



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Monday, April 20, 2020

Fresh Jones Act Attacks Come Under Cover of Virus Pandemic

Oil and natural gas interests hit hard by the oil price war between Russia and Saudi Arabia pressed hard this month to bypass the Jones Act. Industry lobbyists arranged a meeting at the White House of oil executives with President Trump, but against the stiff opposition of maritime labor, it produced nothing.

The American Exploration & Production Council (AXPC), representing 26 independent

the Jones Act in order to pivot to foreign-run interests, AXPC also mentioned that they "support American workers across multiple sectors impacted by recent events to help stimulate the economy."

Maritime union and industry leaders issued a strongly worded letter opposing such a waiver. The letter was sent to Chairs and Ranking Members of the House Committees on Transportation and Infrastructure, and House Armed Services. It was signed by SUP President Dave Connolly, MM&P President Don Marcus, MEBA President Marshall Ainley, AMO President Anthony Poplawski, SIU President Mike Sacco, IBU President Marina Secchitano, MTD Secretary-Treasurer Dan Duncan and TTD President Larry Willis.

"At a time when American workers and their families are facing economic hardship," the letter read, "the public health crisis should not be exploited to the benefit of foreign-flagged industries that do not employ American workers, avoid paying U.S. taxes, pay substandard wages to their foreign employees and want to use these hard times to break into our nation's vital industries," they wrote.

"A Jones Act waiver in these circumstances — replacing American mariners and American ships with foreign mariners and foreign ships in our home waters — is unnecessary and contrary to our collective need to come together as a nation to fight this virus."

"We oppose any efforts to waive the Jones Act that would undermine the wellbeing of American mariners and the domestic maritime workforce. When this crisis is over, irresponsibly weakening the fundamental laws governing the U.S. maritime industry would only contribute to the growing loss of American jobs to foreign interests."

Contagion Rages in U.S. Quarantines and Lockdowns at Sea and Ashore

From SUP President's Report:

The grim statistics as the West Coast Sailors goes to press are unavoidable: there are more than 2 million cases of COVID-19 and over 160,000 deaths in 185 countries. There are more than 700,000 confirmed cases in the United States, far more than any other country, and more than 37,000 deaths. States of emergency and disaster declarations have been declared for all 50 states and there is no corner of American life that has

Emergency Overview and Disaster Response

not been affected by the dual disasters of the health emergency and the associated economic contraction.

The human cost is tragic and incalculable. The economic costs are only beginning to be measured, but economists such as the those at the International Monetary Fund have begun to use outlier descriptions such as "greatest recession since the Great Depression." By only one measure, the number of Americans filing for unemployment topped 22 million during the last month. As everyone stayed home to fight disease, the U.S. consumer economy abruptly stopped. The impact was pervasive and monumental in nearly every sector of the economy. In maritime transportation there was widespread damage as cargoes all but disappeared and shipping companies struggled with dramatically reduced supply and demand.

Throughout the commercial and defense supply chain, in bulk vessels and ro/ro's, tankers and containerships, dozens of indicators are in the red and the question of duration looms, even as the lifting of some restrictions begins.

Through it all, the health and safety of SUP members and their families remains our primary focus and principal concern. Both in the workplace and the Union Halls, we've moved quickly to manage the risk. These temporary protections for safety may yet change again but will stay fixed on keeping us all free of both hardship and disease.

After safety, foremost among our responsibilities is serving our contractual obligations via the ongoing viability of our hiring halls and the rotary shipping system. Following local and state orders for responsible safe operations, and mindful of our history, our Constitution, and our role as a critical part of the maritime supply chain, SUP hiring halls remain open on a limited basis for essential business. Registration, supplemental benefit applications, medical services dispatch, credential and training consultation are important but can and are being handled remotely. The SUP Shipping Rules remain in effect. All agents are working. Job calls occur within standard guidelines of pre-screening, regular monitoring of wellness, mask use, physical distancing, disinfection, etc. Detailed guidance and policy is posted in all halls and is available on the SUP website at www.sailors.org on the COVID-19 page.

Our SUP Welfare Plan, as well as our Sup-
(continued in the President's Report on Page 9)

Massive COVID-19 Rescue Package Passes Congress

Amid a growing death toll and a volatile stock market, on March 27, President Donald Trump signed a massive \$2.2 trillion economic stimulus package as part of a wave of emergency aid legislation to provide relief to effects of the COVID-19 outbreak.

There were two packages passed before that and others pending, the but March 27th package, known as the CARES Act, was the largest spending bill in American history. It includes financial assistance to workers, corporations, schools, small businesses, hospitals, airlines and many many other entities. It has grants, loan programs, increase unemployment

insurance payments, and even direct cash payments.

Maritime was not a central component of the expansive package although it did include \$3.1 million for the Maritime Administration to "prevent, prepare for, and respond to coronavirus" of which \$1 million will be directed to the U.S. Merchant Marine Academy and \$1 million directed to the state maritime academies, for the same purposes.

Additionally, the legislation provides flexibility for ferry operators who receive grants under the Federal Transit Administration (FTA) to use their funds to support operating ex-

penditures. Most importantly, due in part to intense defensive lobbying by maritime labor the legislation does not provide a corporate "bail-out" of the foreign-flagged cruise ship industry nor does it waive the Jones Act for any foreign-flagged vessels.

The bill takes expenditures from the Harbor Maintenance Trust Fund off budget, beginning on Jan. 1, 2021 or the date of enactment of the next water resources development bill. This would allow full revenue taken in each year by the Trust Fund to be spent out without concerns for budget implications and spending caps.



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Donald Cushing	Book #4777
Diane Ferrari	Book #2251
Kaj E. Kristensen	Book #3120
Hannu Kurppa	Book #3162
Dave Larsen	Book 19078
Gunnar Lundeberg	Book #4090
Duane Nash	Book #2437
Vince O'Halloran	Book #2463
John Perez	Book #3810
Alex Romo	Book #3093
James Savage	Book #7488
David Shands	Book #7483
Arthur Thanash	Book #3249

West Coast Sailors

Abe Acosta	20.00
Roy Bradshaw	25.00
Joseph Meehan	25.00
Paul Splain	100.00
Tom Wulzen	100.00

In memory of
George "Kelly" Wulzen

Organization/ General Fund

Abe Acosta	20.00
Robert Burns	10.00
Warren Wade	30.00

Political Fund

Abe Acosta	20.00
Chris Bartolo	20.00
David Connolly	100.00
Randy Cruz	50.00
Mike Dirksen	50.00
Matt Henning	100.00
Isnin Idris	100.00
William Martin	5.00
Gil Manipon	20.00
George Pedersen	\$500.00
In memory of Leo Olsen	
Steve Swinson	25.00
Ian Serra	20.00
Paul Splain	100.00
Ray Tavai	50.00
Bruce Thompson	100.00
Roy Tufono	50.00
Warren Wade	30.00

Defend the Jones Act

Support the SUP Political Fund

SUP Meetings

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

	Hdqtrs.	Branch
May	11	18
June	8	15
July	13	20
August	10	17
September	14	21
October	Tues 13	19
November	9	16
December	14	21

APL Updates Unemployment Claim Information

March 12, 2020

APL Marine Services LTD
Vessel Crewmembers

Re: Unemployment Claims
To ALL HANDS:



Effective immediately all unemployment claims should be reported to The State of Maryland Division of Unemployment, APL Marine Services **LTD Account – 006602367 2**

The contact information is as follows:

State of Maryland, Department of Labor, Licensing and Regulation
Division of Unemployment Insurance, 500 N Calvert Street, #401
Baltimore, Maryland, 21202
Baltimore area & out of state - 410-949-0022
Toll free only inside MD - 1-800-827-4839
For Hearing Impaired Only: Maryland Relay dial 711
e-mail: dluinquirystaff-labor@maryland.gov

Download Claim Information

<https://www.dllr.state.md.us/employment/officenum.pdf>

Claims can easily be made through each crewmembers' home state unemployment office. Provide your home state unemployment office with the above information and the claim will be administered between the states on your behalf appropriately.

Please feel free to contact Sherri Eyler @ 301-468-7513 or 240-477-9906 should you have questions or concerns.

Richard S. Henschel, CFO, APL Marine Services LTD

APL Maritime, Ltd., 6110 Executive Boulevard, Suite 410
Rockville, Maryland 20852, 1-301-468-7500

Public Content

Membership and Ratings Committee

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

Name and Membership Number	Seatime	Rating	Seniority
Adam Tassin III #3306	6 yrs.	AB	A
Roger C. Tupas #3307	6 yrs.	AB	A
Jason A. Magi #6551	6 yrs.	AB	A
Steve Martin 19654	1 yr.	O.S.	B
Quoc-Thai Hoang 19655	1 yr.	A.B.	B
Victorino Compendio C-2822	30 days	O.S.	C
Samuel Bisbey C-2823	30 days	O.S.	C
William R. Martin C-2824	30 days	O.S.	C
Edward Moody C-2825	30 days	O.S.	C

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Paul Fuentes, #2239, Robert Reed, #3203, and Ian Serra #2776. The Committee urges all members to submit only copies of required documents.



The SUP Membership and Ratings Committee met on April 2 to review the upgrade requests of members based on documented time under covered employment. Ian Serra joined Robert Reed and Paul Fuentes to go over the records and count up the time.

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(415) 764-4987

Additional Unemployment Benefits for California Workers Impacted by COVID-19, as Unemployment Claims Reach Record Levels

Published: Apr 09, 2020

The state will begin implementing new federal benefit payments of \$600 on top of the weekly benefit received by California workers starting April 11

Californians have filed more claims in the last four weeks than in all of 2019.

SACRAMENTO — Governor Gavin Newsom today announced that starting April 11, California workers who are receiving unemployment benefits will begin receiving an extra \$600 on top of their weekly amount, as part of the new Pandemic Additional Compensation (PAC) initiated by the CARES Act. This comes as record numbers of unemployment claims are being filed on a weekly basis in the state.

“Many Californians are feeling the effects of this pandemic, and this added benefit is very important to our workers so they have needed resources during this difficult time,” said Governor Newsom.

International Cruise Lines Excluded From Bailout Package

The international cruise lines will not receive financial assistance under the terms of the massive bailout package approved by Congress two weeks ago.

SUP, MM&P and other was among the organizations that argued strongly against the proposal—put forth by the White House--to include the cruise lines in the package.

After negotiations between the Republican and Democratic leadership in Congress and the administration, language was included in the bill that restricts assistance to companies incorporated in the US that have the majority of their workforce based in this country.

Either one of these restrictions would rule out the largest cruise operators.

“American taxpayers should not be sending their hard-earned dollars to an industry that freeloards off our government and is notorious for exploiting low-cost foreign crews,” said Don Marcus, president of the Masters’ Mates and Pilots. He said domestic, U.S.-flagged vessel operators should be given assistance--not cruise lines that flag their ships in foreign countries to avoid paying taxes.

