



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Monday, January 18, 2021

Congress Overrides Veto Defense Bill, RRF, MSP Funded

In an remarkable New Year's Day special session, the U.S. Senate voted to override President Trump's veto of a \$740.5 billion defense bill, with many Republicans joining Democrats to deliver a defeat to Mr. Trump in the final days of his presidency.

The National Defense Authorization Act is an annual measure that secures raises for troops and authorizes funds for aircraft, ships, nuclear weapons, and other national-security programs, including for U.S. mariners and SUP members the all-important Maritime Security Program. The legislation was built, closely watched, and guarded by maritime labor for at least the last year. Mr. Trump had threatened to veto this year's bill before it passed Congress, but lawmakers had moved forward anyway, approving it with wide majorities.

Mr. Trump objected to several provisions in this year's NDAA. He has criticized it for including measures that would strip military bases of names honoring Confederate military leaders and regulate troop withdrawals he has sought in Afghanistan and Germany. The White House also sought to repeal legal immunity that social-media companies enjoy for users' content as part of the bill, a push that lawmakers

rebuffed.

The Senate voted 81-13 to override the veto, exceeding the two-thirds super majority required. The action follows the House's 322-87 override a week earlier and as such the bill becomes law. Every president since Lyndon Johnson has had Congress override at least one of their vetoes. Congress last did so in 2016, after then-President Barack Obama blocked a bill letting Americans sue foreign governments over terrorist attacks.

Mr. Trump has vetoed eight other bills during his time in the White House, with several of them focused on foreign policy and national-security issues, such as U.S. military activity in Yemen, the use of force against Iran, and arms sales to Saudi Arabia. While Republicans had joined Democrats to initially pass those measures, supporters couldn't muster enough GOP votes to override the vetoes from a Republican president.

The NDAA drama came as Mr. Trump's relationship with Republicans on Capitol Hill has frayed in the final weeks of his administration, after many Republicans acknowledged Joe Biden as the winner of the presidential election. Congress has passed a version of the NDAA every year for decades, and it has been one of the most popular pieces of legislation on Capitol Hill. After Congress pulled together a bipartisan NDAA bill this fall, Mr. Trump repeatedly threatened to veto it. When the bill passed both houses of Congress with large bipartisan majorities despite his threats, Mr. Trump went ahead and vetoed it just before Christmas, forcing the House and Senate to race to override Mr. Trump's action before the end of the 116th Congress.

A push to increase the size of direct payments in the \$900 billion coronavirus relief bill slowed the process in the Senate, though, as Sen. Bernie Sanders (I., Vt.) prevented leadership from fast-tracking the NDAA vote without a vote on increasing the payments. Mr. Sanders

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Rioters Attack U.S. Capitol During Election Vote; President Trump Impeached a Second Time

On January 6, 2021, during a joint session of Congress to certify the presidential vote for Joe Biden, rioters stormed Capitol Hill, pushed past security and occupied the Capitol building. It was a shocking display of violence that shook the nation. The upheaval unfolded after President Trump spoke at a rally near the White House, falsely claiming that the election was stolen, and urging supporters to fight. It was also the same day that Democrats secured a stunning pair of victories in the runoff elections in Georgia,

winning effective control of the Senate and the levers of power in Washington.

In and around the Capitol, intense scenes of mob violence unfolded in real time. Two Capitol police officers died in the mayhem and a female insurgent protestor was shot and killed inside the Capitol. Hundreds of rioters roamed the halls and offices of Congress, smashing windows, breaking into and vandalizing Speaker Nancy Pelosi's office, and looting art. Many lawmakers were evacuated to more secure locations, and oth-

ers were barricaded inside offices and House gallery and floor. Pipe bombs were found in at least two locations near the Capitol.

Congress reconvened later in the evening to take up the business that was set aside in the emergency. Senator Mitch McConnell, Republican of Kentucky and the majority leader, called it a "failed insurrection" which had only clarified and Congress's purpose. An overwhelming vote to certify Joe Biden as the winner of the election was certified early on the

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Top DOT Officials Resign After Washington Riots

"I no longer believe that I am able to serve as a member of the administration while remaining true to the values which have been the core of my service to the people of our nation," Buzby said in a statement provided by the Maritime Administration.

and Buzby helped explain to the White House the importance of avoiding calls for ill-informed waivers.

