



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Thursday, August 19, 2021

## Senate Passes Infrastructure Bill

### House Action Tied to Massive Spending Bill

The Senate passed a roughly \$1 trillion infrastructure package with broad bipartisan support Tuesday, advancing a central piece of President Biden's economic agenda that will amount to one of the most substantial federal investments in roads, bridges and rail in decades.

The vote was 69 to 30. The product of weeks of painstaking negotiations between a bipartisan group of 10 senators and the White House, the legislation both reauthorizes spending on existing federal public-works programs and pours an additional \$550 billion into water projects, the electrical grid and safety efforts, among many other projects. The impact on shipping, except for port upgrades, is limited.

While lawmakers and presidents of both parties have said for years that they wanted to come together on a major package on infrastructure, an agreement consistently eluded them.

The bill faces a potentially

rocky path in the House. House Speaker Nancy Pelosi (D., Calif.) has said it won't be taken up until the Senate also passes a separate \$3.5 trillion antipoverty and climate plan. That could take months.

The deal leaves out Biden's proposal to spend \$400 billion for caregiving for the elderly and disabled, as well as access to Medicaid. Also nixed was improved wages of home health workers, who now make approximately \$12 an hour, and would have put in place an infrastructure to give caregiving workers the opportunity to join a union. The \$100 billion for workforce development, which would have helped dislocated workers, assisted underserved groups and put students on career paths before they graduate high school was also left on the sidelines.

The deal doesn't fund the \$18 billion Biden proposed to modernize the Veterans Affairs hospitals, which are on average 47 years older than private-sector hospitals. Also out is a slew of corporate tax hikes that Biden wanted to use to pay for the American Jobs Plan but Republicans staunchly opposed.

## Matson Vax Incentive Announced

In a program announcement reminiscent of proposals debated in collective bargaining with the SIU-PD Unions including the Sailors' Union of the Pacific, Matson management announced a corporate wide incentive program for vaccinations against the coronavirus. Citing evidence showing how much more dangerous the Delta variant of COVID-19 is than previous strains of the virus, CEO Matt Cox said "that Matson has not required employees to get vaccinated, but in the interest of doing as much as we can to help prevent further prolonging of the pandemic and its toll on

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## AFL-CIO President Richard Trumka (1949 – 2021)

Richard Trumka, the president of the AFL-CIO, died on August 5, 2021 at the age of 72.

He was a third-generation coal miner who rose to become President of the United Mine Workers of America before becoming the leader of the AFL-CIO.

He was an advocate for working families, a fighter for justice, and an eloquent and inspirational voice for human rights and labor rights during a time of great stress for both America and the American labor movement.

Speaking before a White House event the same day, President Biden said that Trumka died of a heart attack while on a camping trip with family. "He wasn't just a great labor leader, he was a friend," Biden said. "He was someone I could confide in. You knew whatever he said he'd do, he would do."

"The labor movement, the AFL-CIO and the nation lost a legend today," the 12.5 million-member organization said in announcing his passing. "Rich Trumka devoted his life to working people, from his early days as president of the United Mine Workers of America to his unparalleled leadership as the voice of America's labor movement."

Liz Shuler, the federation's secretary-treasurer, said that even as the AFL-CIO mourns Trumka's death, "we will stand on his shoulders to continue the fight for workers, and for the fair and just



society he believed in so passionately. We will honor his legacy with action."

Senate Majority Leader Chuck Schumer became emotional as he announced the news on the Senate floor. "He had in his veins, in every atom of his body, the heart, the thoughts, the needs of the working people of America. He was them," he said. "The working people of America have lost a fierce warrior at a time when we needed him most."

Trumka grew up in Nemacolin, Pennsylvania, where his father and grandfather were coal miners. Trumka also worked in the mines while attending Penn State University. Later he got a law degree and was elected at the age of 33 as president of the United Mine Workers of America. He had led the AFL-CIO since 2009. He was secretary-treasurer of the organization for more than a decade before then.

## Government Mandates Vaccine For Workers As Delta Surges

President Joe Biden said he'll require federal workers to prove they've been vaccinated against Covid-19 or wear masks and submit to frequent coronavirus testing as the highly contagious delta variant is causing cases to spike in the U.S. The rules will cover millions of federal workers, including the military and on-site contractors. Biden also asked his team to take steps to apply similar standards to all federal contractors and encourage private sector employers to follow the same approach. Major corporations including Tyson Foods, United Airlines, and many others began some form of a vaccine implementation.

Several state governments followed suit adding millions more to required category, particularly in education. California's state employees must begin showing proof of vaccination beginning Aug. 2. Those who can't verify they are fully vaccinated must wear masks in the office and be tested for Covid-19 weekly, state health officials said. All college students at state universities and colleges must be vaccinated.

So far the courts and arbitrators have all

supported the requirement. In a seminal ruling a federal judge said Indiana University acted reasonably to protect public health when it required all of its students, faculty and staff to be fully vaccinated against Covid-19. In addition, all healthcare workers in hospitals and skilled nursing facilities in the state, including private facilities, must show proof of vaccination or submit to testing twice a week and wear a mask. In outpatient healthcare facilities like dental offices, unvaccinated individuals would be required to test once a week and wear a surgical mask.

In maritime employment, the vaccination issue has become increasingly critical. an arbitrator of a maritime dispute ruled that seafarers could be required to vaccinate as a condition of employment. International maritime groups are hailing the decision by the World Health Organization (WHO) to prioritize seafarers for COVID-19 vaccinations. On July 16, the World Health Organization released updated guidance for the organization's vaccine roadmap to provide

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# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners	Political Fund
Diane Ferrari.....BK#2251	Anonymous ..... \$10 (In Memory of Tommy James)
Hannu Kurppa ..... BK #3162	Isnin Idris ..... \$200
Gunnar Lundeborg.....BK#4090	Frank Walker..... \$100
Duane Nash .....BK#2437	Mark Acoro..... \$100
Vince O’Halloran .....BK#2463	Vincent O’Halloran.. .....\$400
John Perez..... BK#3810	Brendan Bohannon ..... \$50
James Savage.....BK#7488	Archie Bickford ..... \$100
Arthur Thanash.....BK#3249	Peter Winter ..... \$200
Grant Wegger .....BK#3637	Matt Henning..... \$50
Alexander Earle.....BK#1885	Ronnel Sugui ..... \$20
Frank Portanier.....BK#3835	Eola Manoa ..... \$20
Emmert Holloway .....BK#5875	Ponciano Siquinia. .... \$50
Terry Lane ..... BK#4107	Chris Bartolo ..... \$20
Juan Magana..... BK#6332	Abe Acosta..... \$50
Steve Swinton ..... BK #7513	Emo Aulelava..... \$25
	Jon Anderson-Kaisa. .... \$25
	Dave Connolly ..... \$200

## West Coast Sailors

Ponciano Siquinia. .... \$50
Abe Acosta..... \$50
Joseph Meehan ..... \$25
Frank Portainer..... \$100
(In memory Romaine Dudley, Sonny Cooper & Art Thanash)

## Organization/ General Fund

Ponciano Siquinia ..... \$50
Mick McHenry..... \$50
Abe Acosta..... \$50

## SUP Meetings

These are the dates for the regularly scheduled 2021 SUP meetings:	
SUP HQ	Branches
September 13	September 20
October 11	October 18
November 8	November 15
December 13	December 20

## Notice of Nominations for SUP Election:

Under Article XII Section 2 of the SUP Constitution the nomination of regular officers shall be made at Headquarters and Branches in the regular meetings held in September. Written notice of this fact shall be published in the August issue of the West Coast Sailors. Any eligible member may place his/her own name in nomination for any regular office or may be nominated by another member. Nomination may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received.

The names and membership numbers of the nominees shall be recorded in the minutes. The Balloting Committee shall prepare a list of names and nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All nominees shall be notified by mail of their nomination and such notice shall be mailed within five working days after the nominating meeting.

The regular meetings will be held at Headquarters at 450 Harrison St, San Francisco CA at 11:00 a.m. on September 13th and the Branches at 11:00 a.m in Seattle, WA, 11:30 a.m. in Wilmington CA, and Honolulu, HI at 10:30 a.m. at the addresses listed adjacently herein. Balloting will be conducted by an impartial agent approved by the membership. The positions open for nomination are President, Vice-President, Business Agent, each at San Francisco. Also to be nominated are three Branch Agents, one each in Seattle, Honolulu, and Wilmington. Five SUP Building Corp Trustees will also be nominated, along with delegates to the SIUNA Convention.

For more on nominations and the election please see the SUP President's Report on page 10 of this issue and postings in the Halls and on the Union website [www.sailors.org](http://www.sailors.org).

## Membership and Ratings Committee

The Committee met on August 5, 2021 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Arnold Slosson	Bk#7533	6 yrs.	A.B.	A
Ronnel Sugui	Bk#7534	6 yrs.	A.B.	A
Ponciano Siquinia	Bk#7535	6 yrs.	A .B.	A
Richard Allard	B-19692	1 yr.	A.B.	B
Michael Bailey	C-2870	30 Days	A.B.	C
Duane Maull	C-2871	30 Days	A.B	C
AnnaRose McDaniel	C-2872	30 Days	A.B.	C
Jack Walker	C-2873	30 Days	O.S.	C
Jeffrey Maher	C-2874	30 Days	O.S.	C
Ronald Wikstrom	C-2875	30 Days	A.B.	C

### Ratings: Bosun Stamp

Janan Johair	Bk #4329
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**Membership and Ratings Committee’s Report:** Paul Fuentes, Bk#2239, Mike Henderson Bk#5879, Brad Cain #19484.

## SUP Welfare Plan and SIU-PD Pension Plan Notes

### Update Beneficiary Information

The SUP Welfare Plan Death Benefit, SUP Money Purchase Pension Plan and SUP 401(k) Plan each have **separate beneficiary forms** with differing rules governing distributions from each Plan. Therefore, it is very important that you ensure you have completed each Plan’s beneficiary form listing your spouse and/or dependents that you wish to be designated beneficiaries. You may call the Plans Office to check current beneficiaries listed for each Plan and to obtain new beneficiary forms when you wish to make a change in beneficiaries.

