your support in the upcoming election.”

MM&P President Don Marcus and MEBA President Marshall Ainley informed the Vice President of their endorsement in a joint letter.

“During your tenured career of public service, you have stood strongly in support of the Jones Act, voted for the Maritime Security Act of 1996 that established the 60-vessel Maritime Security Program, and worked to ensure the long-term viability of the US-flag...” they wrote. “Your longstanding record in support of these policies recognizes the vital role American mariners play in advancing our economic and national security.”



July 17, 2020
The Honorable Nancy Pelosi
Speaker
United States House of Representatives
Washington, DC 20515
Dear Madam Speaker:

On behalf of the undersigned American maritime labor organizations we urge you to include emergency funding for the Maritime Security Program (MSP) in the next COVID-19 response legislation. The worldwide coronavirus pandemic is threatening the continued operation of the U.S.-flag maritime security fleet and the jobs of the American maritime workers we represent. The operation of this fleet provides employment for a mariner base of approximately 2,400 American mariners.

COVID-19 is putting at risk the ongoing ability of our industry to provide the sealift readiness capability relied upon by the Department of Defense to support American troops deployed throughout the world. Without this readiness capability the Department of Defense would be forced to entrust the security of our Nation and the safety of American troops to the whims of foreign shipping interests and foreign crews who may not share America’s foreign policy and defense objectives.

The importance of this commercial sealift readiness capability was reaffirmed in a letter to Congress from General Stephen R. Lyons, Commander, United States Transportation Command on May 15, 2020. In it, General Lyons noted that the “U.S.-flagged sealift industry is vital to national defense as it enables the Department of Defense to deploy and sustain forces on U.S. vessels crewed by U.S. merchant mariners.” He went on to warn of the danger posed by COVID-19 to our fleet and to the capability it provides.

Responding to this concern, the House Committee on Armed Services included in HR 6395, the defense authorizations legislation for FY’21, an authorization for an additional \$180 million in emergency funding for the Maritime Security Program. This emergency funding assistance will help mitigate the impact of the coronavirus on the U.S.-flag fleet, the U.S. citizen merchant mariners who have been recognized as part of America’s essential workforce, and the commercial sealift capability provided by our industry under the Maritime Security Program. It will mean that MSP vessels, even those that may be laid-up as a result of COVID-19, will be maintained in the state of readiness needed by the Department of Defense and that their civilian American merchant mariners who crew these vessels will continue to remain employed.

Through this emergency funding for the Maritime Security Program, Congress can ensure that America’s essential maritime workforce will remain employed as our nation continues to respond to the coronavirus. We urge that you stand with America’s maritime workers and provide \$180 million in emergency funding for the Maritime Security Program in the next COVID-19 response legislation as authorized by the Committee on Armed Services.

Regards,

Marshall Ainley President Marine Engineers’ Beneficial Association	Dave Connolly President Sailors’ Union of the Pacific
Paul Doell President American Maritime Officers	Don Marcus President International Organization of Masters, & Pilots
Anthony Poplawski President Marine Firemen, Oilers, Watertenders	Michael Sacco President Seafarers International Union and Wipers

cc: The Honorable Steny Hoyer, Majority Leader
The Honorable James Clyburn, Majority Whip
The Honorable Hakeem Jeffries, Chairman, House Democratic Caucus
The Honorable Nita Lowey, Chairman, Committee on Appropriations
The Honorable Adam Smith, Chairman, Committee on Armed Services
The Honorable Peter DeFazio, Chairman, Committee on Transportation and Infrastructure
The Honorable David Price, Chairman, Transportation Appropriations Subcommittee
The Honorable Joe Courtney, Chairman, Subcommittee on Seapower and Projection Forces
The Honorable Sean Patrick Maloney, Chairman, Coast Guard and Maritime Subcommittee

Rescue Package Pending With MSP Consequence

continued from page 1

the world. The additional MSP funding of \$180 million will help mitigate the impact of COVID-19 on U.S. shipping and keep American mariners employed. Merchant mariners are designated as part of the nation’s essential workforce and are under extreme pressure to maintain their readiness for the commercial economy as well as to meet the defense sealift requirements.

During a surge in the virus, the political action comes at a remarkable time. Many members of Congress are traveling back to Washington by car, and taking special precautions. Leaders in both parties have adjusted the floor schedule for the upcoming week to limit the number of total votes, in consideration of the number of spending bills, which typically have dozens, if not hundreds, of amendments. This year, House leaders will hold amendment votes in large blocks to minimize

Crewing Crisis Worsens

continued from page 1

are prepared to explore other options to influence more governments to take this crisis seriously.”

ITF promised to shine a light on any cases of seafarer intimidation or blacklisting over the exercise of the right to stop working and seek repatriation after the expiration of a contract. “We will defend them from any attempts to blame them for the inevitable consequences of the worlds’ fleet operating with an increasingly tired, fatigued crew,” Heindel said.

the number of total votes, and therefore exposure on the House floor.

The members of the House GOP conference have been far more lax about wearing masks and social distancing. However, after Rep. Morgan Griffith (R-VA) tested positive for coronavirus after participating in a House Freedom Caucus news conference, leaders have said they will step up precautions. The GOP leadership circulated a list of rules it plans to enforce at its private meetings, such as requiring masks and checking temperatures at the door, according to various sources.

Maritime labor lodged support as the presiding officers of the six major seagoing unions issued a joint letter in favor of emergency funding for MSP to maintain both the employment of American mariners as well as defense readiness. (See letter to House Speaker Rep. Nancy Pelosi to the left.)

Defend the Jones Act

Support the SUP Political Fund

Matson Christens *Matsonia* July 2, 2020

Second Kanaloa-class “Con-Ro” to Serve Hawaii

SAN DIEGO, July 6, 2020 — Matson, Inc. a leading U.S. carrier in the Pacific, and General Dynamics NASSCO shipyard, christened the second of two Kanaloa-class vessels, the largest combination container / roll-on, roll-off (“con-ro”) ships ever built in the United States, in a small ceremony at the NASSCO shipyard in San Diego, CA on Thursday, July 2, 2020.

Matson's newest ship was christened *Matsonia* and launched into San Diego Bay at the NASSCO shipyard. The first Matson ship by the name *Matsonia* dates back to 1912. Three more ships were given the name in subsequent years. This is the fifth ship to carry the iconic name in Matson's 138-year history.

The new *Matsonia* is the second of two new ships being built for Matson by NASSCO at a total cost of approximately \$500 million for the pair, and the fourth of four new vessels that Matson will put into service during 2018, 2019 and 2020. The “Kanaloa class” vessels are built on a 3,500 TEU vessel platform.



At 870 feet long, 114 feet wide (beam), with a deep draft of 38 feet and weighing in at over 50,000 metric tons, *Matsonia* will join *Lurline* in the Hawaii trade. They are also among Matson's fastest vessels, with a top speed of 23 knots, to help with on-time deliveries in Hawaii from Matson's terminals in Seattle, Oakland and Long Beach.

Both new Kanaloa class vessels will have an enclosed garage with room for approximately 500 vehicles. They also have state-of-the-art green technology, including a fuel-efficient hull design, a double hull fuel tanks, fresh water ballast and the first Tier 3 dual fuel engines to be deployed in container-ships regularly serving West Coast ports.

"Matson is already benefiting from the speed, capacity and environmental profile of the three new

ships we've put into service since 2018," said Matt Cox, Matson's chairman and CEO, after the ceremony. "*Matsonia* will be our fourth new ship, completing a three-year fleet renewal program that positions us to serve Hawaii for many years to come."

"As a proud U.S. company and Jones Act carrier, our investment in this new ship is about much more than just a high level of service to Hawaii. It drives substantial economic benefits and opportunities in communities around the Pacific," Cox said.

"Matson and NASSCO said that more than 2000 workers had a hand in the construction of *Matsonia*. Over its expected lifespan, the ship will generate approximately 4.5 million man-hours of work opportunity for the U.S. mariners who will operate it and decades of steady work for all of the dockworkers and terminal personnel that move the cargo on and off our ships."

