



## COVID-19 Omicron Variant Hits U.S. Shores, Hospitals

The COVID-19 omicron variant has an "unprecedented number of spike mutations" and poses a "very high" global risk, declared the World Health Organization.

Also uncertain is the severity of disease caused by Omicron. Some evidence points to reduced harm, hospitalizations, and death.

It looks to be ultra-contagious and the new variant may be more re-sistant to the protection offered by vaccines, as concerns grow around the world that the pandemic will persist. So far, the vaccine protection appears significant but somewhat reduced, and although more study is necessary.

Cases are up sharply in the U.S. since the advent of Omicron. On December 14, the daily 14-day average number of cases — 122,054 new cases per day — was up 47% over the prior period.

On the same day, the United States surpassed 800,000 total deaths, the highest reported death toll of any nation.

The State of New York declared a new emergency, and California restored mask rules in public settings regardless of vaccination status. Some events were canceled and large cor-

porations that had scheduled a January return to the office postponed it yet again.

The Omicron variant appears to cause less severe disease than previous versions of the coronavirus, and the Pfizer vaccine seems to offer less defense against infection. But the vaccines are still seen as offering good protection from hospitalization, according to an analysis of data from South Africa, where the new variant first emerged.

The global spread seems faster than even Delta. "The omicron-driven fourth wave has a significantly steeper trajectory of new infections relative to prior waves. National data show an exponential increase in both new infections and test positivity rates during the first three weeks of this wave, indicating a highly transmissible variant with rapid community spread of infection," said Dr. Ryan Noach at Discovery Health.

In an address to the nation President Biden said: "First, this variant is a cause for concern, not a cause for panic," speaking from the White House and urging Americans to remain calm. "We have the best vaccine in the world. The best medicines, the best scientists, and we're learning more every single day. And we'll fight this variant with scientific and knowledgeable actions and speed. Not chaos and confusion."

He added, "Look, we're going to fight and beat this new variant as well." Although it appears to be even more transmissible than the highly contagious Delta, many health experts said it was too early to draw conclusions about the lethality of Omicron variant.

Still, the nation braced for what the CDC said could be a fourth wave, or at minimum a holiday spike in cases. Already at 13% of all new cases in New York and New Jersey, researchers said early 2022 could be defined by an Omicron-fueled surge.

## Biden Backs Strikers at Kellogg's

Kellogg's announced it would begin permanently replacing the 1,400 workers who have been on strike for over two months to demand fair wages and better working conditions. The move comes after an overwhelming majority of Kellogg's workers rejected a new five-year agreement they say falls short of their demands. Management's announcement of replacement workers sparked widespread public backlash, including from President Biden.

"We are fighting for equal pay and equal benefits regardless of what the company is putting out there, and trying to replace us is something that they're using as a scare tactic," says Kevin Bradshaw, a striking Kellogg's worker and president of Local 252G in Memphis, Tennessee.

"I am deeply troubled by reports of Kellogg's plans to permanently replace striking workers from the Bakery, Confectionery, Tobacco Workers and Grain Millers International during their ongoing collective bargaining negotiations," Biden said in a written statement. "Permanently replacing striking workers is an existential attack on the union and its members' jobs and livelihoods. I have long opposed permanent striker replacements and I strongly support legislation that would ban that practice." For the full statement see page 3.

There's a difference between official statements and official action, and Biden's action options to prevent Kellogg's from hiring permanent replacement workers are limited. But one option is applying public pressure — which is exactly what he did.

The Battle Creek, Michigan workers make Rice Krispies, Raisin Bran, Frosted Mini-Wheats and, if there's no strike on, such seasonal goodies as Elf on the Shelf cereal. Other struck plants are in Omaha, Memphis, and Lancaster, Pennsylvania

"Their long-term goal is to bust the union," said Michelle Fulcher, a warehouse crew leader at the company's flagship plant.

Kellogg's workers in four states have been on strike since October 5. Their top issue is the company's efforts to expand its two-tier system.

Strikers ask shoppers to check boxes for dates—buy nothing produced after October 4—and country of origin. Kellogg's also has plants in Mexico, where it has moved thousands of jobs in recent years. Strikers say that is the main source of any cereal now on U.S. shelves. CEO Steve Cahillane told Bloomberg in November, "We have plants in Mexico, Canada, the U.K.—Manchester is a very big cereal plant—and even as far away as Australia. So we'll leverage the totality of our global network."

The union called Biden's statement "unprecedented," saying it was the first time a US president had made a public statement of support for striking workers.

"The President's condemnation of Kellogg's actions reinforces the position our Kellogg members have taken," said BCTGM International President Anthony Shelton.

"They will not be bullied at the negotiating table and are ready to bargain a fair and just contract that rewards them for their hard work and does not sell out future generations of Kellogg employees."

"This fight is about the people coming up behind us," one striking worker told a reporter for HuffPost in October. "We've got to say enough is enough."

After the company's announcement, social media users crashed Kellogg's hiring website by overwhelming it with fake employment applications.

## ILWU Declines Extension Offer

The Pacific Maritime Association (PMA), which represents 70 ocean carriers and the US West Coast port terminals, requested in a letter sent earlier this month that the International Longshore and Warehouse Union (ILWU) extend its current labor contract for another year, to July 1, 2023. The PMA promoted the extension as a "necessary step to protect commerce and our economy during this recovery period."

The ILWU has rejected the proposal. In 2019, the ILWU agreed to a three-year extension of the existing contract; union members received a wage increase in return. ILWU President Willie Adams said in a statement this week: "The employer is now asking for an extension to that extension. We've been waiting for seven years to address issues that are important to dockworkers."

Union International President William Adams' letter of response to the employers said that it's "especially ironic to ask labor to pass on collective bargaining" when shortages of workers outside of the ports — such as truckers and warehouse employees — don't have "wages and working conditions attained through collective bargaining

that persuade people to stay and commit their lives to tough physical labor."

In addition to the standard issues of wages and benefits, experts have predicted that the union will likely take a strong stance against automation of port operations. This comes at a time when the ports, terminal operators, carriers, and even the new White House Supply Chain Taskforce have all been emphasizing the importance of investment and technology to provide long-term solutions to the backups in the supply chain. The ILWU in past contracts made concessions on elements such as digitization and the use of automated movers in the ports but recently has fought new automation efforts. This year they delayed efforts at automation by a Port of Long Beach terminal operator, TTI, and before that also opposed efforts by AMP at the Port of Los Angeles. Some experts have speculated that the ILWU might open the new talks seeking rollbacks on some of its prior automation concessions.

The two sides are expected to begin contract negotiations in the spring.



# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Hannu Kurppa ..... BK #3162
- Gunnar Lundeberg.....BK#4090
- Duane Nash .....BK#2437
- Vince O'Halloran.....BK#2463
- John Perez..... BK#3810
- James Savage.....BK#7488
- Grant Wegger .....BK#3637
- Alexander Earle..... BK#1885
- Frank Portanier.....BK#3835
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- Terry Lane ..... BK#4107
- Juan Magana.....BK#6332
- John Drolla ..... BK #2751
- Dennis White .....BK #3647

## Political Fund

- Ronildo Dimatulac..... \$25.00
- Archie Bickford ..... \$100.00
- Scott Oliphant .....\$50.00
- Insin Idris .....\$200.00
- Thomas Tynan ..... \$50.00
- David Garcia..... \$100.00
- Duke Maringer ..... \$100.00
- Vincent O'Halloran .....\$200.00
- Norman Kurtz..... \$100.00
- Ernie Lagramada..... \$100.00
- Giancarlo Thomae..... \$100.00
- John Rezada.....\$50.00
- Leo Martinez .....\$20.00
- Juan Gonzalez .....\$50.00
- Dave Connolly .....\$200.00

## Organization/ General Fund

- Ronildo Dimatulac.....\$25.00
- Dale Gibson.....\$50.00
- Venerando Ramos .....\$30.00
- Leo Martinez .....\$20.00

## Defend the Jones Act

## Support the SUP Political Fund

### SUP Membership Change of Address Form

Name (print) \_\_\_\_\_ Book No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_ Country \_\_\_\_\_

E-mail \_\_\_\_\_

Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_



**Sailors' Union of the Pacific**  
**450 Harrison Street**  
**San Francisco CA 94105**

## SUP Welfare Plan Notes

### SIU Pacific District Pension Plan Direct Deposit Authorization

The majority of SIU Pacific District Pension Plan retirees receive their benefits via electronic direct deposit into their bank accounts. As this is the most secure method to deliver benefit payments, the Plan Benefit Office suggests that those pensioners still receiving their benefit payments by U.S. mail consider changing to an electronic direct deposit, which is generally delivered by the first day of each month.

Should you wish to apply for direct deposit of your pension benefit payments, please contact the SIU-PD Pension Plan Department at 1 (415) 764-4987 to request a Direct Deposit Authorization Form. Once received, have the bank where you wish the deposits to be made complete the form with your account and routing numbers and return the form to the SIU-PD Pension Plan Office.

*Merry Christmas to All from the SUP Benefit Plans and SIU Pacific District Benefit Plans Office Staff*

- Michelle Chang, Administrator [mcsupsiupd@sbcglobal.net](mailto:mcsupsiupd@sbcglobal.net)
- Patty Martin, MPP & 401(k) Plans, Death Benefits [martinpatty59@sbcglobal.net](mailto:martinpatty59@sbcglobal.net)
- Gina Jew, Claims [gina@marinersbenefits.org](mailto:gina@marinersbenefits.org)
- Michael Jacyna, Eligibility [mjacyna67@sbcglobal.net](mailto:mjacyna67@sbcglobal.net)
- Training Representative Berit Eriksson 206-551-1870 [berittrainrep@sbcglobal.net](mailto:berittrainrep@sbcglobal.net)
- SUP Welfare Plan 730 Harrison Street, #415 San Francisco, CA 94107
- Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
- SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991
- Seafarers Medical Center 415-392-3611

## Membership and Ratings Committee

The Committee met on December 2, 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
Vera Sepulveda	B-19707	1yr.	O.S.	B
Aurelio Ventura	B-19708	1yr	A.B.	B.
Elijah Bernal	C-2888	30 Days	O,S.	C
Giancarlo Thomae	C-2889	30 Day	A.B.	C
Dieg Rizan	C-2890	30 Day	A.B.	C
Vincent Lao	C-2891	30 Day	A.B.	C
Jonathan Agbayani	C-2892	30 Day	A.B.	C
Matthew Irwin	C-2893	30 Day	O.S.	C

**Membership and Ratings Committee's Report:** Saher H. Ali, B-19348, Dimitrios Kolymparis, B-19556 and Hussein Ali, Book#3821

## Six Mariners Kidnapped in Pirate Attack

Maritime security consultancy Dryad Global has reported that six people were kidnapped from a containership on December 12 by pirates in the Gulf of Guinea.

The attack on the containership, which has not been identified, took place southwest of the port of Luba near Equatorial Guinea.

Dryad says the attack took place in the same area in which another vessel, the OSV MONTET TIDE, was attacked on Oct. 25. The pirates who attacked the MONTET TIDE took three seafarers with them when they escaped. The most recent attack is the 10th in the region this year and that 76 seafarers have been abducted so far in 2021, making it the most dangerous piracy waters in the world.

