



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXV No. 2



SAN FRANCISCO, CALIFORNIA

Friday, February 18, 2022



Unions Slam U.S. Flag of Convenience Scheme

Runaway Flag Ship Registry in U.S. Virgin Islands Draws Union Fire

A broad coalition of maritime and transportation unions rallied to the defense of U.S. flag shipping as they lined up against the establishment of a flag-of-convenience ship registry in the US Virgin Islands.

FOC registries — also called “open registries” — allow shipowners to maximize their profitability by avoiding the rules, regulations, tax obligations and manning requirements that attach to a national-flag fleet.

The Sailors' Union of the Pacific is a member of the coalition, which includes the AFL-CIO Transportation Trades Department, the AFL-CIO Maritime Trades Department, the Marine Firemen's Union, the Seafarers International Union, the American Maritime Officers, the Marine Engineers' Beneficial Association, and the International Organization of the Masters, Mates and Pilots.

The coalition called out the FOC registry in the US Virgin Islands as “an exercise in labor arbitrage designed to generate registry fees and enrich foreign shipowners at the expense of American workers and America's national interests” and “an affront to American mariners.”

It said the military security of the United States would be weakened by relying on foreign-owned, foreign-crewed vessels, noting that other industrialized countries that have established FOC registries have seen their national fleets hollowed out “to the point that they are no longer able to provide the requisite military security and logistical support to their flag nations.”

“The safety of American troops deployed overseas and the success of their mission must not be put in jeopardy by reliance on a flag-of-convenience open registry scheme that uses foreign-crewed vessels to deliver what our servicemen and women need to do their job,” the coalition said.

The SUP and the other unions in the coalition called on the Department of Defense, MARAD, the Biden Administration and Congress “to reject any suggestion that US Virgin Islands-flagged vessels be treated as if they were US-flagged and US-crewed for any purpose or for any program.”

The coalition also noted the lessons of the ongoing supply chain crisis, which demonstrate “that we as a country must begin to reverse the dangerous reliance we have on foreign sources for goods and shipping services.”

The ship registry is part of a “Revitalization Plan for US Maritime Trade, Commerce and Strategic Competition,” developed by the Northeast Maritime Institute's Center for Ocean Policy

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Patriot Wins Watson Again

Judge Strikes Down Protest

Ship manager Patriot Contract Services, LLC is again the apparent winner of the bid for the eight Watson-class LMSRs.

A federal appeals court judge issued a denial on January 18, 2022 of a protest to the award of eight ships to Patriot Contract Services. The ships in question are the Watson-class U.S. Naval Ships used to transport ground vehicles to destinations across the globe. The vessels are USNS Watson, USNS Sisler, USNS Dahl, USNS Red Cloud, USNS

Charlton, USNS Watkins, USNS Pomeroy and USNS Soderman.

As the Dept. of Defense announcement stated back at the time of the award, Patriot Contract Services, Concord, California (N32205-21-C-3009), was awarded a \$40,257,640 firm-fixed-price contract for the operation and maintenance of the eight government-owned large, medium-speed, roll-on, roll-off vessels.

Work in these ships will be performed worldwide, with an expected completion date of March 31, 2026. It's hard to overestimate the importance of the Watson-class fleet to the United States military, the national security, and the Union labor pool that has long functioned as a reserve supply chain asset and the fourth arm of defense. This contract was competitively procured and six offers were received. Military Sealift Command, Norfolk, is the contracting authority.

SUP/MFOW/SIU/ARA/MMP/MEBA mariners have done a superior job crewing these vessels for the past seven years, under Patriot's excellent stewardship, and continue to deliver for the Military Sealift Command.

Patriot Contract Services had secured a potential \$455.16 million contract to help the Military Sealift Command operate and maintain the ships. A disappointed bidder filed a protest which began a long delay as it

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APL Reflags Dakar to U.S. MSP Fleet

SUP sailors are on deck and in the wheelhouse of CMA CGM Dakar, the newest addition to the APL fleet.

The Dakar, is geared containership built in 2010 and previously sailing under the flag of Malta. Now she will be flying the Stars and Stripes and participating in the U.S. merchant marine's Maritime Security Program. The ship replaces the APL

SAIPAN, which was flagged-out in late 2020.

Joining the CMA CGM Heradote in a weekly “feeder” service rotation of the northern Marianas Islands port calls, the ship will provide an important link to the main US-flag MSP liner trade route calling in major ports in the trans-Pacific trades.

Crew was shipped in early January from Honolulu and joined in Busan, South Korea.

“SUP crew took the deck aboard the recently flagged-in CMA-CGM Dakar at a layberth in Busan, Korea. They had endured international travel in a time of heightened screening and multiple levels of testing, plus two weeks of quarantine to get to finally get aboard,



only to await arrival of an engine room part. Even the supply chain is constrained by supply chain troubles. From left to right: AB Dieg Rizan, AB Montana Knight, AB Norman Teruya, Bosun Rory Alexander, AB and Delegate John Rezada, and AB Arman Deblois. The ship replaced the APL Saipan on the same Guam-Saipan-Japan-Korea (GSX) run.

Periodicals postage paid at San Francisco, CA (USPS 675-180)



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Hannu Kurppa BK #3162
- Gunnar Lundeborg.....BK#4090
- Duane NashBK#2437
- Vince O'HalloranBK#2463
- John Perez..... BK#3810
- James Savage.....BK#7488
- Grant WeggerBK#3637
- Alexander Earle..... BK#1885
- Terry Lane BK#4107
- John DrollaBK#2751
- Dennis WhiteBK #3647

Organization/General Fund

- Peter Winter \$100
- Nicholas Marinovich..... \$200
- Ron Reed..... \$50

West Coast Sailors

- Peter Winter \$100
- James Linderman \$50

Political Fund

- Peter Winter \$100
- Chris Bunheirao \$10
- James Linderman \$50
- Vincent O'Halloran \$200
- Kate Healey..... \$100
- Jonathan Pampilon \$100
- Ron Reed..... \$50
- Steven Ross \$100

SUP Meetings

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

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

Membership and Ratings Committee

The Committee met on February 3, 2022 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Salvador Santos	B-19713	1 yr.	O.S.	B
Bismark Pinera	C-2899	30 Days	O.S.	C
Saleem Mohamed	C-2900	30 Days	A.B.	C
Donald Gates	C-2901	30 Days	O.S.	C

Ratings: Bosun Stamp
None

Membership and Ratings Committee's Report: Sam Worth, B-19320, Robert Reed, BK#3203 and Tom Tynan, BK#3286



The Membership and Ratings Committee in the SUP Library at Headquarters reviewing the applications for advancements in seniority. From left is Tom Tynan, Sam Worth, and Robert Reed.

SUP Welfare Plan Notes

Annual SUP Money Purchase Pension Plan Statements

Each SUP Money Purchase Pension Plan participant will soon be receiving a detailed statement listing employer contributions received for the 2021 calendar year. Please review your statement carefully. If you believe there is any discrepancy between your service record, as documented by your discharges, and the contributions listed, please call the Plan Office. In some cases, when a retroactive contribution is due from an employer, it may not appear on the statement as of the date printed and we can send you a revised statement at a later date.

SIU Pacific District Pension Plan Retirements and Benefit Inquiries

As the volume of SIU Pacific District Pension Plan retirements and benefit inquiries has increased substantially in the last two years, active employees seeking retirement should contact the Plan Office a couple of months prior to their planned retirement date in order to allow sufficient time to process their application and related forms. You may also wish to contact the SUP Welfare Plan prior to retirement to discuss your health plan eligibility, as active employee coverage terminates upon retirement. For those seeking pension benefit estimates, we ask that you please allow up to three weeks for a response from the Plan. Thank you.

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

MEMORABLE SHIPS OF THE PAST

One of Norway's greatest cultural treasures, the preserved Viking longship Oseberg, sailed more than a thousand years ago, followed by centuries interred in burial mounds. On display today at the Viking Ship Museum in Oslo. Few details are definitively known about the ship, including whether they were coastal raiders, explorers, trading vessels, or were built simply for pageantry. The Oseberg, thought to be built around 820, may have been a kind of "Viking-era superyacht" most likely constructed for journeys around Oslo.



Senate Confirms Longshoreman and Labor Leader Max Vekich to FMC

Max Vekich, President Biden's nominee for Commissioner of the Federal Maritime Commission, was confirmed by the Senate with a vote of 51-43 on Thursday, February 10. The FMC is the independent federal agency responsible for regulating the U.S. international ocean transportation system for the benefit of U.S. exporters, importers, and the U.S. consumer.

Vekich brings more than four decades of experience as a longshore worker in Grays Harbor and in Seattle. He is the former President of ILWU Local 52 and served on the ILWU's International Executive Board. Vekich's long career in the maritime industry has given him first-hand knowledge and experience about the challenges faced by the maritime and intermodal transportation system. Vekich also served four consecutive terms as Washington state representative for the 35th Legislative District from 1983-1991.

Prior to Thursday's vote, U.S. Sen. Maria Cantwell (D-Wash.), Chair of the Commerce, Science, and Transportation Committee, spoke on the floor of the Senate in support of his nomination. "Mr. Vekich knows the ports, he knows the shipping communities, and has spent more than 40 years working on the waterfront," Cantwell said. "He spent his life working in the maritime industry and knows the challenges that we face in maritime and intermodal transportation, in congestion, and continuing to move forward on how we advance our ports.

The COVID-19 pandemic has caused unprecedented port congestion and supply chain disruptions. Businesses and Americans are feeling the pinch of rising prices and shortages on everyday products. At this critical time in our country, the Commission plays an important role in oversight, investigations and regulation of detention and demurrage, information flow, and enforcement of unfair practices by foreign shipping companies.

"Max Vekich is the FMC Commissioner that America needs right now," said ILWU International President Willie Adams. "Our ports are a critical part of our nation's infrastructure and economy, and Mr. Vekich solves problems with domestic benefit in mind. He has the right mix of industry knowledge, excellent problem-solving abilities, and an internal compass that points to doing right by America's workers, businesses, consumers and farmers. We applaud President Biden for making an excellent pick, and the U.S. Senate for their confirmation."

Vekich overcame opposition from some Senate Republicans and Mr. Vekich will replace outgoing Republican Michael Khouri whose five-year term at the FMC came to an end in June last year.

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Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Periodicals' postage paid at San Francisco. (USPS 675-180). Printed by Dakota Press Co., a Union shop. POSTMASTER: Send address changes to West Coast Sailors, 450 Harrison St., San Francisco, CA 94105.

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Final Departures

No deaths reported.

Starbucks Coffee Organizing Has Ups and Downs

An organizing campaign at the nation's biggest coffee chain — Starbucks — is both winning and spreading across the U.S., despite management's low-key but firm opposition.

Baristas at Starbucks locations around the country said they are using social media to discuss unionizing and seeking guidance from company employees in Buffalo, N.Y., where workers in December formed the chain's first union at a corporate store.

The campaign appears to be accelerating, Starbucks with cafes in a dozen metro areas having filed petitions to unionize, according to the National Labor Relations Board.

