



Congress Approves Defense Budget Bill

The United States House of Representatives with a vote of 335-78 approved a comprehensive defense funding bill that includes significant support of the U.S. merchant fleet and American merchant mariners.

The Senate also voted overwhelmingly in favor of it. The vote count is procedurally important since President Trump has threatened to veto the bill.

The legislation is known as H.R. 6395 - the National Defense Authorization Act (NDAA) for fiscal year 2021, which began October 1, 2020. The conference report of the combined House and Senate Armed Services Committees, also includes provisions from separate bills authorizing budgets for the Maritime Administration and for the U.S. Coast Guard.

Among the critically important items for merchant mariners, the bill authorizes \$494 million for the 60-ship Maritime Security Program (MSP), or, to quote the conference report: "for expenses necessary to maintain and preserve a United States-flag merchant marine to serve the national security needs of the United States." The MSP is what keeps most U.S.-flag ships in the international trades.

The ships and all of the intermodal and logistics support systems owned by the participating U.S.-flag companies would remain available on demand to the Department of Defense for critical sealift services in national security emergencies. During the wars in Afghanistan and Iraq, ships enrolled in the MSP's Maritime Security Fleet delivered nearly 95 percent of the vehicles, heavy equipment and other defense cargoes to U.S. Armed Forces in Southwest Asia and in the Middle East.

The bill's authorized funding of the Maritime Security Program of \$494 million is \$180 million more than the President had requested for the fiscal year. The additional funding would offset the potential economic harm of the COVID-19 pandemic on the MSP fleet and "enable MSP carriers to keep their ships fully crewed despite the lack of cargo as a result of COVID."

The legislation also expresses persuasive specific support of the Jones Act. "It is the sense of Congress that the United States coastwise trade laws promote a strong domestic trade maritime industry, which supports the national security and economic vitality of the United States and the efficient operation of the United States transportation system, and a strong commercial maritime industry makes the United States more secure," the conference report said.

The measure tightens the criteria under which the Jones Act can be waived with the approval of the Department of Defense. Jones Act waivers would be permitted only when the Secretary of Defense determines that such exemptions are "necessary in the interest of national defense to address an immediate adverse effect on military operations."

The Defense Secretary would be required to inform Congress of the reason for a waiver and to certify "there are insufficient Jones Act vessels to meet the needs of national defense without a waiver." Jones Act waivers would be permitted for no more

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Leaders in Capitol Near Deal on Second Giant Stimulus Bill

After months and months of negotiations House and Senate leaders are near a deal on a big COVID-19 relief bill that would include another round of stimulus checks and possibly an extra \$300 to \$600 per week in unemployment benefits.

The possible deal is a huge breakthrough in Washington, after what has been half a year of stalemate between lawmakers and President Donald Trump's administration over how to give Americans financial relief

during the pandemic.

The outline includes direct payments to Americans, but likely less than the \$1,200 checks sent out over the summer, according to two sources familiar with the talks. The compromise also omits the "liability shield," a ban on personal injury lawsuits related to coronavirus exposure that had been sought by Republicans, and cuts the pot of money to help state and local governments make up projected tax revenue shortfalls caused by

the pandemic recession,

Senate Majority Leader Mitch McConnell (R-Ky.) and House Minority Leader Kevin McCarthy (R-Calif.) met late Tuesday evening with House Speaker Nancy Pelosi (D-Calif.) and Senate Minority Leader Chuck Schumer (D-N.Y.) to hammer out the deal, the first meeting of the "four corners" on pandemic relief after months of stalemate.

"We made major headway toward hammering out a targeted

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COVID-19 Vaccine Gets Emergency Use Authorization: Distribution Phase Begins

The U.S. Food and Drug Administration approved the Pfizer/BioNTech vaccine for use and a new phase of the pandemic began. The remarkably effective vaccine arrived in hospitals first in mid-December as the distribution and administration considerations replaced the science of production and clearance. Many questions persist, not least of which are basic logistics of the vaccine handling and storage, which must be kept at ultra-cold temperatures, and the management and delivery of a second booster shot.

The months-long inoculation

campaign also begins with an expected shortage of the number of vaccines available, making prioritization of the first recipients necessary. The first to take it in the US. are slated to be hospital and front-line medical workers, such as all first responders, as well as residents of nursing homes. This group is known as 1A.

As production increases more shots would become available to more people, starting with those widely classified as essential workers. This group is known as 1B. Following essential workers, adults with high risk medical

conditions and the elderly (over age 65) are the third highest group in terms of priority. Most Americans won't get vaccinated until spring or summer, according to the Center for Disease Control.

The federal prioritization schedule or ranking, however, is subject to adjustment by individual states. It is for this reason that there is a great deal of uncertainty about exactly how the vaccine will be rolled out in different places.

In the federal rollout plan, group "1B" includes essential

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NDAA contains Garamendi Amendment to Enforce Jones Act in Offshore Wind

On December 11, the U.S. Senate passed Congressman John Garamendi's (D-CA) amendment ensuring full enforcement of the Jones Act and other federal laws in offshore wind development as part of the final military spending bill for fiscal year 2021. The legislation passed by a vote of 84-13 and now heads to the President's desk.

As Chairman of the House Armed Services Subcommittee on Readiness, Congressman Garamendi was among the select Members of Congress appointed to negotiate the final bill as part of the NDAA conference committee. Garamendi, a

former Ranking Member of the Subcommittee on Coast Guard and Maritime Transportation, added this critical amendment to the NDAA during conference with support from Reps. Alan S. Lowenthal (D-CA) to support American workers and domestic shipbuilding.

The legislation clarifies that the Outer Continental Shelf Lands Act, the 1953 law governing all offshore mineral and energy development, also applies all federal labor, environmental, and antitrust regulations to non-fossil fuel energy sources such as wind power. The Garamendi language will fully

enforce the Jones Act and other federal laws for all offshore renewable energy production in the United States' Exclusive Economic Zone (EEZ).

"Offshore wind development will play a critical role in our transition to a clean energy economy," Garamendi said. "Demand for offshore wind development in U.S. waters remains strong, and Congress has now ensured this burgeoning industry abides by federal laws and regulations affording critical labor, antitrust, and environmental protections, including the Jones Act."

"My commonsense amendment simply clarifies that all

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari.....	BK#2251
Hannu Kurppa	BK#3162
Gunnar Lundeborg.....	BK#4090
Duane Nash	BK#2437
Vince O’Halloran... ..	BK#2463
John Perez.....	BK#3810
Alex Romo	BK#3093
James Savage.....	BK#7488
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Grant Wegger	BK#3637
Knut Rasmussen.....	BK#3175
Donald Cushing	BK#4777
Alexander Earle.....	BK#1885

West Coast Sailors

Joseph Gallo.....	\$50
Robert Morgan	\$10

Political Fund

Vince O’Halloran	\$200
Ricky Pangan.....	\$50
Archie Bickford	\$100
Dave Connolly	\$200
Raul Guillen	\$50
Marc Calairo	\$100
Art Garrett	\$100
Joseph Mantanona.....	\$50
Hamilton Parone.....	\$20
Venerando Ramos	\$50
Joseph Ginez.....	\$10
Steve Swinson	\$25
Edmund Len	\$100
Archie Bickford	\$100

Organization/ General Fund

Shermaih Iaea.....	\$30
<i>(In Memory of Mike Duvall — \$15)</i>	
<i>. (In Memory Of Trev Motlow — \$15)</i>	
Ricky Pangan.....	\$50
Leo Moore.....	\$100
Raul Guillen	\$50
Marc Calairo	\$100
Joseph Gallo.....	\$50

Final Departures

William H. Johnson, Book No. 4322. Born in Honduras in 1936. Joined SUP in 1987. Died June 12, 2020. (Pensioner)

Dennis W. Helman, Book No. 5867. Born in California in 1946. Joined SUP in 1982. Died July 5, 2020. (Pensioner)

Lee R. Dancer, Book No. 2740. Born in New York in 1946. Joined SUP in 1983. Died in Reno, Nevada, November 14,

2020. (Pensioner)

Elmer Rank, Book No. 2942. Born in Wisconsin in 1923. Joined SUP in 1947. Died in Kenmore, Washington, September 29, 2020. (Pensioner)

Rizal Rillo, Permit No. 16848. Born in the Philippines in 1939. Joined SUP in 1970. Died in Las Vegas, Nevada, December 1, 2020. (Pensioner)

Welfare Notes

December 2020

Working in the Pandemic

We in the Plan office thank you all for your cooperation in working with the safety concerns and government restrictions regarding personal contact as we continue to work during the Coronavirus pandemic.

The building at 730 Harrison Street, with offices for the SUP Welfare Plan and SIU Pacific District Supplemental Benefits and Pension Plans, is closed to the public. However, our staff is working to make sure your needs continue to be met. Please contact us by phone or e-mail with your concerns and questions.

Plan enrollments should be completed and mailed to us. Please be sure all your personal information is filled out and the forms are signed as required. Enrollment forms sent to us by e-mail should not include social security numbers. While our email system is encrypted for your protection, we want to take this additional step to protect your privacy. We will get social security numbers from our records or contact you if necessary.

Social security numbers can be indicated on faxes sent to our office.

Be sure to send us updated information if you move or have any family changes. Continue to submit claims for copayments and Pensioner Annual Allowance and Special Pensioner Medical Benefits as you always have done.

Filing for Supplemental Benefits

Applications and discharges for Supplemental Benefit claims may be mailed or emailed to the Plan Office. The mailing address is: SIU-PD Supplemental Benefits Fund, 730 Harrison St, Suite 400, San Francisco, CA 94107. When emailing, please send them to Anna Marie Espersen, aespersen@yahoo.com, and copy Derek Chang, d3chang@sbcglobal.net and Michelle Chang, mcsupsiupd@sbcglobal.net. Make sure the scans are clear and you have indicated the address to which you wish the payment to be mailed.

OUR BEST WISHES FOR THE HOLIDAY SEASON
AND BETTER TIMES TO COME.

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SIU-PD Supplemental Benefits 415-764-4991, SIU-PD Pension Plan 415-764-4987
Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on December 3, 2020 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Romulo R. Racoma	Bk# 3209	6 yrs.	A.B.	A
Hamilton C. Parone	Bk# 3883	6 yrs.	A.B.	A
Jovan Hodges	B-19673	1 yr	O.S.	B
Eola Liwai Manoa	B-19674	1 yr.	A.B.	B
Dennis Elley	C-2851	30 Days	A.B.	C

Ratings: Bosun Stamp

Nick Manessiotis Book #6549

Membership and Ratings Committee: Sam Worth Bk#B-19320, Brad Cain B-19484, and Ron Reed Bk#3188



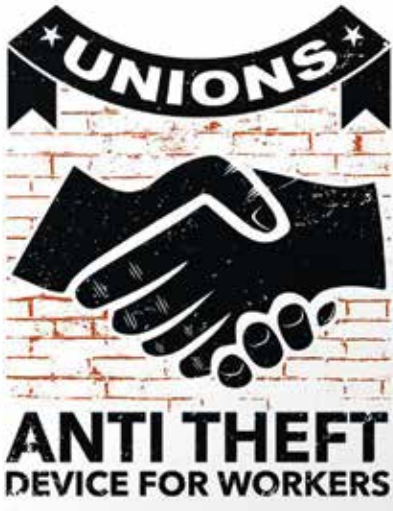
M & R committee: Brad Cain, Sam Worth and Ron Reed in the SUP Library before beginning the review of membership applications.