Within hours of the attack on the OSV,

pirates also attempted to board a containership, the MSC LUCIA.

Several nations, including the United States, have deployed additional forces to the region to protect merchant ships after a Nov. 24 incident in which the Royal Danish Navy frigate HDMS ESBERN SNARE intercepted a skiff and returned fire, killing four suspected pirates and capturing another four.



### SUP Meetings

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

SUP HQ	Branches
January 10	January 18
February 14	February 22
March 14	March 21
April 11	April 18
May 9	May 16
June 13	June 21
July 11	July 18
August 8	August 15
September 12	September 19
October 11	October 17
November 14	November 21
December 12	December 19

### Final Departures

**Kenneth Sharp, Book No. 7426.** Born in California in 1935. Joined SUP in 1958. Died in Santa Rosa, California, October 30, 2021. (Pensioner)

**Melvin Jackson, Book No. 4320.** Born in Washington in 1950. Joined SUP in 1980. Died in Arizona, (Approx. date November 21, 2021.) {Pensioner}

**Samuel Scott, Permit No. 18959.** Born in Arkansas in 1951. Joined SUP in 2001. Died in Murrietta, California, November 29, 2021. (Pensioner)

**Francisco Salvatierra, Book No. 7498.** Born in Mexico in 1943. Joined SUP in 1988. Died in Mexico, September 10, 2021. (Pensioner)

## West Coast Sailors

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

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# Holiday Union-Buying Gift Guide

This Holiday Season, support good jobs by spending on stuff produced by companies with Union contracts and that treat their workers well.

There are gift ideas in the Labor 411 Holiday Gift Guide searchable by product and region and available at <https://labor411.org>

Here's a partial list:

**Fashion** — American Roots (USW); Bosca Fine Leather Goods (IBT); Carolina Women's Boots (IBT); Majestic Athletic Apparel (UNITE HERE!); Naturalizer Shoes (UFCW); Nunn Bush Shoes (UFCW); Pendleton Woolen Mills (Workers United); Timex Women's Watches (IAM).

**Beauty Products** — Avon Cosmetics (UAW); Caress Beauty Products (UFCW); Dove Beauty Products (UFCW).

**Sweets** — Ghirardelli Chocolate (BCTGM); Almond Roca Chocolate (BCTGM); See's Candies (BCTGM).

**Wine and Spirits** — Chateau Ste. Michelle Wine (IBT); St. Supéry Wine (UFW); Columbia Crest Chardonnay (UFW); Eagle Rare Bourbon (UAW); Four Roses Bourbon (UFCW); Basil Hayden (UAW, IBT).

# Port of Oakland Hit by LA/LB Congestion

The Port of Oakland said ships skipped calling there in October accounting for container volumes were 20 percent lower than a year earlier despite booming trans-pacific trade.

Containerized imports dropped 14 percent compared to October 2020 totals, while exports were down 27 percent year-over-year.

The port attributed its cargo volume dip to declining vessel traffic, including 43 percent fewer ships last month than in October 2020.

It said some carriers diverted ships directly to Asia, bypassing Oakland, following crippling delays at Southern California ports. Apparently, once ships were offloaded in LA, they skipped Oakland and headed for Asia.

Meanwhile, the port is not experiencing the supply congestion that has hampered other U.S. seaports, prompting port officials to call for more cargo.

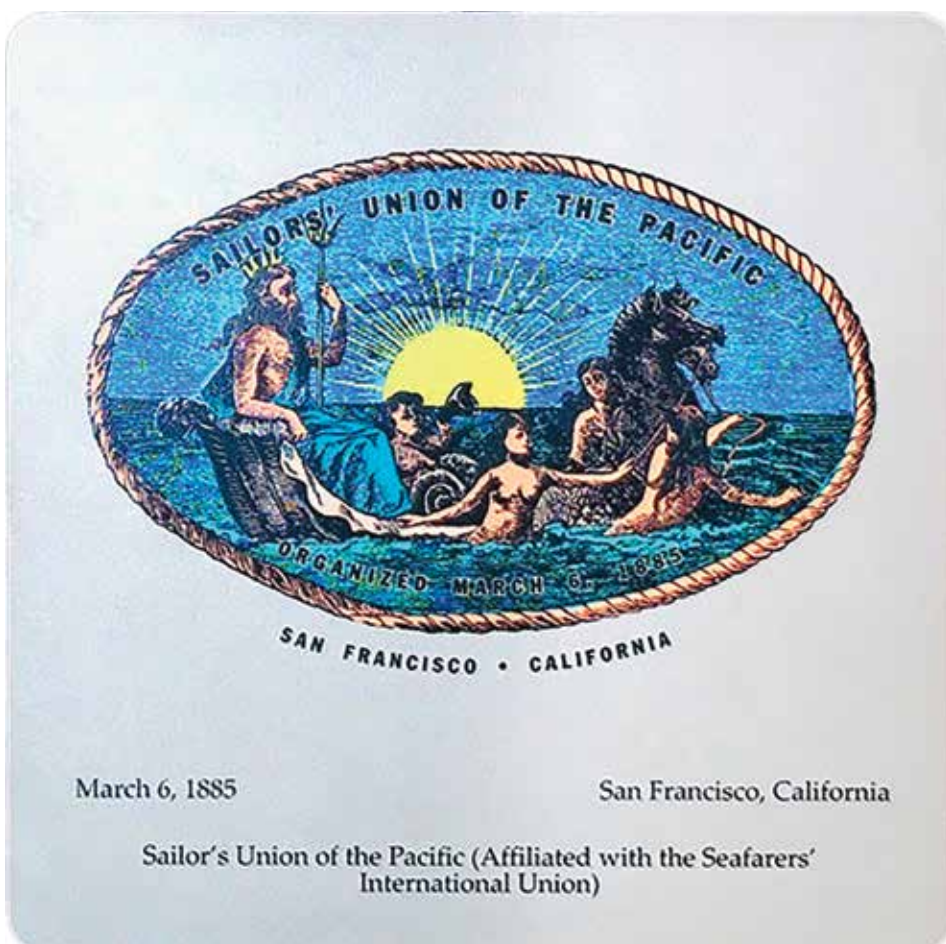
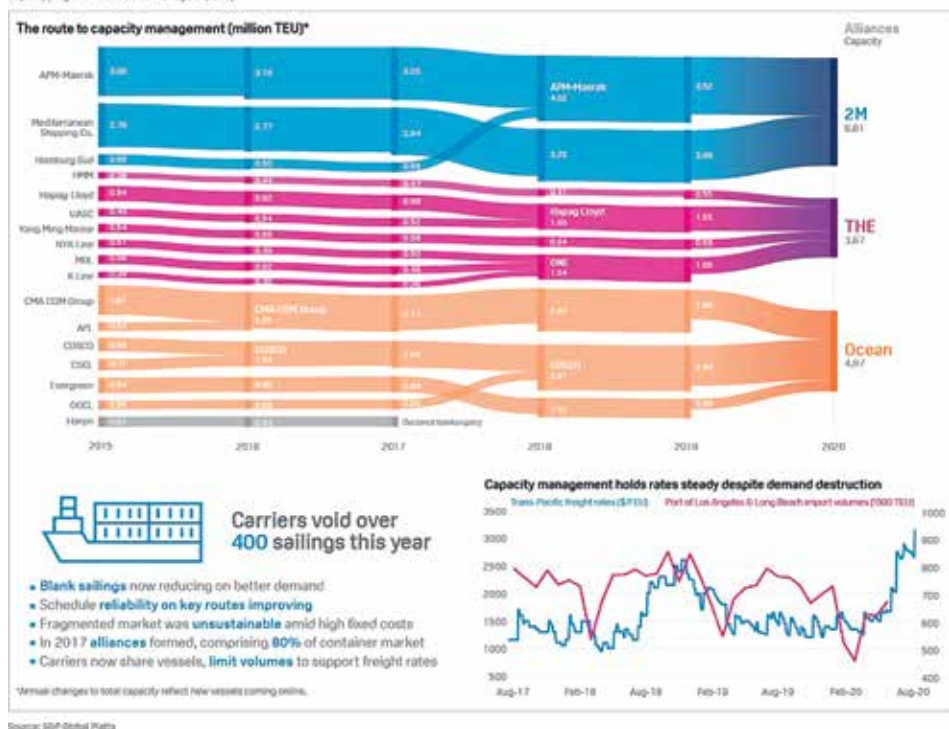
Despite the problem of blank sailings, the port said shipping lines are restoring vessel calls now. Sixty-one ships called in Oakland last month, compared to 54 in September. An even larger number of vessel arrivals is expected for November.

The Port of Oakland said additional service calls would be particularly welcomed by exporters, as producers who ship goods out of Oakland have been stymied by scarce vessel space.

Through the first 10 months of 2021, Oakland total cargo volume is up nearly 2 percent, while import volume has increased 8 percent.

## CONTAINERS IN CONTROL: FLEET CONSOLIDATION HELPS CONTAINER LINERS SUPPORT FREIGHT RATES

COVID-19 has sent seismic waves through global trade and all the goods transported around the world on container ships. However, carriers moved fast and decisively to remove volumes and reduce overcapacity in the face of weaker demand which has supported freight rates throughout. This is thanks to consolidation in the carrier industry in recent years which culminated in three key shipping alliances able to manage capacity.



March 6, 1885

San Francisco, California

Sailor's Union of the Pacific (Affiliated with the Seafarers' International Union)



Happy Holidays from SUP crew and standbys:

From left is Brad Cain, Phil Coulter, Peter Leo, Mike Worth, Geremie Dean, Marcelo Javier, Manny Baroman, Allen Gonzalez, Ed Rojas, Haz Idris, McKevin Dulay and Mark Dulay by the foremast of the Mahimahi in Oakland.

# Senator Says Maritime Supply Chain Is Stealing Christmas

Senator Mike Lee (R-UT) has unleashed another remarkable anti-Jones Act attack by introducing the Surpassing Temporary Obstructions at Ports and Guaranteeing Resources to Increase the Nation's Commercial Health Act — or STOP the GRINCH Act. The bill would require the Department of Homeland Security to grant waivers to foreign vessels transporting goods between U.S. ports (which they are not allowed to do under the Jones Act) if they are “relieving a port’s congestion, backlog or delay” or in “lightering” cargo from an anchored vessel to a U.S. port.



Resources to Increase the Nation's Commercial Health Act — or STOP the GRINCH Act.

The fact that the leading ocean carriers whose vessels are piled up in Los Angeles and Long Beach are not Jones Act carriers seems to have escaped the Senator Lee. Or, the lack of knowledge is only cover for another attempt to use a crisis for a change in maritime cabotage. The ships that are backed up are foreign-owned blue water carriers that carry cargoes from overseas ports to U.S. ports and are not subject to the Jones Act. Instead, they operate in cartels called alliances to maximize efficiencies, scale costs and reduce route redundancies.

It's also well-known now that a primary cause of the supply chain issue is exploding consumer spending thanks to stimulus packages that increased consumer confidence. After temporarily cutting back their spending in the early days of COVID lockdowns, consumers are spending more — and have more to spend. Another cause of the supply-chain crisis is the chronic shortage of truck drivers, chassis and containers in the right places due to COVID-related slowdowns everywhere, including and especially Asia.