In less than three months, the union that organized the Buffalo store, Starbucks Workers United, has served as a model for other union election petitions filed with the NLRB in Chicago, Boston, Cleveland, Seattle and other cities.

The number of stores considering joining a union remains relatively small given the vast number of stores. About two dozen of Starbucks's nearly 9,000 U.S. corporate stores have filed for individual union elections since workers at the first Buffalo stores petitioned to unionize in late August. That represents several hundred workers out of the chain's 230,000 U.S. store employees. About 3,500 of the chain's licensed U.S. stores are already unionized, typically at hotels, grocery stores and travel plazas.

Starbucks said a union would interfere with the chain's direct relationship with its workers and divide a workforce that often travels between chain stores depending on labor needs. Yet Starbucks has said it would respect the process and would bargain with workers in individual stores who successfully unionize. "From the beginning, we've been clear in our belief that we are better together as partners,

without a union between us at Starbucks, and that conviction has not changed," Starbucks spokesman Reggie Borges said of baristas' organizing efforts.

Starbucks Workers United said it has dozens of inquiries from Starbucks workers, and union leaders said some stores have filed for an election within days of contacting the group. Michelle Hejduk, a 33-year-old Starbucks barista who works at a Mesa, Ariz., location, said she contacted the Union in November and filed a petition to hold an election for 28 workers roughly three days later. The NLRB is overseeing a union election at her store.

In what is known among organizers as "captive audience meetings," Starbucks is sending regional managers to stores that show interest in a union to respond to workers' concerns, the company said. Managers are at times closing stores to hold listening sessions with workers and inform them of the company position

on unions. Starbucks has highlighted its wages and benefits, including its boost of average U.S. employee pay to \$17 an hour by summer 2022. It has also pledged to fix cafe equipment and improve staffing, including by hiring more recruiters. Research shows that "captive audience meetings" are highly effective a preventing unionization efforts.

The company's response has been especially vigorous in Buffalo, where Howard Schultz, the former chief executive, and Rossann Williams, the current North America president, traveled to meet with workers last year. Starbucks said the problems with staffing and store operations were more acute in Buffalo, and therefore required a bigger company response. But in retrospect, it seems clear that the very highest levels of management understood the high stakes of the Buffalo campaign.

White House Task Force Recommends Union Organizing

The White House released a February 2022 report with recommendations to bolster union membership among federal government employees.

The report is the product of a task force President Biden convened early on in his presidency. The 43-page report outlines almost 70 recommendations for federal government agencies to promote union membership and collective bargaining.

A White House official said that Biden has accepted the recommendations and

wants a second report within six months outlining progress and additional proposals.

Among their recommendations, the Office of Personnel Management was directed to remove "unnecessary barriers" to union organizing.

The report says that government agencies must allow union organizers to talk with federal employees and employees of federal contractors on federal property about the benefits of worker organizing.

Additionally, the report directs four agencies to ensure that federal contract dollars do not support anti-union campaigns. Vice President Harris serves as the task force's chairwoman and Labor Secretary Marty Walsh as its vice chairman. Biden, who ran on a pledge to be the most pro-labor president in history, convened the group with an executive order last April with the goal of identifying ways the executive branch can use its authorities to promote worker organizing and collective

bargaining.

"The Biden-Harris Administration believes that increasing worker organizing and empowerment is critical to growing the middle class, building an economy that puts workers first, and strengthening our democracy," the report states.

Biden has urged the passage of the Protecting the Right to Organize Act, or PRO Act, which passed the House last year but stalled in the Senate.

Hawaii Reps Seek Shut Down of Red Hill Tanks

Hawaii's two congressmen have introduced a bill to force the shutdown of the Red Hill Bulk Fuel Storage Facility, the 1940s-era tank farm buried in the hills above Pearl Harbor. Last year, a jet fuel spill inside the facility contaminated a drinking water well for the Navy-operated water supply system that serves Joint Base Pearl Harbor-Hickam, forcing thousands of servicemembers' families to relocate while the Navy works to decontaminate its water mains.

The Honolulu Board of Water Supply is concerned that the spill could threaten

an aquifer serving the City of Honolulu, and Hawaii's Department of Health has ordered the Navy to halt operations at Red Hill and to drain its giant tanks for inspection. The service has complied in part, halting fuel transfers, but it is suing the state to block the order to drain the tanks.

In response to the lawsuit, Congressmen Kai Kahele and Ed Case (D-HI) have introduced a bill requiring the facility's closure. It would order the Navy to discontinue all fuel operations at the Red Hill site; defuel all its tanks by the end of 2022; and then permanently shut the facility.

"The Red Hill WAI Act ensures the complete and permanent shut down of the Red Hill Bulk Fuel Storage Facility and requires the United States Navy to defuel the facility by the end of the year," said Congressman Kai Kahele. "I have spoken to many families who describe serious illnesses after cooking, bathing, or ingesting tainted water."

In addition, it would require the Navy to reimburse state and local government for costs related to water contamination. Similar legislation is being introduced in the Senate by U.S. Senator Brian Schatz (D-HI).

The Red Hill Bulk Fuel Storage Facility is a unique strategic asset for Navy operations in the Pacific. Between 1940 and 1943, miners carved 20 giant tanks out of a solid basalt ridge outside Honolulu, then connected them by pipeline to piers at Pearl Harbor. It is among the largest facilities of its kind, containing 250 million gallons of fuel needed to power the Navy's westward reach. The site's elevation provides gravity-assisted flow, and its underground location is harder to hit in the event of an enemy attack.

CMA-CGM Keeps Buying Up the Supply Chain

France's CMA CGM has entered into a preliminary agreement to acquire a majority ownership interest in a French "last-mile" logistics player Colis Privé for an undisclosed sum. The deal will see the Marseille-based liner take a 51% stake from the Hopps Group, with the option of increasing its interest further. The completion of the transaction would strengthen the presence

of CMA CGM's logistics subsidiary, CEVA Logistics, in e-commerce services, especially last-mile deliveries, the company said.

"The acquisition of a majority stake in Colis Privé is an important step in the development strategy of our logistics activities. This operation will enable us to offer end-to-end logistics solutions to our e-commerce custom-

ers for whom the last mile is a critical stage," commented Rodolphe Saadé, chairman and CEO of the CMA CGM.

The world's third largest liner has been increasing its e-commerce and contract logistics footprint, most recently in a \$3bn deal to acquire most of Ingram Micro's Commerce & Lifecycle Services business (CLS) and its Shipwire cloud-based logistics technology

platform — a move that will create the fourth largest contract logistics player. CMA CGM bought Colis Privé just a few days after its merger deal with another French special purpose acquisition vehicle Dee Tech was scrapped.

Danish shipping giant Maersk is also hungry for logistic companies, buying up various links in the supply chain.

US Sends Troops to Eastern Europe: War Looms

The Pentagon is deploying and repositioning over 3,000 troops to bolster Eastern European allies, the first such movement as the U.S. looks to bolster NATO's capabilities in the region amid growing tensions between Russia and Ukraine.

Defense Department press secretary John Kirby told reporters on February 2, 2022 that the agency will deploy 2,000 troops stationed at Fort Bragg, N.C. to Germany and Poland "in the next few days."

Separately, an additional 1,000 troops currently stationed in Germany will be repositioned to Romania. "I want to be

very clear about something: These are not permanent moves," Kirby said. "They are moves designed to respond to the current security environment. Moreover, these forces are not going to fight in Ukraine. They are going to ensure the robust defense of our NATO allies," he continued.

Of the 2,000 troops deploying, roughly 1,700 are headed to Poland while the remaining 300 are going to Germany, the defense officials said. The German-bound forces likely are there to support U.S. movements since there are no permanent U.S. bases in Eastern Europe.

The Pentagon last month put 8,500 troops on high alert to deploy, largely to bolster NATO's response force — a multinational force of about 40,000 troops that can deploy on short notice. Kirby said these troops have not been deployed and remain on high alert status.

President Biden said on Friday that he planned to send a small number of forces to Eastern Europe in the "near term," adding that he'd send "not too many."

The forces being deployed to Germany and Poland are comprised of 1,700 forces from the from the 82nd Airborne

Division and 300 forces 18th Airborne Corps, according to a fact sheet released from the Pentagon.

Meanwhile, the troops being repositioned to Romania from Germany are part of an Infantry Stryker squadron, which is designed to deploy in short order. Those forces will augment more than 900 U.S. service members already in rotation in Romania.

Kirby said the troops are being sent under bilateral agreements with Poland, Germany, and Romania, and will remain under U.S. command.

USNS Sisler Arrives in Scandinavia on Joint Exercise Mission

The USNS Sisler sailed from the tropical climate of Diego Garcia in the Indian Ocean and arrived in Norway to participate in a sealift drill after a brief logistic stop in Rota, Spain on January 28.

Mooring in Hammernesodden as a key element of "Operation Cold Response 22" the ship is part of the Maritime Prepositions Ships Squadron 2. It strategically places containerized, palletized and rolling military

stock throughout the world the globe for all US Armed Services, including the U.S. Marine Corps.

The ship Norwegian-led exercise enhances interoperability between the U.S. Marine Expeditionary Force II it normally serves and participating allies.

USNS Sisler is crewed on deck by the SUP with bosun Chris Cupan running the gang.



USNS Sisler transiting the North Sea for Norwegian port in "Operation Cold Response 22"



USNS Sisler arriving at berth in Hammernesodden, Norway.

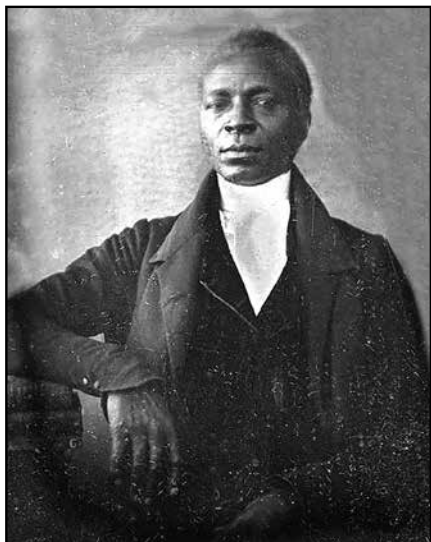


SUP AB Mitch Laskowsky at the wheel of the USNS Sisler maneuvering alongside to berth at base in Spain before departing for Norway.

SUP Honors Black History

James Forten: American Sailor, Sailmaker, Abolitionist

James Forten's career began early in life as a freeman in Philadelphia where he worked with his father as a sailmaker. At just 14, he enlisted in the Revolutionary War effort, where he soon worked the same sails he'd spent years making before, as a member of crew of the privateer *Royal Lewis*. While at sea on his second voyage, Forten's ship was captured by the British, who intended to traffic him into slavery in the West Indies. But Forten impressed the



American Maritime Hero: James Forten

British captain with his intelligence and was offered the opportunity to travel to England to further his education. Forten was a staunch believer in the revolution, however, and would not accept a favor that would indebt him to the British crown. He was held captive on a prison ship for seven months before being freed in a prisoner exchange. By the time he made it back to Philadelphia, he was still just 16-years-old.