"These are all living wage jobs, supporting the families of these American workers and the taxes they pay," Cox said, adding, "Multiply that by all the ships NASSCO and other U.S. shipyards are building, and you see the value of the maritime industry to our country. In California alone, there are more than 51,000 jobs tied to the American maritime industry, providing over 3.6 billion dollars in labor income with a total economic impact in the state of more than twelve billion dollars."

Matson invited Peggy Forest, wife of Matson's President Ron Forest, to officially christen the vessel by breaking a ceremonial bottle of champagne against the ship's hull. Immediately after the bottle was broken, the vessel was released from its build ways and backed into San Diego Bay. *Matsonia* was then docked at NASSCO's nearby testing and trials berth, where the final stages of construction will be completed.

Matson is expected to take delivery of the vessel in the fourth quarter of 2020.



Mahimahi Diverts to Rescue Sailors 800 NM Off Hawaii

The crew of the Matson C-9 containership *Mahimahi* rescued three sailors from a disabled and sinking 50-foot trimaran sailing vessel called *Third Try*. The rescue took place on the high seas roughly 825 miles northeast of Oahu.

At 0800 hours on July 7, the U.S. Coast Guard's 14th District rescue coordination center received a report that the vessel had not made recent contact. The sailboat was attempting a non-stop global circumnavigation, and its last known position was between California and Hawaii.

Coast Guard watchstanders issued a broadcast to shipping and spoke to shoreside family to find out more about the vessel's planned route. They also reached out to Automated Mutual-Assistance Vessel Rescue System (AMVER) ships in the area for assistance. *Mahimahi* responded, diverted and began to search for the *Third Try* along the suspected route.

At 1500 the Coast Guard received an alert from an EPIRB registered to the *Third Try*. Launching a C-130 Hercules aircrew out of Air Station Barbers Point they advised *Mahimahi* crew on new location. When the aircrew arrived on scene and reported the vessel had structural damage and had lost its rudder. The three sailors on board were asking for help leaving the vessel.

At about 0330 the next morning, the *Mahimahi's* crew arrived and successfully evacuated the three mariners from the *Third Try*.

SUP bosun Mike Worth, was in charge on deck and SUP delegate Robert Reed



with the assistance of entire SUP gang showed skill in seamanship to safely make it happen.

"One of our greatest challenges out here in the Pacific is distance," said Lt. Diane French, USCG duty officer. "First responders are often days away and we rely on merchant vessel crews like the *Mahimahi's* to assist with search and rescue cases. We are grateful for their help."

The *Mahimahi* (ex-President Washington) is a 2,800 TEU boxship built at Avondale in 1983.

Matson Reports Positive Second Quarter Results

Matt Cox, Matson's Chairman and Chief Executive Officer, commented, "Matson's businesses performed well in the second quarter despite challenges from the COVID-19 pandemic and subsequent economic effects. The operational and financial actions we have taken in the last few months have helped Matson through this difficult period and have led to opportunities. One such opportunity, the introduction of the additional CLX vessel charter sailings, which drove the

increase in consolidated operating income year-over-year. This supplemental 'CLX+' service will be offered through the peak season and potentially longer as our customers' needs dictate."

Mr. Cox added, "Overall, our performance in the second quarter was led primarily by the strength in our China service, including chartered voyages in addition to our normal weekly vessels that sailed at capacity. Compared with the earnings call outlook in early May, we

also had better-than-expected volume in our Hawaii tradelane as we carried a portion of Pasha's volume due in part to the dry-docking of one of its vessels, and we had better-than-expected volume in our Alaska tradelane as the local economy gradually reopened. We also made good progress on our previously-announced cost management initiatives.

As a result, Matson expects second quarter operating income for Ocean Transportation of \$40.5 to \$42.5 million

and Logistics operating income of \$8.0 to \$9.0 million. We also expect second quarter 2020 net income and diluted EPS to be \$30.4 to \$32.6 million and \$0.70 to \$0.75, respectively."

The year-over-year improvement in Ocean Transportation operating income was primarily due to the strength of our CLX tradelane, including the additional CLX chartered voyages, partially offset by declines in our domestic tradelanes.



In pictures reminiscent of Pearl Harbor and World War II, at Pier 2 of Naval Base San Diego, known as the 32nd St. Naval Station, the amphibious assault carrier *Bonhomme Richard* burns. In these chronological shots, the valiant efforts of San Diego Harbor Patrol, harbor tugs, Federal Firefighters, San Diego Fire Department, and teams of Navy sailors from ships and commands across San Diego Bay are more or

less on display during four days of intense firefighting. Three helicopter squadrons made 1500 water bucket drops, cooling decks and superstructure to get fire crews on board. Incredibly, there were no deaths, and only 40 USN sailors and 23 civilians were treated for minor injuries with no hospitalizations. The just launched and newly christened *Matsonia* is visible in the foreground of the first shot.

Massive Four Day Blaze Cripples Warship *USS Bonhomme Richard* in San Diego

Flames raged for days aboard a U.S. warship docked at Naval Base San Diego, sending 63 firefighters to the hospital with minor injuries and prompting a relocation of two other Navy vessels moored nearby, military and local officials said.

It was a shipboard fire of historic proportions which broke out at about 8:30 a.m. local time (1530 GMT) on July 12 aboard the *USS Bonhomme Richard*, (LHD-6) an amphibious assault vessel that was finishing up a two year overhaul.

Investigations are underway but no attack or foul play is suspected. The the precise source of the blaze remains unknown, but it probably originated in a lower cargo hold of the ship, a vehicle deck, and spread into the decks above it, combusting materials at incredibly high temperatures, warping steel, buckling decks, and ultimately consuming much of ship. Details are scarece but full review of the causes, mistakes, and heroic response will be released in the forthcoming months. It is unknown if the ship can return to service.

Admiral Mike Gilday toured the ship after the fire was out and said “I was able to get a good sense of the extent of the damage, and the damage is extensive. There is obviously electrical damage to the ship, there’s structural damage to the ship, and mechanical damage to the ship that

we need to assess in much more detail before we make a final determination of next steps,” he said.

Fire crews from the ship, from federal and local stations, and from ships and commands throughout the port responded. Roughly 1 million gallons of fuel remained isolated but was a continuous consideration in the fight.

Palls of thick, acrid smoke was visible for miles around the base engulfed much of the 844-foot (257 meter) warship as about half a dozen firefighting boats in the harbor trained streams of water onto the burning vessel.

The ship had a reduced crew due to the recent shipyard, and all those who were aboard the warship — about 160 personnel — were accounted for, the Navy said in a statement.

Navy command said the injuries were minor and consisted mainly of smoke inhalation, heat exhaustion and minor burns. The vessel normally carries a crew of roughly 1,000.

NEARBY VESSELS MOVED

The scene evoked with harrowing similitude the pictures of burning ships during World War II. And as in Pearl Harbor, two



nearby ships got quickly underway in the midst of the smoke and danger to avoid trouble. Two guided-missile destroyers docked just alongside and downwind, the *USS Fitzgerald* and *USS Russell*, were moved to piers farther from the burning vessel early in the afternoon, the Navy said. .

The *Bonhomme Richard*, commissioned in 1998, is designed to carry U.S. Marine Corps attack helicopters and ground troops into battle. She had just been modified to accommodate the F-35 Lightning fighter jets. As a Wasp-class amphibious assault ship, it ranks as the second-largest vessel type in the Navy’s fleet, surpassed only by aircraft carriers, and is one of only four of its kind in the Pacific, Raney said.

The ship is one of a number of U.S. Navy

ships of the same name, in honor of Benjamin Franklin, one of America’s founding fathers and author of the influential “Poor Richard’s Almanack,” which he wrote under the pseudonym Poor Richard or Richard Saunders.