Lee's bill can do nothing about any of those issues. Lee's anti-Jones Act language fools only those who have paid no attention to the real causes of the supply chain crises. And the crisis itself appears to be waning as longshore workers work 24/7 to clear terminals and containers move at a record pace. Some that is reflected in the trans-pacific shipping rates as they fall off peak levels. Port ship backlogs are going down. U.S. retailers have managed to stockpile holiday goods; one business publication reports that Target has \$2 billion more in inventory than it did at this time last year.

The Jones Act group called the American Maritime Partnership, of which the SUP is a member, has registered strong objections. The bill has companion legislation in the House as H.R. 6028, introduced by Rep. Michelle Fischbach (R-MN).

# Containership Strikes Dinghy Filled With Migrants — 27 Die at Sea

## English Channel the New Mediterranean Sea

Migrants facing the English Channel from the shores of France arrive after long journeys across Europe from places they fled in the Mideast and Africa. But the narrowness of the passage is seductive and dangerous, as was made clear when at least 27 people died in a failed attempt to cross the Channel aboard a flimsy inflatable boat. There were 2 survivors.

Rescue workers were alerted to the accident on Nov. 24 by a fisherman who reported seeing bodies in the water. All vessels in the area helped in the recovery, and French and British rescue vessels and helicopters also joined. Only a few of the victims were wearing life jackets, rescuers said, adding that most appeared to have

died due to hypothermia.

The survivors said they had set out in the 32-foot inflatable dinghy in bad weather from a beach near Dunkirk. They said the dinghy was hit by a large ship and deflated, sending everyone into the water.

Prosecutors in France said they have launched an investigation. Hours after the accident, five people were arrested on charges of aggravated manslaughter and organized illegal migration.

French officials said the occupants of the dinghy had paid the smugglers as much as \$8,000 each to assist reaching the U.K. And despite the deaths — other people were reportedly still waiting for the right time to dash out of the woods with their

own boats and make a break for the beach. In recent months, the number of migrants attempting the sea crossing has soared because the authorities have cracked down on other routes to England, especially by truck through the tunnel under the Channel.

“This is a new Mediterranean,” said Mr. Malbah, 16, who arrived in Calais a week ago, invoking the scene of the migrant crisis of 2015 that shook Europe.

Prompted by the tragedy at sea, French



and British leaders vowed to crack down on migrant crossings of the channel that separates their two countries, blaming organized smuggling rings and also each other. The deaths offered a sobering reminder of how little has changed in the five years since the French authorities dismantled a sprawling migrant camp in Calais.

## Congressman Peter Defazio, Transportation Worker Advocate, Won't Seek Re-Election

Oregon Democrat Peter Defazio, chair of the House Committee on Transportation and Infrastructure and a champion for the rights of working Americans, announced plans to retire from Congress when his term ends next year.

Defazio was first elected in 1986. His work in support of the US-flag fleet and the American maritime industry includes a victory last year when he successfully resolved a decades-long battle to unlock billions of dollars languishing in the Harbor Maintenance Trust Fund for investment in ports across the nation.

The leaders of the AFL-CIO Transportation Trades Department (TTD) released a statement which read in part: “During his 36-year career in the U.S. House of Representatives, we have been fortunate to consider Congressman Defazio a strong federal partner and stalwart champion of working people across all modes

of transportation. We commend his unwavering commitment to improving the lives and livelihoods of working people and advancing policies that will invest in U.S. aviation, maritime, rail, surface transportation, and transit.”

Defazio’s commitment to creating good union jobs, funding investments on infrastructure, and supporting transportation employees and their industries through the Covid-19 pandemic has been second to none.

“We thank him for his decades of service and congratulate him on a well-earned and much-deserved retirement,” said the TTD. In a zoom call with labor supporters, Defazio described and evaluated the future of political wrangling both in Washington and his home district, but he was optimistic about the outlook for workers.

## Seafarer Dave Heindel Earns AOTOS Award

Long-time SIU Secretary-Treasurer Dave Heindel accepted the prestigious Admiral of the Ocean Sea (AOTOS) Award in November in New York. In addition to his duties at the SIU, Heindel has been a strong advocate for seamen everywhere, as the Chairman of the ITF Seafarers Section since 2010, the only American to ever hold that post. Heindel has been the Secretary-treasurer of the Seafarers International Union since February 1997 and Chairman of the ITF Seafarers Section since 2010.



In his acceptance speech Heindel, who is also head of the International Transport Workers’ Federation Seafarers’ Section, discussed and applauded the dedication of US and international seafarers and the hardships they have experienced during the pandemic.

Also recognized at the event was Kathy Metcalf, president and chief executive officer of the Chamber of Shipping of America. Metcalf delivered a powerful speech about family and fraternity within the industry including her experience as part of the first graduating class at the US Merchant Marine Academy at Kings Point to include women in 1978.

## US Navy XO Removed Over Vaccination Refusal

The U.S. Navy has removed a destroyer’s executive officer from command for refusing both COVID-19 vaccination and COVID-19 testing, according to multiple media sources.

Cmdr. Lucian Kins, the XO of the Arleigh Burke-class destroyer USS Winston Churchill, was relieved of command on Friday. The official statement from Naval Surface Forces Atlantic indicated that he was removed for refusing a “lawful order” and “loss of confidence” in his ability to command, without going into detail. According to the AP, Navy sources indicate that Kins has become the first senior Navy officer removed from his post for refusing the COVID-19 vaccine and testing.

The Navy implemented a COVID vaccination requirement in October, in line with Department of Defense policy for all of the service branches. Sailors had until Nov. 28 to complete a full course of vaccination, and the Navy has outlined steps towards separation for those who

fail to comply.

The U.S. Navy has a particular interest in adding the COVID-19 vaccine to its extensive list of vaccination requirements. The sailors deployed on its ships and submarines live together in cramped conditions for weeks or months, and an outbreak on board can disrupt operations, with implications for national defense.

The Navy sustained the largest single outbreak of COVID of any of the service branches - the well-publicized 2020 incident aboard the USS Theodore Roosevelt, which resulted in the first recorded COVID fatality in the military. Over the course of the past year, it has had to implement rigorous (and costly) quarantine measures to keep the disease off its ships. Navy leadership says that 100-percent vaccination will finally bring an end to these operational risks, though the emergence of new vaccine-resistant COVID variants may pose new challenges.



Back aboard the *President Eisenhower* in Oakland is AB and SUP delegate Javier Rosales, AB Joel Tetrault, and bosun Jose Duran Jr. Ship was restored to service by enormous efforts of successive SUP gangs after devastating fire.



## Heroines of the High Seas

Aboard the Matson containership *Maunalei*, enroute Anchorage, Alaska, six female professional mariners gathered on deck for an historic shot. From left to right is 2/M Mollie McQuiston, 3/M Jordie Guasch, Bosun Rhonda Benoit, AB Kim Hoogendam, Capt. Christy Pekara, and 3 A/E Phyllis Prokopyich

## Key West Protests the Return of Large Cruise Ships

Cruise ships began returning to Key West FL two weeks ago, ending a 20-month shutdown due to the pandemic.

In a small tourism-dependent economy known for its laid-back island party attitude, the return of the Norwegian Dawn drew protestors. Over a year ago, voters put dramatic limits on the industry in Key West — only to have state lawmakers later cancel out their decisions. That local ordinance capped the number of people who come to the island at 1,500 per day and barred ships with a capacity of 1,300 or more from disembarking at all.

Activists said cruise ships are responsible for spreading COVID-19 and damage to a fragile environment. Several business owners supported the state lawmakers, saying they rely on the passengers to make a living in expensive Key West. About 200 people gathered at

Mallory Dock on December 9 to send a message to cruise lines that large ships holding a few thousand passengers aren't welcomed by all in Key West.

Voters in November 2020 approved limits on the number of people who can hit the streets each day and banned the largest ships from coming at all. Each of the three referendums passed by 60 percent. But that vote was canceled out by new legislation that Gov. Ron DeSantis signed in June.

"We rely on cruise ships to survive," said Steven Nekhaila, who owns several businesses in the Keys, including two Wendy's fast food restaurants in Key West. Tourists have filled Key West this year even without the cruise ships, which in 2019 brought nearly 1 million people to the island, largely due to the closure of other destinations due to COVID-19.

## No Surprise: NLRB Determines Amazon Cheated In Union Vote

The National Labor Relations Board (NLRB) ruled the union election vote held earlier this year for Amazon warehouse workers in Bessemer, Alabama, was not valid. Organized by the Retail, Wholesale and Department Store Union (RWDSU), the much-publicized campaign and vote in February and March 2021 resulted in defeat for the union. But the NLRB determined that Amazon interfered and now there will be another vote.

NLRB regional director Lisa Henderson denounced Amazon's "flagrant disregard" for ensuring a free and fair election and said the company "essentially hijacked the process and gave a strong impression that it controlled the process." Election turnout was low at only about 12 percent of the eligible voters cast ballots.

The ruling detailed how, in spite of the NLRB denying Amazon's request to install a mail collection box outside the warehouse entrance during the

election, the company did so anyway, giving workers the impression that it was involved in the vote counting. Additionally, the company distributed "vote no" paraphernalia to workers in the presence of managers. And, Amazon held what the NLRB called "captive audience meetings" with small groups of workers, "six days a week, 18 hours a day," in order to endlessly expose the 6,000 employees with anti-union messaging during the voting period.

This aggressive and repeated pushback by one of the world's largest employers against a unionizing effort at a single warehouse is an indication of Amazon's absolute opposition to giving workers a say in their labor conditions. A company spokesperson said that workers don't need a union because they benefit from a "direct relationship" with their employer. But that relationship suffers from a deeply unbalanced power dynamic that is evident in the botched election itself.

## APL Adds New Ship to GSX Service With SUP Onboard

APL Marine Services called for SUP crew take over the decks of CMA-CGM Dakar (Ex-Seaboxer III) after reflagging from Malta to the U.S. flag. The re-flagging is expected in early January in the Republic of Korea.

The Dakar is a geared containership and will be a participant in the Maritime Security Program. It will replace the APL Saipan in the Company's GSX service running from Guam and Saipan to ports in Japan and Korea. She will join the CMA-

CGM Heradote in a weekly service rotation of the northern Marianas Islands port calls that link up with the main U.S.-flag MSP trade route called EX1 and calling in major ports in the trans-Pacific trades.

The ship was built in 2010 with a deadweight tonnage of 23695 tons. It has an average speed of 10 knots and carrying capacity is 1732 TEU and her current draught is reported to be 7 meters. Her draft is roughly 7 meters, length overall is 176.84 meters, and width is 27.74 meters.



Newest SUP MSP ship: APL Dakar (ex-Seaboxer III) crewing up out of Honolulu for the Guam/Saipan Express (GSX).

## Dwell Game: LA/LB Fee Delayed Again

The Port of Los Angeles and the Port of Long Beach have once again postponed the implementation of their new container dwell fee.

In postponing the fee, the ports said "improved fluidity" at terminals and a combined decline of 37% in aging cargo on docks made it possible. The fee was first announced on October 25th. The latest postponement is the third and comes after meetings with U.S. Port Envoy John Porcari, along with liner companies and terminal operators.

