



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Monday, April 18, 2022

Transportation Labor Demands Expanded U.S.-Flag Fleet

Leaders of transportation unions and the AFL-CIO urged Congress and the White House to do more to grow the U.S.-flag fleet and strengthen the country's supply chain.

Officials of the 37 labor unions that belong to the AFL-CIO Transportation Trades Department issued the call for action in the form of a policy statement, "Strengthening the U.S. Maritime Industry for the Future." AFL-CIO President Liz Shuler, White House Infrastructure Coordinator Mitch Landrieu, Senator Sherrod Brown (D-Ohio) and Rep. Don Bacon (R-Neb.) attended an event at the offices of the Transportation Trades Dept (TTD) in Washington to kick off the proposal.

Overall, TTD unions issued eight policy statements, including one that cites the urgent need for a national maritime strategy that builds on the follow foundational elements:

- expanding the U.S.-flag fleet;
- increasing the amount of America's trade carried on U.S.-flag ships;
- enhancing and strengthening U.S.-flag cargo preference laws;
- fully funding the maritime and tanker security programs;
- rejecting flag-of-convenience and open registry schemes; and
- facilitating the construction and operation of Jones Act ves-

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West Coast Longshore Negotiations Set for May

"I believe in the American process of collective bargaining."

—ILWU Pres. Willie Adams

Negotiations on a new contract between the International Longshore and Warehouse

Union (ILWU) and the Pacific Maritime Association (PMA) are set to begin on May 12, prior to the expiration of the existing deal on June 30. ILWU President Willie Adams was both optimistic and practical in April: "We will get an agreement. It takes both sides, and right now we are getting ready."

The ILWU represents nearly 14,000 port workers in California, Oregon, and Washington, with more than 40 percent of U.S. incoming container traffic moving through West Coast ports at the Ports of Los Angeles and Long Beach, according to industry estimates. The PMA represents shipping lines and terminal operators at 29 West Coast ports.

President Adams, in an interview with Port of Los Angeles Executive Director Gene Seroka, said fears about getting a deal done may be overblown. "There are adults on both sides of the table, it is called a process," said Adams. "I believe in the American process of collective bargaining. That is a right as an American." Seroka echoed the thought when he added "I

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Port Lockdown in China Jams Up Shipping Again

Backlog Builds: Industry Warns Of Another Crisis

Nearly 400 million people are estimated to be under some form of lockdown in China as officials try to stop a fast-moving Omicron outbreak that is beginning to drag on world's second-largest economy. Hundreds of thousands of people have been sent to isolation facilities in China and many millions more have been told to stay in their homes. Officials in dozens of cities have shut down normal daily life across the country in a race to trace and stamp out the virus.

It is China's worst outbreak since the start of the pandemic and come despite the strictest COVID-19 controls of anywhere in the world.

In Shanghai, where 25 million people are entering the third week of strict lockdown, people are complaining about lack of food and other supplies. In the ports, vessel traffic is slowing or stopping, and with Guangzhou, Ningbo and Yantian restrictions, the southern China lockdown will have far reaching impact. Onerous trucker testing policies have clogged movement to and from the ports, causing factories to shut down for lack of supplies.

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UK Opens Criminal Investigation Into Mass Firing of P&O Ferry Workers

Authorities in Britain have launched a criminal investigation into the firing of hundreds of P&O Ferry workers. The replacements, many of whom earn less than the minimum wage, are being supplied to the company by a manning agency set up in Malta just weeks before the mass firings took place.

Confusion has reigned at ferry terminals since P&O's announcement last month that it was firing most of its British workforce. Demonstrations have been held in some ports, and the maritime authorities have blocked a number of ferries from sailing because of failure to meet labor standards.

P&O Ferries parent company, DP World, reported more than \$10.8 billion in revenue and \$1.2 billion in profit last year, a 33 percent increase over the previous year.

It also received more than 30 million pounds in emergency funding during the pandemic from the British government.

Many of the workers who lost their jobs belong

to the Union called Nautilus; others belong to the Rail Maritime and Transport Union.

"Some of our members have given their lives to this company," says Nautilus International General Secretary Mark Dickinson. "Government must now ensure such actions by rogue ferry operators can never happen again."

British politicians have received thousands of messages urging them to act.

In response, the unions say, the government has already agreed to enforce the minimum wage on all ferries that enter UK ports.

"This battle is about respect," says ITF Secretary General Steve Cotton. "My message to all transport workers is that unless we act, this could happen to you."

The International Transport Workers Federation is calling on all ITF unions to send their own messages by signing on to the petition at <https://>

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ILO, IMO, ITF Unions Call for Action and Aid for Stranded Seafarers in Ukraine

Organization (ILO) and the International Maritime Organization (IMO) called for urgent action to protect seafarers and vessels stranded in Ukrainian ports and nearby waters following the Russian aggression against the country.

According to the IMO, as many as 1,000 seafarers are trapped on more than 100 vessels in Ukraine and in nearby waters.

They noted, "As well as the dangers arising from bombardment, many of the ships concerned now lack food, fuel, fresh water and other vital supplies. The situation of the seafarers from many countries is becoming increasingly untenable as a result, presenting grave risks to their health and well-being."

They implored several international agencies, including the United Nations, to take urgent action to assist in reprovisioning the ships with vital supplies

needed by seafarers onboard.

Professional seafarers and their families are also swept up in the wartime evacuation of Ukraine. International maritime labor, represented by the International Transport Workers' Federation (ITF), together with other industry players are working to provide for them in their time of need, especially at first with safe and secure accommodations in Romania and Poland for Ukrainian seafarers and their families.

The ITF is working with the Marine Transport Workers' Trade Union of Ukraine (MTWTU) and global ship manager V. Group. Funding and organization has been arranged to get Ukrainian seafarers families out of the country to accommodations in neighboring Romania and Poland.

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari.....BK#2251
Hannu Kurppa BK #3162
Gunnar Lundeborg.....BK#4090
Duane NashBK#2437
Vince O'HalloranBK#2463
John Perez..... BK#3810
James Savage.....BK#7488
Grant WeggerBK#3637
Alexander Earle..... BK#1885
Terry Lane BK#4107

Organization/ General Fund

Herminio Huavas\$40
David Garcia.....\$200
Jill Holleman\$100

Political Fund

Daniel Tin Tun\$100
Brendan Bohannon\$50
Haiden Isberto.....\$50
Michael Worth.....\$50
Archie Bickford\$100
Bruce Thompson\$100.00
in memory of Chris Bright
Steve Swinson\$25
David Ibarra\$25
Dave Reinking\$50
David Garcia.....\$100
Nick Manessiotis\$50
Vince O'Halloran\$200
Valeriy Goncharov\$50
Ponciano Siquinia\$75
Dave Connolly\$200

West Coast Sailors

Ponciano Siquinia\$75



Underway in the Philippine Sea, the *USNS Dahl* conducts flight ops on February 7, 2022. Bosun Xerxes Cunanan in lower left corner guides helicopter pilots from the U.S. Air Force 33rd Rescue Squadron as they gain deck landing experience. As part of Exercise COPE NORTH 22, a humanitarian assistance and disaster relief exercise, *Dahl* worked with the Australian and Japanese navies training in various scenarios. The ship is part of the Maritime Prepositioning Ships Squadron 3, containing containers, pallets and rolling stock for use throughout the Indo-Pacific region for all U.S. armed services including the Air Force. She is crewed in the unlicensed deck department by the SUP.

Photo by Second Mate Garret Flottman

SUP Welfare Plan Notes

Dental Treatment

Most plans for Active participants have a waiting period for new members before major work is allowed. The waiting period may be six to twelve months. Crowns, bridges, and dentures are considered major work.

All plans also have limitations and calendar year maximums. Implants and cosmetic dental work are not covered expenses. Co-payments required for treatment by members can be submitted to the Plan office for reimbursement. Non-covered services are not reimbursable by the SUP Welfare Plan. Co-payments for dependents are not reimbursable expenses.

Your HMO or PPO dentist should submit a treatment plan to the HMO or PPO carrier prior to beginning major work. After the treatment plan is approved, your dentist can then inform you of what your payment obligations will be. Active Participants can contact the Plan office to make sure you are enrolled in a dental plan.

Emergency treatment performed by a dentist outside of the Plan can be submitted to the HMO carrier as a claim, however, the reimbursement allowance is very limited.

Pensioners may submit dental expenses under the Special Pensioners Medical Benefit. The current cap for combined medical/dental/vision copayments is \$2,000.00 during each fiscal year. A new fiscal year begins every August 1st.

It is also recommended that Pensioners check with your dentist about your payment obligations before proceeding with major dental work. The dental office may be willing to arrange for a payment plan.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin, MPP and 401(k) Plans, Death Benefits martinpatty59@sbcglobal.net

Gina Jew, Claims gina@marinersbenefits.org

Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

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

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

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

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

Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on April 7, 2022 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Camilo Moreno, Jr.	BK#6553	6 yrs	A.B.	A
Kevin Gain	C-2909	30 days	A.B	C
Robert White	C-2910	30 days	O.S	C
Jason Alonzo	C-2911	30 days	O.S	C
Mohamed Hussen	C-2912	30 days	A.B	C

Ratings: Bosun Stamp

None

Membership and Ratings Committee's Report: Paul Fuentes, BK#2239, Martin Machado, BK#19375 and Sam Worth, BK#19320



USW Richmond Refinery Workers Remain on Strike

Union refinery workers represented by the United Steelworkers Local 5, voted down Chevron's last contract proposal and remained on strike in Richmond California. The members there twice rejected similar contract offers.

The USW encouraged Chevron to return to the table, according to statements on the Union website, but said no progress has been made towards renewing talks between Chevron and the Richmond local.

The initial notice of an intent to strike was filed on March 21, 2022 after the previous agreement had expired on February 1, 2022. Since then and before the strike Union members had been working on a rolling 24-hour extension of the agreement.

On February 25, the USW reached a pattern agreement with the general oil industry but each of the approximately 200 participating locals then bargained over local issues before ratification of the individual contracts.

The 269K bbl/day El Segundo refinery employs around 1000 workers. The 245K bbl/day Richmond refinery has more than 500 union-represented employees. Union workers at Chevron's El Segundo, California refinery in Los Angeles ratified the company's final contract offer on April 8, 2022.

The two refineries supply 20% of the gasoline in California and are major suppliers of fuel to airports in Los Angeles and San Francisco.