U.S. Revolutionary War naval hero John Paul Jones originally gave the name in honor of Franklin to a converted merchant ship and donated by the French Navy to America in 1779 during the Revolutionary War. As the first *Bonhomme Richard* burned in a battle with the English frigate *Serapis*, Capt. Jones, when asked if he would surrender, famously issued the apocryphal rejection “I have not yet begun to fight.” Without a clear understanding of the outcome the same may be said of her modern day namesake.

American Maritime Heroes

Cape Hudson Clears Quarantine Departs San Francisco on RRF Mission For Tacoma and Western Pacific

The ro/ro *Cape Hudson* was activated again for a sealift mission in late June from San Francisco’s Pier 50. The crew withstood a variety of new hardships and obstacles including an extended pre-sailing COVID quarantine, positive tests, isolation protocols, new exposure rules and restrictions. Despite the danger and uncertainty, crew pulled together under the leadership of Bosun Phil Coulter to get the work done and sail on time. From left to right is AB Jamie McKeller, OS Damien Collins, AB and delegate Robert Lee, AB Andrew Montoya, Bosun Phil Coulter, AB Brad Cain, OS McKevin Dulay, AB Ian Serra , OS Reggie Glover seated.



US Ranked Last Among Major Economies For Workers’ Rights

The US has the worst record among G-7 countries when it comes to workers’ rights, according to a survey of labor unions published by the International Trade Union Congress. Every other major economy is ranked higher than the US, which is ranked 4, for “systematic violations of rights.” The other nations in the Group of Seven

all rank 3 or higher. The ITUC says that worldwide, the labor rights picture has worsened for working people. It said globally, labor rights violations are at a seven-year high. The worst region is comprised of the Middle East and North Africa, where some countries have completely banned collective

bargaining and strikes. If you exclude countries where people have no rights at all because of a complete breakdown in the rule of law, the ITUC says the worst countries for labor rights are Bangladesh, Brazil, Colombia, Egypt, Honduras, India, Kazakhstan, the Philippines, Turkey and Zimbabwe.

All 10 are rated 5, for “no guarantee of rights.” European countries are at the top of the ranking for guaranteeing labor rights, with Sweden, Italy, the Netherlands, Ireland and Germany ranking highest. The only non-European country in the highest ranked group is Uruguay.

PROP 22 Is Next Gig Worker Battle; Misnamed as Worker Protection

continued from page 1

Compliance with the existing law could also pose an economic threat to the companies themselves: University of California, Berkeley researchers estimated that treating independent contractors as employees would have cost Uber and Lyft \$400 million in unemployment insurance between 2014 and 2019. After months of protracted legal battles, California’s attorney general and the city attorneys of San Francisco, San Diego, and Los Angeles have sought an injunction against Uber and Lyft, and demanded the companies cover mandated workplace benefits and protections. “These companies have lost in the legislative process, they’ve lost in court. Now this is a last-ditch but well-funded effort to permanently take control of all terms and conditions of employment of their workers,” said Rebecca Smith, the director of the Work Structures Portfolio at the National Employment Law Project, and the co-author of Tuesday’s report. “If it’s successful, corporations in any industry would know that with enough cash and enough spin, you can buy your way to deregulation.” Though Wells and the companies backing the initiative say it would enshrine historic protections for gig workers, it falls short of what AB5 currently mandates, said Rey Fuentes, a Skadden fellow at the Partnership for Working Families, and the other author of the report. Under Proposition 22, workers would get at least 120% of the state or local minimum wage, and an additional 30 cents per mile driven to cover expenses like cell phone bills and mileage. The weakness of the bill is not found in what it covers, Fuentes says, but rather in what it omits. The wage calculations, for instance,

Nearly 2 million unemployment claims filed in the state over the first three months of government-ordered business lockdowns have yet to be paid, an analysis of federal government statistics shows. The backlog is further evidence of the troubles plaguing the embattled state Employment Development Department, prompting the newly jobless to complain of an overwhelmed phone system and antiquated technology. The first-time claims have gone unfilled even as Gov. Gavin Newsom has promised reforms and increased staffing for the EDD. “I have done just about everything I know how to do as a public official to make things work, but my colleagues, my staff, my constituents and I are at our wits’ end,” Assembly member David Chiu, D-San Francisco, said in a tweet. The EDD announced July 1 that the state was extending jobless benefits for up to 20 additional weeks using federal funding for longer-term unemployed workers impacted by the COVID-19 pandemic. The backlog of unpaid claims has infuriated a growing number of jobless

account only for “engaged time” spent completing rides or deliveries, omitting the time spent waiting for requests. For some drivers, this “unengaged” period can account for more than a third of the time drivers spend on the road, studies show, but would not be compensated at the minimum wage. The researchers estimate that the average driver working full-time would make about \$287 less per week than under the current law — and fail to meet the current minimum wage in their jurisdiction—if the measure passes. (Lyft contests these calculations, noting that Proposition 22’s minimum wage figure is a wage floor, meaning some drivers could earn more; there is no wage ceiling.) Proponents of the legislation tout its health benefit package, which provides limited coverage under California’s low-cost health insurance plan to workers driving more than 15 hours a week. Since these hours, too, are calculated based on engaged time, researchers estimate that workers would actually have to log between 24 and 39 on-the-road hours in order for the companies to cover any premiums. “The whole strategy is to divide and confuse,” said Carlos Ramos, a ride-hail driver and an organizer with Gig Workers Rising. “It’s framed in a way that would seem like it’s helping drivers, but it’s the complete opposite.” Proposition 22 also lacks worker protections afforded to full employees, said the report. Though the bill would make it illegal for companies to terminate a worker based on protected characteristics, it does not include adequate enforcement mechanisms, advocates say, nor does it explicitly say workers are protected from discrimination based on their immigra-

workers. “I’m terribly disappointed. The EDD has let us down terribly,” said Rhonda Dias, a San Jose resident and daycare teacher. Dias was temporarily laid off and later returned to her job, but at reduced hours. “The website doesn’t work and you can’t get through on the phone. People have to pay their taxes. Then they can’t help us.” The mounting claims arrive as some county and state government agencies are again moving to shut down an array of business activities as fears escalate that the coronavirus outbreak might intensify — a collective decision that could cause additional workers to lose their jobs. Over the three months of March, April and May, 5.01 million California workers filed initial claims for unemployment benefits and the EDD completed first-time payments to just 3.13 million workers, statistics compiled by the U.S. Labor Department show. That gap between the initial claims and the first-time payments leaves 1.88 million claims unfilled and workers without benefits despite being out of work for weeks or months.

tion status. In San Francisco, 80% of app-based front-line workers are people of color, and more than half are immigrants, according to a survey by the University of California, Santa Cruz. The long-term implications of Proposition 22 are profound, advocates say, because of “lock-in” language. If approved by voters, the measure could only be amended with a 7/8 majority of state legislators. “In practical terms, this means there will likely be enough votes to permanently prevent amendments,” reads the report. Any future amendments deemed inconsistent with the purpose of the proposition—meaning anything that challenges independent contractor status—will be prohibited. The Proposition 22 campaign spokesperson, says the super-majority stipulation is meant to protect a voter-approved measure from legislative interference. The initiative would also preempt local governments from passing their own emergency measures around compensation or scheduling, like the orders recently passed by San Jose, L.A., San Francisco and Oakland granting sick pay to gig workers during the coronavirus pandemic. The initiative could retroactively erase such protections, Smith said, without adding any new benefits. “The initiative shows a complete disregard of what this moment demands, and what workers need, and what consumers

Uber, Lyft, and Doordash wrote Proposition 22 to create a special exemption for themselves from a California law that requires app-based companies to classify their workers as employees. Now they’re spending more than \$100 million on Prop 22 to boost their profits by denying their drivers’ right to a minimum wage, paid sick leave and basic protections.