“US tax-paying mariners are keeping our supply chains open on the oceans of the globe and the waterways of our

In the last four weeks, California has processed about 2.3 million unemployment insurance claims, which is more than the total number of claims filed in 2019. Just for the week ending on Saturday, April 4, 2020, the California Employment Development Department (EDD) processed 925,450 claims, which is a 2,418% increase over the same week last year. Additionally, the EDD paid a total of nearly \$684.3 million in unemployment benefits to Californians in need in the last four weeks, supporting families and their local economies.

For more information on how to apply for unemployment insurance benefits and what claimants need to know about these new \$600 additional payments, visit the EDD website.

“I want to thank both our federal partners, as well as everyone in our Labor Agency and the staff in the Employment Development Department, who are working around the clock to ensure California workers have the resources they need to get through this difficult time,” added Governor Newsom.

nations. They are provisioning our troops overseas and transporting essential workers to their jobs aboard the ferries of our major ports.”

Efforts by the flag-of-convenience cruise ship industry to receive bail-out money may have been thwarted this time, but they are angling for another attempt aided by Florida lawmakers. The next attempt could come in a Congressional aid package.

In a letter sent to House and Senate leadership the Florida delegation argued that the industry accounts for a large amount of supply chain spending, including port fees, travel agents, hotels and other services.

U.S. maritime labor was not impressed. “The cruise industry has only one U.S.-flag ship in operation, which proves it can be done,” said SUP President Dave Connolly. “These flag-of-convenience operators, are parasitic and debilitating to the U.S. economy. They stand among the world’s worst employers having exploited international mariners for decades with outrageous conditions and slave wages. If this enormous part of the U.S. seagoing industry wants a bailout during tough times they can pay U.S. taxes, employ Americans, and fly the American flag.”

to conduct business at this time. Mailed documents are subject to delays. Submission guidance is located on the NMC website. Electronic submissions will only be accepted in PDF format; other formats such as .gif, .zip, or camera images will not be accepted. User fees must be paid using www.pay.gov. Include a scanned copy of your payment receipt with your application submission. In addition, NMC is unable to retrieve legacy mariner service records. Mariner applicants should make sure all necessary supporting documentation is contained in the electronic application.

Coast Guard closes REC’s: Extends Expiration on Credentials

The United States Coast Guard recently published several Marine Safety Information Bulletins including the actions taken by the agency related to mariner credentials and medical certificates. Among other things, Regional Exam Centers have been closed until further notice and certain expiring mariner documents have been extended for another three months. Regional Examination Centers and Monitoring Units will be closed until further notice effective immediately. Mariners may cancel or reschedule any REC appointment by contacting NMC’s Customer Service Center at 1-888-IASK-NMC, by emailing IASKNMC@uscg.mil, or through the NMC online chat system. This includes appointments for application submission, payment of fees associated with an application, or appointments for examinations.

- National Endorsements: Merchant Mariner Credentials (MMC) and Medical Certificates (National Endorsements only) that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of this notice.
- STCW Endorsements: MMCs with STCW endorsements that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of this notice.
- STCW Medical Certificates: STCW Medical Certificates are valid for 3 months from the expiration date in accordance with STCW Regulation I/9. Mariners who are actively working on expired medical certificate that meet the expiration criteria must carry the expired certificate with a copy of this notice. The complete notice can be viewed on USCG website. Members and applicants affected by these newly announced mitigation efforts should be sure to have a copy of the letter to be kept with their credentials at all times.
- The Coast Guard has also issued guidance that keeps an expired MMC valid despite an expired TWIC, and the Transportation Security Administration has extended TWIC expiring after March 1, 2020 to October 31, 2020.

ILO Special Committee: Seafarers Deserve PPE, Travel Rights Plus Dignity and Respect

Seafarers should be treated as “key workers” and be exempted from travel restrictions during the COVID-19 pandemic, say the Officers of a special International Labour Organization (ILO) tripartite maritime committee representing seafarers, shipowners and governments.

A joint statement issued by the Officers of the Special Tripartite Committee of the Maritime Labour Convention (MLC, 2006) also called on ILO member States to do all that they can to facilitate the delivery of essential medical supplies, fuel, water, spare parts and provisions to ships.

This follows reports that in some parts of the world suppliers have been prevented from boarding ships to give masks, overalls and other personal protective equipment to crews. Some ports have also refused to allow some ships to enter because they had previously docked in areas affected by COVID-19, preventing vessels from obtaining essential supplies.

“Seafarers are just as worthy as everyone else and should be treated with dignity and respect to ensure that they can continue to provide their vital services to the world,” the statement said.

ILO Director-General Guy Ryder, has asked governments to ensure that, in these challenging times, seafarers are adequately protected from the COVID-19 pandemic, have access to medical care, and can travel to and from their ships, as necessary, in order to continue to play their crucial role.

Seafarers’ rights are set out in the ILO’s MLC, 2006, which establishes minimum requirements for almost all aspects of working conditions for seafarers, including conditions of employment, hours of work and rest, repatriation, shore leave, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection.

The Convention has now been ratified by 96 ILO member States, representing more than 91 percent of the world’s merchant shipping fleet.

The IMO has also urged for keyworker exemptions for crew changes and repatri-

ations. A Circular Letter No.4204/Add.6 provides a preliminary list of recommendations for Governments and relevant national authorities on the facilitation of maritime trade during the COVID-19 pandemic. The Circular Letter specifically calls on governments to designate professional seafarers and marine personnel, regardless of their nationality, as “key workers” providing an essential service.

Referring to the issue of crew changes, it says professional seafarers and marine personnel should be granted any necessary and appropriate exemptions from national travel or movement restrictions to allow them to join or leave ships, and that governments should permit professional seafarers and marine personnel to disembark ships in port and transit through their territory (i.e. to an airport) to allow crews to be changed and seafarers to be repatriated.

The circular letter reiterates earlier calls made by IMO Secretary-General Kitack Lim, who said it was “crucially important that the flow of commerce by sea should not be unnecessarily disrupted.” He took the opportunity to repeat his own statement that seafarers are “on the front line of this global calamity” and that the situation needs a “practical and pragmatic approach, in these unusual times, to issues like crew changeovers, resupply, repairs, survey and certification and licensing of seafarers.”

In the Circular Letter, Lim referred to the outcome of the G20 Leaders’ Summit on COVID-19 on March 26 in which the G20 leaders committed to continue working together to facilitate international trade and coordinate responses in ways that avoid unnecessary interference with international traffic and trade.

The leaders pledged to work to ensure the flow of vital medical supplies, critical agricultural products, and other goods and services across borders, and work to resolve disruptions to the global supply chains, to support the health and well-being of all people.

COVID-19 Fact Sheet

- Facts on infection prevention from John Hopkins University:
- The virus is not a living organism, but a protein molecule (DNA) covered by a protective layer of lipid (fat), which, when absorbed by the cells of the ocular, nasal or buccal mucosa, changes their genetic code. (mutation) and convert them into aggressor and multiplier cells.
 - Since the virus is not a living organism but a protein molecule, it is not killed, but decays on its own. The disintegration time depends on the temperature, humidity and type of material where it lies.
 - The virus is very fragile; the only thing that protects it is a thin outer layer of fat. That is why any soap or detergent is the best remedy, because the foam CUTS the FAT (that is why you have to rub so much: for 20 seconds or more, to make a lot of foam). By dissolving the fat layer, the protein molecule disperses and breaks down on its own.
 - HEAT melts fat; this is why it is so good to use water above 25 degrees Celsius for washing hands, clothes and everything. In addition, hot water makes more

A Quick Look at the Pandemic Relief Payments

In response to the economic fallout of the coronavirus pandemic, Congress is approved and the President signed economic relief plan that includes one-time direct payments to most households. Here are the key details:

The plan provides \$1,200 for each adult and \$500 for each child under 17. A married couple with two children would get \$3,400. Most people will receive the money in a payment from the Internal Revenue Service soon.

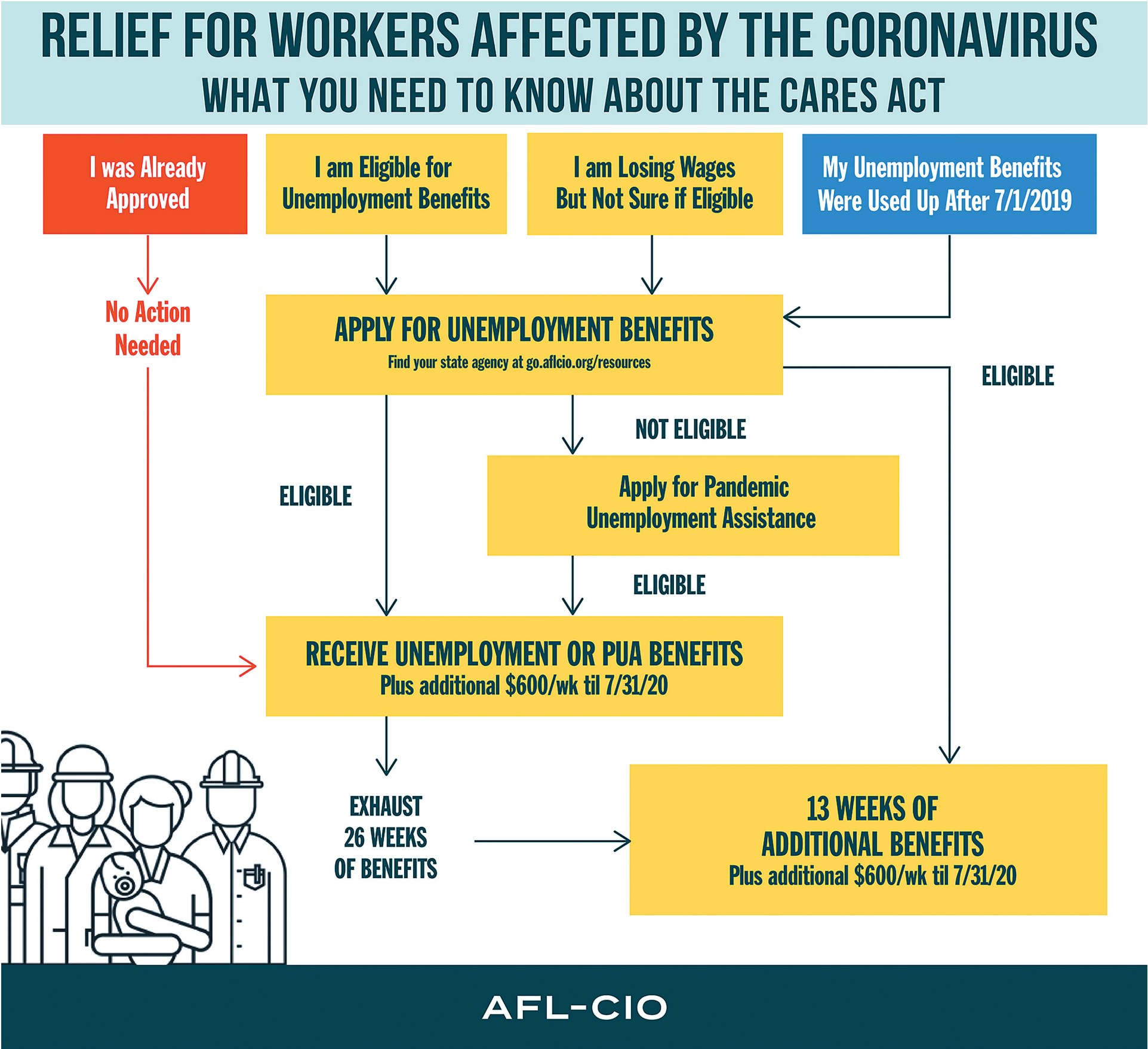
The payments go to almost any adult with a Social Security number, as long as

they aren't dependents of someone else. Those adults get the payments for the children in their household.