Forten did eventually go to England to study sailmaking in the shipyards and lofts along the River Thames. From there, he returned to Philadelphia to apprentice at the loft where he and his father had worked years earlier. The loft's owner, Robert Bridges, not only mentored Forten but refused to indulge those employees who didn't want to work under a Black foreman. When Bridges was ready to retire, he loaned Forten the money to buy him out. Within three years, Forten paid off the loan and became the loft's owner outright.

As a sailmaker, Forten never stopped improving the sail designs that came from his loft, including those used by the heavy frigates of the time. He also invented a new

kind of sail hoist that made work easier and safer for sailmakers and sailors alike. The post-war trading boom created strong demand for his cutting-edge sails, and Forten quickly became not only a well-respected leader in his field, but one of the era's wealthiest Americans.

Unfortunately, race relations in Philadelphia also seriously declined over the course of Forten's lifetime. Slave patrols terrorized the city's Black population, and in 1838, Black men lost the right to vote. Forten was threatened on multiple occasions, his son was beaten. Still, Forten pushed back. Over half of his \$100,000 fortune (worth about \$3 million today) went to purchasing the freedom of enslaved people and funding a newspaper and a school. He also opened up his home to refugees of slavery as a stop on the Underground Railroad and worked with local abolitionist leaders and women's rights advocates. His wife and three daughters became prominent activists as well, creating the first integrated women's abolitionist effort, the Philadelphia Female Anti-Slavery Society.

Editorial Note: a privateer is an armed private merchant ship that is licensed or authorized by a state, in this case the United States, to attack enemy shipping. It is in this way, early in the American Revolution, that the U.S. merchant marine pre-dates both the Republic and the U.S. Navy.



SUP crew deploying the stern ramp alongside berth.



Cargo ashore: the tracked and seaworthy Amphibious Assault Vehicle (or AAVP-7A1 (Personnel)) is offloaded for the exercise. The AAVP, the most common AAV, carries a turret equipped with an M2HB .50 caliber heavy machine gun, and a Mk19 40mm automatic grenade launcher. It has four crew radios as well as the AN/VIC-2 intercom system. It can carry 25 combat equipped Marines in addition to the crew of 3: driver, crew chief/vehicle commander (also the gunner), and rear crewman.

Lucy Gonzales Parsons

Lucy Gonzales Parsons was born a slave in Texas and moved to Chicago after emancipation. In Chicago, Lucy and her husband became union organizers for some of the city's industrial unions. In 1886, the couple helped lead 80,000 working people in the world's first May Day parade, demanding an eight-hour work day. After her husband was arrested, along with seven immigrant leaders during the Haymarket Riot, Parsons campaigned to free the men.

Dubbed as "more dangerous than a thousand rioters" by anti-union forces, Lucy was an unrelenting agitator, leading picket lines and speaking to workers' audiences in the United States and England. In recognition of her decades of activism, she was the only woman to speak at the founding convention of the Industrial Workers of the World in 1905.



Help on the Way: After the Eruption and Tsunami Matson Sends *Kamokuiki* to Tonga Aid

Matson Navigation Co. diverted the U.S.-flag container/bulk ship *Kamokuiki* from its regular service to assist in relief efforts in tsunami disaster at Tonga. Tonga was near the massive underwater eruption of a volcano that resulted in a tsunami that caused waves and minor damage as far away as Santa Cruz, California.

In order to expedite relief shipments to Tonga, Matson redirected *Kamokuiki* on a special voyage to deliver an estimated \$250,000 in disaster relief goods and services donated by the company

and community groups. The ship, which normally operates Matson's China-Auckland Express service, departed Auckland on Thursday, January 27 and arrived at Nuku'alofa on Monday, January 31. She is expected to return to the unique CAX service.

Matson operates regular service to Nuku'alofa from its South Pacific hub at Auckland via a foreign-flag vessel called Liloa II, which made its regularly scheduled port call at Nuku'alofa five days after the disaster struck. Despite considerable damage to port facilities,

the vessel was able to discharge its full load of containerized general cargo, a combination of frozen, refrigerated and dry food, water, and household goods.

Meanwhile, nearly two dozen sailors on an Australian military ship enroute to Tonga tested positive for the coronavirus, raising fears they could bring COVID-19 to a Pacific nation that has so far managed to avoid any outbreaks.

Australian Defense Minister Peter Dutton said his government was working with Tongan authorities to keep the ship at sea and make sure there is no threat to

Tonga's 105,000 residents.

Tongan authorities have been wary that accepting international aid could usher in a bigger disaster than the huge eruption of an undersea volcano 10 days ago. The eruption triggered a tsunami that destroyed dozens of homes, and volcanic ash has tainted drinking water.

Kamokuiki, with SUP sailors on deck, departed Auckland and diverted to Guam and Tonga, but is then expected to return to its new entirely foreign shuttle ship CAX service between China and Auckland, NZ.

Huge Underwater Reef Discovered Off Tahiti

An underwater mapping project recently took an unexpected twist off the coast of Tahiti, where divers discovered a sprawling coral reef resembling a bed of roses.

It was remarkable in many ways especially the depth and the fact that the coral was largely unscathed by climate change. Extending for about three kilometers (1.86 miles), the reef is among the largest ever found at its depth, according to those involved in the mapping project sponsored by UNESCO, the U.N. Educational, Scientific and Cultural Organization.

Alexis Rosenfeld, an underwater photographer from Marseille, France, said on Thursday that the reef lived up to what he had envisioned when he first explored it shortly after its discovery in November.

Mr. Rosenfeld, photographed the reef as part of a deep sea exploration project called 1 Ocean, partnering with UNESCO and researchers from CRIOBE, a prominent French laboratory specializing in the study of coral reef ecosystems, and the French National Centre for Scientific Research. The reef occupies an area of the ocean known as the mesophotic zone —



from the Greek words for middle and light — where the algae that coral depends on for survival can still grow but where light penetration is significantly diminished, scientists said.

Unlike coral reefs found at shallow depths, which are often shaped like branches and are more susceptible to being damaged by rising ocean temperatures, scientists said, mesophotic reefs form their floral shape to gain more surface area and receive more light. Julian Barbière, the head of the Marine Policy at UNESCO, said on Thursday that he was blown away by the expanse of rose petals captured in the photos. "You can see them as far as the eye can see," he said. "We were really amazed by the quality of the ecosystem there."

Deadly Explosion on FPSO *Trinity Spirit* Off Nigeria

When the Floating Production Storage and Offloading (FPSO) ship *Trinity Spirit* exploded off Nigeria, at least three people died. It happened on February 2, 2022 and four crew are still missing, the operating company said on Monday. The vessel had 10 crew on board when it exploded, said Exploration & Production Company Ltd (SEPCOL), adding that three were found dead on Sunday after three people had been found alive last week.

"Our priority remains focused towards establishing the whereabouts, safety, and security of the four crew members still missing," the company said.

The *Trinity Spirit* floating production, storage and offloading (FPSO) vessel was not producing oil at the time of the blast, after the consortium running the oilfield, including SEPCOL, lost its production licence in 2019.

The company has not responded to



requests for comment on the allegations. Nigeria's environment minister said on Saturday the vessel had been storing about 50,000-60,000 barrels of crude, well below its capacity of 2 million barrels.

Some industry reports indicate that the ship was badly maintained. One source said major trading firms had stopped using it to store crude.

As international companies such as Shell Plc sell their remaining onshore and shallow water assets in the country, activists and local communities fear they will retreat without addressing widespread damage allegedly caused by decades of pumping oil.



On the bridge wing of *Kamokuiki* the SUP crew: AB Ali Ali, Tony Respicio, Heath Heller, Bosun Kris Skorodynski. Photo taken by Captain Kris Kopra



Car Carrier, *Felicity Ace*, Burns, Abandoned Near Azores

A car carrier was abandoned as it burned in the North Atlantic near the Azores.

All 22 crew members of the *M/V Felicity Ace* abandoned ship safely and were picked up by a tanker after the car carrier caught fire approximately 90 nautical miles southwest from the island of Faial in the Azores on February 16th.

The Portuguese Navy has been responding with the rescue being coordinated by the Ponta Delgada Maritime Search and Rescue Coordination Center (MRCC Delgada).

The fire was in the cargo hold but not much else is known about the cause.

Felicity Ace's crew members have since been transferred from the tanker *Resilient Warrior* to the Horta airport by a Portuguese Air Force EH-101 aircraft.

Felicity Ace departed from Emden, Germany on February 10 and was en route to Davisville, Rhode Island when the fire occurred in the ship's cargo hold. The ship is reportedly carrying a cargo of Porsches and Volkswagens, as reported by the website *The Drive*.

The *Felicity Ace* is registered in Panama and was built in 2005. It is operated by Japanese shipping line Mitsui O.S.K. Lines (MOL).



The fire is reminiscent of the *Sincerity Ace* which caught fire in the Pacific Ocean approximately 1,800 nautical miles from Oahu on New Year's Eve in 2018. Five crew members died in that accident and the ship was eventually towed back to Japan. *Sincerity Ace* was owned and managed by Shoei Kisen Kaisha, owner of the *Ever Given*.

This latest incident appears likely to join the ever-growing list of infamous car carrier accidents which include *Cougar Ace* (stability), *Baltic Ace* (collision/sinking), *Hoegh Osaka* (stability), *Hoegh Xiamen* (fire), *Golden Ray* (stability), *Modern Express* (stability), and *Sincerity Ace* (fire). A recently published NTSB report on the *Hoegh Xiamen* fire, which took place at the United States' Port of Jacksonville, said an improperly disconnected car battery in a used vehicle started the fire.

Largest Rogue Wave Ever Recorded in North Pacific

Marine researchers have announced that a 17.6 m rogue wave — the most extreme rogue wave ever recorded — has been measured in the waters off Ucluelet, British Columbia.

The wave was about three times as high as the waves around it. Rogue waves are defined as waves with a height more than double that of other waves occurring around them. Also known as freak or killer waves, their tendency to occur unexpectedly and with huge force. They have also been regularly linked to lost containers. The rogue wave was recorded in November 2020 by Victoria, B.C.-based MarineLabs Data Systems. It is the subject

of a scientific report by Dr Johannes Gemmrich and Leah Cicon, both of the University of Victoria, published in the journal, Scientific Reports. The ultra-large containership ONE Apus (pictured) lost up to \$200m worth of containers in late 2020. Weather experts tracking ONE Apus's path suggest the storm cell it hit could have seen the ship hit by waves as high as 16 m.

The first rogue wave ever measured occurred off the coast of Norway in 1995. Known as the Draupner wave, it measured 25.6 m in a sea state with wave heights of approximately 12 m — two times the size of those occurring around it.

The wave recorded by MarineLabs in Ucluelet was 17.6 m in a sea state with wave heights of approximately 6 m — nearly three times the size of the waves around it.