BACKGROUND:

- Uber, Lyft, Instacart and DoorDash paid to put Proposition 22 on the ballot. They hired lawyers to write a misleading initiative and paid political operatives millions to collect the voter signatures they needed.
- Prop 22 is a carve out in law that allows Uber and app companies to deny their drivers rights and protections like paid sick leave, workers compensation or unemployment benefits.
- Prop 22 exempts these multi-billion-dollar gig corporations from contributing to safety net programs we all need like Social Security, Medicare and Unemployment Insurance
- Prop 22 makes us all less safe by eliminating safety protections for riders and drivers and any liability these wealthy companies have to consumers.
- This measure threatens good, middle-class union jobs. If these companies succeed in buying this election, their low-pay, no-protection business model will expand in virtually every industry, leading to unprecedented job loss and a race to the bottom.
- Prop 22 ONLY applies to Uber and the app companies. It is designed to maximize their profits at the expense of taxpayers and their drivers. The measure creates a competitive advantage for giant corporations that hurts workers and small family-owned businesses.
- Current state law requires Uber and the app companies to provide their drivers with rights and protections, just like every other California business. The Attorney General recently sued them for breaking this law. You can help stop this power grab that hurts workers and taxpayers.

Prop 22 was written for app companies, by app companies — NOT for workers and our families. VOTE NO ON PROP 22

need,” Smith said. “Virus cases are exploding in California. But [Proposition 22] would not give workers a single day of paid sick or a single day of paid family leave.” Offering benefits like overtime pay and sick leave would be inconsistent with the nature of independent work, in which drivers set their own schedules, Wells says. Coronavirus — which has sent drivers’ wages plummeting while putting delivery workers on the front lines of food service for a nation locked at home—has put the limitations of a no-contract model into stark relief, Smith and Fuentes say. Gig workers, by definition, are typically ineligible for unemployment insurance, but as driving jobs dried up, the federal government extended unemployment aid to independent contractors across the country. The Washington Post reported that the money has been slow to arrive, however, and once federal aid stops coming, Smith worries that un- and under-employed gig workers will be left without a safety net. As states like New Jersey and cities like New York and Seattle pursue legislation like AB5, Ramos says the fight over the proposed counter-measure will have national implications. “If we lose in November, we can pretty much guarantee that we’ll see this same strategy implemented across the U.S.,” he said. “If we stop them here, it will definitely make them reevaluate their strategy.”

GET THE FACTS!

What is Prop 22, the Uber/Lyft Ballot Measure?

Uber, Lyft, and Doordash wrote Proposition 22 to create a special exemption for themselves from a California law that requires app-based companies to classify their workers as employees. Now they’re spending more than \$100 million on Prop 22 to boost their profits by denying their drivers’ right to a minimum wage, paid sick leave and basic protections.

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Diego Garcia: Strategic Key to Indian Ocean Politics

By Abhijit Singh

The tug-of-war between the United Kingdom and Mauritius over the Chagos archipelago – and the US military base on Diego Garcia – is heating up. In 2019, the United Nations General Assembly passed a resolution which endorsed a non-binding decision from the International Court of Justice that supported Mauritius’s claim to the Chagos. London has so far resisted calls to hand over the islands.

Both Britain and the United States expect help from India on Chagos. At the UN General Assembly in May 2019, Washington and London had hoped New Delhi would modify and even dilute the provisions of the draft resolution. Instead India voted in favor of Mauritius, with the Indian representation stating unequivocal support for “all peoples

striving for decolonization”. But Indian officials have since refrained from commenting on the issue.

Some British commentators have explained India’s move as an attempt to position itself as a leader among post-colonial states. They argue that supporting Mauritius was a “symbolic” rather than substantive win, with New Delhi overlooking its long-term interests in countering China’s growing presence in the Indian Ocean. With its own ambitions to develop a base in the Mauritian island of Agalega stalled, New Delhi’s move at the UN backfired.

But India’s conundrum may seem more severe than it really is. For all the talk about India not wanting China to fill an Indian Ocean strategic vacuum created by any departure of US forces, supporting Mauritius had been expected. As much



as they value political ties with London and Washington, Indian policymakers cannot be seen to favor a US military presence in Diego Garcia over indigenous people’s rights.

A second reason that New Delhi has not supported the US over Diego Garcia is the constrained nature of India-US military cooperation in the Western Indian Ocean, a space where Indian and US strategic objectives do not properly align. In particular, New Delhi does not support US naval operations in the Persian Gulf intended at coercing Iran. With growing maritime interests in the Middle East, India is keen to improve naval ties with all regional capitals, including Tehran. New Delhi can’t get itself to deploy naval assets to a US facility used to facilitate anti-Iran naval operations.

Lastly, Indian realists are concerned about strategic reciprocity. If Indian warships and surveillance aircraft publicly use Diego Garcia, Washington would expect access to India’s bases in the Andaman and Nicobar islands. New Delhi has a mutual logistics agreement with the United States but has been slow to operationalize the pact for fear of opening up its island bases to the US Navy. While maritime “access” in South and Southeast Asia has never really been an issue for Washington, the regular presence of US warships in the Andaman Sea, Indian analysts reckon, could more credibly threaten China’s use of the regional sea lines of communication, potentially creating discord in the region.

Notwithstanding closing bilateral mili-

tary relations between India and the US — including a tri-services exercise and joint anti-submarine patrols — a strategic quid pro quo involving Diego Garcia could also force the Indian navy into a framework of closer strategic engagement with the US navy in South Asia. This could impinge on New Delhi’s strategic autonomy, rendering India a *de facto* alliance partner of the United States — a proposition wholly unacceptable to Indian policymakers.

Further, many in India’s strategic establishment are convinced that Beijing’s expanding maritime footprint in the Indian Ocean isn’t merely the result of greater PLAN deployments. Belt and Road infrastructure projects have played an equally significant part, enmeshing regional states in a Chinese-led initiative.

And yet events are moving fast, and in ways unanticipated by India. Since the beginning of this year, there have been reports of an expansion of the PLA base in Djibouti, greater Chinese naval operations in the Western Indian Ocean, growing Chinese intelligence and survey ships in the Andaman Seas and, perhaps, the beginnings of a Chinese military presence in the Pakistani port of Gwadar. Some say that China’s well-known salami slicing strategy is increasingly at play in South Asia.

In any case, Diego Garcia is a critical base for the India, Mauritius, the United Kingdom, and United States and despite its remote status, the island chain remains for the foreseeable future enmeshed in global politics, military positioning, and international diplomacy.

Welfare Notes

July 2020

Death and Burial Benefits for Active Participants

For eligible Employees who have one day of seagoing employment with a participating employer in the 365 days immediately preceding the date of death, the SUP Welfare Plan will pay a Death Benefit totaling \$25,000 to a beneficiary, or beneficiaries, as designated by the Employee on a properly executed Authorized Beneficiary Form. In the event that a beneficiary has not been designated by the Employee on an Authorized Beneficiary Form, no Death Benefit will be paid by the Plan.

A Burial Benefit of up to a maximum of \$500 is available to claimants of deceased Employees who had at least 1,000 days of covered employment at the time of death and had maintained shipping rights under the collective bargaining agreement.

For complete details of the Death and Burial Benefits for Active Participants, please see pages 14, 28 & 29 in the Summary Plan Description booklet.

Pensioner Burial and Widow’s Benefits

The SUP Welfare Plan does not provide a Death Benefit for Pensioners; however, Burial and Widow’s Benefits are available subject to Plan rules.

The Burial allowance will be prorated according to the Pensioner’s qualifying pension contributions subject to a \$1,000 maximum.

Eligible Widow’s will receive a monthly benefit equal to the SIU Pacific District Pension Plan pensioner’s benefit amount that the Pensioner would have received. The benefit is payable for 12 months or, if sooner, until death.

For more details, please see pages 15, 39 & 41 of the Summary Plan Description booklet.

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

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

SIU-PD Pension Plan 415-764-4987

SIU-PD Supplemental Benefits Fund 415-764-4991

Seafarers’ Medical Center 415-392-3611

Editor’s Note: To receive the West Coast Sailors via first-class mail it’s \$25 per year U.S. mail; \$50 per year international.