Doctors Strike for PPE in Tacoma

TACOMA — On Nov. 23-24, more than 100 doctors, physician assistants and nurse practitioners who work at urgent-care facilities within the Multi-Care health system in Puget Sound went on strike, as the COVID-19 pandemic worsens, to protest working conditions. “This is last resort for us,” said Dr. Amir Atabeygi, one of those on strike. “Lately, our biggest concern and challenge is having adequate PPE at work. Our concerns

are being ignored and dismissed.”

The health care professionals took to the picket lines forcing the employer to recognize the problem, hitting all 20 represented clinics. More than 94 percent of the workforce held the strike line. Members of the Union of American Physicians and Dentists have long demanded safer working conditions but now, following the first day of picketing, MultiCare began issuing N95 masks to nearly all staff that see suspected COVID-19 and COVID-19 positive patients. They declined to distribute the same PPE to workers at separate purpose clinics called Indigo. The Union finds this selective distribution discriminatory and MultiCare is already facing several unfair labor practices including for targeting union members.



SUP Meetings

These are the dates for the regularly scheduled 2021 SUP meetings:

SUP HQ	Branches
January 11	January 19
February 8	February 16
March 8	March 15
April 12	April 19
May 10	May 17
Jun 14	June 21
July 12	uly 19
August 9	August 16
September 13	September 20
October 11	October 18
November 8	November 15
December 13	December 20

West Coast Sailors

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In Memoriam

TTD President Larry Willis Lost in Tragic Accident

Washington, D.C. — On November 30, with his wife and daughter by his side, TTD president Larry Willis, 53, succumbed to injuries sustained on November 22 in a tragic biking accident. TTD Secretary-Treasurer Greg Regan issues this statement of mourning and remembrance:

“We mourn today the shocking loss of a brother and fierce advocate for working people.

“The transportation labor family and the entire workers’ rights community lost a leader, activist, mentor, and friend when Larry Willis, president of the Transportation Trades Department, AFL-CIO (TTD), passed away yesterday.

“For more than 20 years, Larry dedicated his life to the labor movement, working tirelessly to enhance the rights and livelihoods of those who work on the front lines of our transportation system. In addition to serving as president, a position he was elected to in 2017, Larry also served as secretary-treasurer, chief of staff, general counsel, and legislative counsel and representative at TTD. His mas-

tery of complex legal and regulatory issues set the foundation for TTD’s policy leadership, and raised the bar for demanding and enforcing worker protections throughout our nation’s transportation system.

“During his tenure at TTD, Larry faced some of transportation labor’s most daunting challenges. He met those and other crises head on, showing an unwavering dedication to working people and their unions. In the aftermath of the September 11 terrorist attacks, Larry took on the insurmountable challenge of restoring our transportation industry and balancing the security needs of the country with the due process working people are entitled to, successfully securing protections in our laws that lie at the center of our homeland security regime.

Even up until the week he left us, Larry continued to push for health care and economic assistance for those impacted by the COVID-19 pandemic, and acted as a steady reminder that recovery from this crisis is not possible without the essential functions performed by transportation workers.

ULCV Returns to Japan After Record Container Loss

Emergency services were standing by this morning when the ultra-large containership ONE APUS docked in the Port of Kobe, Japan after losing 1,816 containers in bad weather.

The Japan-flagged APUS, which entered service in 2019, measures 1,194 feet in length with a 167-foot beam. Images posted by crewmembers on social media showed the extent of the damage. One shows seven or eight bays collapsed with some containers hanging over the side of the vessel.

Undamaged stacks can be seen beyond the area of the collapse, which shows that the incident affected stacks in the middle of the ship.

Crewmembers have not assessed damage due to the danger while the vessel was at sea. Lost and damaged containers number approximately 1,816, down from an earlier estimate of more than 1,900. Of the

affected containers, there were reportedly 64 containing dangerous goods, including 54 with fireworks, eight with batteries and two with liquid ethanol.

The collapse happened on the night of Nov. 30, approximately 1,600 nautical miles northwest of Hawaii. The US Coast Guard in Hawaii issued a warning to mariners, but there have been no reported sightings of the lost containers afloat.

Root cause analysis and investigation, including the vessel’s routing, loading, equipment, and fitness for purpose in extreme weather, will be part of the investigation. Insurers said preliminary information indicates that it may be the single largest loss by a container vessel that was not a total casualty.

A company representative said that “Once berthed, it’s expected to take some time to offload the dislodged containers that remain on board.”



Crude Oil Exporters Profit While Jones Act Tankers Suffer

In 1973 the Organization of Petroleum Exporting Countries (OPEC) embargoed crude exports to the U.S. in retaliation for U.S. involvement in the Arab-Israeli War that same year. That caused an oil shock that reverberated throughout the U.S. economy, and in response Congress passed the Energy Policy and Conservation Act that banned nearly all U.S. crude oil exports. That policy stood for the next 40 years, but because of the recent boom in shale oil and fracking technology, Congress repealed the ban in 2015. Last month the Government Accountability Office (GAO) released a study on the effects of that decision. The impact on U.S. shipping was unfavorable.

Of course, crude exports went up — from less than half a million barrels per day in 2015 — to almost 3 million barrels per day in 2019. But the repeal of the ban allowed U.S. crude oil producers to charge higher prices relative to comparable foreign crude oil. Higher prices and an expanded market for U.S. crude oil further incentivized domestic crude oil production, which had been growing since the shale oil boom began around 2009. Domestic refined petroleum products, such as gasoline, didn’t benefit. In fact, refiner profit margins — which are determined in part by the costs a refiner pays for the crude oil and the earnings a refiner receives from the sale of refined products — likely decreased as the prices refiners paid for domestic crude oil increased relative to international prices. Because gasoline prices are largely deter-

mined on the global market, U.S. refiners could not pass on to consumers the additional costs associated with the increase in crude oil prices, resulting in decreased profit margins for U.S. refiners.

Repeal of Export Ban Benefits the Frackers

Consumers didn’t benefit. Nor did the report conclude that gasoline prices were any lower as a result, although that had been part of the political rationale for the repeal. Because of the international economics, the domestic market couldn’t bear additional refiners cost hike, but drivers at the pump paid the same or higher depending on location.

And shipping got whacked. After the repeal of the crude oil export ban, the U.S. shipping industry experienced a decline as demand fell for the Jones Act U.S. tankers used to move domestic crude oil between U.S. ports. The increase in the relative price of domestic crude oils associated with the repeal of the export ban may have resulted in some U.S. refineries deciding to use more foreign crude oil. Foreign crude oil is typically transported by foreign tankers, reducing the demand for Jones Act tankers compared to what it would have been if the export ban had remained in place. The entire report can be accessed at *GAO-21-118, CRUDE OIL MARKETS: Effects of the Repeal of the Crude Oil Export Ban*.

NDAA contains Garamendi Amendment

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existing safeguards governing offshore oil and natural gas extraction also apply to the offshore wind industry. This will enable American workers to support offshore wind development and provide a critical economic stimulus for our nation, with construction on the first major offshore wind project in federal waters set to begin as soon as next year,” Garamendi

continued.

“I know how essential American mariners are to our economy and national security. When enacted, my amendment will allow American workers and US-flagged vessels to help build the offshore wind projects needed to transition our nation to a clean energy economy. I expected this policy to become law this year,” Garamendi concluded.

AFL-CIO Looks Forward to Working with President-Elect Joe Biden

By Richard Trumka
December 8, 2020

Democracy is prevailing. Joe Biden and Kamala Harris’ victory in this free and fair election is a win for America’s labor movement. Everywhere in every way, working people are heroically and resiliently fighting back against this pandemic, its economic fall out, chronic income inequality and systemic racism.

President-elect Biden and Vice President-elect Harris saw us, heard us and campaigned on a promise that we, as one nation, will build back even better than before. That is why working people decisively rejected the politics of darkness and division and voted in record numbers for public servants who want to join us in writing America’s comeback story.

Let’s be clear: Union voters delivered this election for Biden and Harris. Their message and commitment to create “the most significant pro-labor, pro-worker administration” resonated with our 12.5 million members and 56 affiliated unions who are hungry for a bigger voice in our economy

and our politics.

Now the AFL-CIO stands ready to help the president-elect and vice president-elect deliver a long overdue workers’ first agenda. That starts with passing the HEROES Act to provide our families and communities emergency support and services in the face of this deadly virus. But COVID-19 relief is just that—relief. Once working people are made whole, the real rebuilding can begin. We call on Congress to pass and Biden to sign the Protecting the Right to Organize (PRO) Act early in 2021 to make sure every worker who wants to form or join a union is able to do so freely and fairly. Working people want our leaders to act swiftly and think more boldly than ever before. The time to begin is now.



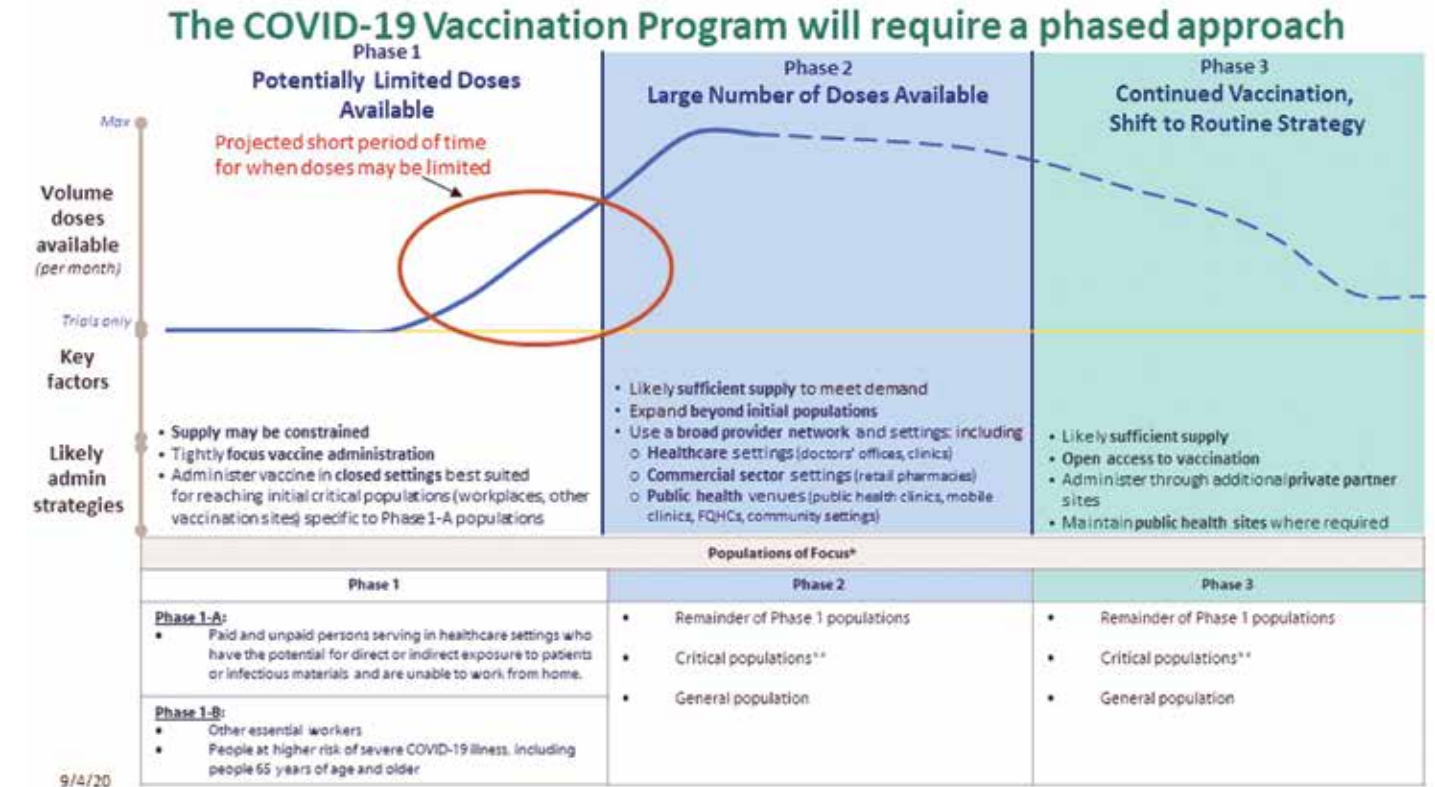
COVID-19 Vaccine Gets Emergency Use Authorization