### Current Addresses

Please ensure that the Plan Office has your current mailing address for benefit payments and important notifications that are mailed periodically concerning Plans changes

### Unfit For Duty

You must have doctor’s documentation of your Unfit-For-Duty status sent to the SUP Welfare Plan if you become Not Fit-For-Duty. Because of Privacy Laws, your shipping employers will not automatically send the information to us if you are injured or become ill on the ship. You must request that information from your doctor.

We do not require extensive medical information, lab reports, x-rays, or any doctor notes. The documentation should indicate the date you became Unfit-For-Duty, the dates you will be unable to work, the likely return to work date, as well as the dates you have seen the doctor. Follow-up documentation should be sent to the Plan Office periodically approximately every two months if you remain unable to work for an extended

## Final Departures

**Ott Holliman, Book #5765.** Born in Arkansas in 1932. Joined SUP in 1954. Died in Arkansas, June 10, 2021. (Pensioner)

**John Duran, Book #2754.** Born in the Philippines in 1962. Joined SUP in 1996. Died at sea, July 25, 2021. (Active)

**Graciano Guevarra, Book #3022.** Born in the Philippines in 1930. Joined SUP in 1990. Died on July 16, 2021. (Pensioner)

period of time.

Fit-For-Duty documentation is also required when you are able to work again. Modified activity is still considered Unfit-For-Duty.

Michelle Chang, Administrator  
mcsupsiupd@sbcglobal.net  
Patty Martin, MPP & 401(k) Plan,  
Death Benefits  
martinpatty59@sbcglobal.net  
Gina Jew, Claims  
gina@marinersbenefits.org  
Michael Jacyna, Eligibility  
mjacyna67@sbcglobal.net  
Training Representative  
Berit Eriksson 206-551-1870  
berittrainrep@sbcglobal.net

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

## West Coast Sailors

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**Dave Connolly,**  
**President/Secretary-Treasurer**  
**Editor**

**BRANCH OFFICES**  
**Seattle, WA 98199**

4005 20<sup>th</sup> Ave. W. Ste.115 (206) 467-7944  
FAX: (206) 467-8119

**Wilmington, CA 90744**  
533 N. Marine Ave. (310) 835-6617  
FAX: (310) 835-9367

**Honolulu, HI 96813**  
707 Alakea St., Rm. 101 (808) 533-2777  
FAX: (808) 533-2778

**WELFARE OFFICE**  
(415) 778-5490

**PENSION PLAN OFFICE**  
(415) 764-4987



# Seafarer Happiness Index Reaches New Lows

Mariners worldwide who responded to the Mission to Seafarers most recent survey on seafarer well-being expressed growing frustration over lack of shore leave, long hours and uncertainty about crew change.

The so-called “Seafarer Happiness Index” dropped significantly in the second quarter of 2021, to its lowest level since the start of the pandemic. The second quarter score was 5.99 out of 10, down from 6.46 in the first quarter of the year.

“The latest results reveal a growing negativity across all aspects of life on board,” Mission to Seafarers said. The index fell in every category: general happiness, workload, training, social life, shore leave, wages, food, health, family



contact and welfare facility access. Lack of shore access for crew change, or even just a walk around the port, was at the top of the list of complaints.

Workloads are on the rise, with many seafarers reporting 11-12-hour days. There

appeared to be a growing sense of weariness with the problems at sea, but also that ships are working harder than ever to deliver on the demands of trade. Seafarers reported feeling constant stress and pressure. As one commented, “It would be bad enough to be working for longer, but we seem to be working harder too”. The impact of COVID-19 on workloads is still being felt, and seafarers are continuing to wrestle with hygiene demands and many other pandemic requirements.

Excessive paperwork for some mariners topside, including being required to answer numerous emails from headquarters, was singled out as a big problem leading to increased workloads.

There were, however, some positives. A number of seafarers reported that they love their job and are deeply proud of their work, profession and career

The Seafarers Happiness Index was designed to monitor satisfaction levels through responses to 10 questions on a range of issues, from mental health and wellbeing to working life and family contact.

To take the survey, go to: <https://www.happyatsea.org/>

# Patriot Gets Watson-Class Contract Extension

On July 30, Patriot Contract Services LLC, of Concord, California, was awarded a \$12,487,535 option to continue the services provided for the original contract by invoking the Defense Federal Acquisition Regulation clause, DFAR 52.217-8, “Option to Extend Services.” The extension continues the operation and maintenance of eight government-owned,

contractor-operated USNS Watson-class large medium-speed roll-on roll-off ships. The vessels included under this contract are *USNS Watson*, *USNS Sisler*, *USNS Dahl*, *USNS Red Cloud*, *USNS Charlton*, *USNS Watkins*, *USNS Pomeroy* and *USNS Soderman*.

The contract modification includes a 60-day extension for the period July 30,

2021, through September 30, 2021. The vessels will continue to support Navy’s world-wide prepositioning requirements. Work will be performed at sea, world-wide, and is expected to be completed by September 30, 2021. News regarding the underlying longer-term bid on the same ships, which Patriot won, is expected at that time unless further held up in court.

Working capital funds in the amounts of \$4,697,314 (Navy); and \$7,790,219 (Transportation), totaling \$12,487,535, are obligated for fiscal 2021, covering the 63-day option period’s daily operating hire, and will not expire at the end of the fiscal year. The Navy’s Military Sealift Command, of Norfolk, Virginia is the contracting activity.

# Senate Confirms Biden Nominees Paving Way For Pro-Union Majority

In a razor-thin vote, the Senate confirmed National Labor Relations Board veteran Jennifer Abruzzo to a four-year term as NLRB general counsel. The Democrat-led Senate voted 50-50 to confirm her, with Vice President Kamala Harris breaking the tie.

Abruzzo was special counsel to the Communications Workers of America and was the deputy general counsel of the NLRB in the Obama Administration.

Soon after the vote, Senate Majority Leader Chuck Schumer (D-N.Y.) filed motions to begin debate on the nominations to the Board of union attorneys Gwynne Wilcox and David Prouty. In late July they were also confirmed creating a 3-2 pro-union majority, completing a shift at the NLRB in favor of workers for the first time in at least four years. During that time, the NLRB relentlessly took on cases and made decisions that

avored employers, rolling back decades of settled law.

Labor unions say the union experience of the appointees equips them to protect the rights of workers to join unions and get better working conditions. Now the Board is expected to eliminate policies implemented by her predecessor which limited the ability of NLRB lawyers to investigate worker complaints and pursue unfair labor practices against

employers. The NLRB was created by Congress to protect the rights of working people, encourage collective bargaining, businesses and the economy.

The Board is likely to push for pro-union policies and interpretations of the NLRA, aligning with President Biden, who has been on record stating he will be “the most pro-union president you’ve ever seen.”

# Amazon Acted Illegally In Union Election Says NLRB Official

A National Labor Relations Board official found that Amazon illegally discouraged organizing at an Alabama warehouse during the recent, closely watched union election. After an investigation and weeks of hearings in which both sides presented testimony, the NLRB hearing officer recommended that the results be thrown out and that a new election be held.

The recommendation will next be reviewed by the NLRB’s acting regional director, which could take weeks.

The Retail, Wholesale and Department Store Union has accused Amazon

of engaging in unfair labor practices. “Throughout the NLRB hearing, we heard compelling evidence of how Amazon tried to illegally interfere with and intimidate workers as they sought to exercise their right to form a union,” said RWDSU President Stuart Appelbaum in a statement. “We support the hearing officer’s recommendation that the NLRB set aside the election results and direct a new election.”

The union says Amazon created an atmosphere of fear by removing workers from mandatory anti-union meetings

if they asked questions and by telling employees they could lose their jobs if the union won. The union also said that during the election Amazon increased pay, and gave away free merchandise two attempt to buy the vote. Importantly, a USPS mailbox installed by the Company on its property, in full view of Company surveillance cameras, may have signaled to workers that management was monitoring the vote.

The case has shone a spotlight on the urgent need to reform America’s labor laws by getting Congress to enact the

Protecting the Right to Organize Act. “Amazon spent millions of dollars intimidating and bullying these people just because they want a voice on the job,” said AFL-CIO Richard Trumka. “Americans want to organize in unions and it should never be this hard.”

“When we get the PRO Act passed, it will change labor laws to prevent this type of buying people’s future away from them,” he said. The SUP and all of union labor has worked to support the effort to make the PRO Act law. It has already been passed by the House of Representatives.

# Maersk Buys E-Commerce Shoreside Logistics Outfits

In August, Maersk bought two e-commerce companies and said more acquisitions were coming soon as the world’s biggest container shipping line boosts its bet on land-based services.

Maersk, which handles one in five containers shipped worldwide, aims to expand its land-based logistics services, hoping to gain a larger share of the supply chain from existing shipping clients such as Puma and Walmart.

The company bought Visible Supply Chain Management and B2C Europe, which both specialized e-commerce, for a combined enterprise value of \$924 million, Maersk said.

“It won’t be long before we have a logistics business with (annual) revenues of \$10 billion with these two acquisitions,” said Maersk Chief Executive Soren Skou.

While container shipping, which accounted for 73 percent of revenue last year, will continue to be at the center of the company, land-based services such as shipments from factories, customs services and warehousing will be its growth engine, the company said.

Skou said more acquisitions were expected in the coming quarters, adding that it was in particular looking at small to mid-sized companies within air freight, warehousing and distribution in Latin America and Europe.

Maersk on Friday also confirmed a 60 percent jump in second-quarter revenue and a more than tripling of its quarterly core profit announced in a preliminary trading statement earlier this week, when it raised its 2021 profit outlook.



**ALL HANDS ON DECK:** In Beaumont Texas, SUP crew of *Cape Vincent* gathered on the bow then let go for sea in another activation test of readiness. On left is Vincent Punjabi, Erica Andrews, Aniceto Ocampo, Chris Watkins, Reggie Clark, Vic Ocampo, and bosun Chris Bunheirao.