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450 Harrison Street
San Francisco CA 94105

Nautical Terms in Everyday Use

Aloof: A nautical order to keep the ship’s head to the wind, thus to stay clear of a lee shore or some other quarter. The front part of the sail which meets the wind is called the luff. A sailing vessel that could point higher to windward and hold its speed better than another was said to stand apart or to sail a-luff that later became aloof. Today the word is used to describe a person who is distant or stands apart from the others.

Clean Slate: It was the custom in sailing ships to record courses, distances and tacks on a log slate. The new watch would always start with a clean slate if things had been growing fine, disregarding what had gone before and starting anew. In a similar way, today we refer to a new beginning as starting with a “clean slate.”

Gripe: A sailing vessel ‘gripes’ when she can not properly sail close hauled (at an angle close to the direction of the wind) due to being incorrectly designed or because she has an imbalance of sail which results in bow (front) heading into the wind when sailing close-hauled. The sails flap around and forward progress is difficult. The term is now used to mean complain.

Hunky-Dory: This term, meaning everything is alright, originated from a street named “Honki-Dori” in Yokohama, Japan. This street was known by the sailors as the street that catered to the pleasures of sailors. If life was Honki Dori, a sailor had money, plenty of grog, and a pretty girl.

Mind your P’s and Q’s: Sailors would get credit at the taverns in port until they were paid. The barman would keep a record of their drinks on a chalkboard behind the bar. A mark was made under “P” for pint or “Q” for quart. On payday, the sailors were liable for each mark next to his name, so he was forced to “mind his P’s and Q’s.” Today the term means to remain well behaved.

Slush fund: This term originates from the practice of the ship’s cook putting the fat from the bottom of the food barrel into a “slush fund” where it was stored until they reached the port where it would be sold to tanneries or candle makers. The word is now used to describe a liquid money reserve (sometimes improperly used to describe the retirement funds of SUP Money Purchase Pension Plan).



SUP PRESIDENT’S REPORT

CORONAVIRUS UPDATE

After the lockdowns and closures, limitations and restrictions, after an economic dislocation bordering on depression and the uneven mitigations of an entire nation, the virus persists on, unimpressed. Like others, the state of California partially opened and then partially closed again. The public health as measured by the graphic curve of infection increase was bent but not crushed. So now we make an uncomfortable adjustment to a familiarity not simply with the risks of exposure but also the hard, daily realities of workplace infection. Every ship copes day after day with one impact or another, and the pandemic informs every action of the Union. In this new phase, vigilance and discipline are not empty militaristic abstractions; they are watchwords for the daily life-sustaining habits that hardly need repeating at this point: symptom awareness, temperature screening, hand and respiratory hygiene, limited interactions, social distancing, exposure responsibility, frequent sanitization, isolation, sequestration, immediate medical care for the sick, among other things.

We note successes and setbacks including both improved testing and testing problems, for example, or a half-dozen of “near-miss” cases and at least three positive tests of members aboard ships. Collective and individual sacrifice is keeping us ready and capable. Members step up to the counter with their shipping cards and seaman’s papers and fearlessly go to work. Or, in the case of AB and delegate Gabriel Sipin and AB Octaviano Ortega in the President Truman, where both remained onboard when their reliefs ran into trouble so the ship would not sail short. But we also struggle with doses of regrettably avoidable exposure risk or unrelated health issues that trigger COVID-type responses overseas.

Now is the time for sailors to protect their work with the elusive professional skill of readiness and endurance. The Union press for fast and humane treatment, for strict adherence to CDC guidelines and beyond, and the true safety of all continues unabated. Our safety-first goals and demands have achieved results but there is much more to do. Testing and ship access of contractors and vendors needs a formal and consistent standard and policy even applied, for example. To remind the government, employers and members of our safety resolve as well as to safeguard mariner rights, the nation’s maritime unions collaborated in a rare joint statement on the issue. [see attachment “Message from Maritime Labor” letter.]

The most obvious difference of this new period is the surge in pre-employment COVID-19 testing. This is testing that we fought for, and is a welcome key to safety, but it also adds a new layer of complexity to the dispatch process. It adds a step to dispatching and reduces the time cushion for error and problem workaround. To be effective our jobs must be called earlier to handle the testing logistics, the waiting period for results, and for an alternative plan to form when the first plan fails. SUP dispatchers have taken all this into account, each according to the peculiarities of the port, and consistent with actions taken by the membership at the outset of the crisis, done the impossible with routine flair. Members are advised to take into consideration testing compliance as a regular part of shipping out, as basic and required as a drug screen. For more on the specific types of testing procedures, including own testing, and separated by Company policies, see below.

MATSON NAVIGATION COMPANY

Restriction-to-Ship Grievance: On June 18, at SUP Headquarters, the members of the Seafarer’s International Union- Pacific District (SUP, MFOW and SIU) met with Matson management on our unified and jointly files restriction to ship claim under Section 10 of the collective bargaining agreement, especially Sections 5 d (1) and 10 a (3) providing for a Joint Labor Relations Committee step to resolve grievances.

Matson had in attendance Capt. Jack Sullivan, Senior Vice-President in charge of Engineering and Labor, and Danny Defanti, Director of the Offshore Labor Relations. For the Unions it was West Coast Vice-President Nick Marrone for the SIU, President Anthony Poplawski and Vice President Deyne Umphress for the MFOW, and SUP Vice President Matt Henning and myself for the SUP.

The Union position is that mariners should have been allowed to go ashore in California and Washington ports during the period from April 5 through May 21, 2020, as long as they abided by the same restrictive guidelines as applied to the general public in each specific port at that time.

The Company position is that the restriction-to-ship claims were not payable under Section 18(c) of the General Rules because the ports of Seattle, Tacoma, Oakland, Los Angeles and Long Beach were not “safe ports” due to the COVID-19 outbreak and the outbreak was considered an “emergency.”

The Unions objected to the Company characterization of the dispute, and the Company rejected the Unions’ previously filed claim proposals aimed at resolution. After discussion, the Joint Labor Relations Committee reached no agreement and adjourned deadlocked on the matter. Both sides agreed to continue to communicate after evaluating the options and before proceeding to the next step. [See Attachment: Minutes of Joint Labor Relations Committee meeting on June 18, 2020.]

Matson Shore Leave: On June 24, the Union received notice that the State of Washington’s “Stay Home, Stay Healthy” order had expired. King County and Pierce County have moved to Phase 2 of their Safe Start reopening plan, which eases travel restrictions and allows more businesses to open. As previously established in California, Matson crew members are granted short leave in the ports of Seattle and Tacoma. Crews that go ashore in Washington should remember that starting on June 25 they are required to wear face masks while inside public spaces, and when six-foot social distancing cannot be maintained outside. Crews should also be aware that all pandemic orders may change suddenly based on the government’s response to rapidly changing infection rate data.

Matson COVID-19 Testing: On June 28, 2020 Matson management initiated a new COVID-19 testing regime in Honolulu at Queen’s Medical Urgent Care and in Seattle at Discover Health MD. On July 10, Matson released a revised policy on testing procedures for all ports where new-hire rotary and returning crew (including from a trip off) join. Matson crewing department (email at 1crewinggroup@matson.com) will work with SUP hiring halls and directly with dispatched members to get the testing done.

In-person testing in Honolulu should be done at Queen’s Island Urgent Care. Call (808) 735-0007 for an appointment, or just walk-in at 449 Kapahulu St. Suite 104, Honolulu. In-person testing in Long Beach should be done at the Make You Well Center in Torrance. Call (424) 292-4060 to make an appointment, or walk-in at 23365 Hawthorne Blvd., Suite 104, Torrance. In-person testing in Oakland should be arranged through OML or at one of the publicly available sites. Email Matson’s Vessel Crewing Department at 1crewinggroup@matson.com for Oakland assistance. In-person testing in Seattle and Tacoma should be arranged with Discovery Health Services (DHS) through Matson Vessel Crewing Department. Testing at the in-person locations listed above will be paid for by Matson.