Under the temporary policy developed in coordination with the Biden-Harris Supply Chain Disruptions Task Force and U.S. Department of Transportation and approved by the Harbor Commissions

of both ports, ocean carriers would be charged for each import container that remains on docks over an allotted time of 9 or more days for truck-bound containers and 6 or more days for rail-bound.

Containers falling in those two categories would be charged a daily fee starting at \$100 per day and increasing by \$100 increments per day until the container is removed.

Based on numbers released Monday, the Port of Los Angeles currently has 23,423 containers sitting on docks for 9 or more days, while Port of Long Beach has 20,854 at 9+ days. Combined, that's 44,277 containers that would have been subjected to the fee if imposed as planned.

## TTD Tells Congress Anti-Worker Policies and Practices Helped Unleash Supply Chain Crisis

The AFL-CIO's Transportation Trades Department (TTD) President Greg Regan told Congress that the current supply chain crisis, fueled by pandemic and supply/demand issues — was further enabled by short-sighted corporate decisions and anti-worker policies. Regan testified before the House Transportation & Infrastructure Committee in November.

"What we have today in our economy," he told the Committee, "is the failure of employers to respond to market conditions and provide the incentives — wages, benefits, working conditions, that will attract the workforce needed. It is also appalling that some in this industry are so anxious to deflect attention away from their own culpability, that they are taking aim at workers' bargaining rights and defending their low-road employment practices like misclassification abuses," Regan added. He targeted the "real culprits" of the current crisis: a historic surge in consumer demand coupled with disastrous industry practices that cut service, safety, and jobs while placing ever-increasing strain on workers.

"In the 5 years prior to the pandemic,

Class I railroads cut 20% of their workforce, and they cut even deeper over the last 18 months," Regan said. "Now they want to blame a workforce shortage. The tens of thousands of railroad employees who had their jobs eliminated disagree. By eliminating jobs and mothballing equipment, Class I railroads all but ensured that their operations would not be able to rapidly respond to economic shocks. The drastic spike in demand was unpredictable, but the results were inevitable."

Regan also cautioned that the finger-pointing by industry and politicians, along with solutions that only focus on the short-term problem will leave us vulnerable to the same bottlenecks in the future unless real steps are taken to correct the practices of industry and improve our freight network. "Even when we are able to unload every ship anchored off our shores, and move every container out of the storage yards, we will not have truly solved this problem unless we have reckoned with the underlying practices that left the system so vulnerable to collapse in the first place," said Regan



# Remember Pearl Harbor

## Pacific Coast SUP Merchant Ships, Seamen Among First Targets of WWII

### The Sinking of the SS Lahaina

80 years ago, on December 11, 1941, the Japanese Imperial Navy submarine I-9 sank SS Lahaina 700 miles northeast of Oahu. The crew of 34 abandoned ship in a single lifeboat. Thirty survivors made it through 10 days at sea and a dangerous beach landing at Maui. Read the story from the log itself on page 7...



The freighter had been bound for San Francisco and was about 800 miles off Oahu when it was hit by a Japanese sub — first with a warning shot across the bow and then by an incendiary shell that struck the master's cabin and caught fire, according to a Maui News story published Dec. 22, 1941. A second shell exploded against one of the two remaining lifeboats and started another fire, forcing Capt. H. O. Matthiesen to give the orders to abandon ship.

As the freighter's crew slipped away in a lifeboat, the submarine's crew began assembling a machine gun on deck but failed to mount it in time, which Matthiesen later said likely prevented them from taking out the survivors. The Japanese departed after driving a shell into the ship's side into the engine room.

When Matthiesen returned to the freighter, he found it damaged beyond repair. He recovered his instruments and the crew salvaged what they could — potatoes, eggs, apples, lemons, a few carrots. The apples and lemons would later prove crucial in supplementing their limited water supply.

Crowded into a lifeboat equipped with a small sail, oars and a capacity of 17, the crew set out on the open sea. Nights were unbearably cold and water poured in over the sides, soaking the crew "from the first night until we found heaven right here in your hospital," Matthiesen later said.

Days were monotonous as they worked the oars and instruments. Each man was rationed to one half raw potato per day, one half cup of water and a sparing use of lemons. Eggs were rationed at first but began to spoil after a few days. The water ran out on the Saturday before they beached.

The men got along for the most part, but westerly winds, scorching sun and slashing surf frayed nerves and prompted the occasional squabble.

### The Sinking of the Cynthia Olsen

The merchant ship Cynthia Olsen was among the first casualties of WWII, sunk by the Japanese sub I-26 on December 7, 1941. The crew was reported by the sub to have safely abandoned ship and escaped before it was sunk by gunfire, but they were never found. Crewed on deck by the SUP, Cynthia Olsen was the first ship sunk after the entry of the U.S. into the war. President Franklin D. Roosevelt mentioned it in his Day of Infamy speech before a joint session of Congress on December 8, 1941.



On Dec. 19, seaman Hilliard Moore went mad and had to be secured with ropes; he died later that night. Seaman Alfred Lundquist leaped overboard the night before they reached land, while oiler Concezio Del Tinto also jumped out as the lifeboat made its way through the Maui reef. Herman Freedman died about half an hour before the boat reached land.

When Matthiesen and the crew spotted Haleakala above the clouds at sunset the night before they beached, cheers rang out. Slowly they rounded Pauwela, where they were spotted by provisional police, Army and regular police, who followed their course not knowing whether they were friend or foe. At about 6 a.m. Sunday, Dec. 21, 1941, the boat ran aground at Spreckelsville outside the Baldwins' home. The survivors were rushed to the Puunene Hospital.

"We set our course for Maui, and I'm not kidding you a bit when we decided on Maui as our first choice," Matthiesen said. "And right here I say that we didn't make a mistake, either from the standpoint of getting to land or from your hospitality.

"When we arrived there was a small gray boat on the beach and several men sitting on the grass," Baldwin wrote. "They were emaciated, heavily bearded and too weak to stand." They were survivors and heroes of the American Merchant Marine."

## Memories of Christmas Past



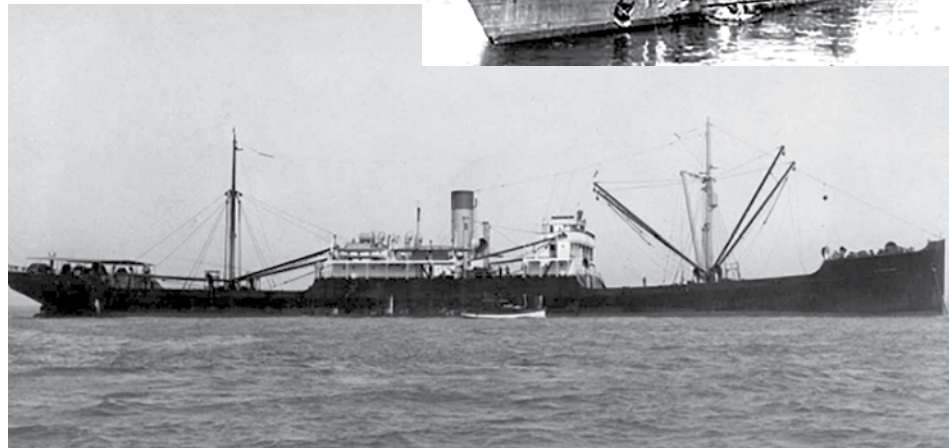
Aboard the C-11 APL China on Christmas Day 2010 is the SUP crew Angelito Lopez, Norm Kurtz, Raul Guillen, Scott Hudson and Bob Bradley.



From left is Romelito Linatoc, Forbes Gumapac, Ron Brito and John Pennings with Travis Johnson standing behind at the SUP HQ party in 2018.

# Survival at Sea: The Log Book of SS Lahaina

From SUP archives comes the incredible story of the *The Log of Lifeboat No. 2, 11-21 December 1941...*



**Thursday December 11, 1941**

1340 — Japanese submarine broke surface in the sun on the starboard quarter 1,500 yards distance and fired warning shot which landed 500 yards ahead off the vessel. SOS sent by RO.

Engines stopped. First and second shots missed, third shot direct hit amidships at No. 1 lifeboat. Abandon ship signal sounded, all hands in the No. 2 lifeboat, lowered under continuous fire, approximately 25 shots.

1345 — Ship afire from incendiary shells. No. 2 lifeboat clear of ship.

1410 — Submarine departed on surface to northeast. All hands in good spirits.

**Friday, December 12, 1941**

0200 — Heavy sheet of flame from midship section of *Lahaina*, assume explosion of fuel oil tanks.

0930 — Lifeboat rowed alongside ship, salvage assessment found cylinders shot, engine room flooded, midship house afire.

Food procured — 1 case eggs, 1/4 case lemons, 1/4 case apples, 25 lbs carrots, 1 case biscuits, 5 loaves bread, 1 lb butter, 10 gallons water. 15 blankets.

Ship listing precariously to port, lifeboat standing off *Lahaina* starboard side.

1100 — lunch served to crew consisting of: 1 apple, or 1 carrot, and 1/2 cup of water per man. No complaints.

*None of them knew the color of the sky. Their eyes glanced level, and were fastened upon the waves that swept toward them. These waves were of the hue of slate, save for the tops, which were of foaming white, and all of the men knew the colors of the sea. The horizon narrowed and widened, and dipped and rose, and at all times its edge was jagged with waves that seemed thrust up in points like rocks. Many a man ought to have a bath-tub larger than the boat which here rode upon the sea. These waves were most wrongfully and barbarously abrupt and tall, and each froth-top was a problem in small-boat navigation.*

— *The Open Boat*, by Stephen Crane

1230 — *Lahaina* capsized slowly to port and sank. Entire ship's company uncovered and solemnly gave the *SS Lahaina* her last farewell.

Master set course for the Hawaiian Islands; watches set and crew rowing. No wind, gentle W'ly swell.

1700 — Dinner served to crew: 1 raw egg and 1/2 cup of water.

2200 — Aircraft heard; pistol fired, no response. Morale still high.

**Saturday, December 13, 1941**

0800 — Breakfast served to crew: 1 raw egg, bread slice and butter. 1/2 cup of water. Sails hoisted to help out oars.

1400 — Boated oars, under sail only.

1700 — Supper served 1 ship's biscuit, 1/2 cup of water. Boat sailing easily, shipping slight sprays.

After supper, Hilliard Moore, 2nd cook, went out of his mind and became violent, endangering the lives of all hands in the lifeboat.

He was secured and lashed to the bottom of the boat. Crew showing signs of restlessness amid ravings of H. Moore.

**Sunday December 14, 1941**

0800 — Wind hauling to the northwest. Breakfast: 1 egg, biscuit and 1/2 cup of water. Moore's condition calm but still confused. Took nourishment.

1700 — Dinner: 4 ozs. Raw potatoes to conserve water. H. Moore calm but still in shocked condition.

2400 — High sea and swell; moderate N'ly breeze. Boat making way in heavy weather, shipping seas. All hands wet and cold but no complaints.

**Monday December 15, 1941**

0800 — Breakfast: 1 raw egg, 1 slice bread/butter and 1/2 cup of water per man. All hands wet, cold. cramped. H. More improved; lashings removed.

1700 - Dinner: 1 carrot per man to conserve water.