# ITF Adds New Registries to FOC List

The International Transport Workers' Federation (ITF) has added seven more countries to its Flag of Convenience (FOC) shipping list as the number of countries which take registration fees but avoid flag state responsibilities continues to grow.

The majority of ship registrations in the newly added states are taken from owners with no link whatsoever to that country. They are exploiting a loophole in international law in order to employ cheap labor and avoid taxes. Four of the countries added to the list — Cook Islands,



Palau, St Kitts & Nevis and Togo — are signatories to the Maritime Labour Convention. The other three countries are Cameroon, Sierra Leone and Tanzania (Zanzibar).

“What flags of convenience countries do is morally irresponsible,” said David Heindel, chair of the ITF Seafarers' Section. “They all take the registration fees but do not have the will or the means to ensure the wellbeing of the seafarers who operate the vessels. The crew-change crisis is the perfect example of the havoc the FOC system creates.

When becoming a flag state, a large responsibility must be accepted along with it. Ticking the boxes is not being responsible. Too many seafarers end up suffering so that ship owners can trim a few dollars from their crew cost,” he said.

The ITF and its team of 134 coordinators, inspectors and union contacts continue to assist seafarers in these types of situations. They make sure they have basic amenities, work to get the seafarers home and recover unpaid wages. But all too often they find the flags of convenience scheme gets in the way. “For more than 70 years the ITF has fought against this crazy

system,” said Steve Trowsdale, the ITF Inspectorate Coordinator. “Many flags of convenience countries (including four of the newly listed) ratify the Maritime Labour Convention which is designed to protect seafarers. But in practice, those countries simply ignore the MLC, even when we write to them demanding action.”

The FOC system has been blamed by the ITF for exacerbating the crew change crisis, as FOC countries fail to support seafarers in need of repatriation, as well as worsening the recent spate of crew abandonment

## In Reversal, Philippines to Allow Some U.S. Military Basing

The Duterte administration has re-committed to the Visiting Forces Agreement (VFA) basing deal that would let U.S. forces operate from the Philippines after a meeting with U.S. Defense Secretary Lloyd Austin.

Defense Secretary Delfin Lorenzana said “After the meeting of President Rodrigo Duterte with Secretary Austin last night, the President decided to retract the notice of termination of the Visiting Forces Agreement.”

Austin took his first official trip to Southeast Asia, visiting the Philippines for two days, where he met with Duterte. The U.S. defense secretary thanked Duterte for his decision and underscored

that “a strong and resilient U.S. and Philippines alliance remain vital to the security, stability and prosperity of the Indo-Pacific.”

The VFA governs the presence and activities of U.S. forces in the Philippines, and both Washington and Manila acknowledged that the agreement is an integral part of the U.S.-PHL Mutual Defense Treaty.

Aside from the VFA and boosting defense cooperation between the two countries, the two defense secretaries also discussed developments in the South China Sea and the Indo-Pacific region, as well as the fight against COVID-19.



## Mariner Credentials Counterfeiters Get Jail Time

Four people have been sentenced for their part in a conspiracy to sell fake Coast Guard merchant mariner documents in Norfolk, Va. They were found guilty of colluding to produce and sell phony certificates from the Mid-Atlantic Maritime Academy, where one of them worked as an administrator. In exchange for thousands of dollars they issued phony certificates for people who had never taken the courses.

The conspirators, the government said, would also supply instructions to those who bought the fake certificates on how

to load them into Coast Guard systems so as to receive a fraudulent USCG qualification. The prosecution said that 252 people bought the fraudulent qualifications and that the conspiracy generated more than \$200,000.

The convicts were sentenced to jail terms of 18 to 45 months on charges ranging from mail and wire fraud to aggravated identity theft. “The defendant and his co-conspirators devised a dangerous fraud scheme that enriched themselves at the expense of public safety,” said Raj Parekh, acting US attorney for the Eastern

District of Virginia.

“By selling counterfeit merchant mariner certificates in exchange for cash payments, the defendant and others permitted untrained and unqualified mariners to perform jobs onboard merchant vessels they were not entitled to hold. Today’s sentencing demonstrates the tireless efforts of the Coast Guard and Department of Justice, and ensures the United States’ Marine Transportation System remains one of the safest in the world,” said John Mauger, rear admiral and assistant commandant for prevention

policy for the US Coast Guard.

The Mid-Atlantic Maritime Academy, which was not included in the charges, reported that it was a victim of the counterfeiting scheme and has cooperated with prosecutors.

After the scheme was uncovered last October, the school said it was also working with the Coast Guard to identify illegitimate certificates so that those individuals would be removed from their jobs.

So far, there have been no reports of charges against any of the recipients of the fake certificates.



**On the Fourth of July, on the Matson docks in Honolulu, a dangerous electrical fire flared in a crane lift working a barge. An emergency response fire team of SUP and MFOW shoreside maintenance workers were the first on scene and expertly suppressed the fire, stepping back only on the arrival of Honolulu Fire Department. A related hydraulic leak that covered the aft half of the barge was quickly contained and cleaned up: no injuries and nothing over the side. The lightning-fast response of the P & R gang saved lives, headaches, and dollars: it pays to have the highly trained SUP/ MFOW professional mariners turned to and ready for anything. Delegate Nick Mannesiotis, Antonio Respicio, Emo Aulelea, Bosun Joe Mantanona, Christian Fonseca, Ven Ramos, and Store Keeper Ray Tavai. The P & R gang sends its thanks to the SUP Negotiating Committee for restoring weekly pay, and all their hard work to prepare for Matson.**

Photo Pat Weisbarth

## Roman Wine Ship Discovered on Sea Floor off Sicily

Italian archaeologists have discovered a Roman wreck from the second century B.C. off the coast of Sicily. The sunken vessel was located in about 300 feet of water off Isola delle Femmine, near Palermo, and it was heavily laden with amphorae — likely of the type used to carry wine.

The discovery was part of an underwater reconnaissance campaign conducted by the Regional Agency for Environmental Protection (called ARPA Sicilia) to verify archaeological finds in deep waters. The first images of the find were detected by technicians using a remote unmanned vehicle from the deck of the oceanographic vessel Calypso South.

“The Mediterranean continually gives us precious elements for the reconstruction of our history linked to maritime trade, the types of boats, the transports carried out, the thalassocracies, but also data relating to life on board and the relationships between coastal populations,”



said Sicily's Superintendent of the Sea, Valeria Li Vigni.

It was the mission's second find in a matter of months, following on the heels of the discovery of another Roman wreck off the coast of Ustica - also laden with amphorae and likely dating to the second century B.C.

Amphorae were the shipping containers of their day, widely used to transport wine, olive oil and food on board merchant vessels in the Mediterranean basin. They were employed by the Phoenicians, the Greeks and the Romans alike; as many of these ceramic vessels have survived through the ages. If, as they say, wine gets better with age, then the 2300 year old wine in this ship should be remarkable.



# First Unmanned Aerial Strike On Merchant Ship Kills Two

A Japanese-owned oil tanker operated by a company with ties to Israel was attacked by drones on July 29. The explosion killed two people.

At the time of the attack, the MT Mercer Street was in the northern Indian Ocean, traveling from Dar es Salaam to Fujairah with no cargo on board.

The incident appears to be the latest in the series of violent encounters between Iran, Israel and their proxies.

The victims included a British security contractor and a Romanian member of the crew.

Iran did not claim or deny responsibility, but state-owned media described the attack on the Liberia-flagged ship as a response to a recent Israeli strike on a military airport in Syria.

The United States and Britain said they believed Iran carried out an attack on an Israeli-managed petroleum product tanker off the coast of Oman on Thursday that killed a Briton and a Romanian, both pledging to work with partners to respond.

Iran earlier on Sunday denied it was involved in the incident, after it was blamed by Israel.

Later, the United States joined with Britain to implicate Iran for the attack. “Upon review of the available information, we are confident that Iran conducted this attack, which killed two innocent people, using one-way explosive UAVs,” U.S. Secretary of State Blinken said in a statement, adding there was “no justification” for the attack.

“We are working with our partners to consider our next steps and consulting with governments inside the region and beyond on an appropriate response, which will be forthcoming,” Blinken said.

In a separate attack, only days after the fatal drone assault on the tanker, armed men seized the tanker Asphalt



Queen and directed the vessel to Iran. The incident took place in the Arabian Sea leading to the Strait of Hormuz, the conduit for about a fifth of the world’s sea-borne oil exports. The next day UK and US naval operations in the Gulf reported the “hijack” situation “complete.” Iran has denied involvement.

# U.S. Merchant Marine Needs Upgrades to Control Security Risks

A panel of experts at a Navy League conference declared that U.S. merchant shipping and its mariners, especially in support of the nation’s armed services, face a variety of new threats and challenges. Taken together, these threats pose wartime risk levels.

Electronic spoofing, jammed communications and navigation systems, armed drone attacks and pirates are challenges American crews on U.S.- flagged ships in the Ready Reserve Force and Military Sealift Command already face, they said.

Communications are especially vulnerable in MARAD’s fleet because those ships “rely on commercial systems,” Douglas Harrington, associate director of federal sealift, told attendees at the meeting.

“We want to have strong communications...to get warnings out to other mariners” about changing conditions — from jamming to drone attacks and pirates “that affect the safety of navigation,” he added.

In the Ready Reserve Fleet, which must be able to get underway in five days, vessels still rely on commercial voice and data communications systems that are vulnerable to interference and give away location.

Harrington said, “we need to modernize our fleet and our mariners” to operate under those changed conditions. He also said changing access for personal communications aboard these ships affects

crew morale.

But “the reality is, the environment can change in a moment,” he added.

In Desert Shield/Desert Storm, “we went with what we had” in the fleet and didn’t worry about cyber-attacks, said Christopher Thayer, MSC’s director of maritime operations. But today’s mariners face new challenges. As the “intersection between the Navy and the merchant marine,” MSC “must be prepared to operate” without escorts to meet mission requirements.