If a new-hire or returning crewmember is unable or unwilling to complete the testing from one of the providers listed below, they can get their own test as long as it is approved by the U. S. Food and Drug Administration (FDA), is administered within five (5) days of joining the ship, and the results, which must be negative, are provided to Matson prior to joining the ship. Matson’s single point of contact on testing is Sr. Manager, Safety & Security, Jon Lane at (206) 484-5087. [See Matson COVID-19 Testing Policy for Oakland and Revision 1 attachment]

APL MARINE SERVICES

APL COVID-19 Testing: the contractor used by APL for pre-joining testing known as FutureCare has been mostly reliable but not without problems. Over the July 4th weekend there were serious delays and impediments, possibly caused by the volume of tests. Just as with Matson, a negative COVID-19 test results are required. Also, APL is understood to accept own testing results along the same lines as Matson. As mentioned above, in this new reality of COVID testing members are advised to stay attuned to the scheduling, communication, travel, and other practical tasks associated with successful clearance. [See APL testing attachment]

APL Shore Leave: On July 7, 2020 APL management issued two “letters of expectation” with regard to shore leave. The letters acknowledged that local restrictions allow for certain kinds of shore leave while also drawing attention to the risks of exposure. Neither policy canceled the right to go ashore but did put into place the following protections on all crew members returning to the ship in both shuttle ships and liner ships on the EX 1 string:

1. Face masks outside of own quarters for ten days following shore leave.
2. Self-isolation to a specific area of messroom during meals and coffee.
3. Self-isolation to own quarters when not on watch or working on deck or during meals and coffee time. Avoidance of common spaces.

[See APL Shore Leave “Letters of Exception” memos APL Pre-Boarding Self-Quarantine Policy from May 19]

APL Saipan: On July 1, news broke in the industry press that a decision favorable to Matson and its long-running fight against the participation of APL shuttle ships in the Maritime Security Program, was handed down from a judge. District Judge Randolph Moss overturned a 2016 decision by the US Maritime Administration (MarAd) to allow the 1,638-TEU *APL Saipan* to participate in the Program, which provides US-flagged ships working internationally a \$5m subsidy in exchange for government use in the case of war or national emergency.

It appears that Matson’s case rests on a technical consideration of the definition of international trade, and that mixed domestic and international trade, a mix allowed by calls in Guam, but not by calls in the North Mariana Islands, especially Saipan, despite its status as another US territory. According to the Judge Moss, MarAd had not properly explained the exception. In his initial prior ruling, Moss had declined to vacate the *APL Saipan*’s admission into the program, citing military readiness concerns. That is not the case here and the decision invalidates the 2016 decision.

An APL spokesperson said that the Company would work with MarAd to reinstate the vessel as quickly as possible. Matson’s attack against the Maritime Security Program on highly technical grounds seeking additional competitive advantage beyond its Jones Act protections appears driven only by short term profit motivation. It is damaging to U.S. military readiness, to the essential component of U.S. maritime policy that the Maritime Security Program represents and threatens to put SUP members out of work. Will keep a weather eye on this developing situation.

CARGO PREFERENCE

In maritime cabotage law, cargo preference gets little attention and could be the least understood of the laws designed to support and protect the U.S. merchant marine. That may be because it is the only law that deals directly with cargo compliance alone. There are no direct subsidies: the law merely says that 50% of all U.S. government impelled commercial cargoes (100% of all military and Ex-Im Bank cargoes) must be carried in U.S.-flag ships. It was intended as a bulwark against flag-of-convenience shipping, as economic security for the U.S. maritime industry, and strongly supported by labor, especially the SUP. Steadily ignored for many years, non-compliance is euphemistically known as “cargo leakage,” and the practice is well-known if not fully quantified. One of the few areas cargo preference compliance left standing is the 50% requirement on the U.S. government’s global food aid program, a program that is

SUP President’s Report continued

administered by the U.S. Agency for International Development or USAID. In this round of fighting, begun on June 4, USAID not only specifically violated the law by not using U.S. flag ships for food aid cargo destined for Yemen, but also by rejecting MarAd’s authority in making cargo non-availability (with regard to U.S. flag vessels) determinations. In effect, USAID claims that it alone has discretion to evade or adhere to cargo preference requirements and answering to no authority. In coordination with like-minded industry and labor observers, as well as independently, I sent a letter to Maritime Administrator Adm. Mark Buzby urging intervention and enforcement of USAID’s non-compliance with nation’s cargo preference laws. [see SUP Letter to Maritime Administrator attachment.]

TRUST FUNDS

The trustees of the Union’s various benefit plans held their regular quarterly meetings in the Library at SUP Headquarters on June 17th and 18th.

SIU-PD Pension Plan: After receiving the plan actuary’s report for the Plan year covering August 1, 2018 through July 31, 2019 the trustees of the Pacific District Unions and companies asked questions and engaged in debate over the meaning and implications of the report. Eventually the regular business of the meeting was suspended and the trustees reconvened as collective bargaining parties to negotiate benefit increases as provided for under Section 30 (e) of the General Rules. After an exchange of proposals, an agreement was reached as follows:

1. **Effective July 1, 2020, there will be a \$90 increase in the maximum benefit for active members who retire at age 60 or later with 25 years of qualifying time and pro-rata increases for those retiring with less than 25 years of qualifying time. The maximum monthly pension benefit will increase from \$2,375 to \$2,465.**
2. **Effective July 1, 2020, there will be a two percent (2%) cost-of-living increase for retirees with 20 or more years of qualifying time at retirement and who retired at age 55 or later.**

Current eligible retirees will first see the two percent increase in their September monthly benefit payments, inclusive of retroactive payments to July 1, 2020.

SUP Welfare Plan: The trustees of the SUP Welfare Plan met on June 17th to review Plan operations, benefits and finances during the COVID period. As part of a COVID relief initiative to improve pensioner’s ability to deal with the difficult circumstances of the pandemic, the Union trustees (SUP VP Matt Henning and myself) proposed two improvements. First, we argued for an extension of the claims reimbursement eligibility window from the present 90 days from charge to 180 days. We also proposed to raise the maximum allowable reimbursement amount by \$500.00 from an annual total \$6500 to \$7000 and applied to the helpfully all-encompassing “miscellaneous” category within the Special Pensioners’ Medical Benefit. Both proposals are still pending and will advise on developments.

[See SIU-PD Pension Benefit Plan Improvements Schedule attachment]

California Labor Federation

Originally scheduled for San Francisco, the California Labor Federation’s first ever remote Biennial Convention is set for August 4 and 5th. The Convention will vote on



Lion of California on the Columbia River



The coastwise tanker *Lion of California* downbound for sea on the Columbia River, crewed in all three ratings departments by the Sailors’ Union of the Pacific, after departing the shipyard in Portland in 1991. One of a long line of coastwise ships including lumber schooners and passenger ships, the domestic tankship trade is still alive and flourishing today because of the Jones Act.

policy recommendations from the Executive Board and take up the final endorsement recommendations from the pre-Primary Convention and from labor councils for the general election. In accordance with past practice, Mr. Chairman I nominate the following members as delegates to the Convention: Roy Tufono, Mike Koller, Gunnar Lundeborg, Matt Henning and myself.

Patriot Contract Services

Reliefs: The U.S. military relaxed its “stop movement” order in June and moved to a “conditions based, phased in” approach to travel related to relief rotations. SUP dispatchers have been working overtime to fulfill job orders, made doubly difficult by COVID testing, pre-flight quarantines, and ongoing travel delays. Even in the best of times, it is tedious and problematic work; today it requires an intense and relentless focus on seemingly endless details. The resilience of SUP crews during the turmoil is greatly appreciated. SUP VP Matt Henning has ably coordinated the complex relief cycle with the help of all agents — Roy Tufono, Mike Dirksen, Leon Gandy, Brendan Bohannon — and the continuous training support of Berit Eriksson. The success of the entire Union depends on keeping rotations timely and effective; these agents make it happen and they deserve our ongoing thanks and appreciation.