Before taking the helm of the Maritime Administration, Buzby served for more than 34 years in the Navy. Buzby was known first and foremost as a mariner, and as a leader he showed great concern for the crews of U.S.-flagged ships. He directed staff to prioritize the issues of merchant mariners such as increasing entry level billets in the Ready Reserve Force and advocating for re-authorization of

the Maritime Security Program. During the pandemic he organized various branches of government to help merchant mariners to cut through the red tape of repatriation during COVID travel restrictions, to prioritize vaccine, and to provide necessary PPE.

Despite the often anti-Union outgoing administration, it is not always the case that the Secretary of Transportation and the Maritime Administrator are both strong advocates of the U.S. merchant marine and its professional mariners.

Historic Container Congestion In Southern California

A large number of ships were at anchor off the ports of Los Angeles and Long Beach due to volume, equipment shortages, workforce issues, berth congestion and other issues. More than 48 ships with tens of thousands of containers aboard were recently recorded awaiting entry in mid-January. The backlog is not new, but has been growing and it is beginning to have a negative effect on U.S. importers at one country's main trade gateways. The lag in reporting the economic impact will eventually catch up and could worsen the outlook for the U.S. economy.

The surge in volume that began in late last summer continued to rise through the holiday

season has not abated. In fact, it has continued into the New Year as retailers and manufacturers try to rebuild inventories that were depleted at the onset of the Covid-19 pandemic. The neighboring Southern California ports, which together handle more than a third of all containers coming into the U.S., have seen record numbers of boxes even as longshoremen have struggled to cope with the rising coronavirus cases in the state. At least 13 ILWU longshoremen in Southern California locals have perished from the disease.

"Huge numbers of medical supplies keep on coming along with furniture, appliances, construction material, landscaping,

hot tubs and anything related to the outdoors," said Mario Cordeiro, executive director at the Port of Long Beach. "The Americans that have not been impacted by Covid will continue to spend and the surge could go on through late spring."

Many retailers complained about delays, as well as other large shippers. Retailer Big Lots Inc. said in an earnings conference call Wednesday that backlogs and added storage charges for imported containers delayed at ports are providing "significant challenges" to the company's profit margins. The peak season for liner ships usually starts in late August when

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari.....BK#2251
Hannu KurppaBK#3162
Gunnar Lundeberg.....BK#4090
Duane NashBK#2437
Vince O'halloran.....BK#2463
John Perez.....BK#3810
Alex RomoBK#3093
James Savage.....BK#7488
David Shands.....BK#7483
Arthur Thanash.....BK#3249
Mark HurleyBK#5870
Walter Price.....BK#3870
Grant WeggerBK#3637
Knut Rasmussen.....BK#3175
Donald CushingBK#4777
Died 12/29/2020
Alexander Earle.....BK#1885

West Coast Sailors

Jaime Acosta.....\$25
Marvin Glasgow\$100
Bruce Thompson\$25
"In memory of Don Cushing"

SUP Meetings

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

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

Political Fund

Gunnar Lundeberg.....\$50
Antonio Respicio.....\$10
Dave Connolly\$200
Dave Fadoul.....\$100
Lee Bolden\$60
Louie Urbano.....\$50
Matt Henning\$50
Gil Manipon\$30
Brendan Bohannon.....\$50
Aaron Wong\$10
Erick Weiss\$100
Jaime Acosta\$50
Archie Bickford\$100
Erling Eastmark\$60
Emo Aulelaua\$20
Roy Tufono\$100
Marvin Glasgow\$100
Arthur Thanash.....\$1,000
Noel Itsumaru\$50
Peter Winter\$200
Reynaldo Clores\$10
Milton Caballero\$10
Vincent O'Halloran\$100

Organization/ General Fund

Jaime Acosta.....\$25
James Linderman\$100
Michael V. Scallon.....\$2,500
"In memory of James M. Dooley"
Honolulu Port Agent 1957-1965,
Portland Port Agent 1965-1986
Marvin Glasgow\$100