**Tuesday December 16, 1941**

0800 — Fresh NE'ly wind; heavy swell, rough sea. Boat on SW heading. Breakfast: 1 raw egg, 1 slice bread and butter, 1/2 cup water. Crew showing signs of irritation at confinement. H. Moore improving and rational.

**Wednesday December 17, 1941**

0800 — Moderate sea and swell. Breeze Easterly. Breakfast: 1 raw egg, 1 slice bread and butter, 1/2 cup water. Crew showing signs of strain from exposure.

1700 — Dinner: 1 raw potato and 1/2 lemon. Heavy, rough sea and swell.

**Thursday December 18, 1941**

Hillard Moore suddenly became violent and was hastily secured by crew. Overcast. Heavy seas and swells.

0800 — Breakfast served: 1 raw egg, 1 biscuit and 1/2 cup of water. Crew restless. Two men became unmanageable and it was found necessary to secure them.

1700 Dinner served: 1 carrot and 1/2 lemon. Heavy seas and swells. Crew bailing.

**Friday December 19, 1941**

Boat making tremendous speed during night.

0400 — Hillard Moore died from shock and exposure.

0730 — Moore committed to the deep with appropriate ceremony.

0800 — Breakfast served: 1 raw egg, 1 biscuit and 1 cup of water.

**Sunday December 21, 1941**

0130 — Concezio del Tinto, Oiler, jumped overboard with the intention of reaching shore. Every effort, no rescue.

0230 — Herman Freedman, AB, died from shock, exhaustion and heart failure. Position for surf landing held off Maui with short sail, oars.

0600 — At daybreak boat made landing through a hole in the breakers at F.F. Baldwins home, Spreckelsville Beach, Maui. 30 survivors, 4 dead. Total time at sea in boat 9 days, 15 hours, 50 minutes.



Former MFOW Port Agent Bonny Coloma and SUP Honolulu Branch Agent Mike Dirksen along with then P & R bosun Monte Kalama at MFOW/SUP Christmas Party at Murphy's in 2017.

The SUP/MFOW holiday party in December, 2003. Left to right is Mark Hurley, Steve Callahan, Mario Barahona, Ernie Jaloma and Keith Miller.



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**ELECTION BALLOT REQUEST FORM**



**NOTICE OF ELECTION FOR SAILORS' UNION OF THE PACIFIC AND MAIL BALLOT VOTING INSTRUCTIONS**  
 MAKE SURE YOUR VOTE COUNTS. CAREFULLY FOLLOW BALLOT INSTRUCTIONS.

You have just received your Official Ballot with ballot envelopes for the 2022 Election of Officers of Sailors' Union of the Pacific (SUP). The Ballot Count Process will begin on Tuesday, February 1, 2022, at 11:00 a.m. at Sailors' Union of the Pacific office located at 450 Harrison Street, #108, San Francisco, CA 94105. UniLect Election Services and the SUP Balloting Committee will leave from SUP office for the Post Office at 11:00 a.m. Members are welcome to be present during the ballot counting process, in the Library, at 450 Harrison Street.

**TO VOTE**

This is a double-sided ballot with races on both sides of the ballot and one (1) proposed amendment question. The races for President/Secretary-Treasurer (1), Vice-President/Assistant Secretary-Treasurer (1), San Francisco Business Agent (1), Seattle Branch Agent (1), and SUP Building Corp. Trustees (5), were all elected by acclamation. Winners are listed on the Official Ballot for notification purposes only.



The contested races are: Wilmington Branch Agent (Vote for 1), Honolulu Branch Agent (Vote for 1), and SIUNA Convention Delegates (Vote for 3).

Fill in the red oval completely using a dark blue or black pen (or Sharpie) next to the candidate(s) of your choice. (See example mark on ballot stub.) Do NOT exceed the total to be elected or your vote for that race will become void. Do NOT put your name or any identifying marks on the ballot or it will become void.



**REPLACEMENT BALLOT**

If you do not receive a ballot by December 8, 2021, or you make a mistake in marking your ballot, you must make a written request for a ballot to the Impartial Balloting Agent by filling out the form on the reverse side of these instructions. You may email this written request to info@unilect.com, mail the request to: UniLect Election Services, PO Box 171, Pacific Palisades, CA 90272, or fax your written request to 1-(925) 833-8874. Please be sure to fill out your written request in its entirety, print legibly, and date and sign before submitting. If you have any questions about your written request, you may call toll free (within the United States) 1-888-864-5328. International Callers must call 1-925-833-8660.



**MAILING INSTRUCTIONS**

- Once you have marked your choices, carefully remove the ballot stub receipt at the top of your ballot along the perforation. Be very careful NOT to tear the ballot. DO NOT FOLD OR BEND YOUR OFFICIAL BALLOT.
- Place your ballot inside the Secret Ballot Envelope provided and firmly seal.
- Insert the Secret Ballot Envelope inside the larger postage pre-paid Return Envelope addressed to OFFICER ELECTION 2022, SAILORS' UNION OF THE PACIFIC.
- IMPORTANT:** IN ORDER FOR YOUR VOTE TO COUNT YOU MUST SIGN YOUR NAME IN THE UPPER LEFT-HAND CORNER OF THE RETURN ENVELOPE.

DO NOT REMOVE, DEFACE OR COVER YOUR NAME AND BARCODE INFORMATION LOCATED ON THE BACKSIDE OF THE RETURN ENVELOPE. THIS INFORMATION MUST BE VISIBLE IN ORDER FOR YOUR VOTE TO COUNT. DO NOT GIVE YOUR BALLOT (OR BALLOT ENVELOPES) TO ANY PERSON FOR MARKING OR MAILING.

You must mail your ballot as soon as possible to ensure it arrives in time for the tabulation of ballots. Ballots which are not received by 11:00a.m. on Tuesday, February 1, 2022, shall not be counted. Members with A and B seniority who are in good standing may vote in all Union elections. All SUP Pensioners are eligible to vote. Members with C seniority who have ninety (90) days seetime within the preceding year and have been in good standing for that year, shall be eligible to vote in all Union elections.

Ballots were mailed out to the SUP Membership on 12/1/21.

**SAILORS' UNION OF THE PACIFIC  
 2021-2022 ELECTION**

**SUP CONSTITUTION ARTICLE VIII-VOTING ELIGIBILITY**

Section 1. "Members with A and B seniority who are in good standing may vote in all Union elections. Members with C seniority who have ninety (90) days seetime within the preceding year and have been in good standing for that year shall be eligible to vote in all Union elections."

**SUP CONSTITUTION ARTICLE XII-PENSIONER VOTING RIGHTS**

Section 4. Pensioners are eligible to vote for Union officers and Constitution changes. Pensioners are not eligible to vote on Shipping Rule changes or "to vote on any dues raise and/or assessments."

**SUP CONSTITUTION ARTICLE XII-REQUEST FOR A BALLOT**

Section 8. "If for any reason a member in good standing does not receive his/her ballot, he/she may make a written request for a ballot to the Impartial Balloting Agent. The request shall include a statement that the member has neither received a ballot nor voted in the election and the address to which the ballot is to be sent. The Impartial Balloting Agent shall mail a ballot to the member at the address indicated which shall be marked "duplicate" on the outer envelope."

If you have not received a ballot, send the following form via email, mail or fax to:

UniLect Election Services  
 ATTN: SUP  
 PO BOX 171  
 Pacific Palisades, CA 90272

Email: info@unilect.com  
 Fax: 1-925-833-8874

**Sailors' Union of the Pacific Election  
 Request for Ballot**

Name \_\_\_\_\_ Membership No. \_\_\_\_\_

Address \_\_\_\_\_

Active \_\_\_\_\_ Pensioner \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_

I HAVE NOT RECEIVED A BALLOT NOR VOTED IN THE ELECTION.

Note: Ballots cannot be mailed to a Union Hall.

**Nautical Terms  
 in Common Speech**

**Carry On** — to continue with your work. In order to ensure the fastest headway, the officer of the deck of a sailing ship would keep a close watch on the slightest change in the wind so a sail could be reefed or added as necessary. When a strong breeze came on, the order to 'carry on' would be given and meant to hoist every bit of canvas the yards could carry.

**Cut of one's jib** — warships many times had their foresails or jib sails cut thinly so that they could maintain point and not be blown off course. Upon sighting thin foresails on a distant ship a captain might not like the cut of his jib and would then have an opportunity to escape. In The Offing – Used to describe the part of the sea that can be seen from land or the ship, excluding those parts that are near the shore. Early texts also refer to it as 'offen' or 'offin'. A ship that was about to arrive was "in the offing", therefore imminent, which is how the phrase is used today.

**Ship-shape and Bristol fashion** — A reference to the precise nature of ship-building (and maintenance) as well as the exemplary work that came from Bristol shipyards.

**Slush fund** — A slushy slurry of fat was obtained by boiling or scraping the empty salted meat storage barrels. This stuff called "slush" was often sold ashore by the ship's cook for the benefit of himself or the crew. The money so derived became known as a slush fund.

**True colors** — The current meaning, 'to reveal yourself as you really are', actually came about because of the opposite phrase "false colours" – from the 17th century referring to a vessel which sailed under a flag not her own. This tactic was used by almost everyone as a ruse de guerre, but the rules of gentlemanly behaviour (and possibly actual legal rules) required one to raise one's true colours before opening fire on another ship.

**Tar, Jack Tar** — a slang term for a Sailor, has been in use since at least 1676. The term "Jack tar" was used by the 1780s. Early Sailors wore overalls and broad-brimmed hats made of tar-impregnated fabric called tarpaulin cloth. The hats, and the Sailors who wore them, were called tarpaulins, which may have been shortened to tars.



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**SUP Election Voting Through January 31, 2022  
 VOTE! It's YOUR Union**





# SUP PRESIDENT'S REPORT

## SUP ELECTION

Balloting for the triennial election of Union officers and Constitution changes began on December 1, and concludes on January 31, 2022. The ballots will be counted at Headquarters on February 1, 2022. In accordance with the SUP Constitution, the entire secret mail-ballot and election shall be conducted by the Impartial Balloting Agent selected by the membership. The Committee on Election recommended that Unilect Election Services be selected as the Impartial Balloting Agent and the membership concurred in the November meetings. As per Article VIII, Section 1 of the SUP Constitution: "members with A and B seniority who are in good standing may vote in all Union elections. Members with C seniority who have ninety (90) days seetime within the preceding year and have been in good standing for that year shall be eligible to vote in all Union elections." SUP members on pension may cast ballots for Union officers.

If for any reason a member in good standing does not receive his/her ballot, he she may make a written application to Unilect Election Services, Inc. using the designated form to request a ballot. That form from Unilect is available in all SUP halls and was also mailed with the ballot. The form will also be published in the December issue of the West Coast Sailors and is also available on the Union's website at [www.sailors.org](http://www.sailors.org). Union democracy depends on participation. Urge all hands to vote.