N/S Savannah Revised: Back in March, Patriot asked the Union to prepare a contract bid for work associated with the decommissioning of the historic ship N/S Savannah. Working with the MFOW the Union submitted numbers that were presented to and approved by the membership in April. Since then, in connection with certain RFP amendments, Patriot asked for a restatement and update to our bid. Because the ship is being decommissioned to become a museum ship and is not a ship in Reduced Operating Status (ROS), there is no berthing or galley services onboard. The bid is accordingly designed for day workers who live in the Baltimore area. Due to the overall scope of the contract economics, and consistent with the DOL Wage Determination, we increased the weekly wage and overtime rates from the previous bid as follows below.

Patriot Contract Services — SUP Wage & Benefit Rates — Solicitation 693JF720R000010 NS Savannah Decommissioning and License Termination (DECON-LT) — Effective Start of Contract

Rating	Weekly Wage	Daily Wage	Hourly Overtime	MPP	Welfare
Bosun	1,825.31	260.76	45.63	15.00	69.49
AB - Day Worker	1,825.31	260.76	45.63	15.00	69.49
Ordinary Seaman/GUDE/GVA	1,266.30	180.90	38.44	15.00	45.93

Weekly wages shall be divided by seven when determining daily wages for unlicensed crew who work less than a full week, provided however, that no unlicensed crewmember shall be paid less than the weekly wage listed above when employed Monday through Friday.

The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturday, Sundays, and holidays.

All ratings shall earn two (1.5) days of vacation leave for each thirty (30) days employed. There shall be no supplemental wages.

There shall be a two and one-half percent (2.5%) total labor cost increase on the first anniversary date of the agreement; two and one-half percent (2.5%) total labor cost increase on each anniversary date thereafter.

SAILORS.ORG

To improve member services and access to the Union information during the limitations imposed by the pandemic, the official SUP website at www.sailors.org has recently been improved. There are new and expanded pages with links and guidance on important shipping documentation, COVID-19 protocols, Coast Guard updates, hiring hall status and safety precautions, as well as many other informational and interactive items including archived access to the West Coast Sailors and this report. Members are urged to check it out and sign up for email updates towards improved communications using the webforms available on the site.

Quarterly Finance Committee

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today’s Headquarters meeting to review the finances of the Union for the second quarter of 2020, and report back to the membership at the August coastwise meetings. In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed, in about three weeks, necessary Committee members be filled off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn to at 0830 on Monday, August 10, 2019.

Holidays

SUP Halls will be closed on Tuesday July 28 in observance of an ILWU holiday. In accordance with our collective bargaining agreements with APL and Matson it is a holiday for all company vessels, except Ready Reserve vessels, in West Coast ports, and for sailors employed under the APL and Matson Maintenance Agreements in West Coast ports. It is also a holiday for run boat operators employed by the San Francisco Bar Pilots. It is not a holiday at sea or in port in Hawaii.

Action taken

M/S to elect California Labor Federation delegate nominees (Reed, Johnson). Carried.

M/S to elect Quarterly Finance Committee nominees Paul Fuentes, Noel Itsumaru, Izzy Idris, Dave Frizzi, and James Linderman. (Lane, several). Carried.

M/S to concur in the balance of the President’s Report. (Frizzi, several). Carried.

Dave Connolly

SUP BRANCH REPORTS

HONOLULU

July 2020

Shipping: Shipped the following jobs in the month of June: 1 Bosn steady, 0 Bosn relief, 0 Bosn return, 1 AB Day steady, 0 AB Day relief, 0 AB Day return, 3 AB Watch steady, 0 AB Watch relief, 0 AB Watch return, 1 AB Maint, and 1 OS Watch steady. The shipping jobs were filled by 3A cards, 4 B cards, 0 C cards, and 0 D cards. Standby jobs: Shipped 14 standby jobs. The standby jobs were filled by 0 A cards, 6 B cards, 6 C cards, and 2 D cards.

Registered in Honolulu: 7 A cards, 25 B cards, 8 C cards, 5 D cards

Ships checked by phone and email: *Manukai, RJ Pfeiffer, Manoa, Kaimana Hila, Manulani, Mahimahi, Maunawili, Lurline, DK Inouye*, and the Paint and Rigging gang. All are running with few or minor beefs.

Except for the restricted to the ship beefs which we have on all ships and the investigations are ongoing.

APL Guam—no major beefs. *APL Saipan* — no major beefs. *USNS Charlton* — no major beefs. *USNS Watson* — no major beefs

Agents Report:

There have been many changes in the state of Hawaii because of the Covid-19 pandemic and the SUP membership has handled it well. For members thinking of flying to Hawaii here is an upgraded list of things you should know about;

You will be required to wear a mask on all flights to Hawaii.

The 14 day mandatory quarantine is still in place for all arriving passengers. It looks like of all the mayors and the Governor of the state of Hawaii are going to keep this quarantine going until well

after August 1st, with all of the positive cases we have been getting for the last 3 weeks. If you do fly to Hawaii you will need an essential worker letter stating that you are an essential worker before you fly to Hawaii. This letter allows members to make the job calls without being fined or sent home. I can email this letter to members who ask for one.

You will need proof of where you are staying for the 14 day quarantine period. You will need to show this information at any Hawaiian airport when you get here. The Sailors Home rooms above the hall are not being rented out until the quarantine ends, which after talking with Paulie (the building manager) he says that it will probably not end until the end of this year. So it is either a hotel room or staying with friends or relatives.

You must wear a face mask or face coverings in businesses and on public transportation (The Bus). The state made it mandatory that you wear a face mask or face coverings anytime you go out into public places.

Things are changing daily, so be sure to check with me and I will let you know what has changed or might be getting ready to change. (Like any of these government sloths know anything, but we have to try)

Remember to check your documents and anything with less than six months (make that anything less than 9+ months with the USCG Regional offices closed). You have to email all your documents to your local regional USCG office prior to the expiration date. You should start the renewal process as early as possible.

Mike Dirksen.

WILMINGTON

July 2020

Shipping: Bosun: 4, AB/W 11, AB/D: 6 , OS/ STOS: 0, GVA/GUDE: 1.

Standby: 41

Total Jobs Shipped: 63

Registrations: A: 24, B: 36, C: 4, D: 6

Ships Visited: Checking with ships by phone and email.

AGENTS REPORT:

Shipping has been great here in Wilmington although the amount of cargo and the numbers of ships making port calls has slowed due to Coronavirus. Crewmembers need to follow all safety precautions and information being provided onboard for your own health and safety. Information on Coronavirus is everchanging and evolving.

Members need to step up and take jobs when they are available and complete those jobs in a professional manner both crewing and standby.

Keep your dues current and be sure to check your documents, MMC, PP, TWIC.

CG-Medical, Basic safety Annual Physical, Drug card. dues and documents mustbe current to ship. Please let me know when you receive new documents so I can update your records before dispatch.

Leighton Gandy



Dispatcher's Report

Headquarters — JULY 2020

Deck	
Bosun.....	2
Carpenter.....	0
MM	6
AB	11
OS	9
Standby S.F.	4
Standby N.Y.	0
Total Deck Jobs Shipped	32
Total Deck B, C & D Shipped	30
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped	0
Total E&S B, C, & D Shipped	0
Total Jobs Shipped-All Depts	32
Total B, C, & D Shipped-All Depts	30
Total Registered “A”	23
Total Registered “B”	31
Total Registered “C”	3
Total Registered “D”	15
Dispatcher’s Report — M/S (Reed-sever-	
al) to accept and publish in <i>West Coast Sailors</i> .	

SEATTLE

July 2020

Shipping: 2 Boatswains filled by an A and a B; 1 Navy AB shipped, filled with a B member; 2 GUD/E filled with B and D seniority; 2 Matson Standbys were filled with 1 A and 1 D card.

Registered: 0 A cards for a total of 10, 10 B cards for a total of 22, 0 C card for a total of 2, 4 D cards for a total of 8

Agents Report:

I represented the SUP at the MLKCLC this month via Zoom. In the wake of publicized Seattle Police abuses, public demonstrations, and much protest, a motion was brought to expel the Seattle Police Officers Guild from the Council. I argued against it and made this statement before the Council.