Payments start phasing out for those with income above \$75,000 in adjusted gross income for individuals, \$112,500 for heads of household (often single parents) and \$150,000 for married couples. The payments start shrinking above those levels.

For those with no children, the benefit disappears at \$99,000 for individuals and \$198,000 for married couples. More details are available at www.irs.gov/coronavirus

- foam and that makes it even more useful.
- Alcohol or any mixture with alcohol over 65% DISSOLVES ANY FAT, especially the external lipid layer of the virus.
 - Any mix with 1 part bleach and 5 parts water directly dissolves the protein, breaks it down from the inside.
 - Oxygenated water helps long after soap, alcohol and chlorine, because peroxide dissolves the virus protein, but you have to use it pure and it hurts your skin
 - NO BACTERICIDE SERVES. The virus is not a living organism like bacteria; they cannot kill what is not alive with antibiotics, but quickly disintegrate its structure with everything said.
 - NEVER shake used or unused clothing, sheets or cloth. While it is glued to a porous surface, it is very inert and disintegrates only between 3 hours (fabric and porous), 4 hours (copper, because it is naturally antiseptic; and wood, because it removes all the moisture and does not let it peel off and disintegrates), 24 hours (cardboard), 42 hours (metal) and 72 hours (plastic). But if you shake it or use a feather duster, the virus molecules float in the air for up to 3 hours, and can lodge in your nose.
 - The virus molecules remain very stable in external cold, or artificial as air conditioners in houses and cars. They also need moisture to stay stable, and especially darkness. Therefore, dehumidified, dry, warm and bright environments will degrade it faster.
 - UV LIGHT on any object that may contain it breaks down the virus protein. For example, to disinfect and reuse a mask is perfect. Be careful, it also breaks down collagen (which is protein) in the skin, eventually causing wrinkles and skin cancer.
 - The virus CANNOT go through healthy skin.
 - Vinegar is NOT useful because it does not break down the protective layer of fat.
 - NO SPIRITS, NOR VODKA, serve. The strongest vodka is 40% alcohol, and you need 65%.
 - LISTERINE works because it is 65% alcohol.
 - The more confined the space, the more concentration of the virus there can be. The more open or naturally ventilated, the less.
 - This is super said, but you have to wash your hands before and after touching mucosa, food, locks, knobs, switches, remote control, cell phone, watches, computers, desks, TV, etc. And when using the bathroom.



AFL-CIO Says More Needs to be Done to Protect Workers From Virus

The AFL-CIO recently called the national attention to the working people are still serving communities and risking their health while doing it. “I remain in awe of the courage, selflessness and bravery of our members in the face of the coronavirus pandemic,” AFL-CIO President Richard Trumka said. “They deserve not only our gratitude but also commonsense standards that allow them to do their jobs and stay safe.”

Workers are being forced to work without adequate protective gear or sick leave if they or their family members get sick. As a result, workers at places like Amazon, Instacart, and Whole Foods are walking off the job to demand stronger protections, and many are trying to form unions.

The Federation was heartened by many of the beneficial provisions in the stimulus bill that will help assist workers

hit hard by the pandemic. In particular, they cited the expansion of the unemployment insurance program; increased funding for schools, hospitals, and state and local governments; relief for the airline industry (including worker rights protections); and critical funding to keep transit workers on the job.

However, more needs to be done. Trumka and AFL-CIO-affiliated unions called for Congressional action to protect front-line workers and help mitigate the public health crisis. Such steps include the issuance of new occupational health and safety standards, worker protections such as paid leave, paid sick days, workers’ compensation and unemployment insurance.

You can access the AFL-CIO’s COVID-19 Pandemic Resource at www.aflcio.org/covid-19

Wallenius Lines cuts fleet of ships warning industry of trouble ahead

Car carrier Wallenius Wilhelmsen’s dramatic fleet action may provide a warning sign for the broader shipping industry. The specialized car carriers that haul automobiles and other vehicles around the world are reeling as automotive factories shut down. Norway’s Wallenius Wilhelmsen, one of the world’s biggest car carriers, last week said it would furlough about 2,500 workers — half of its production staff in the Americas — and pulled 14 ships from its fleet. The Oslo-based operator’s fleet reduction, includes four ships that will be scrapped. Car carriers have been especially hard hit as automobile production and demand nosedive around the world amid the coronavirus pandemic. The fleet downsizing is the biggest move yet among ocean carriers that have been buffeted by the coronavirus-driven hit to global economies. Shipping companies have until now generally weathered the downturn, but the car carrier’s action suggests the ongoing shutdown of factories is cutting deeper into industrial supply chains. That will likely trigger a bigger impact on operators from dry-bulk commodities carriers to container lines. Consulting group SeaIntelligence reiterated its gloomy forecast of a decline in container shipping demand this year and says, “current developments indicate that the worst is ahead of us.”

“The virus in China alone led to more than 120 blank sailings. The pandemic spread is likely to lead to substantially more blank sailings than this,” said Lars Jensen, chief executive of Copenhagen-based SeaIntelligence Consulting. “If the 37% reduction is an indication of a global demand shortfall, this means all carriers are facing mortal risks.” Mr. Jensen expects overall container volumes to decline about 10% this year because of the pandemic, similar to the decline in the aftermath of the 2008 financial crisis.

Others are not less sanguine: some ports are logging blank sailings double or triple what was expected. The larger shipping companies may have the capital to hold ships in storage, but smaller companies with high debt loads are approaching operational difficulty, especially the longer the crisis drags on. China’s supply shortage put dozens of smaller shipping companies with niche routes from China to destinations like Japan, South Korea and the Philippines

in distress, erasing their cash flows. Those companies have only a handful of ships apiece but they are critical to global trade because they shuttle containers and commodities on regional trade lanes that feed parts and finished goods to operators on the bigger routes.

Singapore-based Pacific International Lines, the world’s 10th-biggest container line by capacity, according to maritime data provider Alphaliner, has been selling off some assets to raise cash. The company has been seeking to stave off creditors amid a heavy debt load.

A.P. Moller-Maersk’s main Maersk Line business went into 2020 with nearly \$4.8 billion in cash. But Moody’s in downgrading Maersk said that won’t insulate the carrier from the factory closures and protectionist actions spreading around the world.

“The shipping sector in general and container shipping sector in particular are dependent on world trade and activity demand for goods from industrial companies as well as consumers,” Moody’s said in its report Tuesday.

In Germany, Alfred Hartmann, the head of the country’s big shipowners’ association, warned that repayment of some shipping loans “will turn out to be problematic.”

“Our focus going forward will be costs, further deleveraging, and [to] make sure that we keep enough cash,” Rolf Habben Jansen, chief executive of Hapag-Lloyd AG, said in a March 20 investor conference call. The German container line earned a \$418 million net profit in 2019, but Mr. Jansen said that last year now seems “a very long time ago.”

As of 11 April, Sea-Intelligence reports that 384 sailings have been blanked across various deepsea trades, with another 83 cancelled by carriers in the past week alone.

The consultant estimates the industry is facing a decline in demand of some 6.4m teu globally, as a consequence of the consumer lockdowns and restrictions now impacting half of the world’s population.

“If the world returns to normal after the second quarter, and the carriers do not cancel any further sailings – which appears quite unlikely, this would still lead to a demand decline for 2020 of 4%,” said Sea-Intelligence chief executive Alan Murphy.

Navy Captain Protects Crew, Gets Fired: Secretary of Navy Apologizes, Then Resigns

As first reported in the *San Francisco Chronicle*, the captain of a nuclear aircraft carrier with more than 100 sailors infected with the coronavirus pleaded with U.S. Navy officials for resources to allow isolation of his entire crew and avoid possible deaths in a situation he described as quickly deteriorating.

For his care and concern, Capt. Brett Crozier, was quickly relieved of his command of the aircraft carrier *Theodore Roosevelt*, apparently for not following the chain of command. The ship, with a crew of more than 5,000 sailors, docked in Guam following a COVID-19 outbreak. Shortly after disembarking, Capt. Crozier was tested and found positive for the coronavirus.

In a four-page letter Capt. Crozier, a Santa Rosa native, said to senior military officials, including Acting Secretary of the Navy Thomas Modly, that official guidelines to prevent the spread of the virus, including social distancing, were effectively impossible to implement.

“Due to a warship’s inherent limitations of space, we are not doing this,” Crozier wrote. “The spread of the disease is ongoing and accelerating.” He asked for “compliant quarantine rooms” on shore in Guam for his entire crew “as soon as possible.”

“Removing the majority of personnel from a deployed U.S. nuclear aircraft carrier and isolating them for two weeks may seem like an extraordinary measure. This is a necessary risk,” Crozier wrote. “Keeping over 4,000 young men and women on board the *TR* is an unnecessary risk and breaks faith with those Sailors entrusted to our care.”

Capt. Crozier is a naval aviator by background and a former F/A-18 pilot. He previously served as the commanding officer of the 7th Fleet flagship *USS Blue Ridge* and the XO of the carrier *USS Ronald Reagan*.

In further developments, Acting Navy Secretary Thomas Modly resigned on Tuesday following an uproar after he excoriated the former captain of the aircraft carrier Theodore Roosevelt, whose crew had become stricken with the coronavirus, according to U.S. military officials

Mr. Modly was under pressure to resign after an extraordinary chain of events over the course of the last two weeks that has plunged the Navy into disarray as it scrambles to respond to the Covid-19 crisis, the officials said.

First Confirmed Containership Cases of Covid-19 Reported

Maersk Lines on March 31 confirmed that five seafarers aboard the container ship Gjertrud Maersk have tested positive for COVID-19, including four individuals who are asymptomatic. Last week, they were evacuated to a hospital in Ningbo, China for treatment, along with two additional crewmembers who tested negative. All are in stable condition, Maersk said.

“We can confirm that during the past week, several seafarers on board the container vessel Gjertrud Maersk were feeling unwell,” a Maersk spokesperson told shipping media outlets on Monday. “As per our established protocols, the seafarers were isolated on the vessel when symptoms appeared and we are providing medical treatment based on input from our medical advisers...Extra precaution measures will

Mr. Modly strangely traveled to the carrier in Guam himself to angrily criticize the ship’s former captain in a profanity-laced address to the ship’s crew. That fueled widespread anger on the ship, at the Pentagon and on Capitol Hill. Mr. Modly repeated the statement but President Trump, said the remarks by Mr. Modly were “rough” and pledged to get involved in the case. Two hours later, Defense Secretary Mark Esper demanded that Mr. Modly issue a public apology, officials said, and he did so late Monday evening. By Tuesday, many top Democrats, including House Speaker Nancy Pelosi (D., Calif.), were calling for Modly’s removal. He soon resigned.