Final Departures

Fritz Minder, Book No. 6413. Born in Germany in 1929. Joined SUP in 1955. Died in Walnut Creek, California, December 16, 2020. {Pensioner}
Charles Wall, Book No. 443. Born in California in 1927. Joined SUP in 1945. Died in Washington, December 19, 2020. {Pensioner}
Scott Weideman, Book No. 3655. Born in Washington in 1982. Joined SUP in 2007. Died in Washington, December 22, 2020. (Active)

Membership and Ratings Committee

The Committee met on January 7, 2021 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Ventrell Johnson	B-19675	1 yr.	O.S.	B
Chandler Joseph	B-19676	1 yr.	A.B.	B
Daron Johnson	B-19677	1 yr.	O.S.	B
Sandra Brown	C-2852	30 Days	O.S	C
Michael Rogers	C-2853	30 Days	O.S	C

Ratings: Bosun Stamp

None

Membership and Ratings Committee: Dave Frizzi, Bk#2255, Jesus Hermosillo, Bk#5885, and Dmitrios Kolymparis, Bk#19556



The SUP Membership and Ratings Committee met briefly on January 7 in the Library at SUP HQ to go over the applications for advancement in seniority and rating stamps. From left to right is Dmitrios Kolymparis, Jesus Hermosillo, and Dave Frizzi.

Biden Appoints Marty Walsh Pro-Union Labor Secretary

U.S. President-elect Joe Biden appointed Boston Mayor Marty Walsh as his Secretary of Labor this month. With control of the Senate changing hands, Walsh's confirmation is at least possible if not likely. If confirmed, a Labor secretary from a working class Union background would represent a victory for Unions and make a wide array of regulatory and program improvements possible.

"Marty understands, like I do, that the middle class built this country and unions built the middle class," Biden said. "He sees how union workers have been holding this country together during this crisis."

Biden said he had considered nominating former Democratic presidential rival Senator Bernie Sanders to the post but they both agreed control of the U.S. Senate was important to maintain. California Labor Secretary Julie Su was rumored to be on the short list as well.

Biden and Walsh have been close for years. They appeared together in Boston in 2019 in support of striking grocery workers. Biden presided over Walsh's inauguration in early 2018 after his reelection. Before being elected mayor in 2013, Walsh, a native of the city with a notable Boston accent, was a state representative and head of the Boston Building Trades Council and a member of Laborers Local 223.

Separately, Elaine Chao's tenure as Secretary of the Department of Transportation is ending early amid the tumultuous events closing out the Trump administration. Ms. Chao resigned effective Jan. 11, the WSJ's Ted Mann reports, saying she was "deeply troubled by the storming of the U.S. Capitol building by supporters

of President Trump." Chao was the first Cabinet level member of the administration to resign after the riot. She has had a long record of public service and as was always a strong supporter of maritime projects and policy and was often both a public and behind-the-scenes defender of the Jones Act.

SUP Welfare Plan Notes January 2021

Dental Personal Protective Equipment ("PPE") Reimbursement (Limited Period)

At a recent meeting of the Board, the Trustees decided to temporarily add a special reimbursement allowance for Personal Protective Equipment (PPE) being charged to participants when they visit their dentist for a service covered by the SUP Welfare Plan (the "Plan").

As the COVID-19 public health emergency is still ongoing, the Plan will cover charges for PPE for medically necessary dental procedures for eligible participants when provided by or under the direct supervision of a dentist that are incurred from June 1, 2020 through June 30, 2021. You will be reimbursed up to a maximum of \$10.00 per visit and should submit your claim(s) to the Plan Office as soon as possible for processing.

This reimbursement will only be provided to Active Employees (eligible for the PHS Replacement program benefits) and pensioners and others covered under the Pensioner Annual Allowance benefits (the \$2,000 basic benefit as well as the Special Pensioners Medical Account) provided you have not exceeded the annual benefit allowance.

If you have any questions regarding this benefit reimbursement, please call the Plan Office at 1-800-796-8003. As in the past, the Administrative Office will need a copy of your receipt or itemed bill in order to process your reimbursement.