SUP Meetings

These are the dates for the regularly scheduled 2022 SUP meetings:

SUP HQ	Branches
May 9	May 16
June 14	June 21
July 11	July 18
August 8	August 15
September 12	September 19
October 11	October 17
November 14	November 21
December 12	December 19

Final Departures

James Kerns, Permit No. 18977. Born in Pennsylvania in 1939. Joined SUP in 2001. Died in Pennsylvania, February 22, 2022. (Pensioner)

Edward Y. Ching, Book No. 4710. Born in Hawaii in 1927. Joined SUP in 1957. Died in Honolulu, Hawaii, March 20, 2022. (Pensioner)

Gary McDevitt, Permit No. 18066. Born in California in 1949. Joined SUP in 1990. Died in Thailand, March 30, 2022. (Pensioner)

West Coast Sailors

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Historic Victory as NY Amazon Shop Votes for Union

On April 1, 2022 Amazon workers in New York City voted in favor of union representation by a wide margin.

Widely viewed as a rebuke of the company's treatment of its employees, it was an organizing campaign that won despite long odds. At a huge Staten Island warehouse, a small independent union took on the international behemoth and won.

Employees cast 2,654 votes to be represented by Amazon Labor Union and 2,131 against, giving the union a win by more than 10 percentage points, according to the National Labor Relations Board. More than 8,300 workers at the warehouse, which is the only Amazon fulfillment center in New York City, were eligible to vote.

The union victory at Amazon, the first at the company in the United States after years of worker activism there. Many observers considered it a milestone that could auger change ahead. Amazon is

"We want to thank Jeff Bezos for going to space, because while he was up there we were organizing a union," said ALU President Chris Smalls after official results were announced.

often seen as an existential threat to labor standards because it touches so many industries and frequently dominates them.

Amazon employees waited to vote in the parking lot of the JFK8 fulfillment center last week.

Amazon workers line up to vote for union representation in Staten Island, NY

The small and independent union, called the Amazon Labor Union immediately demand bargaining and union representation during disciplinary meetings.

The company said it may file objections before the election result is certified. "We're disappointed with the outcome of the election in Staten Island because we believe having a direct relationship with the company is best for our em-

ployees," Amazon said in a statemen

Assuming the vote clears any objections and the union is certified by the NLRB as representing employees, union negotiators would still have to bargain with Amazon in order to deliver on expectations of better compensation and working conditions.

The Staten Island outcome followed what appears likely to be a narrow loss by the Retail, Wholesale and Department Store Union at a large Amazon warehouse in Alabama. The vote is close enough that the results will not be known for several weeks as contested ballots are litigated. The surprising strength shown by unions in both locations most likely means that Amazon will face years of pressure at other company facilities from labor groups and progressive activists working with them. As a recent string of union victories at Starbucks have shown, wins at one location can provide encouragement at others.

"The pandemic has fundamentally changed the labor landscape" by giving workers more leverage with their employers, said John Logan, a professor of labor studies at San Francisco State University. Standing outside the N.L.R.B. office in



Brooklyn, where the ballots were tallied, Christian Smalls, a former Amazon employee who started the union, popped a bottle of champagne before a crowd of supporters and press. "To the first Amazon union in American history," he cheered.

Christian Smalls, a former Amazon worker who led union efforts on Staten Island, popped a bottle of champagne before a crowd of supporters and press on Friday.

Subsequent to the vote Amazon protested the election, arguing in a legal filing that union organizers and the National Labor Relations Board acted in a way that tainted the results. It now wants to redo the election. The e-commerce giant listed 25 objections, accusing union organizers of intimidating workers to vote for the union. An attorney representing the group called it "patently absurd."



Losing at Organizing Starbucks Tries Union Busting

In April Starbucks workers at four locations voted to form a union, the latest in a small but potentially powerful wave of organizing victories for workers. The shops in Boston MA, Eugene OR, and Pittsburg PA voted to join Workers United, a union affiliated with the Service Employees International Union (SEIU).

Those elections in which the Union prevailed were preceded by victories at six shops in upstate New York. Accord-

ing to the Union there are now at least 20 shops nationally that have voted for representation with more than 200 filings for elections pending at the NLRB.

These wins come as the company CEO Howard Schultz came out of retirement to fight the grass roots organizing effort. In a recent reporting by the Wall Street Journal, Schultz told store leaders through a zoom meeting that he will expand benefits for Starbucks workers but that the

new benefits may exclude unionized staff. Schultz cited a federal law that prevents companies from changing employment terms for unionized workers without first bargaining with the Union.

Labor law experts such as Cornell University's Cathy Creighton called it a typical "union avoidance technique." Others went further and suggested that it could be an unfair labor practice to give Union employees a worse deal than non-union

employees.

Meanwhile, Starbucks has engaged in the age-old if unlawful practice of firing or disciplining union organizers, a practice that has resulted in charges at the NLRB. Many other workers have seen their hours cut, possibly in retaliation for supporting the organizing drive. The NLRB has filed a complaint against a Starbucks in Phoenix AZ for having "interrogated" and "threatened" organizers.

AFL-CIO Celebrates Confirmation of Justice Ketanji Brown Jackson

Statement from AFL-CIO President Liz Shuler on the Senate's Vote to Confirm Judge Ketanji Brown Jackson to the U.S. Supreme Court:

The historic confirmation of Judge Ketanji Brown Jackson to the Supreme Court ushers in a new era for our country, and we congratulate her on this

extraordinary achievement. Throughout her confirmation hearings, Judge Jackson demonstrated why she is more than deserving of a seat on the bench. She personified grace and integrity in the face of many outrageous attacks on her character and impeccable credentials. Judge Jackson has the experience, tem-

perament and commitment to ensure the judicial fairness we need in an associate justice. Her intellect, legal knowledge and record of upholding justice under the law will be invaluable as she makes decisions that directly impact the lives of working people, and champions equal rights. Judge Jackson's life story and the milestone she

has reached send a potent message to women and girls across this nation that nothing — not even a seat on our highest court — is out of their reach.

Judge Jackson's confirmation is a victory for our democracy and our nation, and we look forward to her serving on the bench for a very long time.

Benicia Blaze Adds Gasoline to Inflation Fire

BA four-alarm fire that broke out in a refinery at the Port of Benicia and caused extensive damage to an important pier. Fire crews worked through the night to contain the fire which began at the base of a petroleum coke silos at the Valero refinery, near the Carquinez Straits before Suisun Bay. Feeding off surrounding vegetation the fire crept to the underside of the pier structure and burned all day and night on April 9th.

Firefighters had difficulty extinguishing the blaze as the pier was constructed of large creosote coated timber covered by a thick asphalt road.

"The primary concern was the safety of the community," a port spokesperson said. "The biggest potential threat to the community was air quality. The smoke emitting

from the fire contained particulate matter and the potential of toxicity from chemicals. We were fortunate in having continuous wind blowing from the west, allowing the smoke to blow towards the water and dissipate before impacting other



populated areas."

Solano County Environmental Health staff were on scene all day Saturday performing mobile air monitoring, at no time did they register harmful readings, the city stated. The U.S. Coast Guard is advising caution when navigating waterways nearby, urging all vessels to take it slow due to an unknown amount of debris in the water. 3,000 feet of boom is set to be deployed to help capture debris.

The economic effects could be substantial, depending on how long the refinery, owned by independent Valero, and the port, is out of commission. If gasoline supply is constrained higher prices may be the result at Bay Area pumps. The port could also impact the import of new Toyotas from Japan since a portion of the dock is used to offload cars from Ro/Ro's. A local Toyota dealer said that any kind of disruption could further hurt dealerships waiting for new cars. Many dealerships are already seeing empty lots and a shortage of cars due to the pandemic.



Top General Urges More Troops In Europe

Advises Rotational Not Permanent Deployments

More troops are needed in Eastern Europe, the top U.S military officer told Congress on April 5, 2022. Army General Mark Milley, the chairman of the Joint Chiefs of Staff, also testified that the United States should develop more base capacity in Eastern Europe to protect against Russian aggression. He proposed a rotational arrangement of forces rather than permanent deployments to the eastern flank bases.

Army Gen. Mark Milley, chairman of the Joint Chiefs of Staff, said the basing could be funded by other countries such as Poland and the Baltics that want more U.S. troops. Defense Secretary Lloyd Austin said any effort to expand security in Eastern Europe is a “work in progress” that probably will be discussed at the NATO summit in June.

Milley and Secretary of Defense Lloyd Austin were testifying before the House

Armed Services Committee on the 2023 budget proposal, but much of the focus of the hearing was the Russian war against Ukraine and what the U.S. can do to better help Ukraine and strengthen security across Europe.

Chairman of the Joint Chiefs of Staff Gen. Mark Milley listens as Secretary of Defense Lloyd Austin speaks during a House Armed Services Committee hearing on the fiscal year 2023 defense budget, Tuesday, April 5, 2022, in Washington. (AP Photo/Evan Vucci)

Milley was asked about the need to reallocate forces to eastern Europe, where NATO allies are worried that they may be Russia’s next target.

“My advice would be to create permanent bases but don’t permanently station (forces), so you get the effect of permanence by rotational forces cycling through permanent bases,” he said. “I believe that



Chairman of the Joint Chiefs of Staff Gen. Mark Milley listens as Secretary of Defense Lloyd Austin speaks during a House Armed Services Committee hearing on the fiscal year 2023 defense budget, Tuesday, April 5, 2022, in Washington
(AP Photo/Evan Vucci)

a lot of our European allies, especially those such as the Baltics or Poland and Romania, and elsewhere — they’re very, very willing to establish permanent bases. They’ll build them, they’ll pay for them.”

U.S. Agrees to Move Tanks to Ukraine

The U.S. will help allies move Soviet-made tanks to Ukraine in an effort to assist the country in protecting its Donbas region amid the Russian invasion, The New York Times reported on April 8th, 2022.

A U.S. official, who spoke to the outlet on the condition of anonymity, did not give provide a timeline on the tanks’ transfer, but noted that the movement

will happen soon. The official also did not provide details on which countries the U.S. was assisting to move the military vehicles.

The transfer marks the first time in the conflict that the U.S. has assisted directly to transfer military resources to Ukraine and comes in direct response to a request from Ukrainian President Volodymyr Zelensky. Zelensky has asked the West to

transfer weapons for weeks.

In the past, U.S. officials, including President Biden, have been reluctant to declare a “no-fly zone” over Ukraine for fear that it would be forced to defend the airspace and spark direct conflict with Russia. But as the war moves to eastern Ukraine, more Western nations have been providing increasing sophisticated weaponry, hardware, and logistics

support, including the U.S. Even in the context of missile support program with a Ukrainian neighbor, this tank movement is a significant new development that reflects both a growing commitment and a changing battlefield.

The Defense Department told The Hill the agency has no comment at this time

Russian Ships Switch Sides as Reflag Rate Rises

Russian-flagged vessels switched their flags to other countries at a higher rate than ever in March, possibly to conceal their ties to Moscow and avoid being caught up in sanctions over the invasion of Ukraine, according to maritime consultancy Windward Ltd.

A total of 18 ships, including 11 cargo vessels from the same fleet, changed to non-Russian flags last month, Tel Aviv-based Windward said. That’s more than three times the monthly average for Russian vessels. It’s also the first time the figure has hit double digits, based on data going back to January 2020.