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workers needed to maintain basic services and spans professions as diverse as grocery-store cashiers, bus drivers, teachers and utility workers. Transportation workers, including merchant mariners, have been included in that group. But the chief executives of Cargill Inc., Smithfield Foods Inc. and Perdue Farms Inc. have said in recent weeks that food workers merit priority for vaccines. Meat-industry groups called on governors this week to give priority to meatpacking workers to help safeguard the U.S. food supply. Outbreaks in meatpacking facilities have killed employees and temporarily shut some factories this year. But the state-by-state implementation contributes to the confusion. In Kansas, one of the top beef-producing states, Gov. Laura Kelly said last week that meatpacking-plant workers would be among the first to receive the vaccine in the state, after health-care workers and nursing-home residents. “You could be essential in New York but not in Texas, so all of this contributes to the chaos and confusion that employers are having to deal with,” said Nadin Rosier, from Health Transformation Alliance.

Airline industry groups and unions have written to CDC Director Robert Redfield urging priority access for their workers, highlighting the role air transportation plays in distributing vaccines. Ed Bastian, chief executive of Delta Air Lines Inc., said at an industry conference Tuesday that many of his employees would be in the first waves of recipients because they are front-line responders traveling with the public.

Maritime labor, in concert with industry and the Coast Guard, have argued for prioritized access for mariners. Despite the importance of air travel, it has largely been shut down as a function of reduced passenger traffic. Meanwhile, the maritime industry continues to deliver the goods.



*Planning should consider that there may be initial age restrictions for vaccine products.

More than 55 million workers across the U.S. qualify as essential, a total that includes health-care workers, according to an estimate from the Economic Policy Institute, a progressive think tank. A separate analysis by the United Way of the National Capital Area put the number at more than 74 million workers, or about 45% of the U.S. workforce as of February.

Vaccines will be allocated proportionally to states and federal agencies after the government reserves some for emergencies, federal officials have said. There are likely to be fewer doses available than workers eligible for them. The federal government expects to have enough to vaccinate 100 million people by the end of February, the Department of Health and Human Services said last week. There could be as many different approaches to prioritizing workers as there are U.S. states and territories, say those working

with states and companies on distribution plans. Some states might let smaller public-health districts make prioritization decisions locally.

Planning documents and medical and technology advisers counseling states say leaders are weighing several factors, such as workers’ risks of contracting Covid-19 in the course of their jobs, which industries require in-person duties

in workplaces where social-distancing is difficult—such as in plants or on factory floors—and the potential economic harm posed by staffing shortages in some industries.

“Everybody believes that their own workers should be first in line” for vaccine doses, said Jeff Levin-Scherz, co-leader of Willis Towers Watson’s health-management practice.

Congress Approves Defense Budget Bill

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than 10 days, but may be expanded for additional 10-day periods as necessary up to a maximum of 45 days. Congress also strengthened the Jones Act enforcement provisions in specific application to the burgeoning offshore wind industry in an amendment from maritime labor champion Rep. John Garamendi (D-CA).

The measure authorizes \$142 million “for sealift readiness to help address shortfalls found during a turbo activation exercise in 2019” and \$120 million for the purchase and conversion of two additional used sealift vessels.

In addition, the conference report establishes a Tanker Security Fleet Program modeled after the Maritime

Security Program “to fill the gaps in at-sea logistics.” It authorizes \$388.7 million for a fourth multipurpose maritime academy training ship that would also be available for defense shipping or humanitarian missions and \$9.7 million for Marine Highway projects.

The legislation also authorizes MARAD is authorized to assist the maritime industry and protect the supply lines during the COVID-19 crisis.

Vaccine Questions and Answers

Is the vaccine safe?

The FDA said it identified no specific safety concerns that would preclude authorization. Common side effects in the large study included injection-site pain, fatigue, headache, chills and joint and muscle pain. Such symptoms were generally mild or moderate, and happened more frequently after the second dose.

How can I get one?

High-level government officials will be probably first then hospitals will vaccinate their workers and those closely associated. Pharmacy chains will vaccinate staff and residents at nursing homes next. The plan for essential workers, including merchant mariners, is not yet clearly established, will depend on the state and could be at least a month away. As supplies increase, the wider population will be able to get vaccinated at local health departments, doctors’ offices, urgent-care centers and pharmacies. (Members should stay tuned to the the SUP website for the latest information at www.sailors.org.)

How do we know the vaccine protects against the virus?

In the large clinical trial, the vaccine was shown to be 95% effective at preventing Covid-19 cases with certain symptoms, including severe cases.

Can the vaccine cause allergic reactions?

There is a remote chance the vaccine could cause a severe allergic reaction, according to a fact sheet released by the FDA Friday. Such a reaction would usually occur within a few minutes to one hour after receiving the shot. People who have had a severe allergic reaction to the first dose should not get a second one, the FDA said. And people who have had allergic reactions to any ingredient of the vaccine shouldn’t get it. In the U.K., which authorized the vaccine on Dec. 2, two health-care workers had allergic reactions shortly after vaccination, prompting the U.K. health regulator to advise that people with a history of allergic reactions not receive the vaccine. The FDA said there was a higher rate of hypersensitivity reactions among vaccine recipients than in people who had received a placebo in the large study. But the overall rate of such events was less than 1% of all study subjects.

What don’t we know about the vaccine?

It is not yet known whether the vaccine prevents asymptomatic cases or transmission of the virus. The FDA said it didn’t have enough data to make conclusions about the safety of the vaccine in children younger than 16, pregnant or lactating women, and immuno-compromised people. We also don’t yet know the duration of protection afforded by the shots.



The combination ro/con *Mokihana* broke out of layup in Oakland for a two week period to fill in before the new-build *Matsonia* entered into service in the Hawaiian trade. Pictured here on the starboard bridge wing at sea is AB Ian Serra (D), AB James Salera, Fernando Rigonan (B), AB Allan O’Neal, OS Andr  Price, AB Robert Lee, CM Andy Banks, Capt. Dean Ventimiglia, AB Ali Ghaleb, and 3M Lucas Earley.

FMC Commissioners: “Maritime Workers Must Be Prioritized In Testing and Vaccine Rollout”

Two top officials of the Federal Maritime Commission have told the Trump administration that to safeguard the country's supply chain, Covid-19 testing and vaccines must be allocated on a priority basis to maritime workers.

Commissioners Carl Bentzel and Daniel Maffei say if priority is not given to mariners and port personnel, there could be serious repercussions for shipping and port operations in both the immediate and the long term.

The five-member FMC is responsible for overseeing US international container markets.

"A combination of congestion issues and the potential Covid-19 workforce disruption is an enormous risk to our economy," the two wrote in a letter to Maritime Administrator Mark Buzby and Dr. Robert Redfield, director of the Centers for Disease Control and Prevention.

"Congestion issues related to cargo surges are causing unprecedented conditions in our national supply chain. The confluence of the ongoing need for PPE, unexpected changes in consumer shopping patterns due to the shutdowns and the upcoming holiday season has resulted in immense demand for imports.

Industry experts believe these freight volume surges will continue into 2021. If the maritime, port and seafarer workforces are infected, then our supply chain essentially will become infected," they wrote.

The two noted that there have been Covid-19 outbreaks within the last month in Los Angeles/ Long Beach, Charleston, S.C., and Philadelphia.

In all three cases, they said, the authorities had to impose quarantines that threatened freight movement through the ports.

"The shipping industry is already setting up special procedures through ports, which are certain to add additional pressure in what has already been a complicated year for our supply chain and workforce. To minimize disruption to the supply chain at this precarious time, maritime and port labor must be a high-priority group for vaccination, once it is available."

The Cybersecurity and Infrastructure Security Agency has already said people who work in sectors throughout the US freight transportation industry should be deemed essential. The matter is complicated by the states authority to intervene in the vaccine distribution priority list.

Mark Kelly, Jones Act supporter, Wins Key Senate Race in Arizona

On November 3, Mark Kelly defeated incumbent Republican Martha McSally in the Arizona runoff for U.S. Senate. Although it was a general election, in that particular race it was a special election. That's because, after losing her campaign for Senate in 2018, McSally was appointed to the seat in late 2018 by Governor Doug Ducey after John McCain died in office. But because McSally was not elected, the special election puts Kelly into the McCain term, meaning he will serve out the remainder of that term face reelection in 2022. Moreover, Kelly didn't have to wait until January to be sworn in like other incoming members of Congress, again due to the special election rules.

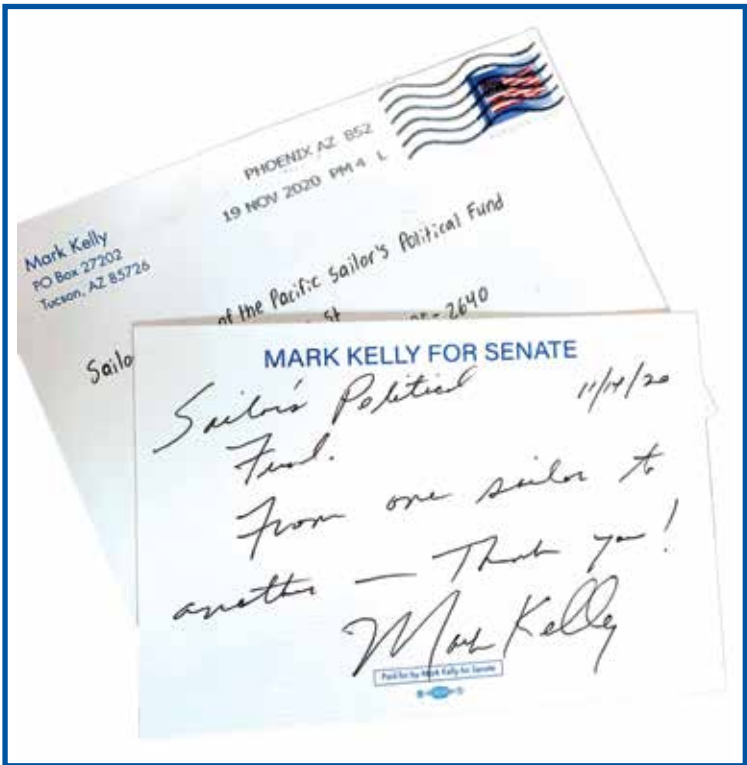
Kelly is a graduate of the U.S. Merchant Marine Academy at King's Point, a retired Navy captain and an astronaut. Running as a pragmatic outsider, he comes from a working-class background. Along with his identical twin brother Scott, both his parents were

police officers. Kelly achieved the pinnacle of flight aspiration, captain of the space shuttle Endeavor, but as Navy pilot he also flew 39 combat missions in Operation Desert Storm. Unlike his predecessor McCain however, Kelly's support for maritime labor as a key piece of military logistics was evident at the outset.