Even on modernized merchant vessels, “cyber security and ransomware are threats now,” Adam Peterson, APL’s director of business development said. “We need redundancy.”

On the aging Ready Reserve Force, Erica Plath, director of strategic mobility/ combat logistics division in the Office of the Chief of Naval Operations, said her office is “most focused on [MARAD’s] buying two used ships as part of its major recapitalization program.” Buying those first two ships will launch a major new \$638 million program of acquisition. MARAD also expects to receive a list of Navy requirements for roll-on, roll-off vessels by the end of 2021.

But a strong merchant marine remains critical for warfighting. Plath estimated “90 percent of material” needed for a conflict would move by sea. Peterson said, “there are other countries out there that put great importance on maritime



USS Lassen (DDG-82) escorts the merchant vessel *Tomahawk* through the Strait of Hormuz on Nov. 18, 2019. US Navy Photo

industry and logistics” and that means paying attention to more than the age and condition of ships. When looking at strategic sealift, he said, “it’s the entire network” of ships, port, rails and trucks used to get cargo where it is needed. “It’s usually coming from an inland location [and going] to an inland location,” Peterson said. He pointed to the 20 years spent supporting operations in land-locked Afghanistan.

The COVID-19 pandemic showed the U.S. public the vulnerability of supply chains for everything from “PPE to toilet paper” to meet domestic needs. It also showed how sharp the decline has been in American-flagged shipping, down from 2,900 in 1960 to 182 now, Peterson said. “How do we change this?

Cargo,” he added. Peterson said the number of ships depends on the amount of cargo available. Harrington made the same point, and said it also provides necessary experience for masters and mariners.

While autonomous vessels hold promise for the future, Thayer said he doesn’t believe they “are going to refuel themselves” any time soon, meaning mariners’ presence is still needed. It requires more than cargo preference laws, Peterson said, but also for U.S. manufacturing to look at American-flagged vessels when considering shipping options. “We have to keep these ships in service to get cargo to our forces” when they are deployed, he said.

# Covid Outbreak Shuts Down Port of Ningbo

A single port worker in Ningbo, tested positive and the world’s busiest port shutdown for days. The worker tested negative on August 8th, then retested positive on August 10th. Perhaps to avoid the slow spread and crippling extended shutdown at the Chinese port of Yantian, officials this time acted much faster.

Ningbo, already under the strain of an unprecedented number of ships awaiting berthing space, experienced further backups and backlogs. By August 13th it had begun to turn ships away. Just south of Shanghai, Ningbo has emerged as the third largest container port in the world.

The worker was in a dormitory and part of the workforce at the massive Ningbo Meidong Container Terminal. (Pictured below) In late May, Yantian port officials detected the first positives, but by June it

had become a major outbreak that had far reaching logistical impact beyond the port. If the case rate surged in Ningbo, the impact could be far worse. Since July 20, community-spread infections have been confirmed in roughly half of China’s provinces, sparking mass testing operations and localised lockdowns among many other restriction.

Most ports in the country are now requiring a nucleic acid test (NAT) for all crew, with vessels forced to remain at anchor until negative results are confirmed. Many ports in the country are also requiring vessels to quarantine for 14 to 28 days if they previously berthed in India or performed a crew change within 14 days of arriving in China. Some industry observers have said that the port could be closed for 14 days or



more. Berth waiting times everywhere average 2 to 3 days. For every day that Ningbo is closed another day of dwell time can be added to container cargoes. The impact on ship’s crews is probably

more of the same, only worse.

For example, there is a chance of even more stringent Covid-19 testing and clearance protocol for ships calling in China.



# OMSA Launches Jones Act Patrol in U.S. Gulf

The Offshore Marine Service Association (OMSA) has announced plans to use a vessel to monitor foreign-flag operations in the U.S. Gulf of Mexico, intending to use it as a platform to gather photographic evidence of Jones Act violations. The evidence will be submitted to enforcement authorities, made public and shared with the media.

The Jones Act requires seaborne cargo shipped between two U.S. points to be carried by U.S.-built, crewed, and owned vessels. It is at the center of America's maritime policy and domestic shipping law, and it is a mainstay support for U.S. shipowners, mariners and shipbuilders. The law is vital to sustaining a domestic maritime industry that is strong enough to support national defense objectives, and it enjoys the support of the U.S. Navy, Coast Guard, U.S. Maritime Administration, and many members of Congress.

According to OMSA, the Jones Act is

not fully enforced by Customs and Border Protection (CBP), the agency tasked with overseeing compliance. CBP's interpretation process has left room for foreign-flag offshore vessels to perform certain functions on the U.S. continental shelf, like heavy lift and pipelay operations, so long as these vessels do not "transport cargo" between U.S. points. However, the definitions of "transport" and "cargo" have been a matter of debate for decades, and OMSA says that CBP has allowed foreign-flag operators to push the limits too far.

"The Jones Act is very simple, if a foreign vessel picks up cargo at one point in the United States, and takes it to another point, it has broken the law," a spokesperson said. "Foreign vessels have succeeded in confusing this issue for a long time. Now, we're going to shine a bright spotlight on their actions and show everyone just how many foreign mariners are taking money out of U.S. mariners' pockets. If foreign vessel owners or the companies they work for don't like this scrutiny, I suggest they hire U.S. owned, U.S. crewed, and U.S. built vessels."

OMSA's new patrol vessel, the Jones Act



Jones Act Enforcer

Image courtesy OMSA

Enforcer, is a 150-foot crewboat built in 2007. Formerly known as the Harvey Hustler, she is fitted with a 7,000 HP powerplant and can make 20 knots.

## Government Mandates Vaccine For Workers As Delta Surges

*continued from page 1*

a framework for overall program priorities, listing seafarers on cargo ships as a key group that should be prioritized in the case of limited supplies. The International Maritime Organization (IMO) — which had repeatedly advocated for a fair global distribution of vaccines as to include seafarers — praised the WHO recommendations. The International Maritime Employers Council (IMEC) and the International Transport Workers' Federation (ITF) strongly urge seafarers to join the global fight against the pandemic by getting vaccinated against

COVID-19. They recognize that the U.S. has led the way in its mass vaccination campaign and inoculating foreign seafarers in their ports and throughout the pandemic, seafarers have ensured that the global supply chain remains open and they continue to deliver goods despite restrictions.

They noted that seafarers all over the world are still facing severe restrictions which are forcing many of them to be stuck at sea, risking serious issues to their physical and mental well-being that might also impede ship operations. Yet, global seaborne supply chains supply

the world with 90 percent of everything we consume as well as so much needed medical equipment, personal protective equipment, medicines, and the vaccines themselves.

Meanwhile, the vaccination debate was ratcheted up as the Delta variant of the Covid-19 virus appears to be breaking through the protection vaccines provide at a higher rate than previous strains, a Wall Street Journal analysis found, though infections among the fully inoculated remain a tiny fraction of overall cases, and symptoms tend to be milder. U.S. states counted at least

193,204 so-called breakthrough cases among vaccinated people between Jan. 1 and early August, according to data that health departments in 44 states and Washington, D.C., provided to the Journal. The figure represents 0.1% of the more than 136 million fully vaccinated people in those states and the capital.

The total number of breakthrough cases is likely higher, public-health experts said, because fully vaccinated people with asymptomatic infections likely aren't getting tested for Covid-19.

At least 11 states including California and Mississippi counted more than half of their reported breakthrough cases between July 1 and early August, suggesting that the rise of Delta was causing more breakthroughs than earlier strains. In at least six states including Maryland and Minnesota, more than a third of breakthrough cases were reported during that period.

Health officials say the milder cases are evidence that the vaccines are working well, though they add some people have misinterpreted the higher rate of breakthroughs with the Delta variant as proof that they are ineffective.

Many infectious disease experts, including the nation's leading voice on the topic, Dr. Anthony Fauci, have stated that the strength and expansion of the Delta variant is likely due to low vaccination rates. It's ability to breakthrough the vaccine is a natural and predictable evolution of a virus that is allowed to attempt many trillions of mutations by continuous replication via infection. Still, the vaccine remains effective. "Let's be real, here: Breakthrough infections are sort of OK," said Larry Corey, a virologist at the Fred Hutchinson Cancer Research Center in Seattle. "You get infected, and you have a cold, maybe an achy fever for 24 hours. But you don't end up in the hospital, and you don't end up with that 2.5% chance of dying once you are hospitalized."

The Centers for Disease Control and Prevention stopped tracking most breakthrough cases at the end of April, choosing instead to tally those leading to hospitalization or death. The agency is now tracking breakthrough cases in small cohorts of healthcare workers.

### Arthur Thanash, Bk #3249 December 16, 1932 – August 7, 2021



Legendary SUP member Art Thanash crossed the bar on August 7, 2021. Joining the SUP in 1954, he sailed as bosun, carpenter, storekeeper, able seaman, and was an instructor at the Andrew Furuseth School of Seamanship. Pictured above with his son George, when they were shipmates on the *Lurline*, at a Bloody Thursday event, with SUP Welfare Representative Rich Reed on the Liberty Ship *Jeremiah O'Brien*, and at the North Beach nightclubs he helped manage and promote — Thanash was a beloved icon of the San Francisco waterfront.



# HAPPY LABOR DAY

Labor Day is a holiday marker for every American — the celebration of the unofficial end of summer and the start of the school year. But for Unions, it is a hard-fought day of remembrance and honor, a day that is steeped in labor history and symbolic of the Union role in the long struggle for the employment rights of working men and women. At the peak of the Industrial Revolution in the late 1800’s in the United States, the average American worked 12 hours days or more, seven days a week, for terrible pay in horrendous conditions. They worked in unsafe places that lacked basics such as fresh air, sanitary facilities, adequate lighting. Through the concerted action of strikes and other methods Unions pressured employers to recognize them to negotiate hours of work, pay and conditions.

On September 5, 1882, the first Labor Day parade in U.S. history occurred when 10,000 workers took unpaid time off to march from City Hall to Union Square in New York City. It would take 12 years of massive unrest, strikes, protests, and worker deaths before Congress would pass legislation to make Labor Day a legal holiday, with President Grover Cleveland signing it into law in 1894. Here, Harry Lundeberg led the SUP contingent up Market St. in San Francisco, on September 6, 1948.