“Some of these instances may point to bad actors intentionally disguising their identity to conduct business that would not be allowed under the new sanctions,” Windward said in a report shared with Bloomberg News.

The flag switches come as Russian vessels from oil tankers to multimillion-dollar yachts owned by oligarchs have gone dark, turning off identification and location transmitting systems that should always be on while at sea. The practice helps avoid detection and can pose risks to maritime safety.

The U.S., U.K. and other allies have ramped up sanctions against Russia because of its invasion of Ukraine that began in late February. U.S. President Joe Biden issued an executive order on March 8 banning imports of Russian oil and gas, while the U.K. said it will phase out oil imports by the end of the year. Both countries, along with Canada, have also barred Russian ships from their ports.

“Foreign companies have different motivations for moving from the Russian

flag, they want their vessels to be able to operate everywhere without restrictions and, in some cases for moral reasons,” said Windward product manager Gur Sender. “This is the typical behavior of scoundrels in international shipping,” said SUP President Dave Connolly. “Just as outlaw capital combs the world for the lowest possible labor costs, so too will nefarious sources seek to escape responsibility in the ownership maze of the flag-of-convenience system.”

Of the 18 vessels, three are tankers — two of which transport oil, according to Windward. Five that changed flags in March are connected directly to Russian owners. Eleven cargo ships are from the same fleet owned by a United Arab Emirates company, and they all switched flags to the Marshall Islands. Three vessels changed to Saint Kitts and Nevis flags.

In an advisory last May on deceptive shipping practices, the U.S. Treasury warned that “bad actors may falsify the flag of their vessels to mask illicit trade. They may also repeatedly register with new flag states (‘flag hopping’) to avoid detection.”

The practice is likely to become more common if the war in Ukraine continues, said Ian Ralby, chief executive of I.R. Consilium, a maritime law and security consultancy. Ships flying the flags of the Marshall Islands and the Caribbean nation St. Kitts and Nevis are less likely to draw attention and scrutiny.

“It’s all a clear attempt by Russian ship owners and operators to try to obscure the identities of the vessels,” he said. “They want to avoid detection.”



USCG Adm. Linda L. Fagan Named Next Commandant

Adm. Linda L. Fagan was nominated by President Biden to serve as the 27th Commandant of the U.S. Coast Guard making her the first woman to lead the service, once confirmed. Currently, Adm. Fagan is Vice Commandant and previously served as Commander of the Coast Guard Pacific Area, with headquarters in Alameda, Calif.

She is the Coast Guard’s first-ever Gold Ancient Trident, as the officer with the longest service record in the Marine Safety field and served on all seven continents, including Antarctica. During her 36 years of Coast Guard service, she had operational tours as Commander, Sector New York, more than 15 years as a Marine Inspector, and sea duty on the heavy polar icebreaker USCGC POLAR STAR. She has worked with both the International

Maritime Organization and International Labor Organization on flag state and port state issues. This work includes the development of the International Ship and Port Security Code (ISPS), and the Consolidated Maritime Labor Convention.

Admiral Fagan holds a Bachelor of Science in Marine Science degree from the U.S. Coast Guard Academy, a Master of Science in Marine Affairs degree from the University of Washington, and a Master in National Resource Strategy degree from the Industrial College of the Armed Forces. Adm. Fagan is expected to relieve the current Commandant of the Coast Guard, Adm. Karl L. Schultz, during a change of command ceremony planned for June 1, 2022 in Washington, D.C. Adm. Schultz will retire following the change of command this summer

MEMORABLE SHIPS OF THE PAST

Whaleship *Industry* Discovered

The National Oceanic and Atmospheric Administration (NOAA) has discovered whaling ship in the Gulf of Mexico with a famous history.

The ship, called *Industry*, was a 64-foot long, two-masted wooden brig. The ship is known to have employed Black and Native American mariners as essential crew.

Built in 1815 in Westport, Massachusetts, *Industry* hunted whales across the Atlantic Ocean, the Caribbean and the Gulf of Mexico for 20 years. Much of that time it was whaling primarily for sperm whales more than 70 miles off the mouth of the Mississippi River.

The *Industry* was lost when it was dismantled and sunk in a strong storm on May 26, 1836.

The crew was rescued by another whale ship. Although the crew list was lost, previous lists noted blacks, native Americans, whites, and multiracial people as officers and crew.

“Today we celebrate the discovery of a lost ship that will help us better understand the rich story of how people of color succeeded as captains and crew members in the nascent American whaling industry of the early 1800s,” said NOAA Administrator Rick Spinrad. “The

discovery reflects how African Americans and Native Americans prospered in the ocean economy despite facing discrimination and other injustices.”

The ship is also connected with Paul Cuffe, a mariner and entrepreneur whose father was a freed slave and mother was a Wampanoag Indian. Cuffe was a teenage whaler and became a successful shipbuilder, merchant, abolitionist, philanthropist, and founder of an integrated public school.

He was among the leaders of a project to settle freed Black people in a new colony in Africa. His son, William, was a navigator in *Industry*, while his son-in-law, Pardon Cook, was also an officer in the ship. Cook is believed to have made the most whaling voyages of any black person in American history.

“Finding the *Industry* is an amazing opportunity to tell



The “tryworks” of the shipwreck *Industry*, a cast iron stove with kettles used to boil whale blubber into oil.

the story of Paul Cuffe’s accomplishments as a whaling captain, businessman and social activist bent on finding a way to end the slave trade,” said Lee Blake, president of the New Bedford Historical Society.

Explosive Mines Found Drifting in the Black Sea

Turkish and Romanian naval ships have destroyed three Soviet-era mines found drifting in the Black Sea.

A Romanian navy minesweeper responded Monday to a floating mine about 40 nm off the coast. A dive team used an inflatable launch to approach the mine before destroying it with an explosive charge.

About 150 nm to the south, Turkish first responders neutralized a mine that was drifting in the Turkish waters of the Black Sea.

The two are the second and third mines discovered and neutralized in the span of three days.

The first, discovered by fishermen, was destroyed by

Turkish forces near the busy entrance to the Bosphorus.

Russian state media has said the mines originated in Ukraine. Ukraine has denied responsibility, with some sources asserting they were planted by Russia to disrupt sea lanes to and from Ukraine.

The incident raised fears that the conflict between Russia and Ukraine could threaten traffic in the Bosphorus, a key route for global energy supplies and commerce.

Italy plans to send two MCM vessels to Romania for drifting mine threat



A Romanian naval vessel intercepts a floating mine in the Black Sea.

Black Sea Belligerence: Grain in Ukraine Stranded

Nearly six weeks into the war in Ukraine, merchant ships in the Black Sea have become stranded, halting the import and export of vital commodities, a situation that could have wide-ranging impacts on the global economy.

With the Black Sea blockaded by Russia and with mines both fixed and adrift, merchant ships are riding at anchor, leaving the mariners aboard stuck in a war zone. With ports closed, individuals

on the merchant ships are stranded, either because they have not been allowed or able to leave their ships or because they are foreigners in a war zone where no travel or other services exist. Charities including the Seafarer’s Trust at the ITF have helped but the problem remains.

The merchant ship *Azburg*, in port at the Ukrainian city of Mariupol was recently sunk while alongside the pier by a Russian missile, according to Reuters.

The ship’s sinking highlights another war related crisis: a worsening of world food supply. Ukrainian ports are closed, and as the war drags on for more than 40 days, Ukraine is unable to export

wheat and other grains to countries in the Middle East and North Africa.

In 2020, Ukraine was the fifth largest wheat exporter, with \$4.16 billion in exports. Egypt, Indonesia, Pakistan, Bangladesh and Lebanon were the top five importers of Ukrainian wheat in 2020, according to Observatory of Economic Complexity. And most of Ukraine’s wheat is exported through the ports of Odesa, Pivdennyi, Mykolayiv and Chornomorsk. But even if a port was available, and even if the wheat could be delivered for export, insurance for the voyage would likely be too expensive.

Without Ukrainian grain “There’s potential for great destabilization in weak countries that don’t have good safety nets,” said Johanna Forman, a professor at American University. “And when you have so many countries in Africa, which are just living on the edge, in many cases, of lower middle income status, it can have a devastating effect on the economy.”

There are other countries that can help alleviate some of the burden, including the United States, Forman said while warning about destabilization in historically volatile places where Ukrainian grain is integral to food supply.



Moldova-flagged chemical tanker *MT Millennium Spirit*.
Ukraine Defense Ministry Photo

ILO, IMO, ITF Unions Call for Action and Aid for Stranded Seafarers in Ukraine

continued from page 1

The help is available for all Ukrainian seafarers and their families regardless of their employer or union affiliation. Accommodations are being provided free of charge, giving them time to assess their situation and prepare for the next phase of their journeys.

The ITF has generously provided initial funds of \$200,000 to initiate the project and is working with the ITF Seafarers’ Trust, a charity which assists maritime workers and their families, and coordinating with affiliated unions. It has

enabled a restricted fund to accept donations from the maritime industry. The MTWTU is signing people up for evacuation and organizing assembly points. Seafarers are encouraged to register at seafarer.help.

“Our thoughts are with everyone caught up in this conflict,” said David Heindel, Chair of the ITF Seafarers’ Trust and Chair of the ITF Seafarers’ Section. “I hope that as our humanitarian efforts continue, we can persuade other companies to join in and contribute to funding.”

The SUP is an affiliate of the ITF.



FLAGSHIP DOWN: Reported to be the SLAVA-class warship *Moskva*, the Russian naval flagship after being hit by Ukrainian anti-ship missiles. Listing, burning, and low in the water, her port side shows two holes near the waterline amidships under the stacks which analysts say is consistent with missile strikes. Port side lifesaving gear is missing and no one is visible on deck despite fire monitors still spraying water. In the shot she appears abandoned, but there were likely enormous casualties to the crew. The largest warship lost since World War II in 1945, she later sunk to the bottom of the Black Sea.

Foul Ball: Oakland Sued, BCDC Objects to Waterfront Ballpark

Committee Votes Against Waterfront Ballpark

A second lawsuit, this time by the Union Pacific Railroad, was filed against the City of Oakland and the Oakland Athletics' plans to build a \$12 billion real estate and stadium in the port. A previous lawsuit came from a coalition of shipping industry groups and labor. The groups filed suit late Friday, before the accelerated deadline, on environmental impact grounds.

The plan is for the stadium to be built at the Port of Oakland's Howard Termi-

nal despite the claims of the maritime industry that the effort would undercut a major economic driver for the city and take valuable freight space from a port overburdened by the flood of container volumes hitting U.S. shores.

Now Union Pacific Corp. joined the opposition effort with its own suit against the project, arguing that the plans do not adequately address safety concerns about mixing industrial operations with the traffic that the sports and mixed-use site would draw.