It was the second time that voters in the traditionally conservative state rejected Ms. McSally, who attached herself to President Trump to buoy her Senate prospects in 2018. Arizona was still sharply divided and a tough road is ahead. Still, Kelly forged path forward in the Democratic attempt to gain control of the Senate, depending on the outcome in Georgia.

Mr. Kelly leaned hard into his biography on the campaign trail, playing up his work as a NASA space shuttle pilot and retired Navy captain and presenting himself as an independent-minded moderate. He kept his campaign focus on health care and was deeply critical of Ms. McSally over her handling of the pandemic.

Kelly joins Kyrsten Sinema in in the Senate, giving Arizona two Democratic senators for the first time in almost 70 years. Moreover, in a territory once vehemently opposed to the Jones Act and the U.S. merchant



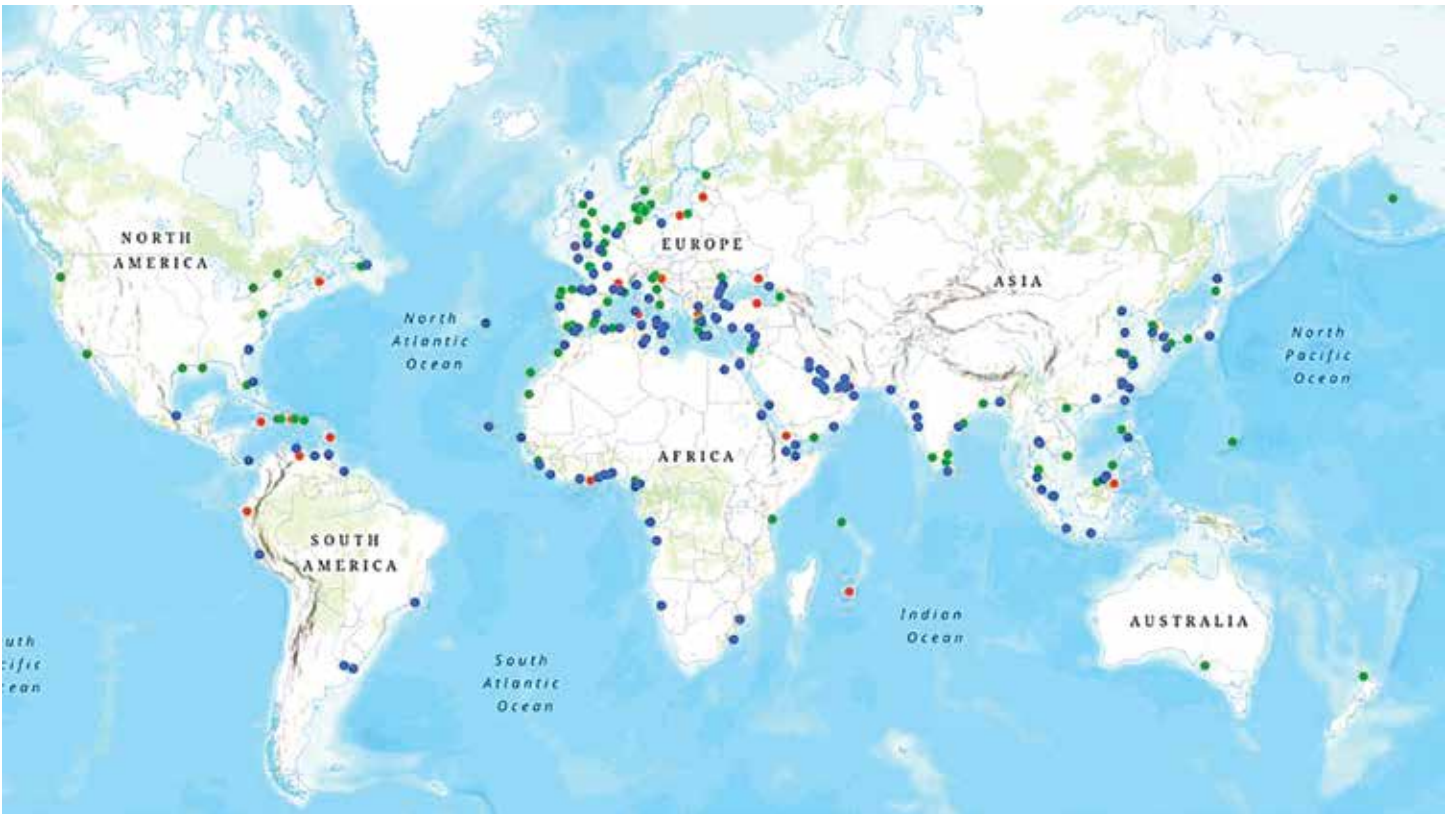
ly opposed to the Jones Act and the U.S. merchant marine, the Sailors' Political Fund had a part to play, supporting Kelly and recently receiving a handwritten thank you note from Kelly — “From one sailor to another — Thank you!”

Scourge of Seafarer Abandonment Gets Worse New Tool Shows Global Maritime Labor Abuse

A new online tool is helping to shine a spotlight on the vast collective of terrible cases of crew abandonment around the world. The project, created by a research firm called Periplous, uses a variety of open sources as well as the official International Labor Organization's database to document and pinpoint the worldwide human and labor rights abuse. Operating out of London, the brother and sisters Matthew and Eliza Ader team run the site.

After reading Ian Urbina's best-selling expose called The Outlaw Ocean, they created a spreadsheet and an interactive map that details both the active and resolved case. The map, which went live in September this year and is updated every month, shows hotspots for crew abandonment at the moment include Sharjah, Istanbul, and Malta. "We have seen an increase in cases," Eliza Ader told Splash, the online maritime journal.

While the numbers have stayed steady around the 35 mark since 2017, this year already has seen 45 active cases as tracked by the ILO plus another four added to the Ader database. Nearly half of these cases were added to the Periplous database in the last month and a half. These new additions include seven tankers belonging to Palmali Shipping, a Turkish-Azerbaijani company registered in Malta whose CEO and founder was arrested in March



for connections to the 2016 Turkish coup attempt.

"Seafarer abandonment is a grievous violation of worker's rights compounded by... what appears to be a level of institutional acceptance by certain actors," commented Matthew Ader.

Despite local efforts against it, the United Arab Emirates (UAE) remains the number one spot for abandoned

ships, led by Sharjah. The UAE accounts for 12% of the global total, according to Periplous data. In terms of nationalities, Indian seafarers have suffered the greatest number of abandonment cases followed by their Ukrainian counterparts. Blue dots are active cases, green dots resolve and orange dots are cases that do not involve the International Labor Organization.

COVID Relief Bill Needs Emergency MTS Funds, Says Industry

Maritime industry groups, longshore unions and the AFL-CIO Transportation Trades Department are calling on Congress to include emergency funding for the maritime transportation sector in the next Covid-19 relief package.

“The maritime industry has encountered significant hardships, and Congress must take immediate steps to ensure that the whole of the maritime transportation system has the resources necessary to address the unique and unexpected challenges posed by the Covid-19 pandemic,” they wrote in a Dec. 9 letter to the leaders of the House and Senate.

“Our maritime transportation system and the critical workers employed throughout this system have kept vital goods moving to medical professionals and first responders, have ensured that our Nation’s shelves remain stocked, enabling commerce to continue flowing during these uncertain times.”

“Prior to the Covid-19 outbreak, over 650,000 Americans were directly employed in jobs generated through the movement of marine cargo and through vessel activity, while 30.8 million total

jobs were supported by cargo moving through America’s deep-draft ports.”

“Unfortunately, the Covid-19 crisis has had a significantly negative impact on the maritime industry.”

“Commercial cargo has plummeted — total waterborne trade volume is down 6.3% compared to last year, while the value of this trade has crashed by 13.9%, totaling \$200 billion. And expenses have greatly increased due to Covid-19 protocols and precautions that we have implemented nationwide.” The trends they said are likely to continue given the raging virus.

“To date, no dedicated funding has been provided in any of the Covid-19 legislation to assist the maritime transportation system, despite emergency relief being provided to other modes of transportation.”

“As you consider additional actions to respond to the ongoing pandemic, we urge you to provide \$3.5 billion for the maritime transportation sector.”

“It is essential that the US maritime industry maintain a state of readiness and sustain our supply chains that pro-

vide food, medical equipment, and other essential goods for the citizens of this country.” Without relief funding that may not be possible, industry officials warned.

“As Congress continues the process of developing the next Covid-19 relief package, it is critical that you include emergency relief funding for our nation’s maritime transportation system.”

The SUP joined in support as a member of the AFL-CIO Transportation Trades Department, along with other maritime unions. The letter was also signed by port associations, trade groups, the International Longshore and Warehouse Union, the International Longshoremen’s Association, the International Propeller Club of the United States, the AFL-CIO Maritime Trades Department and the Navy League of the United States.

It was addressed to Senate Majority Leader Mitch McConnell; Senate Minority Leader Chuck Schumer; House Speaker Nancy Pelosi; and Minority Leader Kevin McCarthy. As the West Coast Sailors goes to press, there appears to be significant momentum for a COVID relief package in the final week before adjournment.

Biden Names Pete Buttigieg to DOT

President-elect Joseph R. Biden Jr. will nominate Pete Buttigieg, the former mayor of South Bend, Ind., to lead the Department of Transportation, adding a young-generation voice to his team, said a person familiar with Mr. Biden’s deliberations.

If he is confirmed by the Senate, Mr. Buttigieg will be the first openly gay person to serve as a cabinet secretary, shattering a barrier and contributing to Mr. Biden’s promise to make his administration “look like America.” Under President Trump, Richard Grenell, who is also openly gay, served as acting director of National Intelligence, a cabinet-level post. But he did not face Senate confirmation as the acting leader.

A Navy veteran, Mr. Buttigieg could have led the Department of Veterans Affairs. But Mr. Biden decided instead to put him in charge of transportation, which is likely to become a key part of the administration’s efforts to combat climate change with aggressive actions on emissions. Reuters earlier reported

Mr. Biden’s choice of Mr. Buttigieg.

In his presidential bid, Mr. Buttigieg proved himself to be among the Democratic Party’s most skilled communicators, transforming himself from a small-city mayor to a top-polling presidential candidate.

The appointment got the early support of the AFL-CIO’s Transportation Trades Department. Secretary-Treasurer Greg Regan said, “Transportation labor congratulates Pete Buttigieg on his nomination to lead the U.S. Department of Transportation. He understands that working people keep America moving, and his desire to support working families, combined with his deep passion for policy, will serve him well in this role.”

As a candidate, Mr. Buttigieg consistently argued for the government to take strong steps to fight global warming. And his tenure as the leader of a local community provides him experience with the infrastructure needs of cities and counties, another key priority for Mr. Biden.

At debates, it was Mr. Buttigieg who scraped with Senators Elizabeth Warren and Bernie Sanders, leaving Mr. Biden to largely stay above the fray.

Becoming part of Mr. Biden’s cabinet will give Mr. Buttigieg a national perch from which to advance his future political career in the Democratic Party.