“Proportionally, the Ucluelet wave is likely the most extreme rogue wave

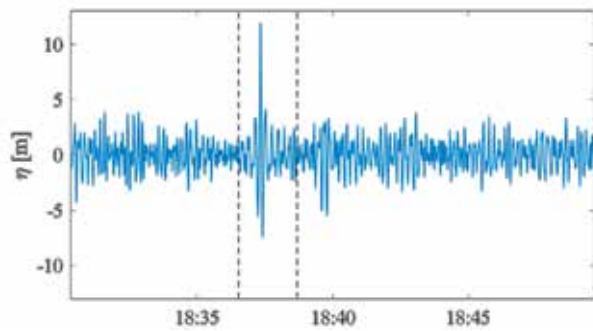


ever recorded,” said Gemmrich, who studies large wave events along BC’s coastlines as part of his work as a research physicist at the University of Victoria. “Only a few rogue waves in high sea states have been observed directly, and nothing of this magnitude. The probability of such an event occurring is once in 1,300 years.” The record-setting Ucluelet wave was recorded by one of MarineLabs’ sensor buoys deployed at Amphitrite Bank,

approximately 7 km offshore of Ucluelet.

“The unpredictability of rogue waves, and the sheer power of these walls of water can make them incredibly dangerous to marine operations and the public,” said MarineLabs CEO, Dr Scott Beatty.

It is estimated that one in 10,000 waves is a rogue wave. The height of rogue waves is estimated to be increasing by 1% each year.



Fake Vaccine Card Bust: Alleged Haul Is \$1.5 Million

Two nurses in Amityville, Long Island, NY, allegedly forged Covid-19 vaccination cards and entered the false shots in the state's database in a scheme that raked in over \$1.5 million, according to prosecutors.

Julie DeVuono, 49, the owner and operator of Wild Child Pediatric Healthcare in Amityville, and her employee Marissa Urraro, 44, were arrested Thursday, the Suffolk County District Attorney's office said Friday in a news release.

Both women were charged with one count of second-degree forgery. DeVuono was also charged with first-degree offering a false instrument for filing, according to the release.

DeVuono, a nurse practitioner, and Urraro, a licensed practical nurse, received Covid-19 vaccines, vaccination cards and medical syringes from the New York State Department of Health, prosecutors said.

They allegedly forged the official cards to indicate a vaccine was given to an undercover detective on one or more occasion even though they never received the shot. DeVuono and Urraro are also accused of entering the false information into the New York State Immunization Information System (NYSIIS) database.

They charged \$220 for adults and \$85 for children for the false vaccination cards, prosecutors said.

Law enforcement officers seized \$900,000 during a search of DeVuono's home as well as a ledger that documented their profits in excess of \$1.5 million from November 2021 to January 2022, according to the news release.

DeVuono's attorney, Barry Mark Smolowitz, told NBC News on Monday morning that his client was arraigned Friday morning along with her employee. Both entered a plea of not guilty.

He said he hasn't been given more than the complaint in the case. “We're looking further into this,” he said.

Urraro's attorney, Michael J. Alber, said, “An accusation should not overshadow the good work Ms. Urraro has done for children and adults in the medical field.”

Suffolk County District Attorney Raymond A. Tierney said in a statement, “These individuals allegedly used their positions as licensed healthcare professionals to engage in criminal conduct for their financial benefit.”

“I hope this sends a message to others

who are considering gaming the system that they will get caught and that we will enforce the law to the fullest extent,” he added.

The scheme was uncovered by members of the Suffolk

County Police Department's DA squad assigned to Tierney's office with assistance from the U.S. Department of Health and Human Services and the New York State Department of Health.

WHY THE JONES ACT MATTERS TO YOU!

The Merchant Marine Act of 1920, also known as the “Jones Act,” is a law that ensures nearly all vessels – traveling up our waterways and between our communities – are made in American shipyards by American workers, crewed by American mariners, and owned by American companies.

American shipyards

American vessels

650

THOUSAND
SUSTAINED
AMERICAN JOBS

1050

TRUCKLOADS
CAN BE EFFICIENTLY
DELIVERED BY JUST
ONE 15-BARGE TOW

40

THOUSAND
AMERICAN VESSELS
BUILT IN AMERICAN
SHIPYARDS

\$154

BILLION
IN ANNUAL
ECONOMIC OUTPUT

American maritime in our communities

- ✓ Promotes on-time and reliable delivery of goods and materials to all 50-states and territories
- ✓ Creates family-waged American jobs and career paths
- ✓ Makes our nation safer by protecting our borders and inland waterways
- ✓ Guarantees we have trained mariners for times of war and peace
- ✓ Helps to maintain an industrial shipbuilding capacity, essential for our military
- ✓ Helps make our waterways more environmentally sustainable

AMERICAN CREW

+ Support the Jones Act + Support your Community
+ Support Your Family + Support America

www.americanmaritimevoices.org

AMERICAN MARITIME PARTNERSHIP

SUP ELECTION RESULTS

President/ Secretary-Treasurer	Votes	Percent	
David Connolly	317	100%	ELECTED
Vice President/ Assistant Secretary-Treasurer			
Matthew Henning	291	100%	ELECTED
San Francisco Business Agent			
Roy Tufono	294	100%	ELECTED
Seattle Branch Agent			
Brendan Bohannon	276	100%	ELECTED
Wilmington Branch Agent			
Leighton Gandy	172	59.31	ELECTED
Leopoldo Martinez	118	40.69	
Honolulu Branch Agent			
Nick Manessiotis	122	42.36	
Patrick Weisbarth	166	57.64	ELECTED
SUP Building Corporation Trustees			
David Connolly	294	22.99	ELECTED
Paul Fuentes	235	18.37	ELECTED
Matthew Henning	254	21.03	ELECTED
Roy Tufono	269	21.03	ELECTED
Mike Worth	227	17.75	ELECTED
SIUNA Convention Delegate			
David Connolly	267	29.83	ELECTED
Leighton Gandy	50	5.59	
Paul Fuentes	97	10.84	
Matthew Henning	150	16.76	ELECTED
Leopoldo Martinez	51	5.70	
Mike Worth	83	9.27	
Roy Tufono	197	22.01	ELECTED
Proposed Constitutional Amendment: Dues Increase (needs 2/3's)			
Yes	106	49.77	FAILED
No	107	50.23	



Report of the SUP Balloting Committee SUP General Election of 2021-22 February 1, 2022

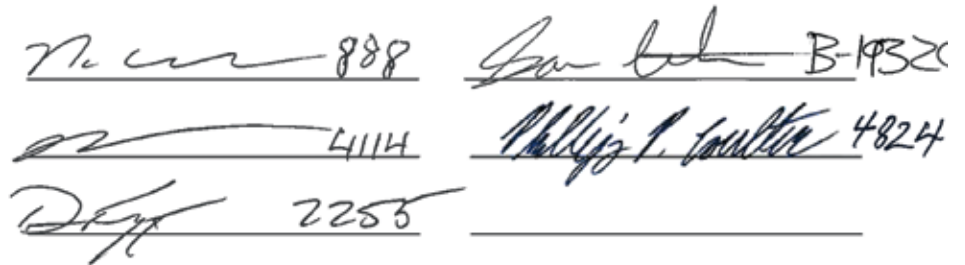
We, the duly elected Balloting Committee, herewith certifies the Sailors' Union of the Pacific 2021-22 election based on the following information. The Committee turned to at 0900 on Tuesday, February 1, 2022, at SUP Headquarters, to review rules and procedures and to meet with the Impartial Balloting Agent from Unilect, Corp. A representative of the committee escorted the Agent to pick up the mailed ballots from the US. Post Office in San Francisco and transported them to the SUP Headquarters library where the vote counting took place. Before the tally, we observed the opening and preparing of ballots for the vote counting equipment. During the entire procedure the ballots and the balloting process was under our supervision.

The count took place only after all the ballots were inspected for authenticity and cross-checked with the master mailing and membership list for verification and eligibility. Once the ballots were ready they were entered into the ballot processor and tallied. Immediately after the count all balloting material was boxed, sealed, and signed in the presence of the Committee and Unilect, Corp. officers Catherine and Andrew Burkhardt. The sealed file box stored in the Headquarters vault will be kept for one year as required by federal law.

During the procedure, we were joined by SUP members who wished to witness the count. Your elected committee adhered strictly to the mail balloting procedure laid out in the Constitution, specifically Article XIII, Section 6 through 11, proceeding with due caution in every respect. The entire process ran smoothly and was handled in a first-class manner by Unilect, Corp. Attached is a copy of the Certificate of Results for the SUP 2018-2019 Election.

In solidarity,

SUP BALLOTING COMMITTEE





Here the SUP balloting committee after a full day of supervising the election. From left, Peter Leo, Dave Frizzi Sam Worth, Haz Idris, Phil Coulter on SUP Election Day, February 1, 2022 in the SUP HQ Library in San Francisco.




Sailors' Union Of The Pacific Officer Election Final Ballot Reconciliation February 1, 2022

Type of Election:	Mail Ballot	
Number of Ballots Printed:	1,500	
Serial Number Sequence (Active Mbrs-White Stub):	20001 - 21000	
Serial Number Sequence (Pensioners-Grey Stub):	20001 - 20500	
Number of Ballots Mailed:	923	
Number of Ballots Damaged During Mailing:	0	
Number of Ballots Unaccounted For During Mailing:	0	
Total Number of Unused Ballots After Mailing:	577	
Total Number of Undeliverable Ballots:	35	
Number of Undeliverables Remailled:	20	
Total Unresolved Undeliverable Ballots:	15	
Number of Duplicate Ballot Requests:	8	
Number of Remail Ballots:	0	
Number of Undeliverables Remailled With New Ballots:	0	
Number of New Member/Additions Ballots:	1	
Total Number of Unused Ballots Prior to Tally:	568	
Reason for Discrepancy:		
Number of Mail Shown on USPS BRM Statement:	350	
Actual Pieces of Mail picked up from Post Office:	356	223 active, 133 pensioner
Number of Pieces of Mail Not Related to Election:	0	
Number of Ballots Without Signature:	6	4 active, 2 pensioner
Total Number of Official Ballots to be Processed:	350	
Number of Ineligible Ballots:	4	
Number of Duplicate Ballots:	0	
Number of Challenged Ballots:	0	
Number of Voided Ballots:	1	
Reason for Voids:	One ballot voided due to identifying mark on the ballot.	