## APL MARINE SERVICES

CMA-CGM Dakar: As the membership will recall, the APL Saipan was taken out of the Maritime Security Program and reflagged in Guam in late October. Company Labor Relations Manager John Dragone said at the time that the intent was to replace the Saipan with another similar geared containership, possibly the CMA-CGM Dakar, in December. Management in fact confirmed (following Union inquiry) on December 1, 2021 that CMA-CGM Dakar would be the replacement vessel joining the Company's U.S. flag fleet in Busan, Korea on or about January 4, 2022 and operating in the Guam feeder (GSX) service. Like the CMA-CGM Heradote, the ship will call at Yokohama, Saipan, Guam, Hakata, and Busan. Crew will test for COVID shortly before fly date and then endure two weeks of hotel quarantine in Korea before joining. Jobs were called initially in Honolulu as per our Shipping Rules. The Company responded to our request for reduced quarantine by pursuing a waiver that was denied by the Korean government.

Standby COVID testing: APL recently made COVID tests a requirement for all standbys dispatched under the APL/SUP Extra Maintenance Agreement. The Pacific District Union's Letter of Understanding with APL on vaccinations include standbys and does not speak directly to testing. But testing has been part of the dispatching protocols from the outset and has been part of the safety solution. During the recent repair period of the President Eisenhower, where there were serious cases of COVID-19, testing was necessary if we wanted standbys on the ship. It is no small concern of the Union to maintain the work, especially when APL standby jobs are entirely at the discretion of the Company such that loss of the work is no empty threat. But as Wilmington Branch Agent Leon Gandy reports, members there are understandably irritated by the logistical hassles involved in clearing dispatch, arranging last-minute COVID test appointments, traveling to the clinic, all in unpaid support of single standby job. We want to protect the crew from contamination, but when we are working mainly outdoors on deck and away from crew in a 100% vaccinated workplace, there are limits to the safety benefit tradeoffs.

With all this in mind Union raised the issue with management, arguing that it strains the limits of reasonable response, and proposed alternatives. Elimination of the extra COVID testing for vaccinated standbys but maintaining adherence to normal safe behavior and social distancing from crew was first on the list. Then we proposed testing at the Hall immediately following dispatch, in nearby clinics or even self-testing with rapid antigen test. And finally, in the case of a continuation of the status quo a day's pay for the testing/dispatch day. Management agreed to nothing except to review options, and with the impact of the Omicron variant still looming, the timing is not great. More to come and will advise.

## UFCW LOCAL 5

As was noticed back in January and October, the SUP collective bargaining agreement with the employer United Food and Commercial Workers, Local 5, AFL-CIO, expires at the end of this month. The Union represents Directors, Representative and Organizers from Salinas to Eureka and has notified the Employer of our intent to bargain a successor agreement. That intent has been acknowledged and in recent weeks the SUP has polled each individual member of the unit and solicited proposals. Drafting, research and discussion on those issues is ongoing and some preliminary discussion with the Employer will develop into full blown bargaining in the days ahead. Will keep the membership advised.

## SUP WELFARE PLAN

Out of Area Coverage: Contacted recently by some members interested in out-of-area health care coverage, the Union Trustees (SUP VP Matt Henning and myself) again took the matter under consideration. It is something we do continuously and includes a complete and professional review of all of the available benefits, coverage options, and costs. Will take the matter up again at the SUP Welfare Plan and report to the membership our findings.

Holiday Luncheon: Like this time last year, a variety of pandemic gathering restrictions and social distancing requirements in each region make compliance difficult and loaded with problems. After discussion with MFOW President and Welfare Plan Trustee Anthony Poplawski, we have decided to cancel the luncheons again this year for the same reasons.

## POLITICAL UPDATE

The U.S. merchant marine exists by legislative decree. Without the legal foundations that keep outrageous, unregulated, and exploitative foreign competition at bay, we are sunk. We're lucky that we have enormous support from U.S. labor, and from some in American business, government, and especially the military. For those that know about it the Jones Act is mostly seen as a vital American law that stretches back much further than 1920 to the founding of the nation. But in this divided era, broad bipartisan support is easily confused by just a few loud voices, and these voices may have an American mouthpiece but are not often American in their origination. Wealthy and powerful foreign competitors seeking to gain access to the vast American marketplace pay handsomely for that access. Enemies of the Jones Act often raise fake emergencies and demand waivers every time a storm hits the coast. But they hide in the shadows too, such as in the absurd gyrations of Jones Act evasion, such as the foreign port loophole (and its proposed permanent exemption) in the PVSA, or the silly 100 yard "railway" of a fishing outfit in Canada to invoke the arcane Third Proviso exemption, or the weird lease-financing schemes designed to obfuscate ownership in the deepwater offshore oil industry. So, it almost refreshing to confront again Senator Mike Lee from Utah, who on the floor of the U.S. Senate came straight out with the argument that Jones Act "written by the devil himself." Lee routinely introduces toxic legislation designed to directly and immediately dismantle the Jones Act. Such is the case of his legislation called "Surpassing Temporary Obstructions at Ports and Guaranteeing Resources to Increase the Nation's Commercial Health Act" or the "STOP the GRINCH Act." (In the House, Rep. Michelle Fischbach (R-MN) submitted companion legislation as H.R. 6028.) To introduce an unnecessary and deceptive piece of legislation suggests big money is behind it. This bill would aid foreign multi-national flag-of-convenience scofflaws in the cruise industry, a big supporter of Lee and the Alaska and Florida delegation. But there are likely even deeper pockets in support, notably in big oil and big oil states and especially related to the domestic transport of Liquefied Natural Gas. Whatever the sources and motivations of treachery, and treachery it is, and we will not stand by and let it happen. Via the Transportation Trades Department of the AFL-CIO and by other means we've communicated that message to Congress. Like it or not, our future is still tied to the special politics of the Jones Act.

**National Defense Authorization Bill:** the \$768 billion dollar bill known as the NDAA, cleared the House on December 7, 2021, by a vote of 363-70. The bill calls for a raise in pay of 2.7% for servicemembers, among many other things. It would also include critical status quo funding for the Maritime Security Program among other support for the U.S. merchant marine in the foreign trades. If passed in its current form it will beef up resources to counter Russia and China by authorizing \$4 billion for the European Deterrence Initiative, intended to discourage Russian aggression in Europe and allocates \$7.1 billion for the Pacific Deterrence Initiative to discourage China's aggression in the Pacific. Importantly for U.S. carriers in the Pacific trades, such as some of our employers, it will bolster the U.S. presence there. The compromise measure now heads to the Senate where companion legislation has stalled. Congress has passed the NDAA, usually in a bipartisan manner, for over 60 years in a row.

## HONOLULU BRANCH AGENT

Honolulu Branch Agent Mike Dirksen has informed me verbally and in writing that he intends to resign and retire on December 31, 2021, for personal and medical



In Oakland aboard the *President Wilson* the SUP gathered in the bosun's locker before heading out on deck. Front row from left is Sherwin Bongayan, Ernie Lagramada, and bosun Isagani Cruz. Back row is AB Giancarlo Thome, AB and delegate Abdululah Mohamed, and AB Saleem Mohamed.

## SUP President's Report continued

reasons. Mike has been a strong advocate of members and a steady hand for the Union for many years. In recent months, while out on medical leave, he worked background to assist and give advice on pending issues. His straightforward and reliable work will be missed by all. During the remaining election period, and pending the results, the Acting Honolulu Agent will finish out the rest of Mike's term. We wish Mike all the best and thank him for his unfailing dedication to the Union.

### THE YEAR IN REVIEW

This year dawned in lockdown and restrictions as COVID-19 maintained its grip. COVID testing became normal while we grappled with vaccine access, then mandates, and all that while Delta was only an airline. We lost members and pensioners, friends and family. We lost an employer who sold out to cheap competition. But the Union survived the shocks as members held fast, opened new service trades to China and the South Pacific, won Watson class and added more tanker billets, and crewed up the Ready Reserve Fleet in a blitz of activations. We achieved new main and secondary agreements with Matson and likewise engaged APL on a range of issues from restrictions to vaccinations to standbys. Wages and conditions were improved, benefits maintained and expanded, and we handled too many grievances to count. We defended the Jones Act from repeated opportunistic attack and helped shepherd legislation that funded the Maritime Security Program and other U.S.-flag support. Despite the latest Omicron variant, we are today less locked down, less restricted, less uncertain, and less anxious about how to handle the coronavirus. As our trade became abnormal in a thousand ways, we still got the job done. On behalf of all agents and staff, I want thank again all members and their families for their dedication to the SUP and wish everyone a safe and pleasant holiday season.

## Pentagon Plans Upgrade to Guam and Australian Bases to Confront China

The Pentagon plans include improvements to bases in Guam and Australia to counter China but contains no major reshuffling of forces. The review focused on moves designed to improve the U.S. military position relative to China, Russia, and while still fighting terrorism in the Middle East and Africa. Linking the U.S.'s vast military capabilities with the Biden administration's strategic priorities the review has considerable focus on countering China's military buildup.

Known as the global posture review, the assessment, plans for improvements to the airfields and other infrastructure at U.S. bases in Guam and Australia, defense officials said.

While some details about the repositioning of military capabilities are classified and others have been previously announced, defense specialists said the review's lack of sizable adjustments to military forces in Asia shows the challenges the U.S. faces in rebalancing resources to confront China while maintaining other global commitments.

In the 10 months since President Biden took office, his administration conducted a chaotic end to the U.S. war in Afghanistan and has faced Moscow's military threats against Ukraine, including a current buildup of Russian troops that U.S. officials said may be a prelude to invasion. China has meanwhile stepped up military intimidation of Taiwan, a U.S. partner.

"The world is even more unsteady than six months ago," said Mackenzie Eaglen, a senior fellow and specialist in defense strategy at the conservative American Enterprise Institute.

The pullout from Afghanistan in particular, Ms. Eaglen said, means the U.S. must monitor for terrorism threats and collect intelligence from farther away, making it difficult to shift resources. "That's part of the reason you can't significantly change force posture in the Middle East and Europe, because we lost our eyes in Afghanistan," she said.

The global outlook is fluid, a senior defense official said, but the review achieved some of its objectives, especially on China.

## Major Defense Bill Clears Congress Before Holiday Break

On December 15, 2021 the Senate passed a \$768 billion defense bill on Wednesday, sending legislation to President Biden that will increase the Pentagon's budget by roughly \$24 billion more than he requested.

The bill passed overwhelmingly on an 89-to-10 vote. It includes significant increases



SUP crew in the *President Cleveland* changing out mooring lines enroute Asia. From left is AB Ali Ghaleb, AB Cesar Runatay (behind the winch), Bosun Jesus Hermosillo, AB and delegate Ben Ashton, AB Jonnell Hodges.

Photo by AB Spencer Thompson.

### HOLIDAYS

SUP Hiring Halls will be closed this month on the following SUP contract holidays:

**Christmas Day** — Saturday, December 25, 2021. Since Christmas falls on a Saturday, in accordance with the Offshore Agreements, SUP halls are closed Monday December 27, 2021.

**New Year's Day** — Saturday, January 1, 2022. Since New Year's Day falls on a Saturday, SUP halls will be closed on Monday January 3, 2022.

**Martin Luther King, Jr. Day** — Monday, January 18, 2022. All SUP halls will be closed on Monday, January 17, 2021, for Martin Luther King, Jr. Day, an SUP holiday in all Agreements.