It will also allow him to apply some of the experience with transit policy he gained during his mayorship to national challenges surrounding infrastructure that cause perennial bipartisan frustration.

Mr. Buttigieg, whose calling card as a presidential candidate was a claim to have revived a dying Midwestern city, made transportation corridors an early focus. Shortly after being elected mayor in 2012, he set about transforming the South Bend’s downtown through an initiative named Smart Streets aimed at reducing traffic, adding bike lanes, and making certain areas more pedestrian friendly.

As the leader of the massive Department of Transportation, which includes the Maritime Administration, Buttigieg will help set the agenda on maritime infrastructure, on regulation of gig economy workers, on drug and alcohol testing, among many other things.

Workers First Agenda

Labor Demands for...

DAY ONE EXECUTIVE ACTION

COVID-19 Response

- Address the public health crisis by preventing the spread and keeping workers safe on the job
- Provide additional stimulus that benefits labor in the short and long-term
- Federal employee rights restored rolling back three negative Executive Orders

DAY ONE — DAY 100 EXECUTIVE AND POLICY ACTIONS:

MARITIME

- Full Compliance with U.S. Flag-shipment Requirements—U.S.-flag cargo preference shipping requirements mandate that a percentage of U.S. taxpayer-financed exports and imports be transported on privately owned U.S.-flag commercial vessels. Cargo preference laws are on the books already and they help guarantee that America’s maritime jobs will not be outsourced and that the vessels that provide these jobs will have the cargo needed to operate and remain active in time of peace. The tacitly approved evasion of cargo preference laws by U.S. government agencies denies U.S.-flag vessels and American crews their lawful share of taxpayer-financed cargoes and diminishes the national defense capability provided by a strong and active U.S.-flag merchant marine. It is critically important that Ship American, like Hire American and Buy American, be the policy of the administration. It is imperative that all federal shipper agencies and departments to fully comply with the law.

- Full support of the Jones Act. This law, enacted in 1920, is critical to the survival of the maritime industry, which has sustained American commerce and self-sufficiency since colonial times. The law ensures that companies engaged in domestic shipping comply with U.S. laws, and requires that vessels operating in shipping services between two U.S. ports be built in U.S. shipyards, owned by U.S. citizens and crewed by U.S. mariners. The domestic shipping and shipbuilding industry provides an estimated 500,000 jobs, including thousands of good-paying union jobs at no cost to the taxpayer and very little, if any, to the consumer. A strong maritime industry — U.S. flag ships and U.S. citizen mariners—is critical to the economic and military security of the United States. The Jones Act has stood the test of time; the new administration must continue to unequivocally affirm support this key American industry and its workers.

- Unlock the Harbor Maintenance Tax Program to invest in ports and maritime infrastructure

- Drug and Alcohol Testing. Unions and their members are committed to a drug and alcohol free workplace and promoting the highest levels of safety. However, the testing of millions of workers must be consistent and fair. We oppose the present rules of hair follicle testing for federally tested employees. The half-baked hair-testing proposal advanced by Department of Health and Human Services cannot move forward until critical scientific questions on fairness and validity.



In Oakland aboard *Mokihana* securing gear for layup into reserve status, the SUP standby gang takes a break for a Union meeting with San Francisco Business Agent Roy Tufono. On the left is Jamie McKeller, Robert Lee, bosun Izzy Idris, John Relojo, and McKevin Dulay. Photo Roy Tufono.

Defend the Jones Act

Support the SUP Political Fund



Amazon Hires Pinkerton: Sends Ominous Signal to Labor

E-tailer and tech giant Amazon has hired detectives from the notorious Pinkerton agency to spy on warehouse workers and monitor them for labor unionization efforts, according to a report from the online news source Motherboard.

More than two dozen leaked internal reports showed that Amazon was obsessive about monitoring organized labor and social and environmental movements in Europe, especially during the peak shopping season between Black Friday and Christmas. Besides their own internal security department's monitoring of activities of organizers on Facebook and Instagram, Amazon also hired Pinkerton to gather intelligence on warehouse workers.

The documents show that the surveillance extends at least as far as the location, date, time and how many people attended union organizing meetings, key participants, who said what, the written information that was distributed, and specific employee grievances about compensation and conditions.

An Amazon spokesperson confirmed

the news that it had hired Pinkerton. Pinkerton spies were "inserted" into a warehouse in Wroclaw, Poland, in 2019 to look into an allegation that job candidates were being coached for job interviews. Lisa Levandowski, the spokesperson, told Business Insider however that the firm partners with Pinkerton to "secure high-value shipments in transit," not to gather intelligence on warehouse workers, and that all activities are "fully in line with local laws."

But Motherboard obtained internal emails written by members of Amazon's Global Security Operations Center in 2019. The leaked documents reportedly show Amazon analysts tracking union organizing activity of workers in Europe. The report also revealed that the data analysts used Facebook and Instagram to monitor the activity of social justice and environmental activist groups, including Greta Thunberg's Fridays4future and Greenpeace. Amazon said the company's analysts do not create social media accounts to track social movements.

Levandowski told Business Insider that



The Homestead Mill Strike of 1892 in Homestead, Pennsylvania.
PhotoQuest/Getty Images

"like any other responsible business, we maintain a level of security within our operations to help keep our employees, buildings, and inventory safe. That includes having an internal investigations team who work with law enforcement agencies as appropriate, and everything we do is in line with local laws and conducted with the full knowledge and support of local authorities."

Just as Amazon has a long history of opposing Unions, Pinkerton has an even longer history of union busting and interference, among other activities. The Pinkertons were used as a resource by 19th-century industrial bigwigs to spy on unions and to break up worker-held

strikes. Steelworkers held a famous strike in 1892 in Homestead Pennsylvania against the Carnegie Steel Company, that became violent and led to the death of a dozen people when Carnegie Steel Company recruited 300 Pinkertons to act as armed guards. The event led to some states passing laws to prohibit the use of third-party security forces in labor disputes.

"For years people have been comparing big tech bosses to nineteenth-century robber barons, and now by using Pinkertons to do his dirty work, Bezos is making that connection even clearer," Christy Hoffman, the general secretary of UNI Global Union, told Motherboard.

Organizers File Amazon Petition in Alabama

Amazon.com Inc. warehouse workers in Alabama filed a petition with the U.S. National Labor Relations Board to form a union, the latest sign of strife between the online retailer and its large blue-collar workforce.

If it meets the first-step support criteria, it proceed to a vote among warehouse workers on whether to unionize and be represented by the Retail, Wholesale and Department Store Union. The recently opened facility employs about 1,500 people.

The Covid-19 pandemic has put a spotlight on the plight of so-called essential workers, including those in Amazon's logistics and delivery operations, whose labor helped many people reduce their exposure by having goods delivered to their homes.

Some Amazon warehouse workers in Europe are union members, but most of the company's U.S. workforce isn't unionized. Chief Executive Officer Jeff Bezos has a net worth of \$181.9 billion while many of Amazon's workers earn so little that they receive government subsidies for food and health care, putting the online

giant in the company of other big employers like Walmart Inc., McDonald's Corp. and Waffle House Inc. Union members in the transportation and warehousing industry earned about 38% more than non-members in 2019, according to the U.S. Bureau of Labor Statistics.

An Amazon spokeswoman said that the Company offer "some of the best jobs available everywhere we hire," and urged comparisons with "our overall pay, benefits, and workplace environment to any other company with similar jobs."

The Retail, Wholesale and Department Store Union declined to comment. News of the union petition was reported earlier by the Washington Post, which Bezos owns.

Vermont Senator Bernie Sanders, a frequent Amazon critic, tweeted support for the workers seeking a union. "All workers are entitled to decent wages and working conditions, which is why I stand with the Amazon warehouse workers in Alabama exercising their constitutional right to form a union," Sanders said. "Mr. Bezos, the wealthiest person in America, must not interfere in this election."



Hurricane Shipwreck Uncovered by Tropical Storm Near St. Augustine

When Tropical Storm Eta passed over Florida earlier this month, it helped to uncover the remains of a wooden shipwreck buried under a dune along Crescent Beach near the port of St. Augustine. The wreck is likely the remains of a merchant ship from the 1800s, according to the St. Augustine Lighthouse Archaeological Maritime Program (LAMP).

A local resident was walking along the beach after the storm and saw the exposed timbers, calling in LAMP when the waves revealed more of the ship the next day.

Archeologists surmise the ship was an American merchant ship carrying basic commodities, like hardware or flour. Over 70 percent of all known historic shipwrecks lost in Florida are merchant vessels, engaged in coastal trade, much like Jones Act ships today. Dating the ship is difficult, but Meide believes it

to date back to the 1800s. "Everything we've seen on it so far fits that hypothesis - wooden planking, wood timbers, iron fasteners. They look quite similar to other ships from the 1800s that we have seen."

According to LAMP and the Fort Matanzas National Monument, the wreck could be the remains of the merchant vessel Caroline Eddy. "In late August 1880 the Caroline Eddy left Fernandina bound for New York with a cargo of lumber. She sailed into a hurricane, was driven south and went ashore near Matanzas. Her crew survived after clinging to the rigging for two days and a night," said executive director Kathy Fleming.

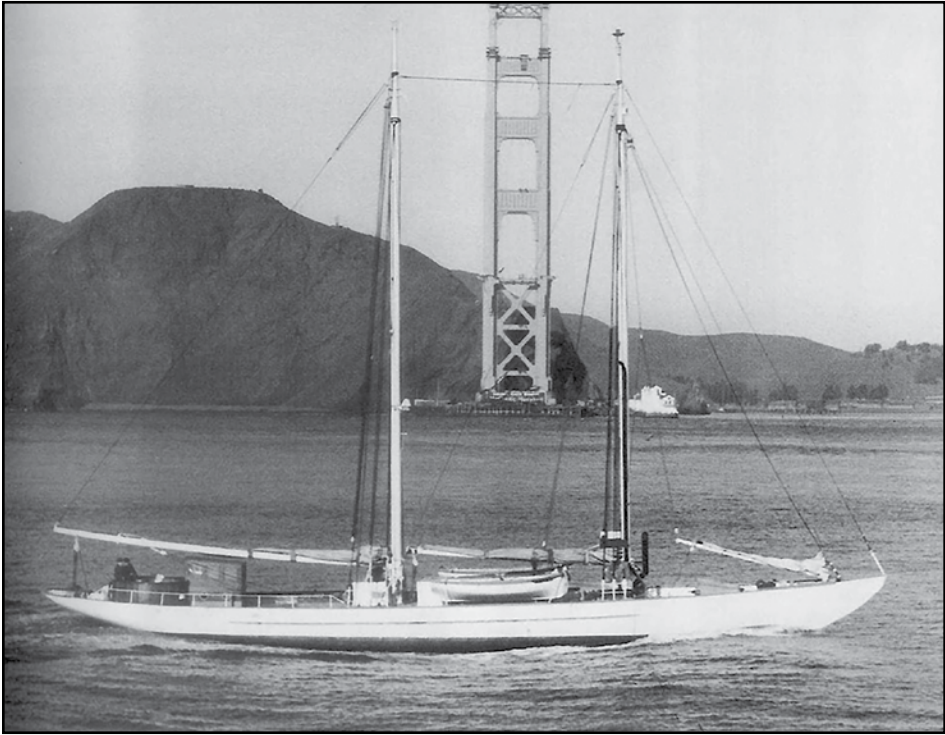
"[St. Augustine's] maritime past is America's story as the nation's oldest port, dating back to the first Spanish landing in 1565."