Total Number of Ballots Counted: 345

We hereby certify that this statement of information is true:


 Date: 02/01/22
 Unilect Election Services

Sailors' Union of the Pacific Officer Election February 1, 2022

ACCUMULATED TOTALS	14:07:35 01-Feb-2022 / Page	1
Totals		
Precincts Counted	50.00%	2
Ballots Cast	50.00%	690
President/Secretary-Treasurer (Vote for no more than one)		
David Connolly	100.00%	317
Total	100.00%	317
Vice-President/Assistant Secretary-Treasurer (Vote for no more than one)		
Matthew Henning	100.00%	291
Total	100.00%	291
San Francisco Business Agent (Vote for no more than one)		
Roy Tufono	100.00%	294
Total	100.00%	294
Seattle Branch Agent (Vote for no more than one)		
Brendan Bohannon	100.00%	276
Total	100.00%	276
Wilmington Branch Agent (Vote for no more than one)		
Leighton Gandy	59.31%	172
Leopoldo Martinez	40.69%	118
Total	100.00%	290
Honolulu Branch Agent (Vote for no more than one)		
Nick Manessiotis	42.36%	122
Patrick Weisbarth	57.64%	166
Total	100.00%	288
SUP Building Corporation Trustees (Vote for no more than five)		
Vote for 5		
David Connolly	22.99%	294
Paul Fuentes	18.37%	235
Matthew Henning	19.86%	254
Roy Tufono	21.03%	269
Mike Worth	17.75%	227
Total	100.00%	1279
Sailors' Union of the Pacific Officer Election February 1, 2022		
ACCUMULATED TOTALS	14:07:35 01-Feb-2022 / Page	2
SIUNA Convention Delegate (Vote for no more than three)		
Vote for 3		
David Connolly	29.83%	267
Leighton Gandy	5.59%	50
Paul Fuentes	10.84%	97
Matthew Henning	16.76%	150
Leopoldo Martinez	5.70%	51
Mike Worth	9.27%	83
Roy Tufono	22.01%	197
Total	100.00%	895
Proposed Constitutional Amendment (Vote for no more than one)		
Yes	49.77%	106
No	50.23%	107
Total	100.00%	213

U.S. Coast Guard Lists Top 5 Reasons for Delays

The National Maritime Center says that out of the over 50,000 applications it receives each year for Merchant Mariner Credentials, more than 50 percent are missing information. This causes “delays in processing and frustration for mariners,” the agency notes. To help address the situation, it has published a bulletin on the top five “awaiting information” (AI) reasons. Many applications have multiple AI reasons.

Here are the five most common reasons for which a mariner will receive an AI letter.

1. MISSING OR INCORRECT CERTIFICATES AND DOCUMENTS

- Missing training/qualification certificates: Most commonly proof of required training is missing. The most common missing certificates are First Aid/CPR, Firefighting, and Radar.
- Many certificates do not have the Coast Guard course approval number on them, which is required.
- Other documentation that is often missing: a copy of the TWIC, Evidence of Suitability, Round Trip documentation, and STCW Assessments.
- Missing proof of citizenship: Passport, Alien Registration Card, or Permanent Residence Card not provided.
- Unacceptable certificates or documents: Most commonly certificates or documents that are out of date, unreadable, or missing signatures.
- Suspended or revoked driver's license: If the applicant's driver's license is suspended or revoked, the NMC will look at all National Driver Registry records.

2. INCOMPLETE/INCORRECT APPLICATION

- Signature and date problems: The application may be missing the mariner's signature or rather than the date signed, the person puts their birth date.
- Checkboxes not completed: Most common errors are missing National Driver Registry consent, missing “best methods of contact” and missing type of credential requested. The applicant must check these boxes.
- Oath not taken or missing signatures: Section 4 of the application contains the oath and certifications by the mariner applicant. Oath section must contain the applicant's signature and the date signed. Also, for applicants seeking their first MMC, the oath must be taken and certified by an individual authorized to administer the oath.
- Application unclear regarding which credential is sought: The documentation provided does not match what the application says or the description of endorsements desired is not an endorsement listed in 46 CFR. Applicants must specify what endorsements they want to be evaluated for.

3. SEA SERVICE DOCUMENTATION/RECENCY OF SERVICE

- Sea Service Letters: The employers have not signed, dated, or identified the waters operated on. Also,

applicants are missing service time or requirements for the credential requested.

- Small Vessel Sea Service form: The form often has the incorrect addition of hours/days, or proof of vessel ownership is not provided.
- Tankerman: Proof of Transfers/Service/Recency: Documentation does not meet the requirements for amount of time, correct position, or dates performed.
- Rating Forming Part of an Engineering Watch (RFPEW) and Rating Forming Part of a Navigational Watch (RFPNW) Service while in Training: Applicants missing sea-going service that includes training and experience associated with engine room or navigational watch-keeping functions under the supervision of an engineering officer, or, for Navigational, a master, mate, or qualified STCW deck rating.
- Tonnage/Horsepower: Applicants missing evidence of meeting the tonnage and horsepower requirements needed to qualify for certain credentials.

4. FEES: NOT PAID OR THE AMOUNT IS INCORRECT

Fees must be paid for a credential to be issued and evaluation fees must be paid for an application to be reviewed. Other common problems include any fee waiver request is incomplete, not enough is paid, checks are improperly written or, on a business check, there is no tax ID number.

5. DRUG TESTS

- Missing drug screen from the application package: A drug test is required for all transactions except endorsements, documents of continuity, duplicates, and STCW certificates.
- Incomplete documentation: Examples: missing collection date, missing Medical Review Officer Information, or a drug test result/random drug screen program letter that has not been signed.
- Incorrect drug screen used: The drug screen must be a Department of Transportation five-panel drug test from a Substance Abuse and Mental Health Services Administration accredited lab.
- Drug screen too old: It must be within 6 months of the date of the application.

WHAT CAN YOU DO TO PREVENT DELAYS IN ISSUANCE?

- Apply at least 90 days in advance. Remember, for renewals you can apply up to 8 months early with no change between your expiration and renewal dates.
- Use the Regional Exam Centers and Monitoring Units to review your application before submission. They are available for appointments in person or over the phone.
- Use the tools and resources on the NMC website. The application acceptance checklist and evaluator checklists are useful and important tools.

For general questions, contact the NMC Customer Service Center by emailing IASKNMC@uscg.mil or calling 1-888-IASKNMC (427-5662).



The SUP Quarterly Finance Committee met on February 15, 2022 to review the audited Union finances for the quarter ended 12/31/2021. From left is Peter Leo, Dmitrios Kolymparis, Mike Smith, Rollie Mendoza Jonathan Pampilon and Tom Tynan.

Authorized Tanker Program Still Unfunded

The Tanker Security Program (TSP), which was established to supplement the U.S. tanker fleet, has still not been funded because of the failure of lawmakers to pass an appropriations bill. The TSP is a planned fleet of 10 commercial U.S.-flag petroleum product tankers supporting our nation's long-term strategic defense needs. The program would reduce military reliance on foreign-flag commercial vessels while also expanding the qualified mariner pool.

The TSP and \$60 million in funding was authorized by Congress in the Fiscal Year 2021 National Defense Authorization Act. Though Congress checked off on the formation of the program, its launch - 2 - is reliant on the passage of an appropriations measure that secures the allocation of funds. Because Congress was unable to pass an appropriations bill, they

approved a Continuing Resolution (CR) that keeps the Government running but prevents spending on newly authorized programs. The CR is due to expire on February 18. If Congress cannot pass an Omnibus Appropriations bill by then, they would then look to pass another CR to avoid a government shutdown.

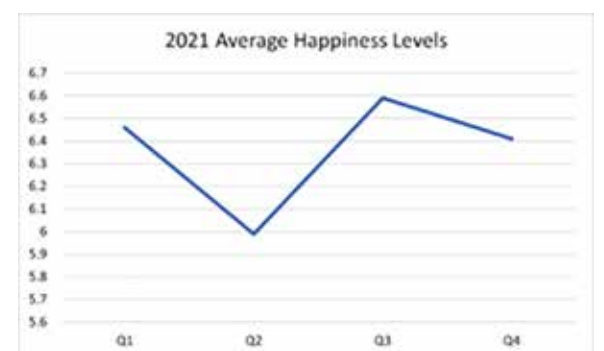
You can help the cause and ask Congress to support and fund the Tanker Security Program by filling out a quick and ready-made letter, accessed from the Navy League website. Visit <https://navyleague.quorum.us/campaign/37676/>, and let Congress know that the TSP is important to American mariners and the U.S.-flag fleet. If the program is funded, it would be among the most significant new advances in the national cabotage system in more than 20 years

Volatility in the Seafarer Happiness Index for 2021

2021 has seen international seafarer happiness index was up and down throughout 2021, trending almost perfectly in line with the rising and falling waves of COVID infections. Where there has been an opening up of movement, the optimism saw sentiment rise. While in times of rising infections and movement bans, the rates have fallen. The index variability highlights the real-world impacts of port state control and shipowner decision making on seafarers.

At the start of the year, a slight upward trajectory seemed to arise from optimism that the worst of 2020 was in the past and issues like seafarer vaccination, shore leave and freedom of movement could be sorted out.

But unsurprisingly given the problems facing crews, tensions onboard were running high. At the start of the year, there were many more seafarers than normal talking of bullying, harassment, and tension on their ships. Oppression, racism, victimization and intimidation were mentioned as a real cause for concern on ships around the world



The downward trend should serve as a reminder that the maritime world is not dealing well with COVID, because nations are not supporting the industry. Which means seafarers are suffering. From small scale injustices and frustrations to life and career-changing realizations. Seafaring may never recover unless life at sea is improved, and unless seafarers are recognized and respected as key/essential workers.

The Seafarer's Happiness Index is an international benchmark designed to monitor satisfaction levels of mariners by asking 10 key questions and serves as a broad global barometer of satisfaction of life at sea. The full report can be accessed at happyatsea.org.



SUP PRESIDENT'S REPORT

VIRUS UPDATE

The Omicron wave came, blasted our bracing and shook the Union. Operational disruptions multiplied as many members got sick and/or tested positive for the highly contagious variant. Reduced virulence was little consolation against the speed and scope of the spread, both for health and for operations that depend on a merely (positive/negative) binary test. And throughout January outbreaks on the job and going to the job caused delays, heightened screening, special situations, quarantines, and dispatching headaches.

Now the numbers tumble from peak infection, and the fervent desire to return to normal argues emotionally for a more relaxed approach to the pandemic. Some states have dropped some restrictions (masking), but still leaving it to local authorities based on varying self-generated standards. And the Supreme Court issued a confusing decision striking down vaccine mandates only and only as required by the Occupational Health and Safety Administration (OSHA). And it appears the next endemic or low-level but continuous phase is here or will be soon. But in our maritime workplace the rules flow mostly from the Coast Guard, which regulates ships, not OSHA, and the Coast Guard takes its direction from the Center for Disease Control (CDC). CDC disagreed with the states on masking among other things, and still does, forcing President Biden to say on February 12th that it was too soon to lift restrictions. Remember too that the COVID-19 restrictions put in place by foreign states, particularly China, add another layer compliance complexity that despite our objections is a fact of sailing in the international trades. We have jobs on ships in the international trades, and so by practical effect our hiring halls — like it or not — are partly connected to all the standards required by international shipboard employment.