The lawsuit, filed in Alameda County Superior Court, challenges the project's

environmental analysis and alleges that the city did not "sufficiently analyze and mitigate public safety risks and other impacts associated with the large number of motor vehicles, bicycles, and pedestrians that will have to cross the heavily-trafficked" railroad tracks to access the stadium, residential units and other aspects of the project.

The lawsuits come after the San Francisco Bay Conservation and Development Commission's BCDC Seaport Advisory Committee narrowly voted against the project. BCDC has legal responsibility to ensure the Bay Area has enough port

land to meet future demand. The final decision will be up to the commission at a scheduled June 2 vote.

The analysis hinges in part on the expected growth rate of the Port of Oakland, a matter subject to much debate. But BCDC staff projections suggested the port will need Howard Terminal in any scenario except static or slow growth. The terminal is still in use as a key staging area for container overflow. It is the lack of such space in the ports of Long Beach and Los Angeles that has increased congestion there.

American Shipping is Cost-Efficient Method of Fuel Transport

A Jones Act waiver for gasoline would help oil traders, not consumers. There is no reason for a waiver now. A waiver is unnecessary. There is ample American vessel capacity today to move gasoline throughout the United States.

A waiver would not help consumers by reducing gasoline prices. The price of crude oil is by far the major driver in the cost of gasoline. In January 2022, it accounted for approximately 56 percent of the price of gasoline at the pump, a percentage that is significantly higher today given the increased price of crude. Recent dramatic increases in gasoline prices have overwhelmingly been driven by the worldwide increase in crude oil prices. The cost of ocean transportation is a small fraction of the cost of gasoline. Waiving the Jones Act could impact the cost of transportation by less than one cent per gallon on average, with no guarantee that any benefit would be passed on to consumers. Waivers of the Jones Act would simply put money in the pockets of oil traders and provide no relief to consumers.

Jones Act waivers encourage "disaster arbitrage." In 2012, a reporter for Reuters coined the phrase "disaster arbitrage" to describe situations where oil traders use Jones Act waivers to pocket millions of dollars. Under a Jones Act waiver, oil is transported on foreign vessels that pay no U.S. taxes, employ foreign mariners at sweatshop wages/conditions, and avoid other U.S. laws.

"The traders pocket the difference," Reuters said, never passing along any savings to consumers. During the Colonial Pipeline crisis last year and already during the Russian crisis this year, there have been multiple attempts

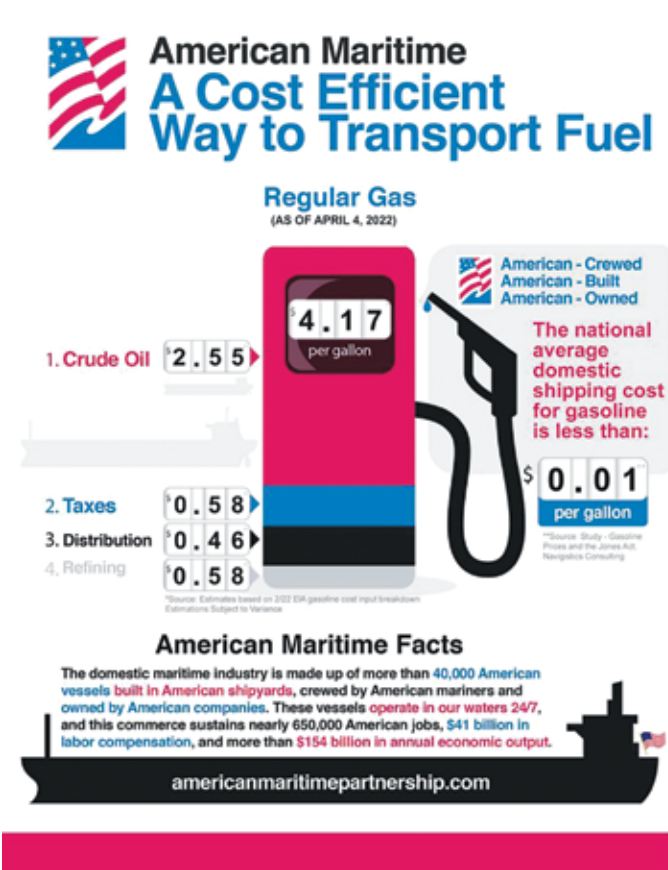
at disaster arbitrage.

There is a well-established process specified by law to evaluate whether a waiver is needed. Federal law at 46 USC 501 lays out the conditions that must be met and the process that must be followed to grant a waiver. The required evaluation can be completed very quickly if necessary. If there is a real need for a waiver as the Russian war on Ukraine continues, the federal government can follow the established process quickly and efficiently.

Unnecessary Jones Act waivers outsource American jobs and undermine American security. Waiving the Jones Act is simply outsourcing American maritime jobs to foreign companies and foreign mariners, including from nations and to mariners who are not America's friends. (Russia is a leading source of mariners on foreign vessels worldwide.)

It is particularly surprising that some have called for Jones Act waivers as a result of the Russian invasion of Ukraine, a situation that underscores the importance of ensuring our nation's ability to protect our economic and homeland security and to support our national security interests around the world.

American military leaders have repeatedly emphasized the importance of the Jones Act to national security because it supports the U.S. domestic maritime industrial base. Now is certainly not the time to weaken U.S. economic, homeland, and national security capa-



bility by waiving the Jones Act unnecessarily.

This article is part of a press release by the American Maritime Partnership (AMP). The SUP is a member of AMP.

Positive Drug Tests Hit Peak Highs for All Workers

The percentage of working Americans testing positive for drugs hit a two-decade high last year, driven by mainly by an increase in positive marijuana tests.

Of the more than six million general workforce urine tests that Quest Diagnostics that screened for marijuana last year, 3.9% came back positive, an increase of more than 8% from 2020, according to

Quest's annual drug-testing index.

That figure is up 50% since 2017. Since then, the number of states that legalized marijuana for recreational use grew to 18 from eight, plus the District of Columbia.

It is significant that despite the increase in positivity last year, fewer companies actually tested their employees for marijuana. The shifting legal backdrop

and changing cultural attitudes have prompted some employers to stop testing for marijuana while companies in some states are barred from factoring the test results into hiring decisions. Those trends accelerated last year amid the pandemic and recent shortage of workers, especially in states where recreational marijuana is legal. So-called "recreational-use states"

saw declines in the number and frequency of testing. Yet higher positivity rates were experienced across the board.

The United States Coast Guard, as well as the Department of Transportation, still classifies marijuana as a "dangerous drug" and the official application of penalties for positive tests in the workplace have not been relaxed.

West Coast Longshore Negotiations Set For May

continued from page 1

think both sides understand how vital they are to the U.S. economy... But trust the process, as Willie said, and know the experts will be on both sides of the table to hammer out a deal."



Winslow Homer's "Northeaster".

Earlier this year, in a letter to the ILWU's Adams and PMA Chairman and CEO James McKenna, National Retail Federation President Matthew Shay urged both sides to begin contract negotiations as soon as possible. Shay explained that NRF applauds the close partnership ILWU and PMA have achieved throughout the pandemic, coupled with the ability to deal with the unprecedented cargo surge over the past two years.

Brian Whitlock, Senior Director Analyst with Gartner's Supply Chain practice, said that this contract renewal is important for two reasons.

"First, it was extended in 2017 and was last negotiated in 2015," he said. "That means the current agreement has run for seven years without change. Second, this contract renewal comes at a time when U.S. ports are highly congested and it is forecast to take the better part of 2022 to recover. If labor disruptions occur during these contract negotiations, it will create compounding disruptions that will further reduce supply chain performance and push port recovery into 2023."

Whitlock went on to comment that over the past year, the balance of power has shifted to labor in all sectors.

"With the widespread media attention on shipping delays and impacts on holiday shopping, the PMA will need to contend

with an American public that knows more about ports today than they ever have," he said. "And during President Biden's tour of the Baltimore port, he encouraged companies to see the value in creating well-paying jobs. These events have put a lot of wind in the sails of the ILWU."

As for a best-case scenario, Whitlock said that would be one in which the PMA reaches an agreement with the ILWU before the contract expires, avoiding labor actions or work slowdowns. But automation and jurisdiction and many other difficult issues will be on the table, so the White House, Congress, government agencies, shippers, retailers, labor, and others will be watching the collective bargaining process unfold.



The Sailors' Union of the Pacific Joins with the AFL-CIO Transportation Trades Department on New Policy Aimed at Strengthening the U.S. Maritime Industry for the Future

Since President Biden assumed office a little more than a year ago, the Biden administration has taken several actions to review and address current U.S. supply chain disruptions caused in large measure by a global pandemic and compounded by years of failure on the part of our government to develop and implement a realistic national maritime policy. As the federal government and the commercial maritime industries work to build a more resilient supply chain, TTD urges Congress and the administration to implement a national maritime strategy that includes, among other things, core policies that increase the size of our U.S.-flag fleet and the amount of America’s trade carried by U.S.-flag ships, enhance and strengthen U.S.-flag cargo preference laws, fully fund the maritime and tanker security programs, and categorically reject flag-of-convenience and open registry schemes.

Support and Enforce the Jones Act

Key to the development and implementation of a realistic national maritime strategy is the continued application of the Jones Act to the movement of waterborne commerce in the domestic trades. The United States has a vital need for self-reliance in ocean shipping; this self-reliance can be strengthened by an expansion of the U.S.-flag domestic fleet and Jones Act vessels.

The Jones Act, otherwise known as the Merchant Marine Act of 1920, requires any cargo moving between U.S. ports to be carried by ships built in America, owned and operated by U.S. citizens, and crewed by American mariners. Jones Act supply chains have distinguished themselves from foreign flag shipping alternatives by consistently providing cost-effective, reliable services to communities across America and supplying places like Hawaii, Puerto Rico, Guam, and Alaska with extra insulation against many supply chain challenges. Because our domestic maritime industry has dedicated terminals, equipment, and longstanding partnerships in U.S. ports, Jones Act vessels have been able to deliver goods without the outsized increases in freight rates, disruptions, and service challenges wrought by foreign cargo vessels during the pandemic. Without the Jones Act, domestic waterborne commerce would be controlled by foreign vessels, threatening our economic competitiveness and national security. The Jones Act remains the single most powerful tool to empower our domestic maritime workforce and sustain domestic maritime services through times of peace or conflict.