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Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

Gina Jew, Claims gina@marinerbenefits.org

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

West Coast Sailors

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Hawaii Bans Social Gatherings Coronavirus Case Counts Up

Hawaii state government officials, including the Lt. Gov. Josh Green is asking residents to avoid all social gatherings for two weeks starting on January 7, 2021 because of a sudden record-high increase in the number of new confirmed COVID-19 cases statewide.

Health officials in early January reported 322 new infections, bringing the state's total since the start of the pandemic to 22,631 cases. Today's new statewide case count is the highest since mid-August when the number spiked to 355. The latest spike is due primarily to holiday gatherings — some small and some large — that ran from Christmas to New Year's, they said.

Green told reporters that "What we have seen for last several weeks, we've seen the clusters emerge from social gatherings and they've not been connected to travel almost at all." He said he was personally calling for a two-week stop on all social gatherings to allow time for the vaccination program to ramp up.

Oahu moved to the less-restrictive Tier 2 of Honolulu's four-tier economic recovery plan on Oct. 22. To gauge whether Honolulu will move to a different tier, the city takes a "weekly assessment" of two key COVID-19 numbers each Wednesday. To move to Tier 3 from Tier 2, the

7-day average of new cases must be below 50 on two consecutive Wednesdays. Also, the 7-day average positivity rate must be below 2.5% on those two Wednesdays.

Today's seven-day average case count for Oahu is 102 and the positivity rate is 4.5%, according to Honolulu Mayor Rick Blangiardi.

The state's official coronavirus-related death toll includes 233 fatalities on Oahu, 45 on Hawaii island, 18 on Maui, one on Kauai, and two Hawaii residents who died on the mainland. The Hawaii County Civil Defense Agency said today that the Big Island's COVID-19 death toll remained at 51, but state officials have not verified coronavirus as a factor in six of those fatalities.

The U.S. coronavirus death toll was above 362,000 today with total coronavirus cases across the nation now topping 21.4 million.

Today's new statewide infection cases reported by the Health Department include 213 on Oahu, 56 on Maui, 18 on the Big Island, one on Kauai, and 34 state residents diagnosed outside of Hawaii, officials said. As a result of updated information, one Oahu case was removed from the counts.

By island, Oahu has 1,361 active cases, Maui has 337, the Big Island has 117,

and Kauai has 15, and Molokai has one, according to the state's latest tally. Lanai has no active COVID cases. Of all the confirmed Hawaii infection cases, 1,521 have required hospitalizations, with two new hospitalizations reported today by state health officials.

In addition to the surge in cases recently, the numbers have been on the rise since Christmas. The hospitalization rate has also increased 77% over the last two weeks. "It is mostly social gathering driven," Green said. "I want to say this openly. I understand the need people had at the end of the year to see loved ones and see people from work. But that has created a significant bump up in cases... We need a quiet two weeks to bring our numbers down. If we do that, we'll see our numbers drop quickly."

The 7-day positivity rate for Oahu is at 4.45%, Green said, which is closing in on 5%, when considerations of shutdowns are recommended.

Green said people should also continue to wear face coverings and follow physical distancing guidelines. He said plans to vaccinate seniors 75 and older, along with frontline, essential workers, is expected to ramp up, beginning in mid-January. State health officials announced today that they have started posting the total number of vaccinations administered statewide. As of Wednesday, the department said 25,470 individuals have been vaccinated — including 17,991 in Honolulu County, 3,013 in Maui County, 2,526 in Hawaii County, and 1,940 in Kauai County.

Grim Outlook On Virus Impact as Infection Rates Soar Higher

Dr. Anthony S. Fauci, the top infectious disease expert in the United States, predicted on January 7 that the daily death toll from the coronavirus would continue to rise for weeks to come, and counseled patience with the vaccination program gearing up across the nation.

Health officials in the United States reported over 4,000 virus-related deaths on Wednesday, a record, and the total for the pandemic surpassed 400,000. Dr. Fauci said the continued high toll would probably be a reflection of increased travel and gatherings over the holidays.