This confusing array of standards, decisions and regulations emerged over the last month in a whiplash jungle of mind-numbing detail. If not for the serious existential consequences, the Union might claim a broad exemption due to the sometimes absurd complexity and contradictions. But that is not our fate: lives, jobs, and the future of the Union are still at stake. It is not simple and not easy, but neither is it chaos, and the last month has taught us yet again that we can do hard things. Even as it changes, the pandemic still rages. Here is a summary of points:

1. The Supreme Court ruling was on vaccine mandates, not masking, or testing or other COVID-19 related issues. It said that the OSHA could not force workplace vaccines on large employers. The effect of that decision was not to eliminate vaccines, but only to shift the authority for the requirement from OSHA back to the employers. In other words, an employer who has a non-arbitrary and non-discriminatory lawful policy that supports reasonable vaccination particularly in recognized hazardous environments has been found to be operating lawfully and both retains authority. In maritime employment, arbitrators and courts have confirmed that authority.
2. If states are changing their approach to masking and other restrictions, we are still held by Coast Guard standards and legitimate lawful company policies. So far, based on the rules of each particular jurisdiction that includes masking in many congregate settings where “up-to-date” vaccinations or pre-event testing cannot be established. Up-to-date vaccinations, by the way, will eventually replace the term “fully vaccinated” as the pandemic goes on.
3. It is a frustrating reality that foreign regulation (such as China’s no-COVID policy) within the port state control system affects our workplace. The operational fitness of mariners comes in terms of vaccinations, foreign travel history, recency and type of testing, elapsed time from testing to arrival in China. To assert exemption is to declare oneself ineligible or worse; and could easily lead to outbreaks, ship quarantines and detentions overseas and other hardship.

Matson Restriction to Ship: In the Omicron context on January 6 Matson issued a COVID-19 update that stated in part: “In response to the rapid and pervasive spread of the COVID-9 Omicron variant” and “to advance crew safety and prevent an Omicron outbreak on a Matson ship, shore leave has been temporarily suspended and crewmembers are required to remain aboard the ship while in port.” The policy also prevented access of all personnel except those “absolutely necessary” to ship operations. It said the duration of this temporary shore leave restriction is unknown, but management promised to monitor the virus case situation and lift the restriction based on safety in each port. Along MFOW President Anthony Poplawski, I instructed Matson delegates to record and register restriction-to-ship claims under Section 18, and the next day, on January 7, the company stated that they would not contest any such claims. But on a series of calls management requested suspension of all trips off and other crew reliefs to “get past the peak of the Omicron surge.” The SUP considered the request, but along with the MFOW ultimately rejected it, mainly based on the harm done to registered members awaiting these jobs. These normal expectations serve the Union’s original pandemic goals: to maintain and continue hiring hall dispatching according to our hard-won rules of fairness, transparency, and democracy. To this end, on January 21st, a conference call between Matson management, myself, and MFOW President Poplawski, this and all related matters was raised again. It was agreed that the parties would adhere to the MFOW and SUP Shipping Rules except for the temporary Honolulu rule that provides for the Honolulu reliefs to be flown to the West Coast upon completion of a Honolulu-dispatched mariner’s maximum period of employment. The Unions also agreed to take special circumstances into consideration, such as when positive pre-employment tests pop up, and in situations that fall under the Chinese COVID requirements and timelines.

Vaccination Mandate Exemptions: While the Supreme Court recognized that OSHA has the power to regulate COVID-19 risks in environments that may be uniquely susceptible to transmission, it said it went too far in other cases. The decision changes the legal framework, but not necessarily the practical reality since now the decision

to require vaccinations returns to employers and their own assessment of the risks in their own workplaces. Nothing affecting employees in a Union workplace can be arbitrary, capricious or discriminatory, but if a valid policy meets a standard test of reasonableness and provides for religious or medical exemptions with reasonable accommodations (if available), then it is legal. Of course, the position of offshore employers on the topic is not a mystery. They have as a matter of record (upheld in arbitration) that living and working on commercial ships pose extraordinary risks given the congregate setting, shared ventilation, work areas, and living quarters. Ships are also often far away from the professional medical care necessary to treat some infections. The contagious nature of the disease also makes port clearances difficult or slow, especially in foreign ports. Finally, as a measure of “undue hardship” one of the legal tests other than health and safety is the economic costs such as to pressure on restriction compensation, quarantine and detention costs, testing costs among others. The Union’s role is not to make a determination but only to evaluate the appropriateness of the Company response and if inappropriate whether we can prevail in arbitration. From what we’ve seen so far, it appears that such requests unlikely to succeed.

GOVERNMENT CONTRACT MATTERS

Watson-class: More than three years from the outset of the bid, Patriot Contract Services received word that it has finally won the *Watson*-class bid and defeated all protests. The successor contract covers the operation and maintenance of eight ships, all of them Large Medium-Speed Roll-on/Roll-offs (LMSRs). The ships are the USNS *Charlton*, USNS *Dahl*, USNS *Pomeroy*, USNS *Red Cloud*, USNS *Sisler*, USNS *Soderman*, USNS *Watkins* and USNS *Watson*. The protest period of the bid had a life of its own, extended in part by the pandemic, and carried out through at least three steps including the Government Accountability Office, the District of Columbia Court of Appeals, and the Military Sealift Command itself. Through it all SUP mariners held fast and stayed on course. Now a new *Watson* era dawns with excellent ongoing job prospects for SUP mariners as well as contributions to support our benefit plans and the Union. That long-withheld certainty makes possible a temporary new hire. To aid and assist all SUP members, agents and dispatchers in the difficult work of crewing ships, and under the authority of Article XIV of the SUP Constitution, I have asked Brother Sam Worth to help out as a temporary assistant relief dispatcher with a focus on filling relief requests and building the reserve pool to ensure timely reliefs.

Ready Reserve Force: Last October, the Pacific District Union proposed, and Matson and Patriot agreed to, a 3.5% and 4.5% for Option Period 2 (Years 7 and 8) increase in wages and wage related items in terms of total cost in the vessels they manage for the U.S. government’s Ready Reserve Force sponsored by the Maritime Administration. In accordance with the MOU between PCS and the SIU-PD, the terms and conditions of employment for the operation and maintenance of RRF ships, effective January 27, 2022, include the three and one-half (3.5) percent total labor cost on wages and wage related items and fringe benefits contributions. The Patriot ships are the GTS *Admiral Callaghan*, *MV Cape Orlando*, *MV Cape Taylor*, *MV Cape Texas* *MV Cape Trinity*, *MV Cape Victory* and *MV Cape Vincent*. The Matson operation includes the *MV Cape Henry*, *MV Cape Horn*, and *MV Cape Hudson*. Mr. Chairman, I recommend that the percentage increase to wage and wage-related items are applied to wages and wage related items, and that fringe benefit contributions be allocated as necessary. Expect the new wage scales will be printed in the *West Coast Sailors* in March.

Maritime Prepositioning Force (MPF) vessels: In November 2020, MSC published solicitation N32205-21-R-4117 for the operation and maintenance of six (MPF) vessels - *USNS Bobo*, *USNS Button*, *USNS Lopez*, *USNS Lummus*, *USNS Stockham* and *USNS Williams*. PCS is one of the ship managers that bid on the solicitation. The bid is awaiting award and will keep the membership informed of any developments.

Maritime Administration on SASH policy development: As the membership will recall, an incident of reported sexual abuse of a cadet in a U.S.-flag ship triggered an inquiry and reform initiative at the Maritime Administration. The Unions have been consulted and on January 20th maritime labor held a conference call to discuss the details and unite in support a safe workplace. We pledged to work with Congress to get that done. A letter to the Chairman of the House Transportation Committee, Rep.

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SUP President's Report continued

Peter DeFazio (D-OR) that jointly expressed our shared commitment against sexual abuse and harassment, and to encourage incident reporting incidents to the proper authorities was signed and sent. We also noted that Congress must remember the unique nature of employment aboard merchant ships and recognize the protection of due process and privacy rights for the overwhelming majority of mariners who do not engage in such illegal and objectionable behavior. Many of the items are technical, such as what stands as an offense, how it is determined, the appropriate lookback period, and reporting requirements. Other items are more general and broadly applied such as a proposed offenders database and how that works, new video and audio surveillance, and restrictive alcohol policies. Whatever version makes it to the House floor, there is a strong likelihood that life at sea will be different once legislation is passed and new SASH regulation is in place. The membership is reminded of the seriousness of the issue and the honest reform effort being here undertaken. Workplace violence of any kind is unacceptable and intolerable, and the SUP will continue to advocate for a safer working environment for all mariners.

USVI Second Registry: The enemies of U.S.-flag shipping never rest. Now comes yet another second register scheme, this time based in the U.S. Virgin Islands, proposing to make the U.S.-flag shipping industry "more competitive." The word "competition" here is meaningless except as signpost of sham, the typical subterfuge of international profiteers at the expense of American merchant mariners. "Competition" in a context like this means open to trans-national corporate plunder, it means a race to the world's worst wages and conditions and safety and environmental standards, it means, it means offshoring what's left and what's good about the remaining American merchant marine.

The presidents of the seagoing unions spoke with one voice in a strong letter of objection, blasting the forces behind the flag-of-convenience expansion, and warned Congress to steer clear. "Open registries exist so that shipowners can increase their profits by avoiding the same rules, regulations, tax obligations and manning requirements that attach to a national flag fleet," they said. "It is nothing more than an effort in labor arbitrage designed to generate registry fees at the expense of American workers and America's national interests."

They wrote "The proposed Virgin Islands flag of convenience open registry will not benefit the United States nor America's maritime industry, any more than any other second or open registry benefits a national flag country. In fact, the establishment and growth of second registries by other industrialized nations has done little more than decimate their national flag fleets to the point that they are no longer able to provide the requisite military security and logistical support to their flag nations."

The history of the U.S. merchant marine is characterized around boom-and-bust cycles, usually before and during wars, that force the nation to realize that projecting power and defending resources around the world requires ships. When the war is over the fleet is forgotten and ships are reduced by shipowners seeking maximum profits. The Unions have always stood as a bulwark to these trends, recruiting, training, and building qualified pools of mariners for all contingencies, faithfully answering the call whenever needed. The essence of the slogan "In Peace and War" is a private commercial merchant marine, along the lines of a ready militia, available for national deployment at any time for any purpose.

The letter took note of this fact. "At its core, this proposal, allowing for the operation of vessels with foreign mariners under a United States open registry, is an affront to the American mariners who have always put themselves in harm's way whenever called upon by our nation. Their service, most recently recognized by Congress with the award of a Congressional Gold Medal to World War II American merchant mariners, represents a clear and unwavering commitment on the part of American merchant mariners to supply and support American troops deployed around the world, with no regard for their own safety."

And today's extreme focus on the troubles of shipping, particularly its unreliability, cost and delay, should include U.S.-flag shipping as part of the solution and not the problem. Maritime labor put this on the record: "If the supply chain crisis has taught us anything it is that we, as a country, must begin to reverse the dangerous reliance we have on foreign sources for goods, commodities and for shipping services. Increasing America's dependence on foreign owned and foreign manned vessels will only exacerbate the current situation and will not somehow magically enhance America's maritime posture." The backers of this latest flag-of-convenience scheme are invoking magical thinking in support avaricious goals. \

The letter from a unified maritime labor (including the AMO, MEBA, MFOU, MMP, MTD, SIU, SUP, and TTD) was sent to the Biden Administration, Congress, and the media. Will keep a weather eye on this ill-conceived and disrespectful initiative.

SUP ELECTION

The triennial SUP Election concluded on February 1, 2022 with results certified by the SUP Balloting Committee and Unilect Election Services, the impartial balloting agent.