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

**Christmas Eve** — Friday, December 24, 2021. Since Christmas Eve is a Mainland ILWU holiday, SUP halls in Seattle, San Francisco and Wilmington will be closed on Friday December 24, 2021

**New Year's Eve** — **Friday, December 31, 2021.** New Year's Eve is not a holiday in Hawaii but the SUP Honolulu hall will close at noon on both 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 3, 2021 in accordance with local custom and practice. Jack Hall was a member of the SUP and an ILWU organizer in Hawaii in the 1930's as well as an ILWU Vice President. The holiday applies to all Matson ships in Honolulu plus the Paint and Rigging Gang and all members working under the Maintenance and Extra Maintenance Agreements.



A file U.S. Navy photo shows an aircraft carrier at Naval Base Guam in 2020. Photo: Conner D. Blake/Agence France-Presse/Getty Images

"The more you look at any given region, the more complicated the region becomes," the official said. "But I do think we were able to make some decisions through this that really reinforced our commitment to getting after the Indo-Pacific," the official said. "We've moved the needle."

The Pentagon review was begun under Defense Secretary Lloyd Austin earlier this year and is one of several national-security and defense-policy blueprints the Biden administration is expected to release in coming months.

for initiatives intended to counter China and bolster Ukraine, as well as for more ships, jets and fighter planes than the Pentagon requested.

The lopsided votes, both in the Senate and the House, which passed the legislation last week, underscored the bipartisan commitment in Congress to spend huge amounts of federal money on defense initiatives at a time when Republicans have balked at spending even a fraction as much on social programs. Lawmakers said the measure was necessary, pointing to rising threats from China and Russia and previewing a looming race over military technology.

"Our nation faces an enormous range of security challenges," Senator Jack Reed, Democrat of Rhode Island and the chairman of the Armed Services Committee, said in a statement.

"To that end, this bill makes great progress," he added. "It addresses a broad range of pressing issues from strategic competition with China and Russia; to disruptive technologies like hypersonics, A.I. and quantum computing; to modernizing our ships, aircraft and vehicles."

The bill contains a 2.7 percent pay increase for the troops, fully funding for the Tanker Security Program among many other programs, and a painstakingly negotiated compromise to strip military commanders of authority over sexual assault cases and many other serious crimes. The new provision places such crimes under independent military prosecutors in a move that had long been opposed by military leaders and presidents. Both Mr. Biden and Defense Secretary Lloyd J. Austin III endorsed the change this year.

# Shipping Reform Bill Clears House

The United States House of Representatives passed the Ocean Shipping Reform Act of 2021, H.R. 4996, yesterday by a convincing 364-60 vote.

The bill was introduced by Representatives John Garamendi (D-CA) and Dusty Johnson (R-SD) in August, with the objective of making the Federal Maritime Commission (FMC) “a more effective federal regulator.”

Key components of the Ocean Shipping Reform Act of 2021 as it stands now are:

- establishing reciprocal trade to promote U.S. exports as part of the Federal Maritime Commission’s (FMC) mission;
- requiring ocean carriers to adhere to minimum service standards that meet the public interest, reflecting best practices in the global shipping industry;
- require ocean carriers or marine terminal operators to certify that any late fees — known in maritime parlance as “detention and demurrage” charges—comply with federal regulations or face penalties;

- shifting the burden of proof regarding the reasonableness of “detention or demurrage” charges from the invoiced party to the ocean carrier;

- prohibiting ocean carriers from declining opportunities for U.S. exports unreasonably, as determined by the FMC in new required federal rulemaking; and

- requiring ocean common carriers to report to the FMC each calendar quarter on total import/export tonnage and twenty-foot equivalent units (loaded/empty) per vessel that makes port in the United States.

The House’s passing of this bill follows a November endorsement issued by the White House, amid various federal efforts to help curtail the ongoing port congestion and global supply challenges, stemming from the pandemic. At the time, the White House noted that Congress needs to provide the FMC with an updated toolbox needed to protect exporters, importers, and consumers from what it called unfair practices.

Rep. Johnson said in a statement that the U.S. has been impacted by the backlog in the supply chain and shipping delays, noting that China and the foreign-flagged ocean carriers are not playing fairly, with accountability long overdue. “If you want to do business with American ports, you need to play by our basic rules,” he said. “I am proud of the coalition Congressman Garamendi and I have worked to build over the last year. The Ocean Shipping Reform Act puts American consumers, farmers, retailers, truckers, manufacturers, and small businesses first.”

And Rep. Garamendi observed that Congress needs to restore balance at U.S. ports and address the longstanding trade imbalance the U.S. has with China and other nations directly, with the House’s passing of the bill bringing U.S. consumers and businesses another step closer to protecting U.S. businesses and consumers from price-gouging by foreign flagged carriers. This legislation is first time such things have been attempted since the Ocean Shipping Reform Act of 1998. Since then, China was granted perma-

nent normal trade relations, or “most-favored nation” status with the U.S. in December 2001 after it was admitted to the World Trade Organization. In 2001, the U.S. trade imbalance with China stood at around \$83 billion, based on U.S. Census Bureau data, with the trade imbalance at \$310 billion in 2020.

This bill was welcomed news by the National Retail Federation (NRF). “The Shipping Act has remained unchanged for nearly 20 years, as the global supply chain has continued to grow and evolve to meet increased consumer demand,” said NRF Senior Vice President of Government Relations David French. “This bipartisan legislation provides much-needed updates and reform to an archaic system.”

Conversely, John Butler, President and CEO of the World Shipping Council, representing foreign and flag-of-convenience operators, criticized the bill, saying that it didn’t have “proper debate or committee process” and called it a “political statement of frustration.”

The bill’s next step is for it to be sent to the U.S. Senate, to be considered.

# APL Parent Posts 3Q Profits With Good Outlook

Shipping group CMA CGM in late November reported a surge in third-quarter earnings and said it expected an even stronger performance for the end of the year as intense demand kept freight rates high and container capacity stretched. The French-based carrier, parent of American President Lines and one of the world’s largest container lines, said net profit rose to \$5.6 billion in the third quarter from \$567 million in the same period last year, while core earnings rose to \$7.1 billion from \$1.7 billion.

“The pressure on effective shipping ca-

capacity for consumer goods observed since the summer of 2020 is expected to persist until at least the first half of 2022,” CMA CGM said. Ironically, that negative supply chain condition is good for container shipping. “The current context is thus likely to enable the Group to achieve an even stronger financial performance during the fourth quarter,” a spokesperson said.

The group, which is privately controlled by the Saade family, had increased its shipping capacity by nearly 6% in the year to September 2021, it said. The company has also expanded like Maersk in non-mar-

itime transport, using the acquisition of CEVA Logistics two years ago and the creation of an air freight division this year. As part of its air cargo push, CMA CGM announced with Airbus on Friday an order for four A350F freighter jets.

Rising earnings have helped CMA CGM accelerate investments this year, including the planned acquisition of a port terminal in Los Angeles for around

\$2 billion.

Not long ago the company struggled with a huge debt load. Not it said its net debt had fallen sharply, standing at \$11.9 billion as of Sept. 30, down \$4.9 billion compared with the end of last year.

## IMO Sets Day of Recognition For Women In Maritime

The UN International Maritime Organization has adopted a resolution to designate May 18th as International Day for Women in Maritime.

The resolution was adopted by the IMO Assembly, the international shipping regulator’s highest governing body, during its 32nd session currently being held from December 6-15.

The day of observance will celebrate women in the industry and is intended to promote the recruitment, retention and sustained employment of women in the maritime sector, raise the profile of women in maritime, strengthen IMO’s commitment to the United Nations Sustainable Development Goal 5 (to achieve gender equality and empower all women and girls), and support work to address the current gender imbalance in maritime.

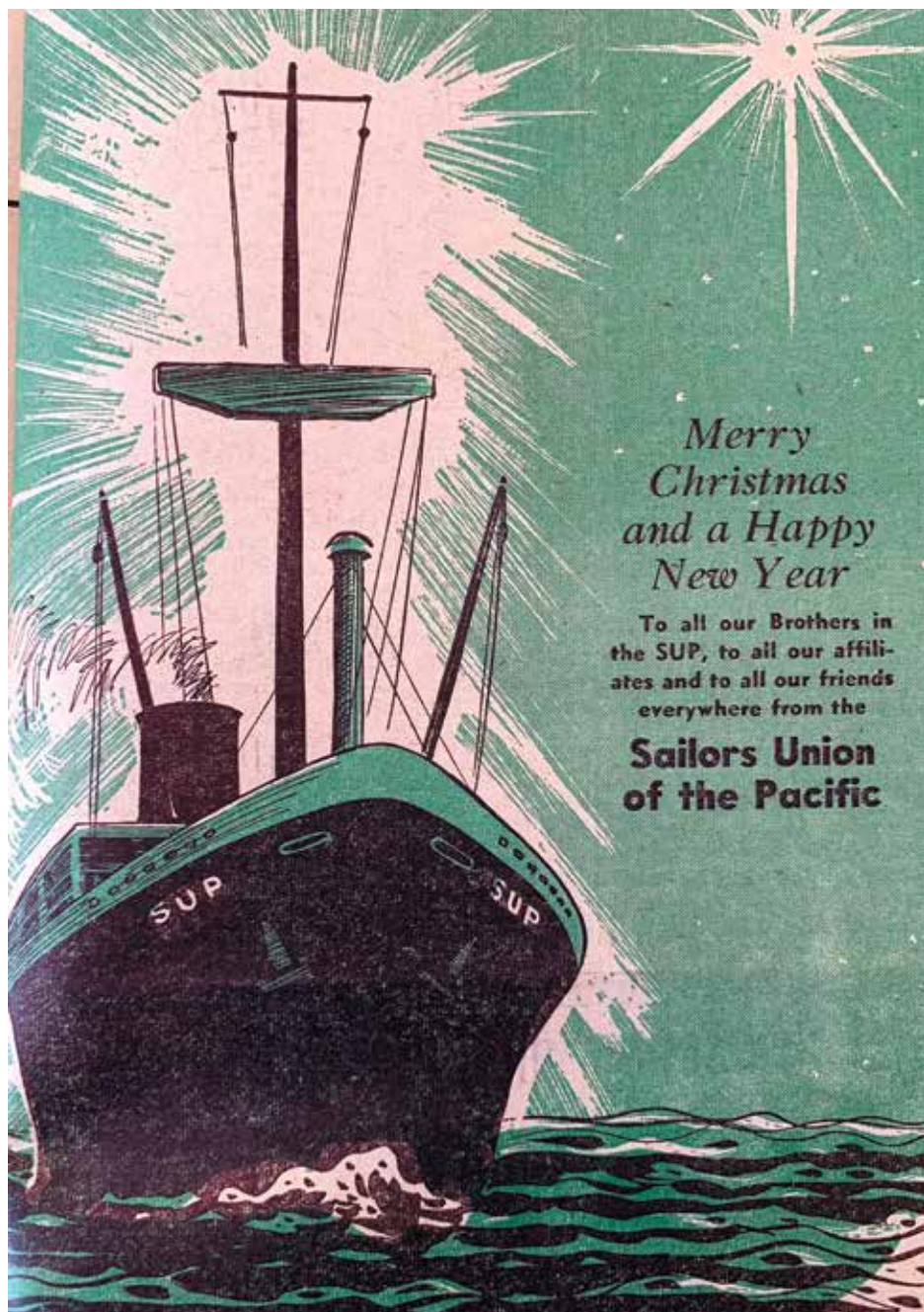
The maritime industry is historically a male-dominated industry. According to the BIMCO/ICS 2021 Seafarer Workforce Report, women represent only 1.2% percent of the global seafarer workforce, with the report estimating there are 24,059 women serving as seafarers, which is a 45.8% increase compared with the 2015 report. But the IMO has been making a concerted effort to help the industry move forward and support women to achieve a representation. The IMO’s Women in Maritime program, established in 1988, takes a strategic approach towards enhancing the contribution of women as key maritime stakeholders.