Despite more than 100 years of success, there have been repeated attempts to permanently repeal or hollow out the Jones Act via waivers by those who see profit in abandoning skilled U.S. mariners and shuttering American shipyards for substandard alternatives abroad. Let’s be clear: any waiver to the Jones Act would displace American vessels and crews and outsource jobs to foreign workers. Instead, we should be supporting U.S. mariners, who often spend months at sea away from their families and serve as an auxiliary for the U.S. military, while also supporting U.S. port workers, who facilitate the efficient movement of cargo and materials that drive our economy while spending their workdays exposed to the elements. Even long before the pandemic, American mariners and port workers played a critical role in keeping our economy strong and our country safe. To this end, TTD urges Congress and the administration to take the necessary steps to facilitate the construction and operation of Jones Act vessels as part of a new, expanded marine highway system along America’s coasts. Creating a fleet of U.S.-built, U.S.-flagged and crewed feeder vessels to carry a portion of America’s trade along our coasts to be offloaded in underutilized ports for transportation by truck and rail to their ultimate inland destination will not only strengthen the maritime industry and create jobs aboard ship and in our ports, but will help mitigate against future shipping supply chain disruptions.

Increase U.S. Cargo Preference Requirements

U.S.-flagged ships currently carry less than 2 percent of cargo in the U.S.-international trade. One way to increase the amount of cargo carried by U.S.-flag vessels is to stimulate demand by restoring and enhancing U.S.-flag cargo preference shipping requirements. In 2012, Congress arbitrarily reduced civilian cargo preference laws in the Moving Ahead for Progress in the 21st Century Act, slashing Cargo Preference or Ship-American policies for international aid cargoes from 75% to 50%. This change has drastically reduced the size of our American fleet and outsourced American maritime jobs.

Transportation Labor Demands Expanded U.S.-Flag Fleet

continued from page 1

sels as part of a new, expanded marine highway system along America’s coasts. The Jones Act, the unions said, “remains the single most powerful tool to empower our domestic maritime workforce and sustain domestic maritime services through times of peace or conflict.” TTD unions commended President Biden’s Buy America and Ship American policies, saying they prioritize U.S.-flag, and U.S.-crewed vessels and create good

middle-class maritime jobs. The Biden Administration has used new and traditional methods ways to advocate for a strong U.S. merchant marine. The TTD member unions represent hundreds of thousands of men and women who work in maritime, aviation, rail, transit, trucking, highway, longshore and related industries. For more information on the policy and its importance see the policy itself on page 7 and President’s Report on page 10

TTD strongly urges Congress to take up the U.S. Maritime Administration (MARAD) Reauthorization package this year and include the Elijah Cummings Ship American Act to restore and improve upon the longstanding cargo preference compromise of 1985, ending the downward trend of civilian preference cargoes available for the U.S.-flag fleet. The legislation requires that 75% of all civilian agency cargoes be carried on U.S.-flag vessels but only when such ships are available at fair and reasonable rates and requires 100% of all food aid cargoes be carried on U.S.-flag vessels but only when such ships are available at fair and reasonable rates. U.S. shipper agencies responsible for the shipment of food aid cargoes would be reimbursed for any additional cost associated with the utilization of U.S.-flag vessels.

At the same time, TTD urges Congress and the administration to consider proposals that will increase the share of U.S. commercial cargoes carried by U.S.-flag vessels in the foreign trades. A new national maritime strategy must reflect the fact that the privately owned U.S.-flag fleet must try to compete against various foreign state owned and controlled fleets, most prominently the Chinese fleet, in this trade while only U.S.-flag, U.S.-crewed vessels must comply with U.S.-government imposed shipping related rules, regulations and tax obligations. Increasing the amount of America’s foreign trade carried aboard U.S.-flag ships will increase the number of American maritime jobs and strengthen America’s military and economic security.

Oppose Ongoing Flag-of-Convenience Registries and Policies

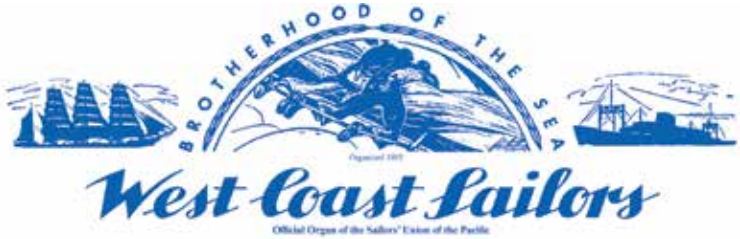
Lastly, to sustain a robust maritime workforce at home, Congress and the administration should reject any action that would support flag-of-convenience (FOC) “open registries,” which are formed to deliberately skirt labor, employment, and tax law obligations that apply to U.S.-flag vessels and their crews.

FOC registries are predatory models that exist purely to enrich foreign shipping interests by encouraging the employment of licensed and unlicensed foreign mariners at the expense of American mariners and their jobs. Companies interested in these models want to lower business costs and increase profits, which poses a significant risk to the safety and welfare of global seafarers and contributes to the decline of the critically important American maritime workforce. Transportation labor knows well the damage that FOCs can inflict on industries, jobs, and working people as there has been a direct decline in U.S. mariner jobs after WWII when FOC registries became more widespread. We urge Congress and the Biden administration to forcefully and unequivocally reject any proposal to establish a U.S. Virgin Islands open registry and any notion that foreign flag, foreign crewed vessels should be treated as if they are U.S.-flag and U.S.-crewed vessels or enhance the commercial sealift readiness capability of the United States.

The dual public health and global security crises caused by COVID-19 and the war in Ukraine are a meaningful reminder that the United States should be in control of our commercial goods, energy production, and cargo transportation needs. TTD commends President Biden’s Buy America and Ship American policies that prioritize U.S.-flag, and U.S.-crewed vessels and create good middle class maritime jobs. More needs to be done to strengthen the United States maritime industry and help our country achieve greater self-reliance within our supply chain. TTD stands ready to work with Congress and the administration to achieve these goals.



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Ever Stuck: the containership *Ever Forward* hard aground in Chesapeake Bay

Salvors Free *Ever Forward* After Container Offload, High Tide

Salvage teams began removing containers from the *Ever Forward*, the containership that grounded in the Chesapeake Bay on March 13.

The lightering operation used two crane barges, the Coast Guard said, adding that dredging around the ship continued to a depth of 43 feet. Containers will be removed from both sides of the vessel and placed on barges for transport back to Baltimore. The operation is expected to take about two weeks, depending on the weather.

The Coast Guard said in addition to regular soundings of fuel and ballast tanks, a naval architect and salvage master are remotely monitoring a recently installed sensor system to constantly evaluate the ship's stability and integrity.

Five tugs were used in the first attempt to dislodge the 1095-foot vessel: two pushing on the starboard side, two pulling from the port side, and one long pull from the stern.

Two additional tugs were added after the first try failed. The seven tug team failed to float the ship and then shipowner Evergreen Marine Corp. invoked "General Average," a maritime law that stipulates that shippers with cargo aboard must share in salvage costs.

The *Ever Forward* is owned by the same company that owns the *Ever Given*, the containership that caused a 400-ship backup when it grounded a year ago in the Suez Canal.

Drawing sightseeing crowds with binoculars and toting folding chairs, the effort to refloat the ship has become an attraction. Stranded for a month in the mud of the Chesapeake Bay. "Even with the storms we get here in the bay, we don't get ships grounding like this," said Frederick Schroeder, a retiree who traveled from nearby Baltimore with his camera and telephoto lens to document the spectacle, which he called "a once in a lifetime thing."

Meanwhile, Maryland Comptroller Peter Franchot is urging the shipowner to start a \$100 million responsibility fund that can be used to pay for any economic or environmental impact caused by the incident.

The goal is to remove about 500 of the containers and together with seven tugs high tides, and the full moon restore the ship to its namesake status.

UPDATE: On Easter Sunday, the *Ever Forward* was refloated and underway. The ship was aground for a month.

U.S. Merchant Mariner, Jones Act Champion

Congressman Don Young, one of the maritime industry's strongest supporters in Washington, died on March 18 at the age of 88.

A former tugboat captain and a staunch supporter of the Jones Act, cargo preference and the Maritime Security Program, the Alaska Republican was the state's only representative in the House of Representatives. He was the only member of Congress who was also a licensed mariner.

Born in California, moved to Alaska in 1959 and settled in Fort Yukon, located about 7 miles north of the Arctic Circle. Besides being a tugboat captain, he worked in construction and served as a teacher before being elected the town's mayor in 1964. Two years later, he was elected to the state legislature. He moved on to the state senate in 1970.

Young won a special election to fill Alaska's lone seat in the US House of Representatives in March 1973 and held it until his death.

Young chaired the House Transportation and Infrastructure Committee and the House Natural Resources Committee for many years. He consistently fought for Alaska's Indigenous population. One of the last bills he introduced was to authorize the seizure of Russian mega-yachts. He said in a news release that America's



support for Ukraine should include moves to seize the assets of, in his words, "rich Russian oligarchs who continue living lavish lifestyles on mega-yachts, all while their thuggish friend Vladimir Putin reigns terror upon innocent, peaceful Ukrainians."

He worked for the passage of numerous laws to support and strengthen the American Merchant Marine, including most recently the Tanker Security Program.

Considered "the Dean of the House," he had been reelected in 2020 to serve his 25th term, making him the longest serving member of the current Congress.



SODERMAN SHIFT: With the sun setting over the Bayonne Bridge, the large medium speed Ro/Ro *USNS SODERMAN* completed her repairs and shifted out of the shipyard drydock to a layberth. On the platform, preparing to deploy the port side ramp is bosun Marc Acord and AB Javier Rosales. SUP dispatchers worked overtime to bring the ship to Full Operating Status as she prepares to depart on an extended foreign deployment.

Russian Mega-Yachts Sail to Escape Seizure

The superyacht *Phi*, owned by Russian businessman Vitaly Vasilievich Kochetkov, founder of Motiv Telcom network.

It is moored and impounded UK authorities at Canary Wharf, in London.

Superyachts owned by Russian billionaires who have ties to President Vladimir Putin are on the move as the United States and its allies prepare further sanctions on their property following the invasion of Ukraine.

Data from Marine Traffic shows that at least four massive yachts owned by Russian business leaders have recently sailed for Montenegro and the Maldives since a wide array of sanctions were announced against them by leaders from around the world, including the U.S. Treasury, which is targeting Russia's central bank. The Maldives doesn't have an extradition treaty with the U.S.

The property of targeted Russian executives is likely to take another hit, as the Biden administration recently announced the creation of a taskforce that will take aim at their lucrative assets, including yachts and mansions. France is putting together a list of properties owned by Russian oligarchs, including cars and yachts, that could be seized under sanctions by



the European Union.

"This coming week, we will launch a multilateral Transatlantic task force to identify, hunt down, and freeze the assets of sanctioned Russian companies and oligarchs — their yachts, their mansions, and any other ill-gotten gains that we can find and freeze under the law," a White House's recent tweet reads.

Vagit Alekperov, who is president of Russia-based Lukoil, is sailing his yacht to Montenegro, according to Marine Traffic. Departing from Barcelona, Spain, it's expected to arrive there shortly

Alekperov's yacht is known as *Galactica Super Nova* and, according to Superyacht Fan, which tracks the comings and goings of these types of vessels, it features a "a 6-meter glass-bottom swimming pool with a waterfall. And a touch-and-go helicopter, an elevator, and a large beach club." Alekperov has a net worth of just under \$25 billion, according to Forbes.