Left to right Scott Weiderman, Leszek Jeziorski (DELEGATE), Jordan Polon, Erling Eastmark, Costco Oprisoru, Dale Gibson (Boastswain) stowing the last item for Nantong



Together at the main hatch of the Liberty Ship *Jeremiah O'Brien* was Romaine Dudley, Rich Reed, Frank Portanier, Sonny Cooper and Art Thanash during the 2003 holiday season. All former instructors of the Andrew Furuseth School of Seamanship they donated their time and expertise to splice the ship's new mooring lines.



Between the foremast and the mainmast of the inbound pilot schooner *Adventuress* is framed the just completed North Tower of the Golden Gate Bridge in 1934.



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Summary Annual Report For SUP 401(K) Plan

This is a summary of the annual report for SUP 401(K) Plan, EIN 94-3134523, Plan 002, for the year ended December 31, 2019. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by a trust (benefits are provided in whole from trust funds). Plan expenses were \$388,165. These expenses included \$74,839 in administrative expenses, and \$313,326 in benefits paid to participants and beneficiaries. A total of 662 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$11,105,992 as of December 31, 2019, compared to \$8,792,505 as of January 1, 2019. During the plan year the plan experienced an increase in its net assets of \$2,313,487. This increase includes unrealized appreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$2,701,652, including employer contributions of \$33,805, employee contributions of \$713,234, earnings from investments of \$1,933,717 and other income of \$20,896.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP 401(K) Plan, who is the plan administrator, 730 Harrison Street, Suite 415, San Francisco, California 94107, telephone (415) 778-5490. The charge to cover copying costs will be \$3.25 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 415, San Francisco, California 94107, and the U.S. Department of Labor in Washington, DC, or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Summary Annual Report For Sup Money Purchase Pension Plan

This is a summary of the annual report for SUP Money Purchase Pension Plan, EIN 94-3134523, Plan Number 001, for the year ended December 31, 2019. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by trust fund. Plan expenses were \$3,084,395. These expenses included \$184,273 in administrative expenses, and \$2,900,122 in benefits paid to participants and beneficiaries. A total of 1,088 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$36,560,822 as of December 31, 2019, compared to \$31,752,809 as of January 1, 2019. During the plan year the plan experienced an increase in its net assets of \$4,808,013. This increase includes unrealized appreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$7,892,408, including employer contributions of \$1,988,712, earnings from investments of \$5,821,764, and other income of \$81,932.

Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of plan assets; and
5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan Inc., who is the plan administrator, 730 Harrison Street, Suite 415, San Francisco, California 94107, telephone 415-778-5490. The charge to cover copying costs will be \$5.25 for the full annual report, or \$.25 per page for any part thereof.

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

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SUP PRESIDENT’S REPORT

Pandemic update and RTS status

Since the last meeting, a second surge of coronavirus cases blasted across the nation with violence and speed. It was worse than predicted and according to the experts has not yet peaked. Even as the first vaccine arrived, another grim waypoint — 300,000 Americans dead — was left astern on the same day. Lockdowns resumed in many places. In California, on November 13th a travel advisory (with an exception for essential workers) was issued that endorsed a 14 day quarantine for all travelers from out of state. A week later the Governor issued a stay at home curfew order for the worst counties which included Alameda and Los Angeles and then San Francisco (again with exceptions for essential workers).

Hiring hall operations continue at a basic operational level, which includes dispatching, but all agents were authorized to take steps necessary to protect the Union and its members. Such actions may include those previously approved by the membership such as job call timing and procedures, as well as appropriate indoor/outdoor location adjustments, consistent with the Shipping Rules. Because local orders prohibit meetings of more than 12 people, the December SUP HQ meeting was regrettably canceled. All the business of the Union will be revisited in the next regular meeting as was done for cancellations earlier in the year as per previous emergency action of the membership.

Matson: The membership will recall that on June 18th the SIU-Pacific District Unions met in a Joint Labor Relations Committee with Matson management to seek adjustment to our previously filed restriction-to-ship claim. The claim covered the period from April 5, 2020 through May 21, 2020, when Matson unfairly restricted our members from going ashore in California and Washington ports due to the state and local shelter-in-place orders, as they were known at that time. We contended then, as we do now, that we should have been able to go ashore in those ports, provided that we complied with the same restrictive guidelines required of the local general public. Matson argued against paying the claim under Section 18(c) of the General Rules because those ports were not “safe” due to the COVID-19 outbreak and because it was considered an “emergency.” Management continues to object to the claim and as of today the matter remains deadlocked and open. The Unions continue to review all options and have included in such work the different considerations unique to port of Honolulu.

Patriot: On November 23rd, on behalf of the Pacific District unlicensed personnel in the Patriot operated Watson-class ships and the SNLC Pax, I filed an omnibus grievance with management and requested a universal restriction-to-ship adjustment. The grievance was made under the general terms of the relevant Memorandum of



Understandings and the applicable sections, including the provisions of Section 3 and 11. The claim and proposed settlement is meant to cover the entire period beginning with the “gangway up” order from Military Sealift Command (MSC) on or about March 20, 2020, and to remain in effect as long as all conditions are met. We reserved all rights to amend the grievance and adjust the claim, as appropriate. On December 8, 2020 I confirmed with Patriot’s Director of Labor Relations Margaret Reasoner the receipt of that grievance and claim. Reasoner said that such action was sufficient or would advise otherwise and noted that the Military Sealift Command had also acknowledged receipt and pending response.

APL Marine Services: On November 30, the SIU Pacific District Unions tentatively agreed to an extension of the APL Marine Services

restriction-to-ship settlement agreement through December 31. The daily restriction to ship stipend is now \$150 per day in port. Mr. Chairman, I recommend membership approval of the extension of the temporary month-to-month RTS settlement agreement.

MPF contract bid

Military Sealift Command (MSC) earlier this year released its Contract Solicitation N-32205-21-R-4117 for the operation and maintenance of the Maritime Prepositioning Force Vessels (MPF) covering the USNS Bobo, USNS Button, USNS Lopez, USNS Lummus, USNS Stockham and USNS Williams. Recently, Patriot notified the Union of its intention to bid on the contract. Their mission is to support the U.S. Marine Corps, and the government anticipates the prepositioning of at least three of the ships in the Indian Ocean and three others in the western Pacific. The crew complement of the unlicensed deck gang in Full Operating Status is 1 bosun, 5 AB’s, and 3 Ordinary Seaman. The crew assignments and rotations, documentation, duties, and training requirements are expected to be the same as prior MSC contracts. In coordination with MFOW President Anthony Poplawski, my work on the configuration of a successful bid by the present due date of December 22nd (extended from December 2nd) continues. Will keep the membership informed on progress.

UFCW 5 negotiations

Working with rank-and-file members Maggie Federer, Efrain Aguilera, and Alfredo Delgado, Vice-President Matt Henning and I have contacted SUP members employed by UFCW 5 on all matters related to their employment including a new collective bargaining agreement to replace the one that expires on December 31, 2020. The outreach produced a number of proposals around term, percentage increase and many other items. Preliminary discussion with employer on a collaborative basis showed some progress but as of today’s meeting no agreement had been reached. Will keep the membership informed.

TTD EXECUTIVE BOARD MEETING

On November 17, along with the leaders of 33 other AFL-CIO transportation unions, I attended the regular meeting of the executive committee of the Transportation Trades Department online. Coming less than two weeks after the election, the Unions wasted no time in setting the Biden agenda in favor of workers in what may be the most pro-Union, pro-transportation administration in decades. Foremost among the tasks taken up was securing the immediate economic relief and workplace health and safety protections for frontline workers, partly through a second massive COVID stimulus bill.

Front-line workers are putting their lives on the line to help get the country through the crisis. So a COVID relief bill is the first task, something that labor has demanded for front-line workers since at least mid-summer. Every day that goes by without it puts more working families at risk either from losing their jobs and health care or from the virus itself. As of today’s meeting, Congress continues to debate a new stimulus bill and the outcome before adjournment for the holidays is anything but certain.

But the list for transportation labor is long and for the U.S. Merchant Marine the demands are familiar. We expect a general affirmation of merchant mariners, a critical part of the U.S. economic and national security. We expect a safe and healthy workplace both during and beyond the pandemic. We demand full compliance with U.S.-flag shipping requirements under cargo preference, full support for the Jones Act, full support and funding for the Maritime Security Program, for the new Tanker Security Program for maritime protection in trade deals. And we expect the Biden administration to show us the regulatory support we need on misclassification of workers, fair drug testing, union recognition, among other things.

The committee then met with the Chairman of the House Committee on Transportation, Rep. Peter Defazio, (D-OR) for an extended discussion on the practical path forward to meet the goals of labor in the near term and the new year. More than a wish list, with solid support of Chairman DeFazio and the unified voice of transportation labor reaching to the upper echelons of a Biden Administration, these goals are achievable. The members of the executive committee resolved to work to that end.

Biden Transition Team

In late November, along with other maritime labor and industry representatives, I attended two meetings by online video with members of the Biden transition team. Maritime officials stressed the topics discussed earlier in this report. MMP member and former deputy Maritime Administrator Mike Rodriguez is a member of the Biden team and has a central role in coordinating maritime policy. He knows exactly what the maritime industry needs and is closely allied with labor. We look forward to working with the new administration. *(For more on the transition please see page six.)*

Holidays

- SUP hiring halls will be closed this month on the following contract holidays
- Christmas Day** – Friday, December 25, 2020
- New Year’s Day** – Friday, January 1, 2021
- Martin Luther King, Jr. Day** – Monday, January 18, 2021
- SUP hiring halls in San Francisco, Wilmington and Seattle will also be closed in observance of the following ILWU holidays on the West Coast, which are therefore



Aboard the *M/V Kamokuiki* at Pier 70 in San Francisco is AB Erik Thunstrom, Bosun Nick Hoogendam, AB Tom Shafer and AB Joel Tetrault as they prepare for a military charter. They were joined in that work by Standbys (above) are Dennis Barrios, Sam Worth, Jesus Barrios, Keith Gomer.

SUP President’s Report continued

recognized SUP holidays aboard APLMS and Matson vessels in Pacific Coast ports:

Christmas Eve – Thursday, December 24

New Year’s Eve – Thursday, December 31.The Honolulu hall will close at noon on Christmas Eve and New Year’s Eve.

Jack Hall Day – Jack Hall Day (January 2) is an ILWU Local 142 holiday in Hawaii and will be observed by the Honolulu hall on Monday, January 4, 2021.

2020 Year in Review

AFL-CIO President Rich Trumka called it “A year of anger and sorrow and civil unrest. A year of unfathomable loss.” A staggering loss of life, in fact; a monumental marker of tragedy. Add to that a fundamental and ongoing inability of the U.S. government to protect the public health, a catastrophic loss of jobs and economic security, and a loss of trust in information and a shared political reality. And add to that the closing of borders, the cancellation of all international travel and persistent travel delays and risk. And add to that imperative but imprecise testing, and quarantines and isolation, and clearances and confinement and restrictions, and seemingly endless disruption of normal day-to-day operations. More than misfortune, it was the trouble that comes with a slow-moving disaster. Yet all year long SUP members rose to meet what could be the challenge of our lifetimes: maintaining safe, reliable, and professional Union operations in the teeth of a ferocious pandemic.