All unopposed candidates – President David Connolly, Vice-President Matthew Henning, Seattle Branch Agent Brendan Bohannon, and SF Business Agent Roy Tufono were elected – as were the sole nominees for the SUP Building Corporation Trustees (Connolly, Henning, Tufono, Paul Fuentes and Mike Worth). The constitutional amendment to increase dues failed to garner the necessary two-thirds of those voting. In Honolulu, Acting Branch Agent Pat Weisbarth was elected in Honolulu, and Wilmington Branch Agent Leon Gandy was re-elected in Wilmington. Matt Henning, Roy Tufono, and Dave Connolly were also elected to represent the membership as delegates to at the SIUNA convention later this year.

A profound note of thanks is due to all participants, including especially the SUP Balloting Committee for their careful oversight over all aspects of the process and to all the members who voted to support the democratic traditions of the SUP. On behalf of all those elected I want the membership to know that we'll do our level best to live up to our traditions, our Constitution, and your high expectations. Congratulations.

UFCW BARGAINING

After two months of bargaining, the Union reached a tentative agreement with the United Food and Commercial Workers, Local 5. The fundamentals of the draft MOU include a three percent (3%) increase in each year over three years, an increase in phone expense reimbursement, a limited sick leave severance payout at retirement, an increase on the vacation cap, an accelerated access to the next-step salary progression for new hires, a new COVID-19 sick leave recognition, and a \$750.00 ratification bonus, among other things. The terms are pending the approval of Local 5's Executive Board and then will be subject to ratification by the SUP membership employed by Local 5 and the membership in general. Will keep the membership informed and expect to present the final terms in March.

QUARTERLY FINANCE COMMITTEE

The SUP Quarterly Finance Committee met on February 15 to review the audited finances of the Union for the fourth quarter of 2021. Due to maintenance of income and careful control of costs, the Union remains on an even financial keel. The regrettable failure of the dues initiative in the just concluded election will not strengthen the Union's balance sheet, but neither will it jeopardize the near and medium-term financial stability of the Union at its present and expected expense load.

TRIP OFF RULES

Shipping Rule 56 (55) on the mandatory trip off was created by members to strengthen the SUP by providing access to the work for all members, especially those of junior seniority, and especially when shipping got tight. It was borne of the idea that senior members understood the need to bring in new members and allow sufficient work opportunities to make a living while advancing seniority. Companies agreed to it with the understanding that it would cost them nothing. That is still the requirement. The Rule developed over the years to include other provisions, including the emergency trip off, intended to allow members in specific circumstances not to lose their jobs due to a real emergency ashore. But the trip off is not to be used as a "disability hold" on a job in an Unfit For Duty (UFFD) situation. In fact, the rule specifically states that "in cases of emergency (not including the illness or injury of the individual making the request, Class A, B, or C member may be granted a trip off upon presentation of proof of such emergency." Members and delegates are requested to take note and adhere to the principle of the rule.

HOLIDAYS

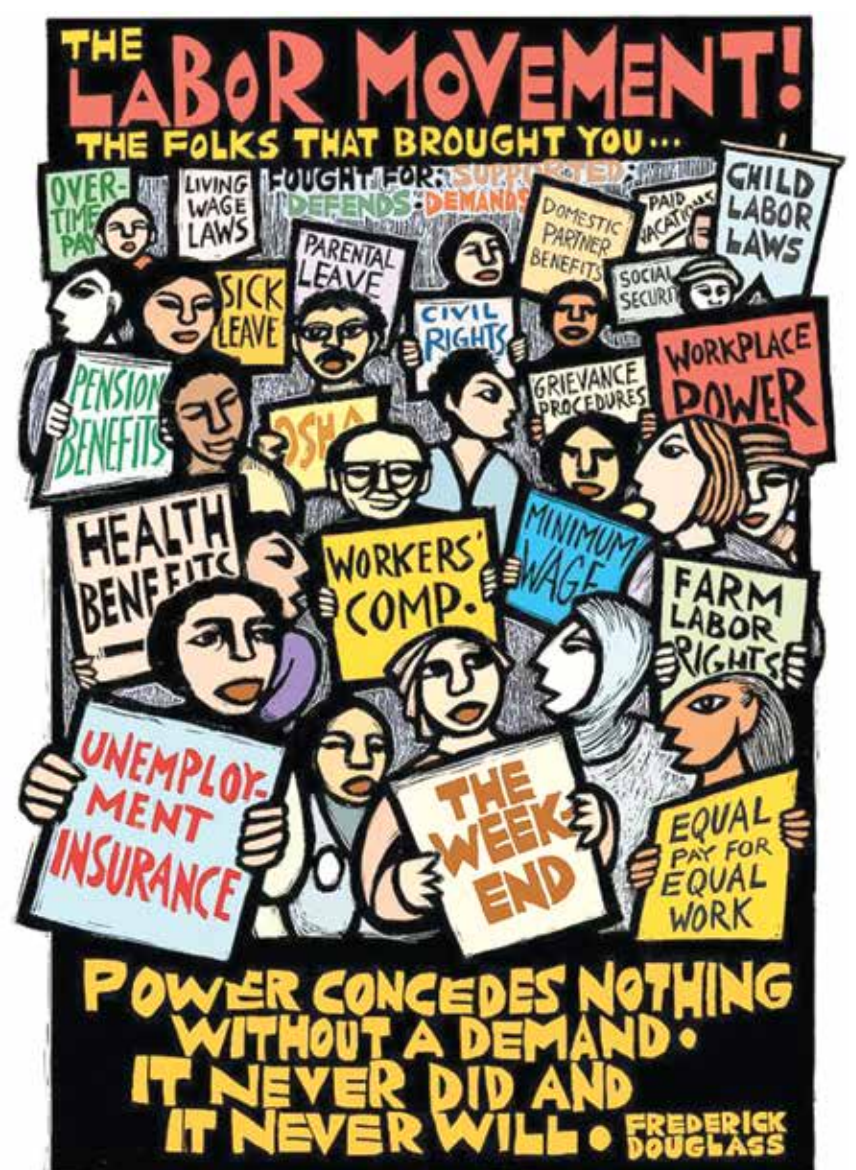
Lincoln's Birthday and President's Day: SUP hiring halls will be closed on Monday, February 14, and on Monday February 21, 2022 in observance of Presidents' Day. Both days are contract holidays under the APL and the Matson Offshore Agreements.

ACTION TAKEN

To allocated percentage increase in Ready Reserve Force on wages and wage-related items to be applied to wages and to allocate among fringe benefit contributions as needed. Carried.

To concur in the balance of the January and February President's Report. Carried.

Dave Connolly



**SAILORS' UNION OF THE PACIFIC
QUARTERLY FINANCE COMMITTEE'S REPORT
FOR THE QUARTER ENDED DECEMBER 31, 2021**

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

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$ 3,167,080.57
POLITICAL FUND	31,309.34
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS 4th QUARTER 2021	\$ 4,492,120.90

GENERAL FUND

INCOME

Dues, Initiation, Assessments	\$ 107,230.00
Interest	7,046.31
Donations - <i>West Coast Sailors</i>	515.00
Joint Committee & Hiring Hall	219,666.96
Advertising & Promotion	15.00
Miscellaneous Income	405.00
Reimbursed Administrative Expenses	30,158.91
Contributions	375.00
TOTAL INCOME	\$ 365,412.18

EXPENSE

Auto & Travel	\$ 1,217.00
Rent	21,201.72
Postage, Printing & Office	15,912.92
Telephone	5,002.80
<i>West Coast Sailors</i> Publishing Expense	18,778.26
Per Capita Taxes	13,615.00
Salaries & Payroll Taxes	233,523.39
Office Workers Pension	7,941.90
Insurance	58,710.61
Election	1,003.64
Meeting/Committee & Neg. Conference & Conv.	854.80
Investment Expense	2,382.70
Officials Pension	2,516.00
Subscription	649.81
Accounting	1,474.63
Advertising & Promotion	360.00
Filing & License Fees	300.00
Miscellaneous	263.02
Bank Charges	373.81
TOTAL EXPENSE	\$ 386,082.61

BUILDING CORPORATION

INCOME

Rents	\$ 148,325.10
Miscellaneous Income	-
TOTAL INCOME	\$ 148,325.10

EXPENSE

Building Services & Utilities	\$ 28,688.72
General Tax Expense	22,339.75
Office Equipment	1,925.43
Repairs & Maintenance	542.38
Legal	6,608.00
Filing & License Fees	20.00
Miscellaneous	733.44
Advertising & Promotion	76.00
TOTAL EXPENSE	\$ 60,933.72

POLITICAL FUND

INCOME

Contributions	\$ 4,620.00
TOTAL INCOME	\$ 4,620.00

EXPENSE

Contributions	\$ 7,500.00
TOTAL EXPENSE	\$ 7,500.00

NET INCOME(LOSS) 4th QUARTER	\$ 63,840.95
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Unions Slam U.S. Flag of Convenience Scheme

continued from page 1

and Economics (COPE), that says it is "advised by an array of leading thinkers in the maritime industry." Northeast Maritime College (NMI) is a private maritime college based in Massachusetts.

During the announcement event, the Governor of the U.S. Virgin Islands, Albert Bryan, Jr., and NMI President Eric R. Dawicki participated in a signing ceremony of some kind. According to its materials, COPE believes a new maritime registry in the USVI would "allow the U.S. maintain the regulatory framework of the Jones Act, a 'Separate, Yet One,' policy, and at the same time increase U.S. international competitiveness and influence in the global maritime community," according to its website.

How it would attempt to navigate the Jones Act among other things is left open to question and speculation, but the promoters also envision the development of a short sea transshipment hub in

the Caribbean to help alleviate congestion, building "public/private/international partnerships to address strategic maritime issues, increase transparency and enforce legal and ethical standards," and establishing and implementing a green shipping strategy, including decarbonization of the U.S.-flagged fleet.

The Unions were not impressed. "Increasing America's dependence on foreign-owned and foreign-manned vessels will exacerbate the current situation," they added. At a time when Americans are keenly aware of the fragility of the foreign components of the supply chain the Unions called out even the talk of such a scheme as hazardous to the nation. "If the supply chain crisis has taught us anything it is that we, as a country, must begin to reverse the dangerous reliance we have on foreign sources for goods and for shipping services. Increasing America's dependence on foreign owned and foreign manned vessels will exacerbate the current situation and will not somehow magically enhance America's maritime posture."

"Open registries exist so that shipowners can increase their profits by avoiding the same rules, regulations, tax obligations and manning requirements that attach to a national flag fleet. This latest effort is nothing more than an exercise in labor arbitrage designed to generate registry fees and to enrich foreign shipowners at the expense of American workers and America's national interests."

The coalition reiterated its ongoing commitment to work with the administration and Congress to achieve a more robust, commercially viable US-flag, US-crewed fleet that will continue to protect America's economic, military and homeland security.

Patriot Wins Watson Again

continued from page 1

was first reviewed at MSC under its internal guidelines and dismissed. But the protest was then filed at the Government Accountability Office (GAO), which took many months of review. However, before a decision was made the protest was lifted out of the GAO and filed at the District of Columbia Court of Appeals. That court held its final hearing on the matter on August 24, 2021, but that decision was also delayed, presumably in part due to the pandemic, until now.