House Passes Don Young Coast Guard Bill

The House of Representatives has approved the "Don Young Coast Guard Authorization Act" named after the deceased long-time Alaska legislator.

The package authorizes funding to enhance Coast Guard operations and help the service replace and modernize its cutters, as well as shoreside and cyber infrastructure. It also includes major reforms to prevent sexual assault and sexual harassment in the maritime industry.

Among many other items, the bill contains a provision requiring mariners serving on foreign-flagged vessels on the Outer Continental Shelf to be either U.S. citizens or citizens of the nation where the vessel is flagged. The SUP has objected to this provision both recently and in the

past. Current law requires that all vessels, rigs, platforms, or other offshore structures be manned by U.S. citizens or lawful permanent residents, but the law has been routinely exploited and gamed, and a loophole has allowed foreign companies to utilize low-wage foreign mariners for this work, allowing them to skirt U.S. taxes and labor laws. More research and political action is ongoing on this provision and it may not withstand either the Senate or the conference version.

It also authorizes funding for a desperately-needed Great Lakes icebreaker and includes a specific provision championed by Rep. Don Young to allow the Coast Guard to keep Russian vessels out of U.S. waters during the ongoing Ukraine crisis.



SUP PRESIDENT'S REPORT

GOVERNMENT MATTERS

Senate Commerce Committee Mark Up on OSRA: On March 22, 2022 the Senate Commerce Committee met to discuss and amend a bill called the Ocean Shipping Reform Act or OSRA, which would let the FMC regulate foreign carriers that refuse to carry American agricultural products to overseas markets. Using the supply chain problems as well as the ban on Russian oil as a political platform, some senators tried to tack on damaging and unrelated Jones Act waiver amendments.

Senators Ted Cruz (R-TX) and Mike Lee (R-UT) introduced waiver amendments that were designed to confuse and obscure the issues. Cruz, for example, argued falsely that a vote against his amendment is a vote for higher gas prices for Puerto Rico. But Chair Maria Cantwell and a bi-partisan group of senators ably rose to the defense of the Jones Act. Cantwell said that on the contrary “we should be looking at ways of strengthening our maritime industry.” She noted that “wind energy work is growing” and the “Jones Act is working there. We do not need an end run of the Jones Act.” The amendments failed.

Strategic Petroleum Reserve: At the invitation of the White House, and hosted by the Department of Homeland Security, Department of Energy, Department of Transportation and the Maritime Administration, I attended an industry discussion on April 5 on the pending release of oil from the nation’s Strategic Petroleum Reserve or SPR and any potential Jones Act waivers related to that action.

There is a lot of oil to be released, (180 million barrels), and protocols for release clearance were outlined, including an assessment of the domestic tanker demands and capacity. The Biden Administration has improved the protective nature of the waiver process by issuing waivers only on a case-by-case basis rather than a blanket loophole as used by previous administrations. Here the process transparency revealed how the waiver system is gamed at a high-level by foreign-flag charterers, traders, and operators. Basically, the six-month advance auction for SPR lifting contracts is boycotted by foreign players betting on a no obligation low-risk option later. If enough players stay away, finding ships at the time the barrels need to be moved can be tricky, and the pressure to move oil intensifies leading to MarAd granting waivers to get the job done.

If that is correct it’s an unfair gain emergency powers that are effectively granted to flag-of-convenience competition: a risk-free option of participation without commitment. The U.S. government’s role to maximize the use of the U.S.-flag ships and American labor is thus subverted despite the best intentions of MarAd. This subtle subversion of the Jones Act will make the SPR release an interesting test of will. It is a less flashy but equally harmful reflection of the shameless politicians openly advocating for feeding the Jones Act to the sharks patrolling offshore.

Ship American (Cargo Preference) Funding: As part of the broad industry group, USA Maritime Coalition, and in coordination with the rest of maritime labor, the Union signed on a letter to Sen. Tammy Baldwin, (D-WI), Chairwoman of the Subcommittee on Agriculture, part of the Senate Committee on Appropriations, to request continued support for the Food Aid programs in FY 2022. The letter also pursues a budgetary increase to grow this essential component of U.S. maritime policy.

Maritime Security Program: Although the federal budget passed by Congress and signed by President Biden maintained full funding for the Maritime Security Program, the effort to secure funding for the next fiscal year is in full swing. Accordingly, the U.S.-flag shipping coalition called USA Maritime sent a letter to the key Committees in the House and Senate. The Biden Administration FY 2023 budget request just sent to Congress maintains full funding for MSP at the \$318 million level, which works out to be a \$5.3 million per ship stipend. The President’s budget also requests \$60 million for the new Tanker Security Program for an expected 10 ships producing at \$6 million stipend. The Maritime Administration is expected to soon begin the process of selecting tankers for the new program, which will support America’s strategic defense needs by reducing the military’s reliance on foreign-flag vessels.

COVID-19

As the new Omicron variant called B.A.2 spreads, it has quickly become 98% of all the cases in the U.S. Dr. Anthony Fauci and other health experts say B.A.2 is more transmissible than even Omicron which was roughly six times as contagious as Delta. Symptoms so far suggest upper respiratory tract infection and less severity, especially in terms of hospitalization and death, and vaccinations and immunity gained from previous infection are providing greater protection so far from the worst outcomes. That’s good news, but again comes a variant even more transmissible than the last just as the vaccine immunity begins to wane and restrictions are relaxed. If the UK and the U.S. East Coast provide the same warning they have in the past, a spike if not a wave of new infections are ahead. Urge all hands to get vaccinated and boosted as the best protection.

MATSON NAVIGATION

Alcohol policy: On March 14, Matson notified its Unions that the company would implement a policy to prohibit alcohol on all its ships. In a letter from Senior Vice President Capt. Jack Sullivan to ship masters, the company cited the long-developing industry trend away from alcohol where Matson was an exception, a mixed policy within their owned fleet, as well as recent increase in injury cases involving alcohol. The policy in significant part is as follows:

4.1 Company Obligation – Matson is also obligated to comply with applicable United States laws and regulations. Matson is obligated to provide a reasonably safe workplace for its employees, safe vessel for all onboard, and capably manned ocean transportation for cargo shippers. It is unacceptable to place people, the environment, or property at risk by allowing alcohol aboard Matson’s Vessels.

4.2 General Guidance – Alcohol is not permitted aboard Matson Vessels. Alcohol cannot be brought, possessed, or consumed by anyone, at any time, aboard Matson Vessels. This policy does not apply to vessel cargo, or any alcohol products in Matson’s possession, for industrial, medical, or maintenance purposes.

In consultation with the other Unions, most of whom have already agreed to dry ship and zero-tolerance policies, we still consider the policy objectionable, under review and subject to the grievance procedure. The ability to prevail in arbitration, however, given the industry standards and other justifications unfortunately faces significant obstacles.

Mask policy: On April 4, 2022, Matson issued its latest COVID policy update (#55) that covered masks and masking on board. Referencing the USCG MSIB 2-21- CH 4 that removes the requirement on commercial vessels at sea or where only the crew are onboard, the policy still requires masking in all other situations. That includes when non-crew is aboard in port, such as longshore, vendors, pilots, etc. The policy also clarified that the 5-day quarantine period does not apply to existing crew returning from shore leave. Only new crew must “quarantine” in their rooms outside of work hours, among other things for five days after joining.

APL MARINE SERVICES

Standby COVID-19 testing problems: After notification from members and from Wilmington Branch Leon Gandy about problems dispatching standbys (especially long delays) to jobs in Los Angeles, and noting the changes in the pandemic safety calculus, I twice contacted the company. I made clear our frustration about the pre-boarding testing, especially for standbys. I also proposed various solutions including elimination of the testing requirement, or payment for the pre-board testing day, as well as using other clinics or “at home” test kits since much of the delay seems to be in the bureaucratic procedure between APL’s medical manager FutureCare and the main clinic call “Make You Well” in Torrance. The company did not accept these proposals, but discussion is ongoing, and the company for the first-time acknowledged problems. APL’s labor relations representative Karen Randmer said that the topic was under continuous discussion internally and is in negotiations with FutureCare, specifically about the testing challenge with standbys. Because of these and earlier actions, management directed FutureCare to seek other solutions. I also contacted Matson on the topic and will keep the membership informed on further progress.

CALIFORNIA LABOR FEDERATION

The California Labor Federation held its pre-Primary Convention in a virtual format on April 6, preceded by two days of Executive Committee meetings beginning on Monday April 4, 2022. Delegates endorsed candidates for federal and state government offices and a legislative agenda that including a new billionaire’s tax (AB 2289), an affordable housing bill (AB 2053) and an initiative reform effort. The powerful ballot initiative process, most recently hijacked by big money interests in the Prop 22 campaign, needs careful revision to preserve its integrity. This reform would require that at least 10% of the signatures needed to qualify the initiative are collected by unpaid volunteers.

Recommendations from local labor councils for elective offices were also considered and dozens of labor endorsements were made but only for those candidates that truly support improving the wages and working conditions of workers. Delegates from the SUP were Roy Tufono, Sam Worth, Matt Henning and myself. There will be another round of this political action for the general election in November.

TRANSPORTATION TRADES DEPT., AFL-CIO

The TTD held its Executive Committee meeting on April 4 and passed a sweeping policy agenda in support of transportation labor. Regarding the maritime sector, the TTD called for the Biden Administration and Congress to support a new national maritime strategy that reinvigorates and enforces the Jones Act, increases cargo preference



In Long Beach the SUP standby AB Luis Rosas is on the forklift helping to load fresh daily stores aboard the Matson containership *Kaimana Hila*.

SUP President’s Report continued

(Ship American) requirements, and strongly opposes Flag-of-Convenience registries. While this not exactly a new position, in the context of today’s events a refresh of supply chain resiliency, of American jobs, and of national security and readiness, is robust and persuasive. See this month’s West Coast Sailors for more.

SUP WELFARE PLAN

At the March meeting of the SUP Welfare Plan Trustees, (SUP VP Matt Henning and myself for the Union along with the Employer Matt Tucker with APL and Tom Percival for Matson) were advised that Blue Cross/Blue Shield of Louisiana had informed the Plan Administrator of their intent to terminate its contract with the Plan. The reason for the termination was that there was only one participant left in the group. Because it is a group plan, a single participant breaches the terms of the agreement. The provider contract “reserves the right to terminate the Group when participation is less than two (2) Employees” and has exercised that right.