"We believe things will get worse as we get into January," he said. He stressed that it was still possible to "blunt that acceleration" by strictly adhering to public health measures like social distancing and mask-wearing. "Now's not the time to pull back on this," he warned.

Rationing Hospital Care In Los Angeles

The virus has exacted a punishing toll across the United States. California ordered hospitals to share the patient burden as rationing care (such as treating only those who may recover) became a reality in parts of Southern California. The state asked the federal government for more emergency medical teams. Over-taxed hospitals in Los Angeles County say oxygen supplies could soon be a concern. Elsewhere, Wyoming and Arizona recorded high per capita rates of virus deaths. Florida reported more than 19,800 cases in a single day, the state's highest single-day total. On the same day as the

Capitol riots, the nation experienced for the first time more than 4000 dead from coronavirus on the same day.

Dr. Fauci advised Americans to be patient with the delays that have slowed the vaccination effort and provoked widespread frustration. So far, at least 5.9 million people in the United States have received a dose of one of the two Covid-19 vaccines that have been authorized for use, according to CDC. That figure is far short of the goal federal officials had set to give at least 20 million people their first shots by the end of December.

Dr. Francis S. Collins, the head of the National Institutes of Health, said Wednesday he was "not totally surprised" that vaccine distribution had gotten off to a "rocky" start.

"We had this remarkable plan that Warp Speed had put in place to have doses ready to go the very next day after the F.D.A. approval, but that's a lot of logistics," referring to Operation Warp Speed, the administration's vaccine development program. "So maybe we shouldn't be too shocked that it didn't go like clockwork."

He also echoed Dr. Fauci's warning, and said "the next couple of weeks are going to be really critical."

But there are also signs of improvement. More people were reported as having received their initial shots in the third week of the vaccine drive than in the first two weeks combined. The C.D.C.'s count rose by 470,000 from January 2 to January 5, and then by another 612,000 between January 6 and January 7. If that level of acceleration holds or increase as vaccine becomes more available, the outlook improves considerably.

USCG extends credential expirations again

The Coast Guard has posted Change 5 to MSIB 08-20, titled COVID-19 – Mariner Credentials, which updates information on extensions to merchant mariner credentials, medical certificates and course approvals.

First, merchant mariner credentials, both national and STCW, and medical certificates that expire between March 1, 2020 and June 30, 2021 are extended to the EARLIER of Oct. 31, 2021, or one year from the expiration date of the credential. This reflects the fact that the Coast Guard's statutory authority to extend credentials is limited to one year.

Second, in light of the recent closing to the public of Regional Examination Centers, approval to test letters and course approval certificates that expire between March 1, 2020 and June 30, 2021 are also extended to Oct. 31, 2021.

Third, all mariners must carry a printed copy of the relevant MSIB along with their expired credential for it to remain valid.

To read Change 5 to MSIB 08-20 in its entirety, click here.

Previous MSIBs are posted at: <https://www.dco.uscg.mil/Featured-Content/Mariners/Marine-Safety-Information-Bulletins-MSIB/>

If you have questions, please contact the National Maritime Center by using the NMC's online chat system available at <https://www.uscg.mil/nmc>, by emailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (472-5662).

The Coast Guard will continue to monitor the impact of the pandemic and will make the necessary adjustments to ensure the continuity of maritime transportation within the MTS.

Success Story: Minimum Wages Rise With New Year

Beginning in 2012 with a group of protesters outside a McDonald's in New York City who demanded \$15 minimum wage, the labor-backed movement gained momentum and widespread progress. At the time it seemed to many out of reach, but now even in conservative states with low union membership and generally weak labor laws, the advent of 2021 brought raises for many at the lowest levels of employment.

On New Year's Day, 20 states and 32 cities and counties raised their minimum wage. In 27 of these places, the pay floor will reach or exceed \$15 an hour, according to a report released in December by the National Employment Law Project, which supports minimum-wage increases.

The movement's strength — Florida just passed a measure will raise the minimum wage to \$15 by 2026 — could put renewed pressure on Congress to increase the federal minimum wage from \$7.25

per hour, where it has been since 2009. President-elect Joseph R. Biden Jr. has endorsed a federal minimum wage of \$15 per hour and other changes sought by labor groups, like ending the practice of a lower minimum wage for workers like restaurant workers who receive tips.