## FROM THE FOLKS WHO BROUGHT YOU

The right to shore leave, overtime and the 8 hour day at sea, the 2 hour minimum, the three o’clock knock off, the penalty meal hour, a sanitary and safe workplace, health benefits, a pension and retirement benefits,a voice in the workplace, fair representation, seniority shipping rights, vacation and the weekend, your Union, the Sailors’ Union of the Pacific



SUP President Harry Lundeberg turns corner to lead SUP contingent up Market Street in the late 1940s.



## Scabby the Rat Survives NLRB Legal Challenge

A union’s use of “Scabby the Rat” (an inflatable rat “approximately 12 feet in height with red eyes, fangs, and claws”) and inflammatory banners targeting a neutral employer does not violate the National Labor Relations Act (NLRA), the National Labor Relations Board (NLRB) has ruled.

For more than three decades, unions have displayed Scabby (or other inflatable animals, including gorillas) on public property to protest companies for reasons including doing business with employers the union finds objectionable. Republican-appointed NLRB General Counsels have tried to stop Scabby’s deployment. But among the last acts of the Republican majority on the NLRB was to uphold the right of an Indiana union to display a 12-foot inflatable rat outside a trade show in order to boycott a business that worked with another company involved in a labor dispute.

The board in the 3-1 decision found that Scabby and other inflatables can continue to make appearances since it by itself does not constitute threatening or coercive conduct during union pickets and boycotts.

NLRB Chair Lauren McFerran, also said that the potential infringement of a union's free-speech right precluded a finding that banners and inflatable rats were illegal.

Lippert, which makes components for mobile homes and recreational vehicles, had filed a complaint against the union in 2018 claiming its use of the banners and the rat violated the “secondary boycott” provision of the NLRA.

The union displayed the rat with a banner that read "Shame on Lippert Components Inc for harboring rat contractors" outside of the trade show, according to board filings.

The office of former NLRB general counsel Peter Robb, an appointee of President Donald Trump, had argued in Lippert's case that inflatables and provocative banners were unlawful because they are expressly designed to intimidate and coerce.

President Joe Biden fired Robb on his first day in office in January. His replacement, Obama-era deputy general counsel Jennifer Abruzzo, was confirmed on in late July.



AB Ponce Siquinia took the oath of obligation in the SUP after getting clearance by the Membership and Ratings Committee for top seniority in the SUP.

## Revenant Redux: Bear Rescue in Alaska

A U.S. Coast Guard aircrew saved an unidentified man in Alaska who said he was attacked and constantly harassed by a bear for a week straight. Sleep deprived and down to his last two rounds of ammunition, the man managed to wave at a Coast Guard MH-60 Jayhawk helicopter.

Lt. Cmdr Jared Carbajal, the pilot, said his co-pilot came over the intercom: “Hey, there’s a guy down there and he’s waving at us.” “Is he using two hands or one?” Commander Carbajal asked. “Two hands,” came the answer.

The chopper enroute Nome noticed an SOS sign on top of a shack. After circling back, they noticed a man waving two hands in the air, an international distress signal.

When the crew landed, the man told the crew he was attacked by a bear. “At some point, a bear had dragged him down to the river,” Lt. Cmdr. Jared Carbajal. “He had a pistol,” but the bear didn’t care, kept coming back, and “harassed him every night for a week straight. Man hadn’t slept in days.”

No cell service here: camp in remote Alaska where grizzly bear repeatedly attacked a solo miner.

The victim had torso bruising and an injured leg. The ordeal recalled a scene in the movie “The Revenant” in which Leonardo DiCaprio was mauled by a computer-generated grizzly bear.

Commander Carbajal, 37, a Coast Guard pilot since 2009, said it was a first. They made Nome in about 15 minutes, where the man insisted on walking himself to a waiting ambulance.





Imports Surge Add to LA Congestion

Ship Scrapping Prices Soar On Supply Shortage

Oakland Gets Second New Asia Service

The Port of Los Angeles announced in August that it processed, 890,800 TEUs during the month of July, a four percent increase compared to the same month a year ago. July also marks the 12th consecutive month that the port has experienced year over year gains. “This remarkable, sustained import surge is pushing the supply chain to new levels,” said Port of Los Angeles Executive Director Gene Seroka. “Credit goes to our longshore workers and terminal operators for helping the Port of Los Angeles achieve an average of more than 11,000 TEUs exchanged on each vessel call, the best in the business.”

Loaded imports at the Port of Los Angeles increased 2.9 percent to 469,361 TEUs during July, but exports did not fare so well. Loaded exports, decreased 27.6 percent to 91,440 TEUs compared to the same period last year – the lowest amount of exports at the Port of Los Angeles since February 2005. The ratio of imports to exports is now over 5 to 1, the widest gap on record. Exports through the port have now fallen 29 out of the last 33 months, and empty containers

Empty containers climbed to 329,999 TEUs, a jump of 20.4 percent compared to last year due to the continued demand in Asia.

Seven months into the 2021 calendar year, overall cargo volume at the Port of Los Angeles was up 36.8 percent compared to 2020.

Meanwhile a second service with the port of Oakland as the first call from Asia launched this month. Wan Hai Lines launched a weekly service from Kaohsiung, Ningbo and Qingdao to Oakland and Seattle. It follows the start of a service by Matson on 27 July from Ningbo and Shanghai to Oakland and

Long Beach, returning to Asia via its Honolulu base. According to Oakland, Matson’s new venture will run three out of every five weeks, with ocean transits of 12-14 days from China.

With these new services under its belt, the port seems well positioned to see throughput rise to 2.6 million teu this year – over the first six months volumes increased 11.4% , with the box count up to 1.3m teu, with imports the main driver, surging 15% in June, while exports advanced 0.8% . The port authority described the new services as re-affirmation of rising demand for a gateway in Northern California and pointed to increased consumer demand in this part of the state, as well as a proliferation of nearby e-commerce distribution centres as major drivers of growth.

The port authority hopes the new ventures will fare better than other transpacific services that were diverted or suspended earlier this year. Zim had planned an expedited run with Oakland the first port of call, but shifted it to Los Angeles owing to congestion at Oakland.

In late May, when the operation was getting under way, there were more vessels waiting for berths at Oakland than at Los Angeles. The main reason was congestion labor shortage and temporary loss of one berth, occupied by three recently arrived post-panamax cranes.

That congestion prompted Hapag-Lloyd and CMA CGM to change their plans. Hapag-Lloyd suspended calls at Oakland, and CMA CGM, the first carrier to launch a fast transpacific service calling at Oakland first in North America this year, now alternates calls at Oakland and Seattle.

However, the new transpacific services suggest a rebound in carrier confidence in Oakland as a gateway. With the new cranes installed and congestion at Los Angeles and Long Beach worsening, the port seems in a better position to hold on to these new operations.

The worldwide high demand for container ships has deprived the ugly ship-breaking trade of their raw material – old ships. Despite a 30% spike in prices for scrap, very small amounts of tonnage was sold for demolition recently. The reason? Ship operators are using or buying and deploying any containership that can pass a survey. “The booming container charter market, with historically high charter rates, has been instrumental in keeping owners away from the demolition scene,” said Alphaliner.

Even at prices that shipowners would normally look on favorably, particularly for their ageing ships that can only operate at high cost vessels, is not enough to entice demolition. Instead they are now receiving higher offers from carriers for their ships.

One consultant identified only 15 container vessels, for a total of 12,431 teu, that had been dispatched to the recycling yards in the first six months of the year – this is in stark contrast to the 56 for 143,000 teu scrapped in the first

half of 2020. And Alphaliner added: “The second half of 2021 is expected to see a persistently low number of demolition sales in the face of a continuously strong charter market.”

Some 200,000 teu of container tonnage was scrapped last year, itself just a third of the record demolition sales in the crisis year of 2016, when Hanjin Shipping went bankrupt and liner shipping was brought to its knees. The containership post-lockdown capacity crunch and subsequent massive freight rate increases has turbo-charged daily hire rates for containerships, which in turn has significantly increased their asset values.

Data shows that the scrap and market value of a classic panamax ship just six months ago was around \$9m. Today’s demolition value has increased to around \$12m, while the market value for even an elderly ship has leaped to something north of \$50m, and is rising daily. The charter market has also been hit as liners seek to own the ships rather than pay high charter rates.



For the latest updates on COVID-19 vaccines & more...  
[www.sailors.org](http://www.sailors.org)



Regional Exam Centers Open Up For More Service

The National Maritime Center (NMC) will resume counter service appointments on Monday for many of its Regional Examination Centers (RECs), easing up some of its COVID restrictions. However, counter and exam services are by appointment only with no walk-ins allowed. Mariners seeking to schedule counter service or examination appointments can do so by contacting the appropriate e-mail address or phone number below:

REC Anchorage — [recanc@uscg.mil](mailto:recanc@uscg.mil)  
REC Baltimore — [recbaltimore@uscg.mil](mailto:recbaltimore@uscg.mil)  
REC Boston — [recboston@uscg.mil](mailto:recboston@uscg.mil)  
REC Charleston — [reccha@uscg.mil](mailto:reccha@uscg.mil)  
REC Honolulu — [rechonolulu@uscg.mil](mailto:rechonolulu@uscg.mil)  
REC Houston — [rechouston@uscg.mil](mailto:rechouston@uscg.mil)  
REC Juneau — [recjun@uscg.mil](mailto:recjun@uscg.mil)  
REC Long Beach — [reclb@uscg.mil](mailto:reclb@uscg.mil)