“I agree with all the speakers points in favor of this motion. However, I take exception with the vote they will likely cast. I am pro labor, all labor, organized or otherwise. All Unions have racist qualities to overcome, even down to how members treat each other... These are human core values that we as labor representatives work to monitor, discourage, and dismantle. We all strive to evolve into better stewards of our oppressed Brothers and Sisters and recognize it as unacceptable. SPOG, as opposed to most Trade Unions, are subject to a unique structure that is administered by elected officials, elected by the people of King County & Seattle.

These elected officials serve the will of the people...and our community should vote accordingly. To expel any Labor Organization from our protection & voice is counterproductive, anti-labor, and plays into the hands of those that would embrace fracture in our movement and body.”

Unfortunately, the MLKCLC did ultimately vote to expel SPOG. Whether or not you agree with my statement and no vote, I welcome the debate it will spark within our own ranks, and hope that it encourages reflection of what being Labor means to us.

All hands, please do not come into the Hall if you are immediately returning from travel outside Washington State. We are considered an essential job for good reason and cannot afford the spread of infection to our fleet. Considering the close quarters of the Seattle Hall, during the summer months job call will be held outside and no more than two members inside at one time. When the jobs are filled, I will call in two shipped members for paperwork. While inside filling out your forms please limit your contact with surfaces and do not loiter in the Hall once finished. Sea stories can be shared while masked, six feet apart, and in the parking lot.

Brendan Bohannon



SUP gang in the R.J. Pfeiffer, after China travel ban on visas forced “cross-decking” from Maunalei in China, arrives in Oakland after calling first in Seattle. From left to right standing is AB and delegate Doug Boe, AB Abe Acosta, AB Benjamin Tagud, Bosun Robert Morgan, AB Ali Ali and lower left is AB Dave Erikson.

Photo: Roy Tufono.



On Voyage 123, TEXAS VOYAGER called at Chevron's El Segundo Marine Terminal for the first time. Pictured here (left to right) are AB Antonio Campos, AB Joseph Colon, Bosun Mat Frazier, and AB Rolando Cantiga connecting the submarine hose.



President Eisenhower Rescue Details Reported

In early June the SUP crew of the U.S.-flagged containership *President Eisenhower* rescued a 67-year-old man from a disabled and drifting sailboat at a position about 500 nautical miles southwest of Dutch Harbor.

After action reports noted that AB Jose Duran Sr. on bow lookout spotted the disabled sailing vessel first. AB Manjula Kondeperruma used a soft touch on the helm to get the ship in position near the survivor and AB's John Barut, and Al Rossi rigged the heaving lines and messengers as back-up. As AB Juan Gonzalez swiftly cleared and deployed the gangway he took the

controls and lowered Bosun Paul Harsany to the water. As the dinghy approached a wave flipped the victim overboard but Harsany reached into the water and heaved him to the gangway's submerged first step and signaled to Gonzalez to heave them out of the sea to safety.

"The *President Eisenhower* (ex-CMA CGM *Indus*, ex-Hanjin *Dallas*) is a U.S.-flagged, 7,500 TEU container ship built in South Korea and part of the U.S. Maritime Security fleet. At the time of the rescue she was under way on a voyage from Oakland to Yokohama. She is owned by CMA-CGM and operated by APL Marine Services.



Aboard the *Maunawili* in Oakland is AB and delegate Duke Maringer, AB Roger Berioso, Bosun Rhonda Benoit, AB Jesus Hermosillo, with AB Pat Tite and AB Jason Magi in the foreground.

VICE PRESIDENT'S REPORT

July 2020

Ships checked — July

APL President Truman — Gabriel Sipin, delegate. Issues getting Covid-19 test results in time for dispatched members to join ship. Two members stepped up and stayed for another trip. Working with company on alternative testing facilities. Isagani Cruz, bosun.

APL Saipan — Rocky Casazza, delegate. New group of AB's onboard after getting through a long travel and quarantine in the Middle East. Rolando Mendoza, bosun.

Mahimahi — Robert Reed, delegate. No major issues besides ongoing restriction in Honolulu. Mike Worth, bosun.

USNS Sisler — Jonnell Hodges, delegate. On the hook in Diego Garcia. Jon Clark, bosun.

USNS Dahl — Randy Cruz, delegate. Reliefs starting up again, next "block" of reliefs are flying to Saipan July 22nd for a 14-day quarantine period before boarding ship. Saul Townsend, bosun.

USNS Watson — Keith Gomer, delegate. Several reliefs coming in mid-July. Jeffery Titco, bosun.

SNLS PAX — George Babbin, delegate. Long voyages with reduced crew making for tough work. Members have been doing a great job by all accounts. Reliefs coming soon.

Cape V's and T's — All five ships in Beaumont, Texas. Several positive Covid-19 cases on these ship. Can't stress how important it is to be aware and practice CDC guidelines.

Cape Horn — ROS status in San Francisco. Two new members dispatched in the past month. Robert Leeper, bosun.

Cape Henry — ROS status in San Francisco. Noel Itsumaru relieved Yvette Cavan as bosun.

Cape Hudson — Received turbo activation job order on Friday 6/26 had all crew aboard Monday 6/29. Ship getting underway for Pacific Defender mission, expected back in October. Phil Coulter, bosun.

Texas Voyager — Tony Campos, delegate. Making West Coast port calls for first time in several year. Matt Frazier, bosun.

Represented the SUP at the Alameda Labor Council monthly meeting via zoom. Coast Guard REC's are open for test exams only, maybe other business soon. In any case, renew your documents if you have six months or less on them. If you have questions about renewals ask, that is what we are here for. As a reminder, the welfare office is closed to the public. Do not try to enter the building or ask staff to come outside to meet you.

Matt Henning

BUSINESS AGENT'S REPORT

July 2020

President Truman — Gabriel Sipin, delegate. In at Oakland, berth #56. Reliefs were ordered dispatched 8 days early with the company's mandatory COVID testing policy. Members that took the test were told results will return within 3-5 days. Which actually took 3-7 days and still was not enough time for the reliefs. Company claims with a high volume of cases clinics and labs are overwhelmed causing delay. The reliefs were not made and so Sipin and Ortega stepped up and made the trip. Isagani Cruz, Bosun.

President Eisenhower — Checked with these ships sailed with little or no beefs.

Maunawili — Duke Maringer, delegate. Last trip arriving from Seattle. Bosun Christopher Bujnowski medical issue but departed the ship on his own power. Checked in with Seattle Branch Agent Brendan Bohannon reported Chris is doing much better in good spirits and received great care at Swedish Hospital. Chris looking forward to a little R&R on the golf course and wishing him a speedy recovery. Ship sailed with Rhonda Benoit Bosun.

Daniel K. Inouye — Gabriel Moreno, Jr., delegate. In at Oakland, berth #62 last trip into Oakland before switching over to the Far East run. Ship sailed for Long Beach with Teofilo Rojas Bosun.

Mahimahi — Gerry Marshall, delegate. Restriction is still in effect in Honolulu, Governor extended states stay at home order thru July. Maton's schedule shows the ship laying up in November always subject to change. Michael Worth, Bosun.

Cape Orlando — Taufiq Wasel, Bosun. In ROS in Alameda. Activation rumors.

Admiral Callaghan — Joel Schor, Bosun. Also in ROS in Alameda. No problems.

Cape Henry — Noel Itsumaru, Bosun. In ROS at Pier#96 in San Francisco. No problems.

Cape Horn — Robert Leeper, Bosun. In ROS at Pier#50 in San Francisco. Checked out okay.

Cape Hudson — Phil Coulter Bosun. At Pier#50. Activated for mission, in quarantine after testing.

Also worked in the front office on various tasks including dispatching. Reminder when coming to the hall face mask is required, social distance, no congregation.

Roy Tufono