But even without congressional action, labor activists said they would keep pushing their campaign at the state and local levels. By 2026, 42 percent of Americans will work in a location with a minimum wage of at least \$15 an hour, according to an Economic Policy Institute estimate cited in the NELP report.

Organized labor has support the movement in many ways and many places. On the federal, state and local levels that support has been key to the success of the campaign, despite the fact that the vast majority of Union members are compensated at higher rates than the minimum wage.



NOT WORKING FROM HOME: On the bow of the Mahimahi in Oakland on January 5, 2021 is AB Dave Rowland, AB Brad Cain, OS Arthur Brosnan, AB Yvette Cavan, OS Aaron Wong, AB John Crockett, and AB Lymwel Gador.
Photo Roy Tufono

Iran Seizes Tanker and Ramps up Nuke Program

As Gulf Tensions Mount

The South Korean Tanker *Hankuk Chemi* under the escort of Iran’s Revolutionary Guards after being seized in the Persian Gulf. The Revolutionary Guard claimed the ship had violated environmental rules.

Iran seized a South Korean-flagged oil tanker in the Strait of Hormuz hours before announcing it would increase its nuclear activities, as tensions increased in the region in the final days of Donald Trump’s U.S. presidency.

The Islamic Revolutionary Guard Corps said it detained the *Hankuk Chemi* vessel at 10 a.m. local time on Jan 4, 2021 “due to repeated violations of marine environmental laws.”

It’s the latest in a series of shipping incidents in the Persian Gulf, where several vessels have been attacked or seized in recent years.

Concerns of more conflict have mounted in the final weeks before Joe Biden takes over in Washington, especially around the recent assassination of a top Iranian nuclear scientist and this week’s first anniversary of the killing of the country’s leading general.

Iran’s army also announced large-scale drone exercises starting Tuesday following a weekend of defiant speeches accusing the U.S. of aggression.

“By creating conditions of insecurity,

Iran seeks to destabilize existing rules of law and order, challenging the Saudi and American coalitions which militarily control much of the Middle East,” Dryad Global, a maritime security firm, wrote.

Iran’s announcement Monday that it would start processing uranium to 20% purity marks a further breach of a nuclear deal that Trump, who leaves office on Jan. 20, abandoned in 2018. That announcement came shortly after Washington decided to keep the *USS Nimitz* in the Persian Gulf because of “recent threats” from Iran’s leaders against Trump. The aircraft carrier had been set to leave the region.

The *Hankuk Chemi*’s operator denied it had broken any environmental rules. The vessel was carrying 7,200 tons of petrochemicals from Jubail in Saudi Arabia when it was intercepted, the IRGC said. The guard corps took it to Bandar Abbas port in Iran, the semi-official Fars News Agency said. Crew members from Korea, Indonesia, Vietnam and Myanmar were arrested, according to Iran’s Tasnim News Agency.

Iran’s Foreign Ministry later appeared to play down the incident, saying the seizure was related to a “technical issue.”

Relations between Tehran and Seoul have been strained since the U.S. re-imposed tough sanctions on Iran and banned countries, including major Asian



South Korean tanker seized and under escort by Iranian Republican Guard naval patrol boats in the Persian Gulf.

customers, from buying its petroleum.

Iran says it has at least \$7 billion from oil sales trapped in South Korea and the funds are needed to purchase humanitarian goods, including coronavirus vaccines.

South Korea is not a member of the International Maritime Security Construct, a maritime force created in 2019 in response to Iranian attacks and to protect sea lanes in the Middle East. Seoul has previously indicated a willingness to work with IMSC, though it has not requested assistance from the alliance so far, said an IMSC spokesman.

The *Hankuk Chemi* was sailing to the United Arab Emirates port of Fujairah after loading at Jubail on Jan. 2, according to ship-tracking data compiled by Bloomberg. It veered off course in the Strait of Hormuz, a narrow stretch of

water between the tip of Oman and Iran, and headed toward Bandar Abbas.