REC Memphis — [recmemphis@uscg.mil](mailto:recmemphis@uscg.mil)  
REC Miami — [recmia@uscg.mil](mailto:recmia@uscg.mil) or (305) 536-4331  
REC New Orleans — [recnola@uscg.mil](mailto:recnola@uscg.mil)  
REC Oakland — [recoakland@uscg.mil](mailto:recoakland@uscg.mil)  
REC Portland — [rereportland@uscg.mil](mailto:rereportland@uscg.mil)  
REC Seattle — [recseattle@uscg.mil](mailto:recseattle@uscg.mil)  
REC St. Louis — [recstl@uscg.mil](mailto:recstl@uscg.mil)  
REC Toledo — [rectol@uscg.mil](mailto:rectol@uscg.mil)  
MU Ketchikan — (907) 225-4496 (extension #3) MU San Juan — (787) 729-2368 As a note, the New York REC is out of commission until August 23 when it will reopen in a new temporary location until the old site is refurbished. During the closure, mariner applications can still be e-mailed to them at [RECNY@uscg.mil](mailto:RECNY@uscg.mil)





TO REDUCE THE RISK OF DELTA INFECTION

1. Get vaccinated
2. Wear a mask that fits.
3. Avoid crowded and poorly ventilated indoor places
4. Wash your hands, use sanitizer often
5. Stay home when sick, stay away from sick people





# SUP PRESIDENT'S REPORT

## VACCINE MANDATES

Now comes the pandemic whiplash as the virus evolved and the risk that had slackened snapped back. In just four weeks, infection rates soared as the super-contagious and extra-lethal mutation known as the Delta variant spread, almost entirely among the unvaccinated. The United States surpassed again a seven-day average of 130,000 new cases per day. In Los Angeles since June 21 cases have increased more than twenty times, from just 124 per day then to an average of 13,000 per day last week. In Honolulu, San Francisco, and Seattle the average case rates shot up between 150% and 200% in early August. Much of Asia, including China, is back in lockdown. It is the highest COVID wave since the pandemic peak in January and it's still going up.

The vaccine remains remarkably effective – despite some rare breakthrough cases – and almost perfect against severe illness. How long will that persist? The first booster shots have been approved for the immune-compromised, and recently relaxed masking policies have been restored in public indoor spaces everywhere, even for the fully vaccinated, as the scientific understanding of transmission risk around Delta shifts.

The wave also brings enormous new pressure for workplace vaccination. President Biden announced that four million federal workers including the military will soon be required to vaccinate, or take weekly tests among other restrictions, and millions more of state and county employees come next. Major private employers including General Motors, United Airlines and many others followed with their own more stringent vaccination requirements. The AFL-CIO came out in support of vaccine mandates, and some large unions, such as the American Federation of Teachers, reversed its prior position and now support vaccination mandates. On the global maritime level, the Union representing international seafarers, the International Transport Federation (ITF) pleaded for access to the vaccine for international seafarers, mooting the mandate question. And on August 2, 2021, an arbitrator ruled in favor of the American Maritime Association's position that requires all mariners be vaccinated in ships aboard its member company vessels contracted with the Seafarers' International Union. It comes as no surprise. The arbitrator cited various recent decisions including a recent Department of Justice opinion that nothing in federal law prevents private-sector employers from requiring vaccines. The arbitrator said he based his decision on the unique nature of the maritime industry, including the fact that crews live together on the vessels, the cost of quarantines, the responsibility to maximize safety in light of the danger of the Delta variant, plus other recent legal rulings and opinions that support vaccination mandates. This final and binding decision will have a lasting effect on all maritime employment, including SUP ships, although as of today's meeting there are many questions still to sort out.

Members are advised that vaccination is Union business: wages, working conditions. Wages in ability to work at all plus potential vaccination incentive payments – and working and living conditions as a matter of workplace safety. It influences every aspect of our employment, and in this pandemic like pandemics of the past, the SUP has supported even facilitated voluntary vaccinations as the single most effective thing sailors can do to protect themselves and their Union. Persistent resistance to vaccination increases risk and as a result vaccine mandates are coming – and soon. Whatever form the implementation takes shipping will not get easier, any soon be impossible, for the unvaccinated. Urge all hands to get the shot.

## MATSON NAVIGATION CO.

**Matson Ratification:** At the coastwise meetings in July the SUP membership ratified the Matson Agreement covering the General Rules, the SUP Work and Shipping Rules, as well as the Maintenance and Extra Maintenance Agreements. At the same time the Matson restriction to ship settlement was approved and *Mokihana* MOU was approved. As of today's meeting, Matson has called for SUP crew for Mokihana, and RTS settlement checks were cut and sent in accordance with the Agreement.

**Vaccination Incentive Payment:** On August 2<sup>nd</sup> Matson CEO Matt Cox, closely following a similar proposal made in bargaining by the SUP Negotiating Committee as part of SIU-PD, made available a one-time \$500 vaccination incentive payment to every Matson employee (except standbys and vacation reliefs) who provide evidence of full vaccination against COVID-19. Participation in the payment requires showing the vaccination card to local Human Resources representative for shoreside employees or Marine Operation for offshore employees, either in person or via Zoom, or by scanned photos sent by email, before October 15. According to the Company documents, the verified vaccinations will be recorded but Matson will not retain copies of the vaccination cards. In addition to providing proof for the payment incentive, the information may be used to comply with applicable public health regulation and Matson COVID-19 protocols. Once the vaccination information is verified, the incentive payment minus standard payroll deduction and taxes, will be added to their paycheck in the following pay period.

**Guam Shore Leave:** On July 25 Matson management issued a Guam shore leave update (COVID-19 Update #49) that permitted shore leave for the fully vaccinated in Guam provided all local government requirements are met. Crew is considered fully vaccinated two weeks after receiving the second dose of the Pfizer or Moderna vaccine, or two weeks after receiving the single dose of the Johnson and Johnson vaccine. The following documentation is required for shore leave:

- 1) Valid government ID;
- 2) CDC COVID-19 Vaccination Record Card;
- 3) Secondary form of COVID-19 vaccination verification (vaccine health authority record, vaccine provider letter, or receipt from COVID-19 vaccination;
- 4) Signed health declaration form on arrival (no COVID-19 symptoms, provided by Guam Public Health Department).

Twenty-four hours prior to arrival in Guam the Master emails a list of all crew members going ashore to the Guam Nursing Resource Command Center and copies

Matson Guam Operation. On arrival crew members travel to the NRCC for vaccination verification. The NRCC is located at the Bay View Hotel in Tumon. Crew members are required to observe social distancing among other normal COVID-19 protocols while ashore in Guam.

Crew members on Matson China ships (CLX or CCX) who are not fully vaccinated are not permitted ashore in Guam. This is because of Chinese port regulations including the problems of potential at sea MEDEVAC operations, other crew medical care, repatriation problems from China and Japan due to government COVID restrictions, and the recrew problems that stem from COVID infections after departing Guam.

## MARITIME ADMINISTRATION

**Tabletop Exercise** – The 2021 Simulated Breakout Exercise called for the “tabletop” activation of eight ships crewed by the Union on July 21, 2021. Coordinated by SUP VP Matt Henning, all SUP halls contributed to the filling of more than 40 billets in a single day. Ten ships were participating in the exercise, managed by Patriot and Matson, but two were already actually deployed in Full Operating Status on missions overseas. The purpose of the exercise is to test the readiness and coordinate procedures of strategic sealift in a mass activation. Tabletops are frustrating for dispatchers and members alike, as they try to fill real jobs at the same time as demonstrate virtual readiness. But everyone contributed anyway to prove the SUP readiness and kudos are due for going the extra mile yet again. Sources within the military have advised us that an actual Turbo-Activation of Ready Reserve ships is expected in the next few weeks.

## APL MARINE SERVICES

APL's Director of Labor Relations John Dragone informed the Company's signatory Unions that the *APL Saipan* will flag out of U.S. registry as part of the Company ship renewal and upgrading process. The *CMA CGM Dakar* is scheduled to replace the *APL Saipan*, under the U.S. flag and with the SUP on board before the end of this year. The *CMA-CGM Dakar's* replacement of the *APL Saipan* follows the *CMA-CGM Heradote* replacement of the *APL Guam* earlier this year.

## CALIFORNIA GOVERNOR RECALL ELECTION

Ballots will soon be mailed to all registered voters in California on the recall of the Governor Gavin Newsom. Less than three years ago, California voters elected Newsom with a large majority. A recall election is intended for cases of gross incompetence or malfeasance, but now if a majority votes for it out of general dissatisfaction, and there is plenty to go around this year, a candidate needs only to be the top vote getter. This is how a very slim margin of victory could gain an unfair shot at governing California. Not only is it antithetical to the purpose of a recall, it is undemocratic. Polling nevertheless suggests some vulnerability on low turnout, and the big money interest is not limited to California. The election has attracted the negativity of all of the national corporate opposition to progressive, worker-focused and worker-friendly government. The Governor's labor record is mixed, to be sure, but the alternatives would be disasters. Consistent with previous membership action, we join with the rest of California's unions to oppose the recall and fight back against the anti-Union and anti-democratic forces that paid for this unnecessary election.

## SUP ADMINISTRATIVE AND ELECTION UPDATE

**Committee on Constitution:** On July 6, 2021, the Committee on Constitution met and debated the proposals put before it by the membership for consideration on the SUP's 2021-22 election ballot. The dues increase proposal (as amended by the Committee) was recommended for concurrence and the membership ratified their report in the coastwise meetings in July. That report will be referred to the Committee on



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## SUP President’s Report continued

Election and the Balloting Committee that will prepare the ballot, handle the usual election oversight and adherence to the SUP Constitution’s election requirement. The first of those committees will begin their work after nomination and election at the coastwise September meetings and carry through the election.

**Nominations for SUP Election:** As previously noticed, 2021-22 marks an election year for the Union. The election begins in December and carries through the end of January 2022. Under Article XII Section 2 of the SUP Constitution the nomination of regular officers shall be made at Headquarters and Branches in the regular meetings held in September. Written notice of this fact shall be published in the August issue of the West Coast Sailors. Any eligible member may place his/her own name in nomination for any regular office or may be nominated by another member. Nomination may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received. The names ad membership numbers of the nominees shall be recorded in the minutes. The Balloting Committee shall prepare a list of names and nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All nominees shall be notified by mail of their nomination and such notice shall be mailed within five working days after the nominating meeting. All nominees who desire to become a candidate shall have the necessary qualifications and acceptance in the office of the Committee on Candidates (c/o Sailors Union of the Pacific, 450 Harrison St, San Francisco CA 94105) prior to midnight of October 14, 2021.