Sarah Kantor, Associate Attorney with Plan counsel Trucker Huss advised that, in concert with the Plan’s eligibility outlook, the trustees had no alternative for lawful continuation of the contract. For more context, maintaining this provider has been come at an ever-increasing cost to the general membership even when there were greater participants involved. It was a vestige of a different era, when health care pricing was more stable and generalized, less data driven, and the SUP had much greater enrollment because there were ships and members in the New Orleans area. The Trustees continue to monitor the health care landscape for viable out-of-area coverage options and will keep the membership apprised of that ongoing effort.

SUP BUILDING CORP

On April 11, 2022, the newly elected Trustees of the SUP Building Corporation met to consider the management issues of the Union’s property at 450 Harrison St. in San Francisco. In attendance were the trustees including Paul Fuentes, Mike Worth, Matt Henning, Roy Tufono, and myself as well as SUP Controller Alice Wong. The Trustees heard about various building issues including maintenance and equipment repairs, tenant lease updates including those of the cell carriers and status of their ongoing development proposals. The office rental market in San Francisco is still extremely negative but generally the property is in good shape and significant financial resource. In the view of the Trustees is being managed in a manner that is financially beneficial to the membership.

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 first quarter of 2022, and report back to the membership at the May membership meetings. In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed, which will be in about three

Crazy Train: Engineer’s Terror Plot Gets 3 Years

The former train engineer who intentionally ran a locomotive off the tracks at full-speed toward the USNS Mercy will do prison time. The USNS Mercy, a hospital ship, was deployed to the Port of Los Angeles to provide medical relief early in the COVID-19 pandemic. The Mercy was not damaged by the train’s derailment in 2020, nor was anyone injured, according to a Justice Department statement. But the crash caused a diesel fuel oil spill and came at a time when the public was confused and nervous about the public health and safety.

Eduardo Moreno, 46, of San Pedro, was sentenced by United States District Judge Philip S. Gutierrez, was sentenced today to 36 months in federal prison. The judge also ordered him to pay \$755,880 in restitution. Moreno pleaded guilty in December 2021 to one count of committing a terrorist attack and other violence against railroad carriers and mass transportation systems.

On March 31, 2020, Moreno drove a train at high speed, did not slow down near the end of the railroad track, and intentionally derailed the train off the tracks near the United States Naval Ship Mercy – a hospital ship then docked in the Port of Los Angeles.

In his first interview with the Los Angeles Port Police, Moreno acknowledged that he “did it,” saying that he was suspicious of the Mercy and believed it had an alternate purpose related to COVID-19 or a government takeover, according to an

affidavit filed with a criminal complaint in this case. Moreno stated that he acted alone and had not pre-planned the attempted attack. While admitting to intentionally derailing and crashing the train, he said he knew it would bring media attention and “people could see for themselves,” referring to the Mercy, according to the affidavit. Moreno’s explanation also included this: “You only get this chance once. The whole world is watching. I had to. People don’t know what’s going on here. Now they will,” it said.

In a second interview with FBI agents, Moreno stated that “he did it out of the desire to ‘wake people up,’” the affidavit states. “Moreno stated that he thought that the Mercy was suspicious and did not believe ‘the ship is what they say it’s for.’”

“[Moreno’s] offense was extraordinarily serious, and he used his unique access as a licensed train conductor to derail a multi-ton train toward a government hospital ship whose purpose was to treat vulnerable patients in the midst of a global pandemic,” prosecutors wrote in a sentencing memorandum.

The ship is one of two US military hospital ships, with 1,000 beds, 800 medical staff, emergency rooms, and intensive care units. The USNS Mercy, operated by the U.S. Navy’s Military Sealift Command, is homeported at Naval Base San Diego. The sister ship, USNS Comfort, homeported in Naval Station Norfolk, was deployed to New York City at the same time.

weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Monday, May 9 at 0800.

HOLIDAYS

Good Friday — SUP hiring halls on the West Coast will close at noon on Good Friday, April 15, 2022. The Honolulu Branch will be closed all day, as it is an ILWU Local 142 holiday. It is therefore a holiday for Matson ships in Hawaiian ports and for those working under the Matson-SUP Maintenance agreement.

ACTION TAKEN

M/S to elect the nominated (M. Worth, R. Tufono, J. Linderman, D. Frizzi, P. Fuentes) to the Quarterly Finance Committee Carried.

M/S to concur in the balance of the President’s Report. Carried.

Dave Connolly

Historic WWII Mariner Training Station Calls for Support Letters

Preservationists and maritime historians are calling for letters to nominate U.S. Maritime Officers Training Station in Alameda, Calif., to the National Register of Historic Places. The site has the last remaining structure from the era and was one of only two such schools in the nation to produce trained officers during World War II. The site is to be demolished for re-development.

The State Office of Historic Preservation in California is preparing to send all the letters to the State Commissioners for the

upcoming public hearing on Friday, April 29, at 0900, in Sacramento.

The U.S. Merchant Marine has not received proper recognition over the years. Entering this place into the National Register of Historic Places would help bring awareness and potential adaptive reuse preservation to the site.

Letters may be addressed to Ms. Julianne Polanco, State Historic Preservation Officer, Office of Historic Preservation, 1725 23rd Street, Suite 100, Sacramento, CA 95816



ACTIVATION NATION: AB Reggie Clark was part of another successful activation of the *Cape Vincent* in the Ready Reserve Force in Beaumont Texas.

Defend the Jones Act

Support the SUP Political Fund

"I believe it doesn't make sense to outsource American vessels and American jobs for mariners that could be done right here at home. We do not need an end-run on the Jones Act."

SENATOR MARIA CANTWELL
Chair of the Senate Commerce Committee



At a hearing of the Commerce Committee on OSRA, Sen. Maria Cantwell calmly destroyed Sen. Ted Cruz’ dangerous anti-Jones Act amendments to OSRA with this comment, then called for a vote that went 26-2 against Cruz.



Mokihana crew and standbys assemble for a Union meeting in Oakland and a photo: Bosun Haz Idris, AB Karl Turner, AB Justin Foster, AB Dmitri Seleznev, AB Faith Matas, AB Romelito Linatoc, OS Damon Collins, AB and delegate Robert Reed, and AB Izzy Idris. Ship rumored to be heading to a yard period in Portland.
Photo: Roy Tufono

Port Lockdown in China Jams Shipping

continued from page 1

Truck drivers must show a negative result from a coronavirus test taken within 48 hours if they want to enter Shanghai, and some drivers are avoiding transporting goods through Shanghai altogether, fearful of ending up in quarantine.

The impact on shipping, already substantial, is growing. Maersk has warned of worsening congestion and higher rates, and businesses everywhere are bracing for another shipping crisis. “The disruptions in Shenzhen and Guangzhou are absolutely massive. Alone, they would have an unprecedented supply chain impact,” said Brian Glick, founder, and CEO at supply chain integration platform Chain.io.

Waiting times for vessels to berth at the Yantian International Container Terminal in Shenzhen have “skyrocketed” from an average waiting time of 0.5 days to 16 days, according to Shehrina Kamal at Everstream Analytics. As carriers divert to other ports, the congestion builds and a familiar compounding causes widespread supply-chain problems.

“The rising COVID infections may lead

to shutdowns at Ningbo and some other ports in China, adding to congestion and cargo backlogs,” a source with a UK-based logistics company said. “This is only the beginning — the first quarter of 2022 is going to be a complete wreck.”

Shanghai-area manufacturers were having more trouble getting parts delivered because China’s restrictions on movement are making it difficult for trucks to enter the region. That means some factories can’t operate normally even if they manage to keep workers on the job. Pegatron Corp., a major assembler of Apple products, said Tuesday it has suspended production at factories in Shanghai and a nearby province in compliance with local government requirements.

The lockdown ripple effect is likely to eventually include the U.S., where on the West Coast container-ship congestion has eased in Los Angeles and Long Beach. Trans-Pacific delays have largely shifted to Asia, with China seeing 14% more vessels than a median count from April 2021. Ships in the U.S. are 6.2% less than the median.

UK Opens Criminal Investigation Into Mass Firing of P&O Ferry Workers

continued from page 1

actionnetwork.org/letters/end-fire-and-re-hire-write-to-uk-cabinet-ministers. The SUP signed on and sent emails and letters to authorities in the UK declaring support for the workers and demanding their reinstatement.

Meanwhile, the EU maritime authorities determined that the replacement crews lacked necessary training. They cited three of the company’s ferries for failure to meet minimum standards of employment.

Specifically, on March 24, European inspectors who boarded the *Pride of Hull* reported that it failed to meet labor standards or MARPOL Annex 1 pollution prevention requirements. On March 25, the Maritime and Coastguard Agency (MCA) detained the EUROPEAN CAUSEWAY, saying it was unfit to sail because the replacement crew lacked training and was unfamiliar with the vessel. The authorities were said to be in the process of detaining a third ferry, *Pride of Kent*, on March 28.

U.K. ports have been the scene of angry demonstrations since 800 unionized ferry workers. The long-time workers were informed over Zoom that they were being fired, effective immediately.

“P&O Ferries has stated that it hopes to have its vessels back in operation with completely new crews, just a few days after laying off its entire workforce,” said

Nautilus International Executive Officer Martyn Gray.

“We maintain that it is impossible for the company to ensure safety onboard under these conditions... we call on [the Coast Guard] to ensure that these vessels are not permitted to sail — especially with passengers onboard — unless it is sure that proper safety standards have been met.”

P&O Ferries CEO Peter Hebblethwaite told members of Parliament in a hearing on the mass firings that many of the new crewmembers are being paid the equivalent of \$2.40 an hour — far less than the minimum wage — under what he called “a new operating model.”

P&O Ferries parent company, DP World, reported more than \$10.8 billion in revenue and \$1.2 billion in profit last year, a 33 percent increase over the previous year.

It also received more than 30 million pounds in emergency funding from the British government during the pandemic.

“There’s absolutely no doubt we were required to consult with the unions,” Hebblethwaite told members of Parliament.

“We chose not to do that,” he added, because “no union could accept our proposals.”

In response to lawmakers’ questions, Hebblethwaite said he himself is paid a yearly base salary of approximately \$435,000, plus two performance-related bonuses.

SUP Members Stand up for Tabletop Breakout 22

On April 14, 2022, all SUP dispatchers led by Vice-President Matt Henning satisfied the Union’s exercise obligations for a massive simulated Government fleet activation.

The SUP crewed ships in the Ready Reserve Force, sponsored by the Maritime Administration vessels and managed by Patriot Contract Services and Matson Navigation, were part of the drill.

The Maritime Administration conducted the simulated breakout to evaluate workforce readiness, especially in supporting a major ramp-up of surge sealift ships. This was a paper exercise and mariners were not required to report to the vessels.

Specifically, the “Command Post Exercise” Breakout 2022 simulated the activation of the Ready Reserve Force fleet and Military Sealift Command surge vessels to test procedures and coordination necessary to meet strategic sealift requirements. Dispatchers contacted members ready, willing, and able to ship out with valid credentials and qualifications.