More than 585 crew members of the *Roosevelt* have tested positive for Covid-19, according to Navy officials. Though the *Roosevelt* is disembarking the ill and suspected close contacts, the current shoreside accommodations in Guam may offer little by way of improvement. SUP-contracted military support ships *Sisler* and *Dahl* may be called to assist in the deployment to Guam of temporary housing and the delivery of gear necessary for construction of field hospitals.

As the *West Coast Sailors* goes to press, a sailor from the carrier has died of COVID-19, according to the U.S. Navy.

The victim was found unconscious in his isolation room and taken to U.S. Naval Hospital Guam. He has been identified by media as a chief petty officer, though his name is being withheld pending family notification.

The victim from USS Roosevelt is the first active-duty servicemember to die from the novel coronavirus across the armed forces.

The Navy has made arrangements for disembarking the majority of the crew in Guam in order to provide adequate space for social distancing, quarantine and isolation measures. A skeleton crew remains on board to operate and guard the ship’s vital systems, and ship-wide disinfection is under way.

A team of medical professionals assigned to 3rd Medical Battalion, 3rd Marine Logistics Group, III Marine Expeditionary Force have deployed to Guam in order to augment the ship’s COVID-19 response efforts. About 230 sailors and marines arrived in Guam this month to support USS Roosevelt’s onboard medical staff while the ship is in port.

be taken for crew replacement and sanitation will be implemented.”

The 9,000 TEU Gjertrud Maersk is the first container ship with publicly-reported positive COVID-19 cases on board. She is currently alongside the pier in Ningbo and awaiting phasing-in for a rotation on Maersk’s network.

Maersk Lines has already suspended crew changes across its boxship fleet in order to minimize risk to its seafarers and to comply with the severe restrictions on travel in port states around the world. The move has been met with concern from some seafarers’ advocacy organizations, notably the ITF, which has called on Maersk and other vessel operators to allow crews to rotate off as scheduled and return to their homes.

Homeland Security Declares U.S. Mariners Essential Critical Infrastructure Workers

The Coast Guard released a Marine Safety Information Bulletin (11-20) on March 27 that says in part that “During the ongoing national emergency, it is paramount that we safeguard the continued operation of the maritime transportation system in the face of the acute and evolving threats posed by the COVID-19 pandemic.”

The bulletin is entitled “Maintaining Maritime Commerce and Identification of Essential Maritime Critical Infrastructure Workers.” It goes on to recognized

the importance of the “CISA” memo. “On March 19, the Cybersecurity and Infrastructure Security Agency in the Department of Homeland Security issued a memo that includes a list of “Essential Critical Infrastructure Workers” to help state and local officials as they work to protect their communities while ensuring continuity of functions critical to public health and safety, as well as economic and national security.

Although the CISA memorandum and

the MSIB are both advisory in nature and quarantine orders and their enforcement are ultimately up to state and local officials, they exist as important documentary context for seafarers working in a federally regulated workplace. This MSIB should be used to provide further clarification when making determinations regarding which maritime transportation system workers are considered essential in regions impacted by COVID-19 quarantine and shelter-in-place orders.

The list includes: merchant mariners; state pilots; longshoremen; representatives of labor organizations and seafarers’ welfare organizations; vessel owners, operators, shipping agents and marine dispatchers; commercial barge fleet facility personnel; vendors and ship chandlers; Coast Guard and Army Corps of Engineers personnel

The bulletin noted that many maritime transportation system workers will have a Transportation Worker Identification Card (TWIC) to confirm their link to the marine transportation system. But it also said others in the support framework will not have specific maritime identification or may be in the process of applying for a TWIC.

In any cases where there is a question, state officials are highly encouraged to engage directly with their local Coast Guard Captain of the Port to confirm whether the worker is essential to maritime transportation system operations. Critical maritime transportation system workers are reminded to always carry their TWIC along with their other credentials. A copy of the the MSIB 11-20 available in all SUP halls and at www.sailors.org is also at <https://tinyurl.com/MSIB-11-20>

Hospital Ship *USNS Mercy* Arrives in San Pedro

The Military Sealift Command hospital ship *USNS Mercy* has arrived at the Los Angeles World Cruise Center at the Port of LA, her new home base for a mission to support the area’s medical system.

While in Los Angeles, the ship will serve as a referral hospital for non-COVID-19 patients who are currently admitted to shore-based hospitals, and she will provide capacity for general surgeries, critical care and ward care for adults. This will allow more local resources - including ICUs and ventilators - to be used for treating COVID-19 patients.

“The men and women of the *USNS Mercy* and the United States Navy are honored to be here in Los Angeles supporting FEMA, the state of California, county and the city in their ongoing COVID-19 relief efforts,” said Rear Adm. John E. Gumbleton, Commander, Expeditionary Strike Group Three.

The *Mercy* is currently carrying Navy medical and support staff assembled from 22 commands, as well as a contingent of more than 70 civilian merchant mariners.

In a bizarre twist, during its first week alongside in San Pedro, a freight train engineer executed a half-baked plan to smash his train into the ship. The engineer, 44-year old Eduardo Moreno, ran the locomotive off the tracks through steel and concrete barriers, a parking lot and a chain link fence before the train ground to a stop under a span of the Vincent Thomas bridge, about 800 feet short of the vessel.

A California Highway Patrol officer witnessed the incident, pursued and caught the fleeing man, and made the arrest. Authorities say Moreno expressed suspicions over the vessel’s presence believing there was a Government cover-up about its “true purpose.” He believed it had some sinister and unexplained COVID-19 connection. Moreno told investigators, “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.”

He was initially charged with “train wrecking” which carries a potential sentence of up to 20 years in prison. The *Mercy* was not impacted and they have begun to expand medical operations. The vessel is crewed with M.E.B.A., MM&P and SIU civilian mariners. “The men and women embarked onboard *Mercy* are energized, eager, and ready to provide relief to those in need,” said the Commanding Officer Captain John Rotruck.

Iranian Boats Harass U.S. Naval Convoy In Persian Gulf

Eleven Iranian attack boats conducted “dangerous and harassing” approaches near six American military vessels in the northern portion of the Persian Gulf, according to U.S. 5th Fleet.

The Islamic Revolutionary Guard Corps vessels allegedly approached the landing base ship USS Lewis B. Puller, the destroyer USS Paul Hamilton, the patrol boat USS Firebolt and the Coast Guard cutters Wrangell and Maui. At the time of the close approach incident, these Navy and Coast Guard assets were conducting an exercise with a U.S. Army Apache attack helicopter squad based on the flight deck of the USS Puller.

“The IRGCN vessels repeatedly crossed the bows and sterns of the U.S. vessels at extremely close range and high speeds, including multiple crossings of the Puller with a 50 yard closest point of approach and within 10 yards of Maui’s bow,” 5th Fleet said in a statement. “The IRGCN’s dangerous and provocative actions increased the risk of miscalculation and collision, were not in accordance with

[COLREGS] and were not in accordance with the obligation under international law to act with due regard for the safety of other vessels in the area.”

During this interaction, the American crews warned the IRGC boats using VHF radio, ship’s horn signals and a long range acoustic noisemaker. The IRGC boats continued the close-in maneuvers for one hour before moving away and responding to the VHF calls.

The incident followed shortly after Iranian forces boarded a Hong Kong-flagged product tanker, the ST Taipei, at an anchorage off Fujairah. The boarding team allegedly ordered the tanker to divert to Iranian waters for an inspection, then allowed the vessel to depart unharmed. IRGC naval forces have a long history of interactions with the U.S. Navy in the 5th Fleet area of responsibility, particularly in the Strait of Hormuz. In previous encounters, American forces have occasionally fired flares and warning shots in order to discourage close-in Iranian maneuvers.



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Commercial Regulations & Standards Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 08-20, Change 1
Date: March 30, 2020

E-Mail: OutbreakQuestions@uscg.mil

COVID-19 – Mariner Credentials

Extension of Merchant Mariner Credential Endorsements and Medical Certificates

This MSIB provides guidance concerning mariner credentials and medical certificates and the action being taken by the Coast Guard due to the novel coronavirus and the disease it causes (COVID-19). We are doing this in keeping with national guidance to meet the challenge of this disease and in response to a number of questions and concerns raised by the maritime industry and mariners.

The Coast Guard has also been consulting with the International Maritime Organization (IMO) and other administrations to ensure alignment with respect to the extension of endorsements issued in accordance with the Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW). We are taking a pragmatic approach consistent with the IMO Secretary General’s circular Letter No.4204/Add.5 dated 17 March, 2020.

To mitigate the impact to the seafarers and the industry caused by the novel coronavirus disease COVID-19, the Coast Guard is taking the following actions:

- Regional Exam Centers and Monitoring Units.** Regional Examination Centers and Monitoring Units will be closed until further notice effective immediately. Mariners may cancel or reschedule any REC appointment by contacting NMC’s Customer Service Center at 1-888-IASKNMC, by emailing IASKNMC@uscg.mil, or through the NMC online chat system. This includes appointments for application submission, payment of fees associated with an application, or appointments for examinations.
- National Endorsements:** Merchant Mariner Credentials (MMC) and Medical Certificates (National Endorsements only) that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of this notice.
- STCW Endorsements:** MMCs with STCW endorsements that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of this notice.
- STCW Medical Certificates:** STCW Medical Certificates that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired medical certificate that meet the expiration criteria must carry the expired certificate with a copy of this notice.
- Additional administrative measures:** The following items that expire in between March 1, 2020 and July 31, 2020 are extended until October 31, 2020: Additional Information (AI) letters, Qualified Assessor (QA) letters, Designated Examiner (DE) letters, Proctor approval letters, Approval to Test (ATT) letters, and mariner training course completion certificates.
- Pilot Annual Physical examinations.** 46 USC 7101(e)(3) requires that pilots undergo an annual physical examination each year while holding a credential. The Coast Guard does not intend to enforce this requirement given the current national emergency and the lack of medical care. This measure ONLY relaxes the requirement for an annual physical and not the actual medical standards.
- Course and Program Approvals.** Course and program approvals that expire between January 1, 2020 and July 31, 2020 are extended for six months from their current expiration date. This MISB serves as formal notification of the extension. The National Maritime Center (NMC) will not issue new course approval letters or certificates. NMC will update internal records to ensure the acceptance of course completion certificates issued during the extension and that the website reflects appropriate information.

The National Maritime Center (NMC) will be issuing additional guidance on these extensions and other administrative measures and will be posted on its website: <https://www.uscg.mil/nmc/>. If you have questions, visit the NMC website, or contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

Richard V. Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends.

This release has been issued for public information and notification purposes only.