The original request for proposals was released in 2019, the scope of work includes a broad range of crewing, condition monitoring, and corrective maintenance services.

The Concord, California-based PCS also manages seven U.S. Maritime Administration ships in the Ready Reserve Force.

ICS has a Problem With the Worst Flag States

Flag State Performance Falls: Even Shipowners Upset

When the International Chamber of Shipping calls out its own members, all is not well in the lawless flag-of-convenience system.

The ICS released its annual report in January with the announcement that "There is nothing inherently unusual in an international ship registry system in which the owner of a ship may be located in a country other than the State whose flag the ship flies." This idea does run into the unfortunate problem of attracting for profit the business that it purports to regulate. It also runs afoul of the tendency of shadowy capital to cloak its operations with the "legitimacy" of an international flag regime that has lax enforcement and doesn't seek to establish the normal connections of responsible ownership. That's because in shipping, responsible ownership is not a competitive or commercial advantage.

"However," the ICS report goes on, "a balance has to be struck between the commercial advantages of selecting a particular flag and the need to discourage the use of flags that do not meet their international obligations." In other words, even the group that represents the flag-of-convenience shipowners doesn't like the way things are going. It's as if the flag of convenience shop is saying that some of the flag-of-convenience registries are operating so far outside the lines that they risk giving flags-of-convenience a bad name. Legitimate regulation is for sale, but if anything goes it becomes self-defeating, seems to be the ICS determination.

It should be noted that the United States has not ratified some of the Conventions listed resulting in a negative performance rating. However, the United States generally adheres to the principles of these Conventions has often encoded the requirements in regulation.

The report can be accessed here: [ics.shipping.org](https://www.ics.shipping.org)



Dispatcher's Report

Headquarters — DECEMBER 2021

Deck	
Bosun.....	4
Carpenter	0
MM	9
AB	9
OS.....	8
Standby S.F.	5
Total Deck Jobs Shipped	35
Total Deck B, C & D Shipped.....	25
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.....	35
Total B, C, & D Shipped-All Depts....	25
Total Registered "A"	18
Total Registered "B"	32
Total Registered "C"	5
Total Registered "D"	18

SUP BRANCH REPORTS

HONOLULU

January 2022

SHIPPING: 3 Bosun's (Steady), 3 AB Daymen (Steady), 1 AB Dayman (Relief), 4 AB Watchstanders (Steady), 1 AB Watchstander (Relief), 1 AB Watchstander (return), and 2 AB Maintenance Men (Relief). These jobs were filled by: 4 A Cards, and 11 B Cards. There were 25 Standbys.

Currently registered: 7 A cards, 15 B cards, 3 C cards, and 3 D cards.

Ships Checked: *Dakar*: (Email) Minor clarifications that seem to always come with a new ship. The crew are working on safety corrections being made before they head out to sea. John Rezada Delegate. *Herodote*: (Email) Clarifications concerning breaking sea watches resolved. Ongoing concern by crew waiting to be relieved. All Union Halls are working on it. Ron Sugui Delegate. Charlton (Email) All is well. Lisa Stelpstra reporting. *D.K. Inouye*, *Kaimana Hila*, *Mahimahi*, *Mokihana*, *Manoa*, *R.J. Pfeiffer*, and *Paint & Rigging*: With the exception of COVID problems on some of these ships, all gangs are doing ok with few, if any beefs.

AGENTS REPORT:

If December was bad, January was worse. The steady drone of "Positive for COVID" kept the Honolulu hall on its toes. Another Atta Boy goes to all of those that stepped up to answer the call, when the call went out. With that said, there are jobs still hanging. When someone says to me, "I'll do you a favor and take that job". Keep in mind; you're doing your Brothers and Sisters the favor by getting them relieved, by helping the port you're shipping out of fill the jobs available, and by supporting the Union that we all depend on. With this pandemic still swirling around all of us the Union Halls to make changes to dispatches that under normal circumstances they wouldn't have to do. Couple this with a steady stream of positive COVID tests and situations where the Union is forced to make the

decision to either, A.) Fill a job where the ship is already fully manned, and leave another ship shorthanded; or B.) Do our best to try and make sure ALL SHIPS are FULLY MANNED. Remember that some are anticipating going down the gangway.

Finally, I would like to say Mahalo nui to Brother Mike Dirksen for his dedication to the Sailors Union of the Pacific, and wish him nothing but Eagles, Birdies, and "Top Shelf" Scotch in retirement. All the best Brother...

Fraternally Submitted,
Patrick Weisbarth
Honolulu Branch Agent

SEATTLE

January 2022

Shipping: 1 Boatswain (B), 1 AB/W relief (A, B), 1 AB/D steady (C), 1 AB/D return (A), 1 AB/W return (A). Matson called for 12 Standby AB's, filled with 1 A, 1 B, 3 C, and 1 MFOWW member. 6 left open.

Registered: 2 A cards for a total of 2, 5 B cards for a total of 7, 2 C cards for a total of 6, 1 D cards for a total of 3.

Agents Report:

20 jobs on the board!

It turns out that all my preaching, teaching, and begging has fallen on deaf ears. When one job is open, that is one too many! Too many good paying seagoing jobs are on the board, plus six Standbys left in the wind. I'm shocked at the lack of foresight and union pride being displayed by the membership, because this will come around to kick us all in the ass!

I have had more than one Member come in to look at the board, then decline a Diego ship because "they have heard "those guys" don't get a relief and I don't want to get stuck." If anyone can explain the logic and rational of this position, please come on in and share because to me its total BS and I can't get my mind around it! And who the hell are "those guys?" Those guys are you on the next ship because YOU GUYS that aren't stepping up to the work the Union has protected on our behalf are creating a false narrative and relief culture that is unwarranted and dangerous to our Unions survival.

In the meantime, our Union siblings languish unrelieved, faithfully doing their duty, with families that miss and love them surely as much as yours love you.

Fraternally,
Brendan Bohannon
Seattle Branch Agent

WILMINGTON

January 2022

Shipping: Bosun: 1; AB: 8; AB/D 7; OS/STOS: 1. Standby: 48. Total Jobs Shipped: 65.

Registrations: A: 23; B: 40; C: 7; D: 5

Ships Visited: Checked in with ships by phone and email.

Fraternally Submitted,
Leighton Gandy
Wilmington Branch Agent

VICE PRESIDENT'S REPORT

January 2022

APL Gulf Express— Mohamed Ahmed, delegate. Clarification regarding chipping and painting in cargo holds. Marc Calairo, bosun.

APL President Truman— Graham Gault, delegate. Clarifications regarding fire-works as ammo pay. Please refer to President Report in October 2018 WCS. Language should reflect same as Matson contract. Ron Wikstrom, bosun.

USNS Sisler— Eugene Menchavez, delegate. Ship is currently in Norway for the next several months conducting military exercises. 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 Soderman— Alex Sapien, delegate. Ship is leaving the yard and going FOS. Loading in South Carolina and then heading for Saipan. If you are an AB and take small arms, the union needs you to step up and take a Watson class job. Wrong "tropical island" and "I just want to be on a ship on the hook" are poor excuses. Marc Accord, bosun.

USNS Charlton— Oleg Steklar, delegate. On the hook in Saipan. Please make sure all banking info is correct when filling out dispatch paperwork. While overseas, direct deposit is only way to get paid. Jeff Nicholas, bosun.

Chevron— Chevron continues to request more AB'S, wipers, and Machinists. SUP represents all unlicensed departments for 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.

Patriot Contract Services— Patriot is requiring two proofs of covid vaccine. If you received your vaccine in CA please go to <https://myvaccinerecord.cdph.ca.gov/> and follow the steps to print out a second form. Washington state, waverify.doh.wa.gov, and Hawaii hawaiiicovid19.com/smart-health-card/. Feel free to contact me if you have any questions or need help.

Cape V's and T's - Currently have two open billets on these five ships. Short one OS and one Bosun. These ships are a great way to earn union seniority and gain bosun experience.

Cape Horn— Burt Ducket, delegate. Ship recently left Thailand after delivering military vehicles and equipment, heading for the Philippines now. Anthony Wylie, bosun.

If you haven't gotten you booster, I highly recommend getting it as soon as possible. Protecting yourself and your shipmates is imperative to the union.

Matthew Henning, Vice President

BUSINESS AGENT'S REPORT

January 2022

Mahi Mahi — Mc Kevin Dulay delegate. The past month has been tough we are enroute to Honolulu when we had a covid outbreak on board the Bosun,dayman and the ordinary all tested Positive for the Corona virus. The company removed them from the vessel arrange Hotel accommodations for quarantine and further testing. After all crew members testing Negative, we were giving a clean bill of health to sail for China. Filemu Paule as Bosun.

Manoa — Duke Maringer delegate, restricted to the ship in all ports other than that all running smooth John Crockett took his trips off in good hands with relief Bosun Mike Worth.

RJ Pfeiffer — Isnin Idris, delegate sailed Honolulu with no issues other than restricted to the ship. Looks like the numbers of infection are declining according to the public health reports. Jn good hands with Manual Rezada as Bosun.

Mokihana — Mick McHenry, delegate. Restricted to ship should not be restricted from mess hall and crew lounge. Restricted to rooms is not right. Under investigation. Remoni Tufono is the bosun.

Matsonia — Received an email from delegate Leszek Jeziorski reporting bed bugs in the Ordinary's room. This is the firsttime hearing of bed bug on the Matsonia. The new Ordinary said he didn't see anything so far. Brought it to management and plan is to fumigate and disinfect the Ordinary's room and put him in the spare room until this is completed. Dale Gibson as Bosun.

Lurline/Kamokuiki — Check in with these ships with little or no beefs

President Truman — John Penning delegate joined at anchorage#9 this ship was just hit with the corona virus and this ship was in COVID—19 restriction at anchor and after the dust settled with the help from relief Bosun Ronald Wikstrom, we sailed for Yokohama.

President Wilson — Sailed for Yokohama with no issues delegate to be elected this trip,In good hands with Chris Bartolo as Bosun.

RRF-Pier# 50 **Cape Horn** — delegate Anthony Wylie Matson called for a crew last month we sailed for Seattle Washingtonwere they are now headed to the far east to start our Pathway mission. Paul Fuentes Bosun.

Cape Orlando/Cape Hudson/Admiral Callaghan — Are all in ROS on ready to go status.

San Francisco Bar Pilots: at Pier#9 — Mike Koller Delegate — Big issues with testing and vaccine status and other issues needed to be squared away. Leo Moore dock Bosun.

With the Virus still looming even with the reports of declining I recommend you get your booster if you are eligible. According to the Public health /CDC reports this will lessen your chances of contracting the virus.

Reminder that the first Thursday of the month the Ratings & Membership Committee meets. Please send only COPIES of your discharges when the process is complete with shed all paperwork sent in.

I worked in the front office and helped out with the dispatching. Get your Booster keep you and others safe.

Roy Tufono, San Francisco Business Agent

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