Any member of the Union shall be eligible to be a candidate for and hold any regular office, provided he/she is a member in good standing at the time of nomination, has achieved “B” Seniority as defined in the SUP Shipping Rules; and is not disqualified by law. A member shall not be eligible to be a candidate for and hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

The regular Union offices for the 2021-2022 term shall be in accordance with Article X of the SUP Constitution: one President/Secretary-Treasurer, one Vice President/Assistant Secretary-Treasurer, one Seattle Branch Agent, one Wilmington Branch Agent, on Honolulu Branch Agent, one San Francisco Business Agent, five trustees of the SUP Building Corporation, two of whom to not hold any other Union office, and a presently expected three delegates to the 2022 Seafarer’s International Union of North America Convention (subject to confirmation from SIUNA). In accordance with Article XII of the SUP Constitution, no one may be a candidate for more than one office with the exception of the positions of Trustee of the Building Corporation and delegate to the SIUNA Convention.

**Employee Policy Handbook:** On the advice of Union counsel to remain in accordance with ever-changing law and regulation, and consistent with the SUP Constitution and previous membership action, an update to the Union’s policy handbook includes new information items such as the Union’s equal opportunity policy, non-discrimination and anti-harassment protocols, computer and electronic mail use, employee wage and benefit information, as well as regular employment practices among other things. The revised manual will continue to be updated as per the recommendation of Union counsel.

**Honolulu Branch:** Honolulu Branch Agent Mike Dirksen has assisted Patrick Weisbarth filling in as a temporary agent while Mike handles a personal issue. As an interim step, in accordance with Articles X, XIII, and XIV of the SUP Constitution, Weisbarth has agreed to serve as Acting Honolulu Branch Agent, for a period yet to



**President Eisenhower:** In a difficult repair situation, performing complex heavy engine lifts using cranes, chain falls, and various other rigging, the skill and grit of the SUP under the calm direction of bosun Jennifer Corner is evident. Shoreside bosun Gary Gelfren and a solid standby crew also lent critical support to get this important ship back into service. From left is Luis Rojas, AB relieving Bosun Jennifer Corner, Amar Hernani AB, Chris Albert AB, Jose Duran AB.

be determined and subject to considerations specific to the situation. Requesting that all agents and members continue to work with brother Weisbarth to maintain the smooth functioning of SUP operations in the Honolulu Branch.

### PATRIOT CONTRACT SERVICES

The shallow draft tanker *SNLC PAX* agreement’s anniversary date calls for a 2% increase in wages and wage related items for all deck unlicensed ratings. As the membership is aware, crewing of *PAX* has been challenging, at least in part due to its high level of required training and slightly lower wage scale (in terms of total compensation) as compared to some other SUP contracts. As a result, and in concert with the expected *Haina Patriot* bid, we applied the entire 2% increase be applied to wages and wage related items across the board, but with such additional allocation from the various fringes to wages to improve recruitment and retention of qualified sailors as follows:

#### Full Operating Status

Rating	Base Wage Monthly	Base Wage Daily	Supp. Wage Base Monthly	Supp. Wage Monthly	Supp. Wage Daily	Overtime Hourly	MPP
2021 AB/W	\$4,783.59	\$159.45	\$4,236.09	\$1,976.84	\$65.89	\$23.29	\$10.00

Unlicensed personnel shall earn fourteen (14) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

#### Reduced Operating Status

Rating	Base Wage Weekly	Base Wage Daily	Overtime Hourly
Bosun	\$1,748.43	\$249.78	\$27.62
AB/D	\$1,607.01	\$229.57	\$25.40
AB/Watch	\$1,251.69	\$178.81	\$23.29

Unlicensed personnel shall earn one and one half (1.5) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company.

The Hourly Overtime Rates above shall be paid for all work performed in excess of eight (8) hours on any day

Monday through Friday and for all work performed on Saturdays, Sundays and holidays, in FOS and ROS.

In the event that additional ratings are necessary, including bosun, AB maintenance, and Ordinary Seaman the parties agree to establish the appropriate rates based on previous bids

Mr. Chairman, with this allocation members employed in this ship will retain access to SIU-PD Pension Plan contributions and credits, Group II health and welfare benefits, continuing SUP Money Purchase Pension contributions, the same vacation and overtime rates and a much improved base wage. I recommend ratification.

As reported last month, Patriot disclosed in a meeting with its Unions that it had acquired another shallow draft tanker called the *Haina Patriot*. Similar in size and purpose to *PAX*, the *Haina Patriot* is also expected to bid for government and commercial work in the refined product trades of the western Pacific. For the SUP, the goal of increased manning in the bid was rejected by management. Improving wages for AB watchstanders with a blend of the higher rates included in the original bid also fell on deaf ears. Management countered with same rates and manning on the grounds of the uncertain mission, charter rates, and overall commercial viability of the ship. Exchanging draft proposals with on wages and contract language is ongoing, however, in coordination with MFOW President Anthony Poplawski and SIU West Coast Vice-President and a report on a tentative wages schedule for *Haina Patriot* using the *PAX* template is likely in the months ahead.

The attached Memorandum of Understanding, following the template of the *PAX*, is a standard military contract with most of the same terms and conditions covering the employment in *Haina Patriot*. There are some small improvements including a protection on travel cost deductions and a four-hour overtime per day restriction to ship provision. The timeline for crewing is not known at this time, and much else is uncertain about this ship, but we will continue to press for expanded and improved job prospects of members.

### RICH TRUMKA

The SUP joined with the rest of organized labor and working people around the world to note with sadness the passing of the President of the AFL-CIO Richard Trumka. He died in mid-stride, a brilliant and unyielding leader that never lost touch with regular working people. Armed with only the principles of fairness and justice loaded with care in a Union slingshot, he confronted the far more powerful adversaries of labor for decades. Those principles were not airy ideals for Trumka, they were the tools of the job, and the essence of Union representation. The best way to honor him would be to pass the PRO Act to aid workers in a country deeply in need of labor law reform.

### HOLIDAY

**Labor Day:** SUP hiring halls will be closed on Monday, September 6, 2021, in for Labor Day, a holiday under all SUP agreements. Most official Labor Day celebrations are again canceled this year due to the COVID-19 pandemic.

### ACTION TAKEN

M/S to concur in two percent increase and allocation of wages in SNLC PAX. Carried unanimously.

M/S to concur in the balance of the President’s Report. Carried unanimously.  
— Dave Connolly



SAILORS’ UNION OF THE PACIFIC  
QUARTERLY FINANCE COMMITTEE’S REPORT  
FOR THE QUARTER ENDED JUNE 30, 2021

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters at previous meetings hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$ 2,948,471.26
POLITICAL FUND	29,569.34
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS 1st QUARTER 2020	<u>\$ 4,271,771.59</u>

GENERAL FUND

INCOME

Dues, Initiation, Assessments	\$ 124,500.00
Interest	11,835.76
Donations - <i>West Coast Sailors</i>	665.00
Joint Committee & Hiring Hall	187,584.62
Advertising & Promotion	80.00
Miscellaneous Income	1,716.80
Reimbursed Administrative Expenses	28,192.98
Contributions	1,125.00
TOTAL INCOME	<u>\$ 355,700.16</u>

EXPENSE

Auto & Travel	\$ 1,017.08
Rent	22,960.79
Postage, Printing & Office	3,555.82
Telephone	5,055.82
<i>West Coast Sailors</i> Publishing Expense	14,713.80
Per Capita Taxes	14,734.00
Salaries & Payroll Taxes	197,833.27
Office Workers Pension	7,803.90
Insurance	43,439.32
Legal	-
Meeting/Committee & Neg. Conference & Conv.	160.00
Investment Expense	2,373.57
Officials Pension	6,680.00
Subscription	624.96
Accounting	9,300.00
Advertising & Promotion	360.00
Miscellaneous	661.21
Bank Charges	95.00
TOTAL EXPENSE	<u>\$ 331,368.54</u>

BUILDING CORPORATION

INCOME

Rents	\$ 118,162.47
Miscellaneous Income	-
TOTAL INCOME	<u>\$ 118,162.47</u>

EXPENSE

Building Services & Utilities	\$ 29,968.68
General Tax Expense	-
Office Equipment	927.00
Repairs & Maintenance	1,024.61
Accounting	6,200.00
Office	-
Advertising & Promotion	10.00
TOTAL EXPENSE	<u>\$ 38,130.29</u>

POLITICAL FUND

INCOME

Contributions	\$ 6,045.00
TOTAL INCOME	<u>\$ 6,045.00</u>

EXPENSE

Contributions	\$ 2,000
TOTAL EXPENSE	<u>\$ 2,000.00</u>

NET INCOME(LOSS) 3rd QUARTER	<u>\$ 108,408.80</u>
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THANK  
A UNION

- Weekends
- Paid Vacation
- FMLA
- Paid Sick Leave
- Child Labor Laws
- Social Security
- Minimum Wage
- 8 Hour Work Day
- Overtime Pay
- Health & Safety OSHA
- Health Care
- Dental
- Vision
- Collective Bargaining
- Breaks
- Wrongful Termination Laws
- Age Discrimination Laws
- Raises
- Sexual Harrasment Laws
- American Disabilities Act
- Holiday Pay
- Military Leave
- Equal Pay Act
- Civil Rights
- Workers Comp

AFL-CIO



Dispatcher’s  
Report

Headquarters — JUNE 2021

Deck	
Bosun .....	1
Carpenter .....	0
MM .....	3
AB .....	8
OS.....	4
Standby S.F. ....	8
Total Deck Jobs Shipped .....	24
Total Deck B, C & D Shipped.....	18
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.....	24
Total B, C, & D Shipped-All Depts....	18
Total Registered “A” .....	26
Total Registered “B”.....	29
Total Registered “C” .....	3
Total Registered “D” .....	13



SUP BRANCH REPORTS

HONOLULU

**July 2021**

**Shipping:** The following jobs were dispatched in the month of July: 4 Bosun (steady), 2 AB Daymen (steady), 1 AB Dayman (relief), 6AB Watchstanders (steady), 1 AB Watchstander (relief), 1 AB Maintenance man (steady), 3 AB Maintenance Men (medical relief, 10 day), and 3 OS Watchstanders (steady). These jobs were filled by: 3 A cards, 13 B cards, 3 C cards, and 2 D cards. Standby Jobs: Dispatched 29 Standby Jobs.