While filling actual jobs at the same time, the tabletop billets were assigned by the Union and the ships “crewed” in a single day. Members currently serving aboard vessels were not eligible for the exercise. Those who filled virtual jobs are not precluded from taking actual shipping work.

Exercise participants may receive a follow-up communication from MarAd to verify their information. Members should make sure to keep the Union updated with their latest contact information and other important data to assist our records and ability to better respond to such tests and build job opportunities for our membership. Our thanks go out to all the members who participated in Breakout 2022!

All members who participated in Breakout 2022 deserve our thanks and recognition.



Dispatcher’s Report

Headquarters — MARCH 2022

Deck	
Bosun	1
Carpenter	0
MM	7
AB	8
OS.....	5
Standby S.F.	12
Total Deck Jobs Shipped	33
Total Deck B, C & D Shipped.....	22
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.....	33
Total B, C, & D Shipped-All Depts....	22
Total Registered “A”	27
Total Registered “B”	33
Total Registered “C”	4
Total Registered “D”	11

Before You Register For Shipping:

- 1. Get drug screen/ vaccinated.
- 2. Check expiration on all credentials.
- 3. Start renewal process. if less than six months left on MMC or Passport.
- 4. Get annual Fit for Duty medical card.
- 5. Pay dues, initiation, registration fee.



SUP BRANCH REPORTS

HONOLULU

March 2022

Shipping: The following jobs were dispatched for the month of March.
2 Bosun, 1 Bosun USNS, 0 Bosun Return, 0 Bosun Relief, 2 AB Dayman, 0 AB Dayman Return, 0 AB Dayman Relief, 3 AB Watch, 0 AB Watch Return, 1 AB Watch Relief, 1 AB Maintenance Man, 3 AB Maintenance Relief (10-day max), and 2 Ordinary Seaman USNS.
These dispatches were taken by: 6 A Cards, 6 B Cards, 0 C cards, and 1 D Cards. There were 20 Standby jobs dispatched for the month.

Registered:
6 A Cards, 14 B Cards, 5 C Cards, and 2 D Cards.

Ships Checked:
Charlton: Except for timely reliefs. All is well. Sean Bane Bosun, Lisa Stelpstra delegate, *Dakar:* Beefs concerning conditions are being worked on. Crew is still working hard to bring the ship to SUP standard. Rory Alexander Bosun, Norman Teruya Delegate. *Mokihana*., *Manoa*., *DK Inouye*., *Lurline*., *RJ Pfeiffer*., *Kaimana Hila*., *Matsonia*., *Maunawili*., *Mahi Mahi*., *Manukai*., *Manulani*., and Paint & Rigging: all are running smooth, with few if any beefs

There are still jobs hanging on the board. Your Brothers and Sisters are patiently waiting for you to step up and relieve them.

Agent's Report

I attended the Hawaii Port Maritime Council meeting. The Port Council, with assistance from the Hawaii State AFL-CIO are planning a Maritime Career Day on May 21st. We are asking members to submit pictures and/or short video clips that highlight the positive aspects of life as a Merchant Mariner. If you have pictures or video clips you think high school age kids would like, feel free to email them to honolulu@sailors.org please put your name, and a brief description what you are sending in the subject line. Also note this is the email address for the union hall. I also attended the Hawaii State AFL-CIO Committee on Political Education (COPE) meeting. I introduced myself to the other members and explained who we are. As I gain deeper knowledge of what's going on, I will report on local issues that concern us. Although COVID 19, has become less of an issue in the past weeks. It is still an issue. Companies are still holding to their "pre-sign on" protocols (No vaccine. No work). PLEASE! Check the expiration dates on all of your documents. If you have six months or less, start the renewal process. Let me know if you need help.

Fraternally Submitted,
Patrick Weisbarth
Honolulu Branch Agent

WILMINGTON

March 2022

Shipping: Bosun: 2, AB/W: 13, AB/D: 2, OS/ STOS: 0, GVA/GUDE: 0 Standby: 42. Total Jobs Shipped: 59

Registrations: A: 24, B: 40, C: 3, D: 6

Agent's Report

The next meeting will be Monday 18 April, be sure to attend to keep informed on new and changing information in the Maritime industry. Eli Wegger has been holding Seamanship are here at the hall on Fridays, the signup sheet is posted on the door. Check out the dvd's on the history of unions and labor. Keep your dues current and be sure to check your documents, before you are ready to ship make sure all documents are current in order to be dispatched. If you receive new documents, come in to update your records.

Participate in your Union Meetings and stay informed, we need a quorum in order to vote the union is only as strong as its members.

Fraternally Submitted,
Leighton Gandy
Wilmington Branch Agent

SEATTLE

March 2022

Shipping: 2 Boatswain (A, B), 1 AB/W (A), 3 AB/D (1A, 2B), 2 Navy AB (2B). Matson called for 1 Standby Boatswain (B) and 17 Standby AB's, filled with 5 A, 2 B, 5 C, and 5 D registrants.

Registered: 4 A cards for a total of 7; 6 B cards for a total of 16; 4 C cards for a total of 6; 1 D cards for a total of 3

Agent's Report:

These days Seattle permits, and D registrants are manning the pumps, keeping the standby jobs afloat. We are still double shifting and juggling members to make ends meet though. We need more members at job call to knock these seagoing jobs off the board too.

Two members turned up after a long hiatus from shipping and were shocked that there is a vaccination requirement and are now looking at 6 more weeks on the beach while getting vaccinated. They should have read our Union paper while off the job for all the latest developments in the industry.

Fraternally,
Brendan Bohannon
Seattle Branch Agent

VICE PRESIDENT'S REPORT

March 2022

Ships checked — April 2022

APL President Truman — Art Bronson, delegate. Ship was restricted to vessel in Oakland without pay. After 6 weeks dealing with management paychecks finally sent to members. Preston Lau, bosun.

Matson DKI — Rudy Bautista, delegate. The overtime is written by the delegate, nobody else. If you have a question or discrepancy about overtime, you talk to the delegate and handle it like adults. You do not write on the overtime sheet when nobody is around. One union, one voice. David Reinking, bosun.

Matson Mokihana — Robert Reed, delegate. Recently changed and tested lifeboat davits and wires. Heading to shipyard in Portland, Oregon at end of month. Haz Idris, bosun.

USNS Sisler — Chase Boeger, delegate. Clarification regarding overtime pay. Ship is currently in Norway for the next several months conducting military exercises, possibly returning to the US in the next few months. Chris Cupan, bosun.

USNS Dahl — Edwin Narvasa, delegate. Ship is on the hook in Saipan. Had some successful reliefs recently, still need more military trained AB's. Xerxes Cunanan, bosun.

USNS Soderman — Kenneth Carradine, delegate. Constant delays from shipyard, should be out of the yard soon. Ziggy Kaczor relieving Marc Accord, bosun.

USNS Watson — John Relojo, delegate. If you want to sign up for 401k you can go to the SUP's website and click on the SUP Welfare Plan link, on the right-hand side you will see 401K forms.

USNS Watkins — Isiah Montoya, delegate. Many inquiries regarding reliefs. If/ when possible the delegate should send emails for entire crew, not each individual sending emails throughout the week. Frank Duffin, bosun.

Cape V's and T's – Currently have two open Bosun billets on these five ships. Short two Bosuns. These ships are a great way to earn union seniority and gain bosun experience. The dreaded CM is off the *Cape Victory* for good now!

Cape Hudson & Henry — ROS status in San Francisco with Bosun Sumague and Fuentes. Little or no beefs.

I attended the Alameda and SF County Labor Councils delegates meetings as well as the State Fed pre-primary convention this past month. Dispatching issues continue. I can't stress enough the importance of checking your documents. Being prepared to ship out is part of your job.

Thank you to the members who helped out the union for the annual RRF tabletop exercise.

Matthew Henning

BUSINESS AGENT'S REPORT

March 2022

President Roosevelt — Delegate Cirilo Sajonia. Last trip 3 std—bys were ordered for maintenance but unfortunately we had a covid break among the crewmembers std-bys were told to leave the ship. After company competed couple of rounds of testing those who may had contact with the virus all test results came back Negative, and then cleared to sail for Yokohama. Julian Torres as Bosun.

President Truman — Arthur Brosnan, delegate. Arriving in Oakland with a clean bill of health, with no covid related issues. One of the challenges are the vendors and company agents coming and going on these vessels while the crewmembers are being restricted to the ship from the day we signed on. Preston Lau, Bosun.

President Cleveland — New elected delegate Abdulahmid Mohamed in at Oakland#S6 Company called for 3 std-bys for 3 days of maintenance work. Ship running smooth with Hussein Ali as Bosun.

President Wilson — Jonathan Clark delegate. Received a text from the *President Wilson* in a Chinese shipyard. The shipyard has been on lockdown and not working since March 27th due to the increasing covid cases in China. The shipyard is not talking or telling us if or when they will resume working. Very frustrating from the lack of communication we are getting from shoreside personal since arrival and now it is worse. We'll tough it out nothing we can't handle. Christopher Bartolo, as Bosun.

APL Shoreside: Std-by workers are required a Negative covid test 48 hrs. prior to boarding the vessel. The Union is working with FutureCare for local testing facility open late with rapid results.

Manoa — delegate Gerry Marshall. We would like to thank Captain Paul Mospens for taking time out to perform a beautiful service at sea for our beloved Brother Frank Portainer. Thanks to the SUP deck department for making this possible and to the Portainer family. Frank was a big part SUP Headquarters and will be truly missed. Relief Bosun Mike Worth.

Mahi Mahi — Emmanuel Baroman delegate. Sailed for China with no beefs, working steady crossing and back making good here. Looking forward to the weather getting better. Filemu Paule as Bosun.

Mokihana — Delegate Robert Reed sailed with no issues on the southern triangle schedule has us sitting alongside the dock next trip for 6 days looking forward to that stay. Remoni Tufano as Bosun.

RJ Pfeiffer — Newly elected delegate Noel Itsumaru welcomed aboard vessel on the southern triangle in good hands with Robert Morgan as Bosun.

Matsonia — Cosmo Bigno delegate taking a trip off delegate to be elected at sea. Matson sent out a notice to the fleet that no longer allow drinking aboard Matson vessel. This sent a shock wave though the whole fleet. Having a beer after a hard day's work was a routine of relaxation, shoot the breeze, talk stories, daily events etc. Matson is committed to the changes and things won't be the same. Dale Gibson, Bosun.

If your MMC or Passport are under 6 months', it's time to start the renewal process. Reminder when up—grading seniority send only copies when the process is complete we shred all paperwork. If your eligible for a booster I recommend you get one. Worked in the front office and helped dispatch.

Roy Tufono

SUP Pensioners Join the Ranks of Retirement	
Roselle B. Villegas	3/1/2022
Hector L. Diaz	3/1/2022
Michael F. Sposeto	4/1/2022
Antonio E. Ymas	4/1/2022