Former Federal Maritime Commission Chairman
Congresswoman Helen Bentley

Helen Bentley is remembered as a highly regarded American maritime journalist, Federal Maritime Commission chairman, and five-term U.S. Congresswoman. Throughout her career, Bentley dedicated her work to the advancement of America’s industrial and manufacturing base and the maritime community that carried products to and from the port of Baltimore. As the first female chairman of the Federal Maritime Commission, she was a key architect in the Nixon Administration’s 1970 Merchant Marine Act, which helped establish a degree of government support for building tankers and bulk carriers in U.S. shipyards. She also helped establish the Maritime Security Program to provide funding for American-flagged cargo ships. While serving in the U.S. Congress, she used her seat on the Public Works Committee to advance the deepening of the Port of Baltimore, resulting in enhanced economic activity for the region.



#AmericanMaritimeHeroes

AMERICAN MARITIME PARTNERSHIP

Industry Calls for Designated Airports for Crew Changes

Seafarers are struggling to both get home and get to work. An odd fact of international maritime transportation, exacerbated by the flag of convenience system, is its reliance on air travel to transport crews around the globe. Dramatic flight reductions due to the pandemic as well as and other travel restrictions has stranded seafarers.

The International Chamber of Shipping has now teamed up with the International Air Transport Association to jointly call on governments to take urgent action to facilitate ship crew change flights for seafarers. Specifically, the ICS and IATA are calling on all governments to designate a specific and limited number of crew change airports for the safe movement and repatriation of crew.

Each month, about 100,000 seafarers are subject to crew change, however, the COVID-19 situation has resulted in seafarers being stranded onboard ships almost indefinitely as government-imposed travel restrictions have made it nearly impossible for them to return home, resulting in serious safety and mental health issues, according to shipping experts.

“Seafarers are unsung heroes who everyday throughout this COVID-19 crisis are going above and beyond the call of duty to ensure that countries are kept

supplied with the goods they need. We are working with the airlines to come forward with solutions. We now need governments to support our seafarers and facilitate safe passage for them to get home to loved ones and be replaced by crew members ready to keep supply chains open,” said ICS Secretary General, Guy Platten.

Priority airports should include those close to major shipping lanes which also have direct air connections to principal seafarer countries of residence, such as China, India and the Philippines as well as destinations in western and eastern Europe, the ICS and IATA said.

Immigration and health screening protocols are also hampering the ability of merchant ships to conduct vitally necessary crew changes.

“Airlines have been required to cut passenger services in the fight to stop the spread of COVID-19. But if governments identify airports that seafarers can use for crew changes and make appropriate adjustments to current health and immigration protocols,” said Alexandre de Juniac, IATA Director General and CEO.

Crews from every country are struggling under the same conditions. But now the fact that labor supply countries are not where the ships are, is exposed by the breakdown in air travel. It underlines the

routinely exploitative use of incredibly cheap crews in expensive markets that are themselves protected by the relative lawlessness of nearby international waters.



The anchorage in Singapore last month before reaching full capacity with ships awaiting reliefs, orders, and eased restrictions.



The ULCV Anna arriving in San Francisco Bay as part of the response to a COVID-19 driven supply disruption. The pilot boat California off to starboard prepares to board another pilot before docking in Oakland."

19,000 TEU ULCV MSC Anna Calls at Port of Oakland

On April 16 the Port of Oakland received a port call from its largest container ship ever, the 19,000 TEU ULCV MSC Anna. The Anna will join the 18,000 TEU CMA CGM Benjamin Franklin as one of the largest container vessels ever to call in North America.

The unusual port call is part of MSC's plan to address disruption in ocean freight trading patterns. With multiple blanked sailings between East Asia and the U.S. West Coast, a buildup of empties in Southern California now must be repositioned. According to the Port of Oakland, the 1,300-foot-long vessel is on special assignment to collect a backlog of empty containers in Los Angeles / Long Beach before arriving in Oakland. She is scheduled to spend 24 hours in Oakland discharging import containers and loading exports.

“We’ve spent years, and millions of dollars keeping ahead of the pace of trade and the size of ships,” said Port of Oakland Executive Director Danny Wan. “We’re ready for the MSC Anna and we’ll welcome her back any time.”

The San Francisco Bar Pilots (SFBP) safely piloted the ship alongside after

having undertaken extensive planning with the port and with MSC to prepare for the arrival of the MSC Anna. The preparations included computer simulations at Cal Maritime in order to create a better understanding of navigational needs of ULCVs of this class. The SFBP also deployed state of the art precision electronic navigational gear, routine for ships of this size.

Two experienced pilots boarded 11 miles offshore from a pilot boat crewed by SUP boat captains who manage the embarkation and disembarkation of pilots in all kinds of weather night and day 365 days a year. “The San Francisco Bay is one of the most challenging pilotage grounds in the world and safely piloting these huge ships requires expertise and significant training,” SFBP Port Agent Capt. Long said. “The COVID-19 crisis has highlighted the importance of the global supply chain to our region’s economy. We are pleased to continue our tradition of safety and service to support this vital part of the infrastructure.” The San Francisco Bar Pilots have been a key part of the Bay Area economy and environmental protection since California became a state in 1850.

Defend
the
Jones
Act

Support
the SUP
Political
Fund



Some of the SUP crew assembled shortly before refloating the USNS Watkins after the New Jersey shipyard. Watkins is expected to sail for a load port in the South before deployment overseas in the western Pacific. From left to right is AB Ronn Antikoll, AB Isiah Montoya, AB Aaron Mitchell, Bosun Camilo Moreno, AB Wilfredo Caído, and AB Gonzalo Sarra

Welfare Notes

April 2020

Tax Advantages of SUP 401(k) and Money Purchase Pension Plans

April 15 is a good reminder that there are smart ways to invest and reduce your taxes: SUP bargained with your employers to provide two tax advantageous retirement plans: the Money Purchase Pension Plan, which is funded by an allocation from wages, and the 401(k) plan, which provides participants an opportunity to contribute voluntarily on a tax-deferred basis. Through your 401(k) contributions, you can shelter up to \$19,500 (\$26,000 if you are age 50 or over) from current taxes. Your contributions are made prior to federal income tax withholding and earn on a tax-deferred basis. You determine the amount of the contributions and the investment selections. Over time, the compounding return of your investments without taxes can help your savings grow considerably more than an equal investment that is taxed annually.

Upon retirement, you can rollover your 401(k) monies to an Individual Retirement Account and continue with the same tax deferred benefit. It is only the money that is withdrawn from the Plan or your IRA that is subject to taxes; the balance continues tax deferred, which will help it last further in retirement.

Forms for enrollment, investment selection and beneficiary designation are available on the Sailors’ Union of the Pacific website under the SUP Welfare Plan tab. Forms are also available on ships, or may be requested from your Port Agent or the SUP Welfare Plan Office. For more information about investment options in either the SUP Money Purchase Pension Plan or SUP 401(k) Plan, please contact The Standard at (800) 858-5420 or log into your account at www.standard.com/retirement. First time users to the Plans website will need to register their account and create a unique user name and password. There are a number of resources through the Plans website — articles, videos, and calculators, etc. — to assist you in planning your future retirement security.

Though the SUP and SIU-PD Plan Offices are open, the building at 730 Harrison St is currently closed due to the COVID-19 health crisis. Welfare Plan, Money Purchase Pension Plan and 401(k) Plan participants can still mail in claims and forms, and call or email questions. SIU-PD Supplemental Benefit applications and discharges can be mailed, emailed or faxed, as can questions pertaining to the SIU Pacific District Pension Plan.

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SUP Welfare Plan 730 Harrison Street, #415, San Francisco, CA 94107
Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
SIU-PD Pension Plan 415-764-4987
SIU-PD Supplemental Benefits Fund 415-764-4991, Fax 415-495-6110
Seafarers’ Medical Center 415-392-3611

A Look Astern: Exxon Valdez Oil Spill — March 24, 1989

On 24 March 1989, the single-hull tanker EXXON VALDEZ was departing the Port of Valdez, Alaska with a full load of North Slope crude oil (approximately 1.26 million barrels) destined for Long Beach when it grounded on Bligh Reef in Prince William Sound. The resulting oil spill (approximately 258,000 barrels), while not the largest in US history, was clearly the most important. It engendered much litigation. Public concern over the spill led directly to enactment of the Oil

Pollution Act of 1990 (OPA 90), which mandated double hulls for new tankers, response plans, and a number of other remedial measures. OPA 90 also significantly changed the liability and compensation scheme for oil spills in US waters. The amount of oil entering waters of the United States from ships drastically decreased following implementation of OPA 90. Long before STCW, it forever changed the working hours of tanker sailors.

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

Receive the West Coast Sailors via First Class Mail

Name (print) _____ Book No. _____

Address _____

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U.S. \$25; International \$50 per year
Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105



The APL containership m/v President Cleveland departing Busan Korea on the evening of April 15, 2020. The ship has a famous name since American President Lines operated a combined break-bulk cargo and passenger steamship also called President Cleveland. Her keel was laid on August 28, 1944 at Bethlehem Shipbuilding in Alameda California. Initially built for the U.S. Navy as troop transport ship, she was converted at the end of World War II and completed in 1947. She sailed until 1973 with the SUP on deck.

ILWU Longshoreman Killed on Oakland Docks

A union longshoreman was killed after falling from a container ship into the water at the Oakland International Container Terminal, according to the Port of Oakland.

The victim has been identified by the local coroner’s office as Jarvis Haskin, 59. The International Longshore and Warehouse Union (ILWU) confirmed that Haskin was a union member.

The East Bay Times reports that Haskin had been at work lashing containers aboard the unnamed vessel in the early hours of Tuesday morning. Local authorities said that he fell from the ship onto the dock and then into the water below. His body was retrieved by firefighters.

“This is a tragedy that strikes everyone very deeply,” said Port of Oakland maritime director John Driscoll. “The water-

front is a tightly knit community and if a member of that community succumbs, we all share the grief.”

Port operations continue despite California’s shelter-in-place order because the maritime transportation network is a designated critical industry. Driscoll thanked the port workforce for its continued efforts to keep commerce moving.

“All of those on the front-line of the supply chain have our heartfelt gratitude under these trying circumstances,” said Mr. Driscoll. “They’re keeping the economy going and doing their best to maintain some semblance of normalcy for all of us.”

The accident is currently under investigation by state and local authorities, including the California Division of Occupational Safety and Health.

Supreme Court Rules In Favor of States’ Rights In Blackbeard’s ship case

In 1717, the pirate Edward Teach, better known as Blackbeard, captured a French slave ship in the West Indies and renamed her *Queen Anne’s Revenge*. The vessel became his flagship. Carrying some 40 cannons and 300 men, the Revenge took many prizes as she sailed around the Caribbean and up the North American coast. But her reign over those seas was short-lived. In 1718, the ship ran aground on a sandbar a mile off Beaufort, North Carolina. Blackbeard and most of his crew escaped without harm.

The United States Supreme Court affirmed the appellate court ruling that Congress lacked authority to abrogate the States’ immunity from copyright infringement suits in the Copyright Remedy Clarification Act of 1990 (CRCA). This non-maritime case had a distinct maritime flavor. When the 1718 wreck

of the pirate ship *Queen Anne’s Revenge* was discovered in North Carolina waters, the state hired the discovers to conduct recovery operations. The discovers hired a videographer to document the efforts. The videographer copyrighted his photographs and videos. North Carolina published some of the photos and videos online. The videographer brought suit in federal court for copyright infringement. North Carolina moved to dismiss citing state sovereign immunity. The district court agreed with the videographer. North Carolina appealed and prevailed at the circuit court. The videographer moved for review in the Supreme Court, but did not prevail. *Allen v. Cooper*, No. 18-877 (March 23, 2020) [https://www.supremecourt.gov/opinions/19pdf/18-877_dc8f.pdf].