### Dispatcher’s Report

Headquarters — NOVEMBER 2021

<b>Deck</b>	
Bosun .....	3
Carpenter .....	0
MM .....	6
AB .....	10
OS.....	4
Standby S.F.....	12
<b>Total Deck Jobs Shipped .....</b>	<b>35</b>
<b>Total Deck B, C &amp; D Shipped.....</b>	<b>20</b>
<b>Engine/Steward</b>	
QMED.....	0
Pumpman .....	0
Oiler.....	0
Wiper .....	0
Steward .....	0
Cook.....	0
Messman.....	0
<b>Total E&amp;S Jobs Shipped .....</b>	<b>0</b>
<b>Total E&amp;S B, C, &amp; D Shipped.....</b>	<b>0</b>
<b>Total Jobs Shipped-All Depts.....</b>	<b>35</b>
<b>Total B, C, &amp; D Shipped-All Depts.....</b>	<b>20</b>
<b>Total Registered “A” .....</b>	<b>31</b>
<b>Total Registered “B”.....</b>	<b>32</b>
<b>Total Registered “C” .....</b>	<b>7</b>
<b>Total Registered “D” .....</b>	<b>15</b>



# SUP BRANCH REPORTS

## HONOLULU

November 2021

**SHIPPING:** The following jobs were dispatched for the month of November: 1-Bosun (Steady), 1-AB Dayman (Steady), 1-AB Maintenance Man (Relief), 1-AB Maintenance Man (Steady), 1-AB "Navy Bottom", and 1-OS "Navy Bottom". These jobs were filled by: 2-A Cards, and 4-B Cards. There were 15 standby jobs, filled by 2-A Cards, 5-B Cards, 1-C Card, and 3-D Cards.

**REGISTERED:** 5 A-Cards, 22 B-Cards, 5 C-Cards, and 5 D-Cards.

**SHIPS CHECKED:** *USNS Watson* (email): Reports all is well. Bosun is looking forward to being relieved. *USNS Charlton* (email): Reports they're doing the best they can, with what they have. Your patience is appreciated. *APL Herodote* (email): reports all is well. A slight clarification on anchor watches and allotments, but other than that, all is well. Visited the following ships: *D.K. Inouye*, *Kaimana Hila*, *Mahimahi*, *Manoa*, *Manulani*, *Manukai*, *Maunawili Matsonia*, *Mokihana*, *Lurline*, and *RJ Pfeiffer*. All are running with few, if any beefs. Paint & Rigging. Jurisdictional beef is being investigated.

### AGENTS REPORT:

I cannot stress this enough: if you have 6 months left on your documents, you need to start the application process. If

you're not sure, then bring your documents in, and we can go over them together. When looking at your Coast Guard Medical Certificate (the little card in the back of your MMC) be sure to check the dates on the right hand side of the card. I attended the Maritime Port Council meeting this month. Among the topics discussed was the consideration by the Western Governors Association to draft an Anti-Jones Act resolution that basically blames the law for the shipping back log. Another topic of note from the meeting is the struggle to fill the billets is a common problem among all the Maritime Unions. Thankfully, filling billets for the SUP is, at times hard but not as difficult as it is for other organizations. That's because of you, and your dedication. Know that your willingness to step up and take these jobs is appreciated not only by your Union, but also by your Brothers and Sisters who you are relieving. Mahalo...

## SEATTLE

November 2021

**Shipping:** 1 Relief Boatswain (A), 3 AB/W (A, B, C), 1 AB/D relief (B), 1 AB Tank Assist (B), 1 OS (C). Matson called for 2 Standby Boatswains & 25 Standby AB's, filled with 9 A, 8 B, 7 C, and 2 D's.

**Registered:** 5 A cards for a total of 4; 6 B cards for a total of 7; 3 C cards for a total of 4; 2 D cards for a total of 2

### Agents Report:

Maunalei- Zbigniew Lewandowski is the Boatswain and Arsenio Purganan is back on as the Delegate. Maunalei reports a happy ship that's running smooth with no beefs and cold foul weather that comes with the Alaska run. So basically, a Northwest gang in their natural habitat. It's good to sail our roots from time to time as a reminder to how sweet the Triangle Run really is!

Earlier this month a member was dispatched to a Patriot job only to be declined because his passport was valid for just eleven months. Patriot claims that it must be valid six months beyond the maximum dispatch and requested that he get a new passport via the expedited service. However, due to the new rules concerning mariners issued, members are not able to schedule an appointment if their passport is valid for seven months rather than the thirteen-month rule previously issued in May. A conundrum indeed.

Those that are getting close to expiration better pack your seabag and head to work, or you may find yourself at home a lot longer than you planned.

## VICE PRESIDENT'S REPORT

November 2021

### Ships checked

**APL President Eisenhower** — Javier Rosales, delegate. Ship completed her first voyage without issues since engine room fire. Investigating possible restriction to ship while at anchor in Oakland. Jose Duran Jr., bosun.

**APL Gulf Express** — Ship had a weeklong stay at a lay berth for some repairs. Back up and running better than ever before. No major beefs. Marc Calairo, bosun.

**USNS Sisler** — John Relojo, delegate. Ship should be heading for Norway and other ports in January. Chris Cupan, bosun.

**USNS Dahl** — Edwin Narvasa, delegate. Ship is on the hook in Saipan. With two forms of proof of vaccine there is no quarantine for ships 100% vaccinated. Xerxes Cunanan, bosun.

**USNS Watson** — Matthew Stelpstra, delegate. Ship is officially in ROS status, many thanks to the crew for going past their relief date and staying onboard until ROS status. Noel Romero, bosun.

**USNS Charlton** — Ship is in Saipan for foreseeable future. Multiple investigations into harassment ongoing. Please remember we need to treat everyone with respect. Jeff Nicholas, bosun.

**Admiral Callaghan & Cape Orlando** — Both ships docked in their new home, Oakland, CA. Matt Dulay and Jonathan Pampilon, bosun.

**Chevron** — SUP has dispatched several members the past month to Chevron. If interested in working for Chevron, please let me know. The jobs are dispatched as steady, and Chevron will fly you from most major US airports.

**Cape T's and Cape V's** — All five ships in ROS status in Beaumont & Orange, TX. Things have calmed down after intervention by union and company. No major beefs.

**Cape Horn** — Pacific Pathways mission looks like a go. Expect to start crewing in late December. Steve Fuentes, bosun.

I represented the SUP at the monthly Alameda Labor Council meeting via zoom. Please remember to keep you documents up to date. Your med cert needs to be valid the entire duration of dispatch, not just sign on date. When renewing your MMC you must take basic training first, please contact our training rep Berit Eriksson and fill out an application for training.

## BUSINESS AGENT'S REPORT

November 2021

**Mahi Mahi** — McKevin Dulay delegate sailed for the far east with no beefs, Matson schedule has ship on this run through the rest of this year. Haz Idris, Bosun.

**Manoa** — Mark Relojo delegate on his trips off, Gang elected Arthur Brosnan sailed for Honolulu with no beefs. On this Northwest run the weather is starting we are expecting a couple of storms to roll in this trip. John Crockett, Bosun.

**Mokihana** — Mick McHenry delegate on his trips off delegate to be elected. On the southern triangle next trip into Oakland Matson schedule has us sitting alongside Oakland#60 for six days there's a chance we could be home for Christmas. Always subject to change. Remoni Tufono as Bosun.

**RJ Pfeiffer** — Jerald Kamoto delegate sailed for Honolulu with no beefs, On the Northern triangle expecting the weather to kick up enter as we head into the winter months running smooth with Manual Rezada as Bosun.

**Kamokuiki** — On south Pacific run Chris Bunheraio delegate, beautiful sunsets, fair winds and following seas, living the dream on this run, maintenance work is wide open getting the work done. Kris Skorodynski as Bosun.

**Matsonia/Lurline** — Both ships are on the China run and check in with little or no beefs

**President Wilson** — Eduardo Rojas delegate time-up, delegate to be elected at sea, ship sailed for Yokohama with no beefs. Isagani Cruz as bosun.

**President Roosevelt/President Eisenhower** — Both check in with little or no beefs.

**Cape Orlando/Admiral Callaghan** — Both shifted from Alameda Ferry Point to Oakland outer harbor calling the old Oakland Army base the new Home port.

**Cape Horn** — there's scuttlebutt on the waterfront about activating for a Pathway Mission sometime late December early January. At SF Pier#50.

**Cape Hudson** — Remains in ROS status.

**San Francisco Bar Pilots: Pier#9** — Big Mike Koller delegate — Its good to see a temporary cook dispatched helps out the steady guys were there able to take some time off. Dispatcher always looking for cooks. Leo Moore dock bosun

Worked in the front office and helped out dispatching. I would like to wish our members a Merry Christmas and a Happy New Year..

## WILMINGTON

November 2021

**Shipping:** Bosun: 3, AB/W: 8, AB/D: 5, OS/STOS: 2, GUDE: 1, STBY: 31. Total Jobs Shipped: 50

**Registrations:** A: 17, B: 37, C: 8, D: 5

**Ships Visited:** Checking in with ships by phone and email, occasional minor clarifications

### Agent's Report:

Shipping has been very good in Wilmington with some jobs hanging on the board for several days. These jobs are our livelihood, and we need to step up and fill them. Sailors needed all around, and MSC trained sailors are in short supply. Anyone interested in MSC training should submit an application, new members with MSC training have a better chance of shipping. All of our companies are requiring proof of Covid vaccination. The number of new Coronavirus cases are increasing significantly, we should remain vigilant, when you come to the hall wear a mask wash your hands and practice social distancing when possible.

Check your documents before you are ready to ship and when you receive new documents let me know so I can update your records.

## 2021 SUP Pensioners Join the Ranks

McDonald, Daniel L.	1/1/21	Holloway, Emmert L.	5/1/21
McDonald, Jose C.	2/1/21	Swinton, Stephen	6/1/21
Morante, Roberto P.	2/1/21	Magana, Juan R.	7/1/21
Stinson, Richard L.	3/1/21	Drolla, John C.	9/1/21
Roseveare, Mitchell	3/1/21	White, Dennis F.	9/1/21
Freeman, Harry J.	4/1/21	Bell, Robert W.	9/1/21
Herzstein, Kenneth J	4/1/21	Berioso, Rogelio D.	10/1/21
Monday, Ray C.	4/1/21	Bujnowski, Christopher	11/1/21
Portanier, Frank X.	4/1/21	Gonzalez, Allen A.	12/1/21
Genita, Edilberto S.	4/1/21		

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 & more...

[www.sailors.org](http://www.sailors.org)