**Registered:** A Card, 7; B Card, 19; C Card, 6; D Card, 8

**Ships Checked**

*APL Herodote* (email/text) Questions about equalization of OT, and Food Stores. Johnathan Kaisa interim Bosun and Jayar Rezada Delegate. *APL Saipan* (email/text) Difficult crew change with the ship breaking down in Korea. Should be back on schedule soon. Jerwin Ablan Bosun. *USNS Charlton* (phone/text) Still looking for an Ordinary with LMSR training. But all sounds good. Rico Ecalnir Bosun. *USNS Watson* (phone/email) reports all is well. Some concern about reliefs. Sean Bane Bosun. *Cape Taylor* in ROS. John Hartley Bosun, Kamakakai Lau Delegate. Visited *RJ Pfeiffer*, *Lurline*, *Matsonia*, *Mahi Mahi*, *DK Inouye*, *Ma-noa*, and Paint and Rigging with few, if any beefs...

SEATTLE

July 2021

**Shipping:** 5 Matson AB/W shipped to 3 A, 1 B member & a D registrant; Matson called for 15 Standby AB's, filled with 3 A, 2 B, 1 C, and 9 D's.

**Registered:** 7 A cards for a total of 8; 10 B cards for a total of 16; 4 C cards for a total of 7; 1 D cards for a total of 4

**Agents Report:**

Maunalei is now on the Alaska run filling in for the SIU fleet during their shipyard rotation. Dale Gibson is the Snapper and Arsenio Purganan is the timekeeper. Maunalei reports a busy run with the need to vary SUP routine to meet schedule requirements, but all hands happy and making it work.

During this time there will be two ships every other week and it is imperative that we man the standby work being requested. Maunalei crew will be arriving at their STCW rest limits and will need the required rest period.

*Fraternally, Brendan Bohannon*

**AGENTS REPORT**

It has been a busy month for the Honolulu Hall. I would like to thank everyone that were able to attend the monthly meeting and help to ratify our new agreement with Matson. The discussions were robust, and on point. I'm glad that in the end, we were able to vote unanimously to ratify. If you are flying into Honolulu, I have been asked by the Manager of the Honolulu Sailors Home, that for the near future, there are no rooms available. I'm also being asked to report that if you are staying at the Sailors Home, and you test "Positive" or "Assumed Positive" you will have to make arrangements to isolate elsewhere. Please make sure to download the Hawaii "Safe Travels" app, fill out the required information, and follow the instructions, "to the letter" before you travel here, or you are going to have a rough time of it. Stronger COVID protocols may be implemented again if the number of cases continues to rise here in Hawai'i. If you are willing and able, please get vaccinated. It will make traveling so much easier for you. Please make sure you have your paperwork in order to ship, PRIOR to dispatch.

*Patrick Max Weisbarth*

WILMINGTON

July 2021

**Shipping:** Bosun, 2; AB/W, 6; B/D, 4; OS/STOS, 1; GVA/GUD, 0. Standby: 67

**Total Jobs Shipped:** 80

**Registrations:** A, 25; B, 30; C, 4; D, 3

**Ships Visited:** Checking in with ships by phone and email.

**AGENTS REPORT;**

Shipping has picked up here in Wilmington with Matson and APL ships making regular port calls and *President Eisenhower* undergoing repairs. Union members need to fill all jobs both crewing and standby. A Covid 19 vaccination is not yet required dispatched, but companies are routinely asking for proof of vaccination. Eli Wegger has been holding seamanship class here at the hall on Fridays, all those interested sign up sheets are on the desk. Keep your dues current and be sure to check your documents, before you are ready to ship. Need all hands to turn to.

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

*Fraternally Submitted, Leighton Gandy*

VICE PRESIDENT'S REPORT

July 2021

**Ships checked — August.**

***Mahi Mahi*** — McKevin Dulay, delegate. Ship recently called Oakland and is on Matson's new CCX run. Clarification regarding shorthanded pay. Haz Idris, bosun.

***APL President Trauman*** — Ponciano Siquina, delegate. Ship is up and running better than ever before, no major beefs. Mike Higa, bosun.

***USNS Sisler*** — Dominic Metz, delegate. Business as usual...nothing new on the horizon. Randy Cruz, bosun.

***USNS Dahl*** — Alex Glosenger, delegate. Ship is in Guam conducting exercises until the end August, crew reliefs delayed. Kim Dulay, bosun.

***USNS Charlton*** — Ship is in FOS status now. New crew dispatched in August, expecting to load ship on East Coast in September, and remain in FOS status. Rico Enclair Jr., bosun.

***USNS Watson*** — Vernon Hoffman, delegate. Ship is on the hook in Diego Garcia, extensive deck maintenance projects ongoing. Noel Romero, bosun.

***Cape Orlando*** — Andrew Sullivan, delegate. Pacific Pathway mission underway with no beefs. Jonathan Pampilon, bosun.

***Cape Henry*** — Anthony Wylie, delegate. Pacific Pathway mission ongoing, no major beefs. Ian Serra, bosun.

***Florida Voyager*** — Michael Bailey, delegate. Previously covering for *Mississippi Voyager* on West Coast run. Heading back to the Gulf. Ron Gill, bosun.

***California Voyager*** — Anna Rose, delegate. Recently departed Port Everglades and making her way to shipyard in Spain. Scott Oliphant, bosun.

***Cape T's and Cape V's*** — All ships currently in ROS status. Expecting two or three to be part of Marad's turbo activation at the end of August.

***Cape Hudson & Horn*** — Ships are tied up in San Francisco in ROS. No major beefs. Robert Leeper and Steve Fuentes, bosun.

I represented the SUP at the monthly Alameda and San Francisco County Labor Council meetings. REC centers should be open now. Please keep your documents up to date as renewal processes are going slower than normal.

*Matt Henning*

BUSINESS AGENT'S REPORT

July 2021

***Matsonia*** — Christopher Go delegate alongside Oakland#62 for the past 10 days. Waiting to join the China express service beginning August. Running smooth with Nick Hoogendam, Bosun.

***Lurline*** — Cosmo Bigno delegate. Shore leave in Honolulu running smooth on the southern triangle with Brandon Keopuhiwa as Bosun.

***RJ Pfeiffer*** — Jim Linderman delegate sailed for Honolulu with no issue. Shore leave in Honolulu a breath of fresh air for us all. Robert Morgan, Bosun.

***Kamokuiki*** — Robert Tomas delegate still have us shuttling between Auckland, New Zealand and Shanghai, China the schedule has in Guam the ending of August or first week of September. Isagani Cruz, Bosun.

***Mahimahi*** — McKevin Dulay delegate sailed for China the schedule has us on the CCX run. Ship due back in Oakland the ending of August, always subject to change. Haz Idris, Bosun.

***Mokihana*** — Matson schedule has the Mokihana arriving into Oakland August 10th. Plan on boarding the 11th with a SUP deck department ready to turn-to.

***Cape Orlando*** — Andrew Sullivan delegate Pathway mission should be headed to to the states sometime in late September. Jonathan Pampilon, Bosun.

***Cape Henry*** — Anthony Wylie delegate getting the work done under extreme conditions and continuing Pathway mission due back in states late September. In good hands with Ian Serra Bosun.

San Francisco Bar Pilots — Pier#9 Mike Koller delegate- fully trained deck hands ready to step in at any given time inside run boat or on the station boats. Leo Moore Dock Bosun.

Worked in the front office and helped dispatch. When making the job calls must maintain 6' distance, masks are required in the hiring Hall. No congregating.

*Roy Tufono*

Matson Vaccination Incentive Announced

*continued from page1*

our communities, and as an additional measure to help ensure the safety of our workplaces for all employees, we are pleased to announce a new COVID-19 vaccination incentive program for active Matson employees."

The details include "a special one-time incentive payment of \$500 to every Matson employee who provides proof of full COVID-19 vaccination before October 15, 2021. Employees who are already fully vaccinated are eligible to receive the incentive payment," Cox said.

In order to participate, employees must show their vaccination card to their local

Human Resources representative for shore side employees or Marine Operations for offshore employees, either in person or via zoom before October 15. Copies of vaccination cards may also be scanned or photographed and sent by email before October 15. Under this program, verified vaccinations will be recorded, but Matson will not retain copies of vaccination cards. In addition to determining eligibility for the vaccination incentive, vaccination status information may be used for purposes of complying with applicable public health regulations and Matson's COVID-19 protocols.

Management provided further details that the payment for marine operations

is available for all crew currently aboard a ship between August 2nd and October 15th for all that are fully vaccinated so their CDC shot card must reflect 2 shots of Pfizer/Moderna or 1 shot of J&J. The information will be sent by the ship. Only crew, not standbys or port relief (casual day labor) are eligible for this program.

Cox went on to clarify that the variant continues to build and its rapid spread in the U.S. is already causing surges in infection rates, hospitalizations and deaths almost exclusively among unvaccinated individuals. The trends are so concerning that we are beginning to see organizations from local school districts to the federal

government require all workers to be vaccinated or comply with strict protocols including frequent testing. Employers and governments around the country have initiated vaccination incentive programs with mixed but hard to measure results. President Biden has called for states to provide \$100 cash vaccination incentives. Colleges and universities have also offered cash. Paid time off is also a feature of incentive programs. Matson and other companies have such policies in place. Many but far from all companies have incentive programs that in addition to monetary incentives include restrictions or disincentives to not get the shot.