Global Covid-19 Port Map for Seafarers

The International Transport Workers’ Federation (ITF) has launched a map showing the effect of COVID-19 restrictions on countries and ports around the globe. Based on data from the ITF’s network of around 140 inspectors and contact networks, the map is a vital resource for the thousands of seafarers hit hard by the crisis. Governments are imposing various restrictions on vessels and crew, and the map allows users to find the latest information.

The ITF inspectorate coordinator Steve Trowsdale said: “The world’s seafarers

have been left in a uniquely vulnerable position by this crisis. They are miles from home with little access to useful or helpful information. This map is just another way the ITF is using everything at its disposal to be there for every seafarer caught up in this situation. Any seafarer with serious problems should use the map to contact the nearest inspector or network coordinator, or our dedicated seafarers support team.” It can be accessed at <https://tinyurl.com/yx7whh4g> or <https://www.itfseafarers.org/en/embed/covid-19-country-information-seafarers>



SUP PRESIDENT’S REPORT

(continued from Page 1)

plemental Benefits, Training, and Pension Plans are all functioning. The Seafarer’s Medical Center and its contracted clinics (and their backups) are functioning in the new normal. The dedication of SUP agents and staff deserve tremendous credit as they overcome historic impediments; they all appreciate members trying to reduce exposure and limit the strain on the system. It is important to remember that safe and healthy inaction is also a major contribution in this weird situation, for both active and reserve Union strength depends as much on tolerance and self-control at sea as it does on cautionary if solitary self-maintenance ashore.

The pandemic storm will run its course and take its toll. While it rages, urge all hands to take another turn and hold fast.

SUP Operations during coronavirus

On March 16 an Emergency Committee convened at SUP Headquarters under Article XVII of the SUP Constitution and as empowered there “to take such urgent action as may be necessary” specifically discussed the coronavirus impact and advised on SUP operations and contingency planning. The Committee reviewed a memorandum (attached) from the President on various safety actions both taken and proposed as necessary to effectively maintain our democratic and transparent seniority-based rotary shipping system in the current environment of contagion. The Committee generated a report (attached) that distilled these concepts down to four main elements of response necessary: self-quarantine measures, remote services, limited ship visits, best safety practices. The report led to a March 18th clarification memo to all members on hiring hall coronavirus operations, (attached), in part responding to the individual requests of the Branch Agents and after the MFOW took similar action. This memo confirmed the notion that all Halls were open for essential business only, required electronic service where possible, and stopped congregation in the Halls.

On March 17 and renewed on March 31, the public health officer of the City of San Francisco and surrounding counties enacted the first shelter-in-place order for all residents, closing most businesses, and requiring home quarantines (extended now until at least May 3) to fight the spread of coronavirus. On March 19, California Governor Gavin Newsom issued a similar order for the entire State of California for an indefinite period. On March 21, Los Angeles County issued a similar order and on March 23, Honolulu Mayor Kirk Caldwell and Hawaii Governor Ige followed suit with three different orders. And on March 29, 2020, President Donald Trump extended pre-existing national social distancing requirements for the same reasons until at least April 30.

Although SUP hiring halls remain open for essential business (registration, job call and dispatch) in part because we are designated by the federal government as critical to the maritime supply chain and the national defense infrastructure, we are forced to take other measures as well. Because of state and local government orders against the congregation of almost any number of people, the Emergency Committee met again on March 30, 2020 to discuss and ultimately confirm the April membership meeting cancellation to reduce exposure risk. The Committee this time consisted of SUP Building Corporation Trustee Paul Fuentes, rank-and-file member Randy Cruz, San Francisco Business Agent Roy Tufono, Vice-President Matt Henning as well as Leon Gandy, Brendan Bohannon and Mike Dirksen, the Branch Agents of Wilmington, Seattle and Honolulu. Those meetings canceled were the April membership meeting at Headquarters on April 13th and all Branches on April 20th (notification memo attached). The MFOW took the same action a week earlier.

All actions taken by the Committee are subject to the review and approval of the membership at the next regular meetings. The same goes for the reports of all other committees including the Membership and Ratings Committee Report, the Quarterly Finance Committee’s Report, the Auditing Committee Reports, the Business Agent’s Reports, the Dispatcher’s Reports, the reports of the Branch Agents, the Vice-President and the President.

We appreciate membership resolve as we work together to mitigate exposure risk and maintain the continuous safe operation of our fundamental hiring halls. A healthy membership is a precondition to readiness and members are urged to take extra caution. Stay away from sick people, and take protective measures including frequent washing of hands, recognizing the symptoms (especially fever, cough, shortness of breath), monitoring body temperature and seeking medical care if sickness progresses, disinfecting surfaces, avoiding hands to face contact. Like members of the MFOW, we have implemented a 14-day self-quarantine from any exposure or symptoms. No cure, no vaccine, no group immunity is yet available, and so we are left with the unwelcome burden of the only thing we know that works: sequestration, isolation, radical physical distancing.

(See Attachments #1 March 16 President’s memo to Emergency Committee on SUP Coronavirus Operation Contingency Planning; Attachment #2 Report of the Emergency Committee on March 16 meeting on Hiring Hall Operational Guidelines during the period of Coronavirus; Attachment #3 All Members memo No 2 on hiring hall operations update during coronavirus; Attachment #4 March 30 All Members memo on cancellation of April meetings).

Mariner Credential and Document Improvements

Due to the coronavirus, the Coast Guard on March 30th closed all 17 of its Regional Exam Centers. It kept the National Maritime Center open for the time being, as well as its call center with reduced hours (1-888-IASKNMC or 427-5662). In the aftermath

of those closures maritime labor quickly brought to bear a unified set of demands including various adjustments and extensions.

The Coast Guard responded quickly and with substance in a series of regulatory relaxations and extensions on expirations. The first, MSIB 8-20 (Change 1), extends expiring Merchant Mariner Credentials (MMC), including any national and international (STCW) endorsements, until October 31, 2020. The STCW Medical Certificate, though not technically part of the MMC, is also extended to October 31. (See attachment #3, MSIB 8-20 Change 1)

MSIB 10-20 relaxes some drug testing requirements, especially to allow an in-house collector to protect crew from outsider or third party exposure. There are other drug testing adjustments in MSIB 10-20 but they are not, even in the most permissive application, full and complete waivers. Anyone employed in a safety sensitive position under 46 CFR 16 should expect to be tested for Reasonable Cause or Random situations, and clean drug screens are still a condition of employment. (See attachment #4, MSIB 10-20)

MSIB 11-20 identifies merchant mariners as essential infrastructure workers critical to sustaining the flow of maritime commerce. This MSIB classification is supported in other federal guidance, specifically the Cybersecurity and Infrastructure Security Agency (CISA) March 19th memorandum. That memo was designed to help state and local officials recognize mariners as critical to the public health and safety as well as economic and national security. Although the CISA memorandum and MSIB 11-20 are advisory in nature they are meant to facilitate safe and authorized passage of mariners to and from the workplace despite the shelter-in-place and quarantine orders. State orders can be more general and therefore ambiguous (and thus open to misinterpretation), but all local orders on the West Coast and Hawaii refer to the CISA memo and the general exemption of mariners from home quarantines. Nothing in a state or local order should preempt a mariner from doing his or her essential work. Included in that work is the occasional commute, i.e., travel to and from work from primary place of residence. Accordingly, members should not be impeded during any travel; carry a copy of MSIB 11-20 and together with a TWIC and MMC associated with work, including travel to the Union halls.

MSIB 13-20 provides notice that the USCG will not pursue revocation or suspension of the MMC based on an expired TWIC. On April 15th, the Transportation Security Administration finally issued extensions on TWIC’s expired after March 1, 2020 to October 31, 2020. Mariners applying for a renewal of MMC, can gain the new MMC without a valid TWIC, provided they can show that they have applied for a new TWIC. For mariners applying for an original MMC may demonstrate only enrollment for a TWIC to begin the application but must be issued a cleared set of biographic and biometric information from the TSA to gain the MMC. Members with expired or soon to expire MMC and TWIC’s are urged to begin the application process for renewal ASAP.

During several emergency operations COVID-19 industry response calls — organized and hosted by MarAd administrator Adm. Mark Buzby — maritime labor raised the need for expedited passport renewal (to go with the previous requests for MMC and TWIC extensions). Kevin Tokarski, Associate Administrator of Strategic Sealift at the Maritime Administration, quickly delivered the agreement and recognition of the Department of State’s Consular Affairs Office that U.S. mariners were deserving of the expedited service, and now such is the standard (notice attached). With a letter from the Union or company, passport applications for mariners engaged in international trades will get approval and renewals in three business days.

Taken together these are significant and timely regulatory adjustments made by the government to make it easier on merchant mariners, but it is offset by reductions in service created by the closure of the REC’s. As always members must also maintain readiness in their credentials. Be mindful of expirations, renew well in advance (during the last shutdown we used 12 months as the appropriate lead time), plan for probable processing delays, and remember that increased focus on immigration issues both here and overseas may uncover documentation problems. (See Attachments #5, MSIB 8-20 Change 1; #6 MSIB 10-20, #7 MSIB 11-20; #8, MSIB 13-20; #9, Dept of State, Passport Services Notice to Mariners)

Political Action: defending cargo preference, Jones Act, MSP during COVID-19 emergency

On March 2, a broad swath of the maritime industry wrote (letter attached) to the Chair and Ranking Member of the Senate Subcommittee on Agriculture, part of the Committee on Appropriations, to once again enlist support for cargo preference in the form of P.L 480 Food for Peace, Food for Progress, and the McGovern-Dole International Food for Education program contained within an Fiscal Year 2021 appropriations bill. And on March 16, a “dear colleague” letter backed by labor was sent from Congressmen Joe Courtney (D-Conn.) and Rob Wittman (R-Va.) in the House and in the Senate by Sens. Roger Wicker (R-Miss.) and Mazie Hirono (D-Hawaii) among others to Chairs and Ranking Members of House and Senate Appropriations advocating for full Maritime Security Program (MSP) funding for Fiscal Year 2021 (attached). In retrospect, it was the pre-disaster industry warming up for the full-blown COVID-19 political action ahead.

On March 27, the U.S.-flag maritime industry joined quickly in full opposition to the devious and insidious attempt of certain oil interests to advocate for a Presidential waiver of the Jones Act ostensibly due to the coronavirus emergency. Industry advocates noted that there was certainly no shortage of Jones Act tonnage to handle the national demand, and that the collapsing economy had nothing to do with the Jones Act. Shipowners said that even the talk of a waiver had a deleterious effect on

Continued on next page

SUP President’s Report continued

the investment capital needed to build and maintain U.S-flag ships. And maritime labor united to denounce the notion. At a time when record numbers of Americans are being tossed out of work, we think the idea of removing or weakening a basic legal support for a few of the good remaining American jobs is not merely bad policy, it’s cynical and unscrupulous.