We don’t work from home, don’t shelter in place. When the storm came we went down to the sea in ships, we went to work as qualified and credentialed merchant mariners and according to our rules of fairness and seniority and as safely as we knew how. Obstacles never encountered and never considered became our daily regimen, demanding answers and workarounds conforming to our high standards: no givebacks in contracts, no weakness in grievances handling, no concessions in negotiations, and can-do performance in dispatching, training, and seamanship.

Not perfect but self-righting, we thread a risk needle in domestic and foreign runs, inland and offshore, in commercial and government contracts, in the Union halls and in the workplace. Despite the hazards, the SUP Welfare Plan and our other plans went

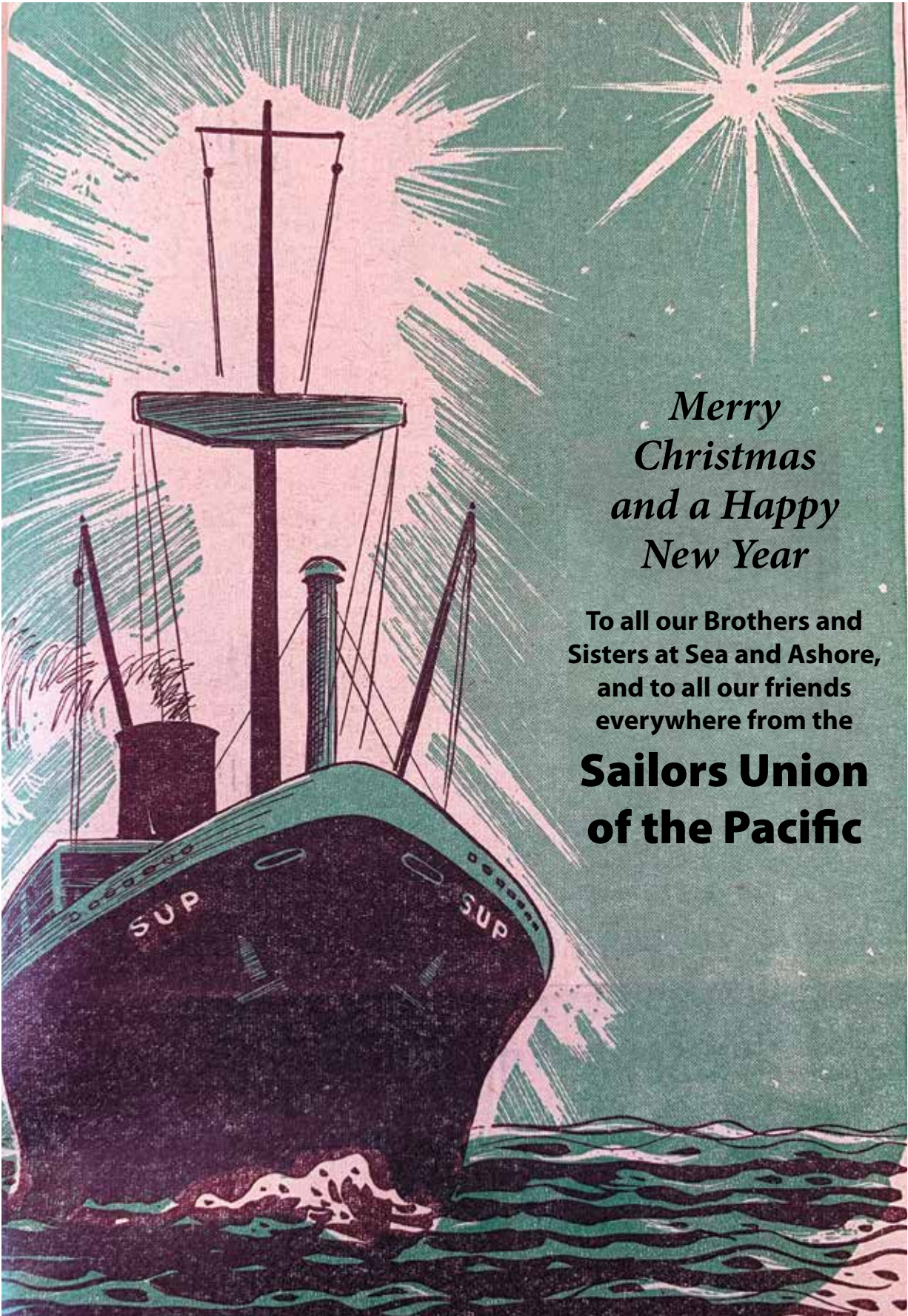


Flying the Flag of Hawaii, the Matson house flag, and the under pilotage “hotel” flag, the Matson containership *Kaimana-Hila* enters Honolulu harbor. Off to port is the Foss tug *Mikioi* and gathered at the bow stem is the forward SUP deck gang prepared to run mooring lines at Sand Island Terminal.

right on paying out benefits and delivering service. Financial peril brought on by the pandemic was averted by focusing on basic operations, streamlining staff, cutting costs. In an historic election we helped elect candidates friendly to labor. We did not ignore our obligation to recognize the magnificent contributions of our predecessors — such as by celebration of the role of U.S. Merchant Marine on D-Day on the beaches of Normandy seventy-six years ago, and the 100th birthday of the Jones Act, a true legislative success story. Along the way we handled hurricanes, massive no-notice activations, won extensions of our existing government contracts, bid on new work, and negotiated with five employers seven new collective bargaining agreements that improved the lives of members, both active and retired.

In the inescapable and still-raging storm we held the line. Trumka is right not to diminish the unfathomable loss, but we are neither defeated nor demoralized. And despite the darkness of the hour let sailors at sea and ashore receive our best wishes for a happy holiday season and better days ahead.

Dave Connolly



Original art from the December edition of the West Coast Sailors, 1959

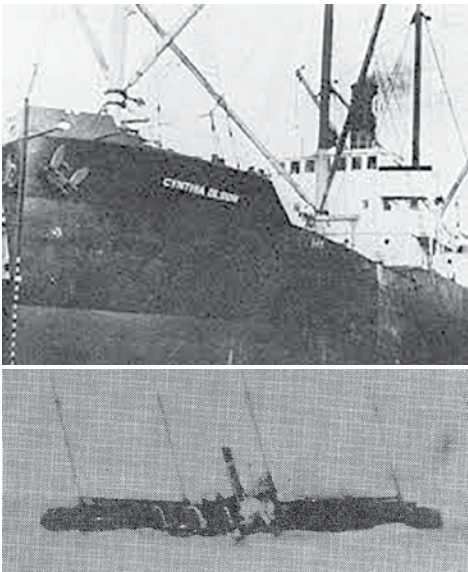


Under the watchful eye of the statue of Andrew Furuseth, Tom Koppel and Bill Berry told sea stories on the terrace of SUP Headquarters after the November 2020 membership meeting.

At Sea in the Pacific on December 7, 1941

On December 5, 1941, the Matson luxury passenger liner Lurline sailed from Honolulu with more than 700 passengers for San Francisco.

At 0912 on December 7, the Lurline's radio officer received a radio signal from the U.S. Army Transport ship Cynthia Olson a breakbulk freighter signaling that it was under attack from a surfaced submarine. The position is noted at least 300 miles north of the Lurline. As was common at the outset of the war, the commander of the sub allowed the merchant crew to abandon ship in lifeboats before firing the deck gun 29 times and then launched two torpedoes to sink Cynthia Olson. She was the first U.S. merchant ship sunk at after the entry of the U.S. into World War II. The next day President F.D. Roosevelt alluded to her loss before a joint session of Congress in the famous "Day of Infamy Speech." The crew was never found.



The Cynthia Olson, pictured from the Japanese submarine, in her final moments afloat.

A few minutes later the Lurline received a radio message from Honolulu that Pearl Harbor was under an air raid attack. Soon another message came from Washington to enact war plans. The captain of the Lurline, Charles Berndtson, radioed Pacific Fleet Headquarters in Honolulu for instructions. His orders from the U.S. Navy were clear: proceed to nearest port via zig-zag course, maintain radio silence, black out portholes and no lights on deck. The captain ordered maximum speed for San Francisco.

The Lurline arrived safely in San Francisco on December 11 after a nerve-racking run against unseen enemy. She would soon return to Honolulu as a troopship.

CCCC

THE SAN FRANCISCO EXAMINER

Lurline, in Peril of Attack by Japs, Races From Honolulu to Safety Here

JUBILANT—Miss Sylvia Tate, happy to have landed in San Francisco after a perilous voyage from Honolulu on the liner Lurline, reads her first war news in The Examiner. The ship, under forced draft, changed course to avoid Jap raiders.

War Overtakes Liner 48 Hours Out of Hawaii; Fear Burdens Voyage

Lurline Arrives Safely In S. F.

SAN FRANCISCO, Dec. 11.—(UP)—The Matson liner Lurline, which was fewer than 1,000 miles out of Honolulu when the Japanese attacked Oahu Sunday, arrived here today.

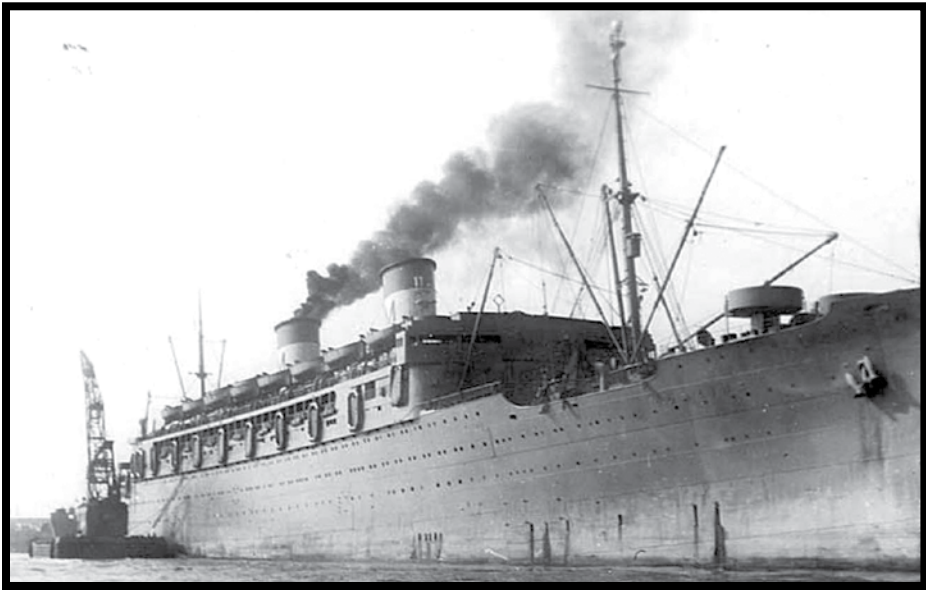
Liner Lurline Arrives Safely

SAN FRANCISCO, Dec. 10.—(P)—Nearly 800 passengers arrived here on the liner Lurline today to end a hazardous, zig-zag trip from war-stricken Honolulu.

The Lurline left the Hawaiian Islands last Friday.

Passengers said the first that most of them knew about the war was communicated to them by the ship's captain, Charles A. Berndtson, late Sunday afternoon.

Speculation was rife, however, earlier in the day when crew mem-



Congress Near Deal on Second Giant Stimulus Bill

continued from page 1

pandemic relief package that would be able to pass both chambers with bipartisan majorities," McConnell said on the Senate Floor Wednesday, adding that lawmakers wouldn't leave Washington until they pass the legislation.