The letter (attached) said in part that “We recently learned that you will be meeting tomorrow with certain chief executive officers from the oil and gas industry and that some of those officials may ask you to waive the Jones Act. We write to strongly oppose any waiver... waiving the Jones Act means outsourcing American maritime jobs to foreign shipping companies that do not pay U.S. taxes.” The presidents of all the major maritime unions noted that “many of the foreign vessels are made in China, operated with foreign crews who do not pay U.S. taxes, and cannot be counted on to go into harm’s way for America’s interests. Those foreign ships would subvert the ships made in American yards in Pennsylvania, Mississippi, Wisconsin, California, and elsewhere in America.” Partially due to the early and vigorous action to forestall the effort, and partly due to maritime labor’s enlistment of Transportation Secretary Chao to help deliver the message, we were gratified to later learn that the waiver issue never came up at the White House meeting. But once again we see our adversaries quick to use any calamity to improve the return on capital at the expense of American workers.

The maritime labor community came together yet again to craft and send a new letter (attached) to key members of Congress recommendations on COVID-19 response legislation. The letter addresses many but not all of our issues related to the crisis. Most prominently in terms of existing maritime policy, and related to the decline in cargoes, an industry effort to suspend the MSP 320 day operating period requirement, the 320 day operating period requirement to remain eligible for the stipend was proposed. This would allow for a temporary vessel layup without disruption of the stipend provided that, we argued, the shipowners keep the crews employed. The letter also included requests to:

1. Exempt U.S. mariners from travel restrictions and quarantine requirements.
2. Increase of U.S.-flag cargo preference requirement to 100% of all govt cargo
3. Provide COVID 19 testing kits and PPE to U.S.-flag vessels
4. Extend expiring TWIC cards (now granted) in the same manner as the MMC and STCW med cert.
5. Oppose the MSC shore leave restrictions and end the two-pot Navy and other exempt personnel shore leave policy
6. Support domestic ferry operations
7. Provide assistance to maritime union vocational training facilities
8. Reject waivers for Jones Act requirements.

A comprehensive and ambitious list, to be sure, but Congress and the US government has been quick to act in our favor to act in our favor on unemployment insurance, safe passage with essential workers designation, priority testing, the MMC, med cert, and TWIC extensions, as well as expedited passport processing, among other things. In any case, our recent political action has been effective.

Ship operations

At Matson, numerous updates from the Company have responded in part to Union demands for crew protection. These updates have been distributed to ships and Branch and are posted in all Halls. Except for request to change air vent filters to HEPA filters, a lack of thermal scanners and testing kits, as well as a general shortage of PPE and cleaning supplies, many of the Union’s safety demands around procedure have been met; other matters are still pending. Delegates are instructed to keep a record of restriction claims in U.S. ports. At APL, sailors have reported widespread teamwork in protection, disinfection, and house access control. APL has made available a \$500.00 bonus for sailors 30 days over contractually mandated maximum tour of duty. It is likely that members in APL *Gulf Express*, the only ship where reliefs are presently suspended, will have valid claims. Standby sailors for both companies are dispatched to specific areas of the ship with specific assignments and have been directed not to interfere with the sterile integrity of the interior spaces in the house. Chevron Shipping responded in part by implementing an accelerated and concentrated relief program, and then pausing reliefs, depending on circumstances, and making a bonus of an additional base wage day for each day over 120 days on the ship.

The situation varies by company and the SUP has pursued solutions anywhere they might be available, from the White House to Congress to state and local governments, in every federal department or agency with jurisdiction, with the Coast Guard, with TRANSCOM, the Military Sealift Command, and MarAd, employer by employer, unit by unit, port by port, ship by ship. We expect everyone to live up to their responsibilities whether they are implied terms or established past practices, a duty of care or explicit contract language. We don’t go to work to get hurt or sick or be imprisoned; we will not rest until the risk of those things are at least normal.

In Patriot ships the situation is both more restrictive and complex. On March 21 the Military Sealift Commander Rear Admiral Mike Wettlaufer via the lead MSC Contracting Officer Achille E. Boennimann issued a “Gangways Up” order (attached) which suspended shoreside liberty across the government-owned fleet. The order includes all government-owned contractor-operated ships such as *Watson*-class ships and also those presently either in ROS, RAV or FOS in deployments either foreign or in the continental United States. This order restricted crews to their ships as a matter of health and safety and in service to the national defense.

A few days later, about March 25th, U.S. Secretary of Defense Mark Esper initiated a 60 day “stop movement order” across all of the United States military in response to the coronavirus crisis. The stop movement order meant that all travel and assignment rotations for all military personnel in foreign deployment was completely halted. Although relief procedures had already been stopped for our members due to both the

Gangway Up order and practical travel restrictions (no flight availability), the stop movement order sealed the status quo until at least May 25. Members dispatched for relief continue through the clearance process, but most travel orders are on hold. Members aboard ship, especially those past their relief dates, have put their shoreside lives on hold, and the Union is pressing the government, military, and management for normal rotations to resume. In a remarkable show of support and professionalism, there have been few complaints. This forbearance is essential to the strength and survival of the Union and is greatly appreciated. (See Attachment 14, Gangway Up order).

SUP Building Corporation Trustee Meeting

On March 12, a meeting of the SUP Building Corporation Trustees convened at Headquarters to discuss recent developments related to the property at 450 Harrison St., in San Francisco. In attendance and joining by phone was Berit Erikson; in person was Paul Fuentes, Roy Tufono, Matt Henning, Dave Connolly, Building Manager Terry Lane and Alice Wong, SUP Controller.

Trustees heard from Ms. Wong on lease negotiations with new and existing tenants and improvements and repairs necessary for graffiti removal, to the west balcony door, for window stabilization and replacement, overhead repairs especially to Suites 210, 301 and 303. The Trustees were also briefed on the existing parking arrangements and policy and tax law. They ultimately agreed to maximize the rental income related to the space or spaces that were not in use or specifically designated by lease. Initially that was understood to be at least one (1) additional space available to market. There was also discussion and agreement to market and lease existing open offices including Suites 200, 202 and 310.

Last, the Trustees reviewed a memo from Connolly reporting on the investigation of legal options with regard to the upper main roof replacement costs and damages sustained from unauthorized tenant installations. The investigation included the legal analysis of Jeffrey Kirchmann, a real estate lawyer specializing in cell site services with the firm of Lubin, Olson and Niewandonski. Given the potential benefits and cost, Kirchmann saw no immediately serviceable legal theory in support of full-blown recovery, and recommended against any near-term action. The Trustees agreed. They decided however to retain Kirchmann as part of an overall legal review in general, and specifically a multi-faceted tenant modifications request, as well as to improve where possible the existing lease protections and income.

Member Assistance Program

Due to the stress and anxiety of the pandemic, members or their families may be interested in professional counseling. The Member Assistance Program, also known as the Employee Assistance Programs is a benefit for eligible members and their families through the SUP Welfare Plan. The Plan presently contracts with Human Behavior Associates (HBA) and they can be reached at 800 937 7770.

The MAP is a confidential resource for professional counseling of all kinds. It has a dedicated staff or referral services for clinical social workers, marriage and family therapists, eldercare/childcare professionals, psychologists, as well as drug, alcohol and addiction counselors. Members or their dependents may see licensed counselors at no cost initially and may vary depending on continued treatment. (See Attachment 15, MAP brochure).

Patriot Contract Services: Watson, Savannah

In late March the Union was contacted by Patriot Chief Counsel Tim Gill about the renewal of the successor contract for the operation and maintenance of the Watson class (N32205-19-R-3009). The membership will recall that the contract bid process has been extended from its expiration on September 30, 2018 until March 20, 2020. The related discussion included a six-month bridge contract proposal with six-month extension option out to March 31, 2021. The exact timeline and procedure for the next Watson bid is not yet known, but since it appears that the next proposal would not be considered until after the six month extension that



The USNS Sisler in flight operations with a V-22 Osprey tilt-rotor V/STOL military transport aircraft underway in the Indian Ocean. The Sisler is enroute to the western Pacific on a mission in support of the U.S. Navy. On the lower right edge is the SUP bosun Jon Clark certified as Landing Signal Enlisted giving the hover signal.

SUP President’s Report continued

is in place, (past October 1, 2020), and in order to have a reasonable bid in place, Patriot requested new pricing. In coordination with MFOW President Anthony Poplawski, I calculated new rates at a 2% increase over existing rates on Total Labor Cost for the purpose of the pending bid. The SUP retains the right to allocate increases among wages and benefits as per standard practice and as required and subject to membership approval.

On April 8, Gill contacted the Union again to discuss the possibility of offering a bid on a Maritime Administration government contract (Solicitation 693JF72R000010) for the decommissioning and license termination N/S Savannah (DECON-LT). The Savannah is an historic ship, the first commercial nuclear ship, built in 1959 as part of President Eisenhower’s “Atoms for Peace” program, and now designated as a National Historical Landmark. She is currently moored at the Canton Terminal at Pier 13 in the port of Baltimore. The ship will not get underway and remain alongside. It is presumed to be undergoing the decommissioning as the first step to conversion to a museum ship. The manning for the work associated with decommissioning is not certain but a bosun, an able seaman and at least 2 ordinary seaman or general vessel assistants appears likely and pricing for same was requested. Berthing space aboard will not be provided. Working with MFOW President Anthony Poplawski, and using the Union’s Ready Reserve contract rates as a template, constructed the following wage and benefit schedule for the purposes of the bid.

Patriot Contract Services

SUP Wage & Benefit Rates — Solicitation 693JF720R000010
NS Savannah Decommissioning and License Termination (DECON-LT)

ROS Wages and Related Items

Rating	Daily Wage	Weekly Wage	Daily Overtime	Hourly Supp Ben
Bosun	1,679.69	239.96	41.12	16.00
Able Bodied Seaman	1,107.35	158.19	35.09	10.55
Ordinary Seaman	1,031.53	147.36	20.98	9.82
General Vessel Assistant	1,011.31	144.47	20.98	9.63

Weekly wages shall be divided by seven when determining daily wages for unlicensed crew who work less than a full week, provided however, that no unlicensed crewmember shall be paid less than the weekly wage listed above when employ M-F

And the vessel remains in ROS throught the subsequent weekend.

The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, M-F and for all hours worked on Saturdays, Sundays and holidays.

All ratings shall earn two (2.0) days of vacation leave for each thirty (30) days employed in ROS.

ROS Fringe Benefits and Related Items

	SUP Welfare Daily	SUP MPPP Daily	SUP Training Daily	SIU-PD Pension Daily	Admin Daily
Ratings					
Bosun	67.96	10.77	2.72	20.00	2.10
Able Bodied Seaman	67.96	10.77	2.72	20.00	2.10
Ordinary Seaman	67.96	10.77	2.72	20.00	2.10
General Vessel Assistant	67.96	10.77	2.72	20.00	2.10

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

Dave Connolly

Letter sent to White House opposing Jones Act waiver, signed by more than 200 maritime and industry signatories.

April 2, 2020

Donald J. Trump
President of the United States
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

Dear President Trump:

We recently learned that you will be meeting tomorrow with certain chief executive officers from the oil and gas industry and that some of those officials may ask you to waive the Jones Act. We write to strongly oppose any Jones Act waiver.

The American domestic maritime industry produces 650,000 jobs nationwide that have been designated by the Department of Homeland Security as part of the essential critical infrastructure workforce. Americans have radically cut back on driving and flying, reducing demand for petroleum products, which reduces the need to ship petroleum products in our domestic markets. As a result, there is a more-than-ample supply of U.S. vessel capacity available to transport oil within the United States. A Jones Act waiver in these circumstances – replacing American mariners and American ships with foreign mariners and foreign ships in our home waters – is unnecessary and contrary to our collective need to come together as a nation to fight this virus.

Waiving the Jones Act means outsourcing American maritime jobs to foreign shipping companies that do not pay U.S. taxes. Many of the foreign vessels would have been made in China and are operated with foreign crews who do not pay U.S. taxes and cannot be counted on to go into harm’s way for America’s interests. Those foreign ships would displace modern American vessels made in Pennsylvania, Mississippi, Wisconsin, California, Florida and elsewhere in America. They would send American mariners home at a time when they most need the work. Those Americans are working across the country today, at the risk of their own health, to carry out, as you have said, their “special responsibility” to maintain their normal work schedules. A waiver would allow foreign vessels and foreign crews to enter purely domestic commerce, a bad idea in any circumstance but certainly more so during the current COVID-19 crisis.

Should these officials nevertheless ask for a Jones Act waiver, we urge you to decline their request.

Summary Annual Report for SIU Pacific District Seafarers’ Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers’ Medical Center Fund, EIN94-2430964, for the year ended June 30, 2019. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Medical exam benefits paid under the plan are provided by the SIU Pacific District Seafarers’ Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$108,088 as of June 30, 2019 compared to \$(108,229) as of July 1, 2018. During the plan year the plan experienced an in crease in its net assets of \$216,317. During the plan year, the plan had total income of \$735,543, including employer contributions of \$732,554, earnings from investments of \$74 and other income of \$2,915.

Plan expenses were \$519,226. These expenses included \$230,708 in administrative expenses and \$288,518 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant’s report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers’ Medical Center Fund, the plan’s administrator, at 730 Harrison Street, Suite400, San Francisco, California 94107, telephone (415)392-3611. The charge to cover copying costs will be \$2.50 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107, and at the U.S. Department of Labor in Washington,DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC20210.

Summary Annual Reportf or SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN94-1431246, for the year ended July 31, 2019. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Supplemental vacation pay benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,611,056 as of July 31, 2019, compared to \$1,198,443 as of August 1, 2017. During the plan year the plan experienced an increase in its net assets of \$412,613. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$14,680,171, including employer contributions of \$14,593,925, realized gains of \$2,326 from the sale of assets, earnings from investments of \$82,706 and other income of \$1,214.

Plan expenses were \$14,267,558. These expenses included \$363,757 in administrative expenses and \$13,903,801 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant’s report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund,Inc., the plan’s administrator at 730 Harrison Street, Suite 400, San Francisco, CA94107, telephone number (415)764-4990. The charge to cover copying costs will be \$6.25 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office o f the plan a 730 Harrison Street Suite 400, San Francisco California 94107 and at the U.S. Department of Labor in Washington,DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

SUP BRANCH REPORTS

WILMINGTON

March 2020

Shipping: Bosun: 2 AB/W: 13 AB/D: 6 OS/ STOS: 2 GVA/GUDE: 0. Standby; 54. Total Jobs Shipped: 69
Registrations: A: 17 B: 54 C: 3 D: 10
Ships visited:

Checking in with ships by phone and email

Agents Report:

Shipping has slowed here in Wilmington crewing jobs are rotating as usual except for Patriot ships which are forward deployed, reliefs are being delayed due Covid-19.The numbers for Standby’s are down this month. When you take a standby job you are expected to show up on time and do a day’s work for a day’s pay. Standby jobs are vital to the union and membership. Check your documents before you plan to ship, all documents and dues must be current to be dispatched. Eli Wegger will not be holding seamanship classes here at the union hall on Friday’s because of the Coronavirus. Classes will resume when it is safe.

Participate in your Union meetings. read *West Coast Sailors* and Headquarters Meeting Minutes to stay informed.

Leon Gandy, Branch Agent

HONOLULU

March 2020

Shipping: Shipped the following jobs in the month of March:2 Bosn steady,1 Bosn return, 0 AB Day steady, 1 AB Day relief, 0 AB Day returns, 11 AB Watch steady, 0 AB Watch relief, 1 AB Watch return, 1 AB Maint, and 1 OS Watch steady. The shipping jobs were filled by 7A cards, 11 B cards and 0 C cards.

Standby jobs: Shipped 4 standby jobs. The standby jobs were filled by 1 A card, 3 B cards, 0 C card, and 0 D cards.

Registered in Honolulu: 8 A cards 32 B cards 9 C card 8 D cards

Ships checked:

I visited the *Manukai*, *Maunalei*, *Ma-noa*, *Kaimana Hila*, *Manulani*, *Mahima-hi*, *Maunawili*, *Lurline*, *DK Inouye* and the Paint and Rigging gang. All are running with few or minor beefs.

APL Guam — no major beefs

APL Saipan — no major beef

USNS Charlton — no major beefs

USNS Watson — no major

Agents Report:

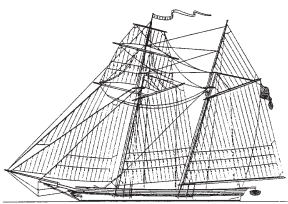
I would have represented the SUP at the Hawaii Ports Maritime Council meeting, and the Hawaii AFL-CIO executive board meeting, but all meetings were canceled this month.

Remember to check your documents and anything with less than six months to expiration you should start the renewal process. This is especially true if you are thinking about shipping on the APL shuttle ships or the Patriot LMSR ships.

Mahalo,

Michael Dirksen

Honolulu Branch Agent



SEATTLE

March 2020

Two Navy Boatswain jobs went to 2 B cards; 1 Navy AB shipped, filled with a B member; 1 Watson OS billet to going to a D card; 1 steady AB/D to Maunawili; 4 Matson Standbys were filled with 1 A and 3 B cards.

Registered: 2 A cards for a total of 5. 13 B cards for a total of 19. 0 C cards for a total of 7. 4 D cards for a total of 5

Agents Report:

Yet again, shipping in Seattle was slow this month. Matson Standby work has come to an all stop, and sailors dispatched to MSC jobs are stacking up in the que waiting for destination airports to open up.

As for document renewals, I cannot stress enough the importance of keeping up with the Presidents report in the West Coast Sailors. Information about extensions, protocols, and facility closures are in constant flux and Headquarters is doing a top shelf job getting the information out. In the case of changes, daily reports are sent to the Branches as well. Call in and ask the Hall before committing to a renewal process that may leave you lashed to the beach longer than you want. Kaiser Occupational in Seattle continues service with business as usual for drug screens, annual FFW & FFD sign-on physicals.

I’m sure we are all up to our scuppers hearing about the COVID-19 pandemic, but I would like to thank all the Members for their cooperation in doing remote business when possible. Please continue to be considerate when weighing the need to come into the Hall until the pandemic abates and the stay at home order is withdrawn.

Fraternally, Brendan Bohannon
Seattle Branch Agent

Dispatcher's Report Headquarters—March 2020

Deck	
Bosun	3
Carpenter	0
MM	2
AB	24
OS	7
Standby	4
Total Deck Jobs Shipped	42
Total Deck B, C, D Shipped	31
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.	42
Total B, C, D Shipped-All Depts.	31
Total Registered “A”	19
Total Registered “B”	42
Total Registered “C”	7
Total Registered “D”	12

VICE PRESIDENT’S REPORT

April 2020

Ships checked:

President Kennedy: Jennifer Corner, delegate. Ship running smooth with no major beefs. David Ibarra, bosun.

President Truman: Gabriel Sipin, delegate. In and out of Oakland with no major beefs. Isagani Cruz, bosun.

APL Guam: Clarification with pay due to drills exceeding one hour. Ben Ashton, delegate.

USNS Sisler: Jonnell Hodges, delegate. Departed Diego Garcia arrived Guam. Jon Clark, bosun.

USNS Dahl: Eduardo Rojas, delegate. Arrived Tango pier at Apra inner harbor in Guam in good shape. Xerxes Cunanan, bosun.

USNS Watson: Dominic Metz, delegate. At anchor in Diego Garcia. Chris Cupan, bosun.

Cape V’s and T’s: All five ships in Beaumont, Texas. Each ship added an extra GUDE for sanitary.

Cape Horn: ROS status in San Francisco. Robert Leeper, bosun.

Cape Henry: ROS status in San Francisco. Yvette Cavan, bosun.

Cape Hudson: Mark Relajo, bosun. Currently on Pacific Pathways mission, making adjustments to mission due to COVID:19.

Mississippi Voyager: Victorgil Mariano, delegate. Currently short a couple mariners in steward department, management working on replacements. Ron Gill, bosun.

Texas Voyager: Chris Thorsen, delegate. Continuing run between Fort Lauderdale, FL and Pascagoula, MS. Romio Racoma, bosun.

California Voyager: Larry Moses, delegate. Continuing run between Florida and Texas. New ship is in great condition and running smooth. Scott Oliphant, bosun.

Please check your documents for impending expirations and ask questions if you are not sure. Coast Guard is issuing many extensions on credentials, but not always applicable to each individual’s case. With COVID:19 please be responsible and limit your time in the hall to job call. Most membership services can be set up/completed by phone or email. Stay safe.

Matt Henning

BUSINESS AGENT’S REPORT

April 2020

Daniel K. Inouye: Sean Bane, delegate. In and out of Oakland was not a restriction for shore leave sailed for Long Beach. One of many jobs as Bosun: turns you too and knocks you off. Why go around him for a day off? Don’t be a Bum shipmate. Teofilo Rojas as Bosun.

Mahimahi: Gerry Marshall, delegate. In and out Oakland#62. Restricted in Honolulu last trip on the Northern triangle. Mike Worth as Bosun.

Mokihana: Ian Serra, delegate. Company called again for an immediate crew over the weekend the SUP was quick to answer the call and had the crew ready to go Sunday morning unfortunately the activation was cancelled. Saher Ali as Bosun.

Lurline: Checked in with these ships both on the southern triangle with little or no beefs.

Cape Horn: Keeping up with the maintenance work ready to activate if needed with Robert Leeper as Bosun.

Cape Henry: San Francisco RRF fleet vessels are operating on ready to go status talk of activating sometime next month. Yvette Cavan as Bosun

San Francisco Bar Pilots: Mike Koller, delegate. Running smooth at Pier 9.

Roy Tufono



The containership *Kauai* departs the Golden Gate for last time and heads for the breakers in Texas. Built in 1980, the *Kauai* was the sistership of the *Maui*, and the beloved home and workplace of West Coast sailors for forty years.