Negotiations over coronavirus aid were reinvigorated early this month when a bipartisan group of lawmakers, led by Sens. Joe Manchin (D-W.V.) and Susan Collins (R-Maine), among others, unveiled a proposal that allocated \$908 billion toward the relief effort, but notably did not include another round of the extremely popular \$1,200 direct payment checks.

The fact that direct payments to individual Americans is back on the table is at least in part the work of the Congressional Progressive Caucus, chaired by Rep. Pramila Jayapal (D-Wash.) who first raised the idea of opposing any bill that doesn't include direct payments. Sens. Bernie Sanders (I-Vt.) and Josh Hawley (R-Mo.) are similarly still pushing for stimulus checks to be sent directly to individuals and families. President Donald Trump also wants direct payments to Americans.

As the West Coast Sailors goes to press, major new media reports that

negotiators are "on the brink" of a new relief bill that could come up for a vote before adjournment later this week. .

The last coronavirus relief bill expired at the end of July, and some of its unemployment provisions were set to run out at the end of December. A breakthrough in negotiations came last month as a group of bipartisan senators worked out a \$760 billion relief package that Democratic leaders and some Republicans agreed to support. As of Wednesday, that package has increased to \$900 billion, but details are uncertain and information is slow to emerge.

DEADLIEST DAYS IN AMERICAN HISTORY

1. GALVESTON HURRICANE - 8,000

2. ANTIETAM - 3,600

3. SEPTEMBER 11, 2001 - 2,977

4. DECEMBER 3, 2020 - 2,861

5. DECEMBER 2, 2020 - 2,762

6. DECEMBER 1, 2020 - 2,461

7. DECEMBER 4, 2020 - 2,439

8. PEARL HARBOR - 2,403

WEAR A MASK



Dispatcher's Report

Headquarters —NOVEMBER 2020

Deck	
Bosun.....	2
Carpenter	0
MM	1
AB	9
OS.....	5
Standby S.F.....	33
Total Deck Jobs Shipped	50
Total Deck B, C & D Shipped.....	37
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.....	50
Total B, C, & D Shipped-All Depts....	37
Total Registered "A"	18
Total Registered "B"	41
Total Registered "C"	9
Total Registered "D"	9

SUP BRANCH REPORTS

HONOLULU

November 2020

Shipping:

Shipped the following jobs in the month of November: 3 Bosn steady, 0 Bosn relief/return, 4 AB Day steady, 1 AB Day relief, 0 AB Day return, 6 AB Watch steady, 2 AB Maint, and 1 OS Watch steady . The shipping jobs were filled by 5 A cards, 12 B cards, and no D or C cards. Standby jobs: Shipped 18 standby jobs filled by 1 A card, 10 B cards, 6 C cards, and 1 D card.

Registered in Honolulu:

11 A cards, 18 B cards, 6 C cards, 3 D cards

Ships checked by phone and email:

Manukai, DK Inouye, Manoa, Kaimana Hila, Manulani, Mahimahi, Maunawili, Lurline, RJ Pfeiffer, and the Paint and Rigging gang. All are running with few or minor beefs except for the restricted to the ship beefs.

APL Guam — no major beefs.

APL Saipan — no major beefs.

USNS Charlton — no major beefs.

USNS Watson — no major beefs.

Agents Report:

The Honolulu membership wishes all our union brothers and sisters a Mele Kalikimaka (Merry Christmas) and Hauoli Makahiki Hou (Happy New Year). It will be hard, but please try and limit the number of guests at your holiday meals and parties. The Covid-19 virus is still with us; we must try and stop the spread of it until there is a safe vaccination for all people.

Remember to check your documents and anything with less than six months (make that anything less than 9 months) you should start the renewal process. You have to email all your documents in PDF format to your local regional USCG office prior to the expiration date. The Honolulu USCG email address is: rechonolulu@uscg.mil.

Mike Dirksen

SEATTLE

November 2020

Shipping:

1 Patriot Boatswains went to a B member; 5 Patriot AB's shipped, filled with 5 B cards; 2 OS to a C and D card; 1 AB/Day to an A; Matson called for 11 Standby AB's and were filled with 6 A, 1 B, 2 C, and 2 D cards.

Registered:

3 A cards for a total of 9, 10 B cards for a total of 18, 3 C cards for a total of 7, 2 D cards for a total of 10

Agents Report:

I appreciate everyone's cooperation in keeping the hall access orderly during the pandemic. To reiterate to those returning from overseas flights, please do not come to the hall before you have satisfied the CDC recommended isolation guidelines. Seattle job call is held outside in the parking lot and no more than two members in the hall at one time for paperwork. I know its winter, but we are sailors and can stand five minutes of foul weather to get a job. Also, because of the occupancy limits set in the Seattle hall, I ask that you do not bring guests with you as it limits the members access to do business. Vaccinations are coming and we will be back to business as usual soon.

A reminder to members. As members there is no need to spend your money & seek private or commercial assistance when submitting Coast Guard applications. Your halls are well informed of requirements and are here to assist in the application process. If you chose to you may also add a third-party authorization to your application so Berit can assist directly with the NMC on your behalf.

Brendan Bohannon

WILMINGTON

November 2020

Shipping:

Bosun: 4, AB/W: 12, AB/D: 3, OS/ STOS: 2 GVA/GUDE: 0. Standby: 49. Total Jobs Shipped: 73.

Registered:

A: 27, B: 39, C: 4, D: 7

Agents Report:

All ships sailing in and out running smooth occasional clarifications.

Shoreside Bosun, Gary Gelfgren and the standby gang doing a great job.

When your dispatch is complete, clean

Leighton Gandy

BUSINESS AGENT'S REPORT

November 2020

Mahimahi — Mick McHenry delegate, in at Oakland#62. Matson schedule has ship lay up for 4 days in the mid-month followed by China shipyard. With the flight restrictions in and out of China we will cross deck over to the **Manoa** as in other ships. Necessary work to prepare **Manoa** to depart Shanghai shipyard and back in service. Remoni Tufono, Bosun

Kamokuiki — Laid-up for over 5 months in the shipyard in San Francisco. Regular standby maintenance has paid off keeping her ready for service. In November Matson put a bid on a Government contract and pick-up a 45 day run between Kwajalein, Honolulu and Tacoma. Schedule subject to change. Joel Tetrault delegate, with Nick Hoogendam as Bosun.

Mokihana — Crewed up for one trip to fill in the **Mahimahi**. Clean pay off and laid off but later on same day, Matson decided to make another trip and recrew due to the late arrival of the new **Matsonia** Fortunately, VP Matt Henning was able to track down crew to report back to the ship before they all went their separate ways. Arrived back in Oakland, discharged cargo and shifted to Berth#60 for lay-up. Clean second pay-off with Ian Serra as delegate and Fernando Riganon, Bosun.

RJ Pfeiffer — Oakland #62. Delegate Saher Ali took over the sheets relieving Isnin Idris on his trips off for the holidays. Sailed for Honolulu with no beefs on the Northern triangle. Running smooth with Robert Morgan Bosun.

Maunawili — Gerold Komoto, delegate. In at Oakland#62. There's talk of switching us over to the China run. Sometime in February according to scuttlebutt from topside. Haven't seen it on the Matson schedule sailed for Honolulu with no beefs. Arsenio Purganan as Bosun.

President Wilson — In at Oakland #56. Michael Henderson delegate, first trip back returning from Zhoushan shipyard in China. After a long stay in the yard with extreme COVID restriction and threats of the virus spreading from one vessel to another, ship sailed COVID free. Also received word on Brother Campbell who suffered traumatic leg injury and in quarantine for two weeks with limited medical attention. After surgery and 40 days in the hospital he was finally cleared by the Chinese doctors and the government to fly back to the states. Brother Campbell is back in his home state in good spirits with months of rehabilitation ahead of him. We wish him a speedy recovery. John Duran's time is up and relieving is Bosun Dimitri Seleznev.

President Truman — Elixir Ponce, delegate. In at Oakland #56 and sailed for the far east with no beefs. Clarification related to relief trips off and reliefs. Forms filled out correctly will cause less distress. Gabriel Sipin, Bosun taking a trip off for the holidays.

Cape Orlando — Patriot plans to activate this ship in the first week of January. Destination Swan island shipyard in Portland scheduled for the 5th for a two week yard period. After the work is completed and clear coast guard inspection. There's a possibility the Cape Orlando will call Olympia Washington their homeport in 2021. Dennis Sumague Bosun.

Admiral Callaghan — Maintaining ready to go status in Alameda. Possible new home port in Olympia Washington in the late summer, following Cape Orlando. Joel Schor, Bosun.

Cape Hudson — Remains in ready to go status. Maintaining maintenance work. Phil Coulter, Bosun.

Cape Horn — Remains in ready to go status. Maintaining maintenance work. Paul Fuentes, Bosun

Cape Henry — In San Francisco at Pier#96 in ready to go status. Maintaining maintenance work. Noel Isumaru, Bosun

San Francisco Bar Pilots — Pier#9. Outside training continues and Bar crossings the bread & butter of the operation. Ships come and go at all times of the day and night. The weather can change in a moment's notice from glass calm seas, to winds blowing 35-40 knot winds with 25-30 ft. swells. That's when the oh shit factor kicks in — either I got it or I don't — same moment you realize if this job is for me or NOT. They are the Guardians of the Gate. Big Mike Koller, delegate. Mike Sposeto on the binnacle list. Leo Moore, Dock Bosun.

Worked in the front office and dispatched jobs. I wish all our Members and their families a Merry Christmas and Happy New Year. May the SUP continue to prosper through these difficult times and challenges ahead.

Roy Tufono

VICE PRESIDENT'S REPORT

November 2020

Ships checked — December

APL President Wilson — Eduardo Rojas, delegate. Ship has had several delays due to berth congestion in Asia. Expected to be in San Pedro on Dec. 28th now.

APL Gulf Express — Christian DeMesa, delegate. Continuing tough run with 3-4 ports per week. Clarifications of port prep. Ed Zepeda, bosun.

USNS Sisler — Alex Glosenger, delegate. On the hook in Diego Garcia, things running smoothly. Xerxes Cunanan, bosun.

USNS Dahl — In New Jersey shipyard for next 2-3 months. Great job by all crew getting the ship off loaded in Florida and into the yard safely.

USNS Watson — John Fearon, delegate. Little or no beefs. Juancho Gutierrez, bosun.

USNS Pomeroy — Next group of reliefs for Diego Garcia ships will start quarantine on January 5th, relieving on the 19th after a two-week quarantine. Things running smoothly with Jeff Nicholas as bosun.

USNS Soderman — Micheal Klann, delegate. Several crew members returning home in December. On the hook in western Pacific.

SLNC PAX — Frank Duffin, delegate. Ship completed a yard period and looking better than ever. Back on the Japan-South Korea-Marshall Island run. Crew changes coming in December.

Cape V's and T's- — All five ships in Beaumont, Texas. After several COVID scares earlier in the year things, all secure in the Gulf.

Cape Horn, Henry, & Hudson — Docked in San Francisco, ROS. Possible activations by end of year. Paul Fuentes, Noel Isumaru, and Phil Coulter bosuns.

Mississippi Voyager — Continuing West Coast run with little or no beefs. Matt Frazier bosun.

I represented the SUP at the monthly Alameda Labor Council meetings. Please keep your documents and medical up to date. Most extensions are ending at the end of the year. If you need help or have questions please call me or one of your branch agents for assistance.

Matt Henning