The U.S. Fifth Fleet, which is based in the region, is “monitoring the situation,” spokeswoman Commander Rebecca Rebarich said.

On Dec. 31, a mine was discovered attached to the hull of an oil tanker off Iraq, near the Iranian border. A ship at the Saudi Red Sea port of Jeddah was hit by an explosion earlier in the month, which Riyadh labeled an act of terror.

Iran detained the U.K.-flagged tanker *Stena Impero* for more than two months at Bandar Abbas in mid-2019 in retaliation for the arrest of one of its ships off Gibraltar. The Islamic Republic seized another oil vessel that was sailing through the Strait of Hormuz around the same time.

Rioters Attack U.S. Capitol During Election Vote; President Trump Impeached Second Time

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morning of January 7th. Barry C. Black, the Senate chaplain, in emotional closing remarks said “These tragedies have reminded us that words matter and that the power of life and death is in the tongue,” he said. “We deplore the desecration of the United States Capitol building, the shedding of innocent blood, the loss of life, and the quagmire of dysfunction that threaten our democracy.”

High-level members of Trump Administration quickly resigned in the aftermath. Elaine Chao, the transportation secretary was the first cabinet official to resign. In a statement she said “Yesterday, our country experienced a traumatic and entirely avoidable event as supporters of the president stormed the Capitol building following a rally he addressed. As I’m sure is the case with many of you, it has deeply troubled me in a way that I simply cannot set aside.” Maritime Administrator Adm Mark Buzby also resigned. The highest ranking members of the military, the eight Joint Chiefs of Staff, said in an unprecedented letter that the attack a “direct assault” not just on Congress but the Constitutional order saying that “the rights of freedom of speech and assembly do not give anyone the right to resort to violence, sedition, and insurrection.”

The mob that stormed the Capitol on Wednesday took risks with the virus as well. Health experts watching as the



scenes unfolded on television, said the throngs of unmasked intruders were packed together and who wandered through hallways and into private offices, were likely spreading the disease. Three distinct groups, Capitol Police, lawmakers, and rioters “were spending time indoors, without social distancing, for long periods of time,” said Dr. Joshua Barocas, an infectious diseases physician at Boston University. The melee likely was a super-spreader event, he added, “especially given the backdrop of the highly transmissible variants that are circulating.” Some representative were forced to shelter-in-place with other members in small rooms for long periods. At least three members of Congress, including Rep. Pramila Jayapal of Washington, reported testing positive after the event.

A week after the Capitol attack, Congress voted to impeach President Trump again, this time for inciting the riot. Many Republicans voted in favor of the resolution. It was the first time in American history that a President was twice impeached among a dizzying series of events that have no historic parallel.

A trial on the impeachment charge of “incitement to riot” in the Senate is pending but the Senate is not in session and the Biden inauguration and term will come first. As the West Coast Sailors goes to press, fresh waves of security concerns arrived about possible future violence in Washington and state capitals around the country.



Congress Overrides Veto; MSP Funded

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had taken up a request from Mr. Trump to increase the size of the payments to \$2,000, up from \$600. Mr. McConnell then blocked a stand-alone vote on that proposal.

This and other year-end legislation provides for full funding for the Maritime Security Program and appropriations for the Food for Peace Program and the Ready Reserve Fleet, technically includ-

ed in the Consolidated Appropriations Act, 2021. It provides full funding for the Maritime Security Program at the authorized level of \$314,007,780. It also funds the National Defense Reserve Fleet, including the Ready Reserve Force, at approximately \$376 million for the current fiscal year. It also provides funding for Food for Peace Title II, the main source of food-aid cargoes for US-flag ships.



SUP OS Daron Johnson in fire suit before beginning the MSC approved Helo Fire-Fighting training in San Diego. Despite the pandemic, the SUP's training arm the Andrew Furuseth School of Seamanship has valiantly and safely persisted in the continuous training that supports Union contracts and overall readiness.

Matson Reports Good Preliminary 4Q Results

United States based carrier Matson, Inc. on January 11 announced its preliminary fourth quarter financial results.

“Matson capped off a strong year with continued solid performance in the fourth quarter from Ocean Transportation and Logistics despite the ongoing challenges from the COVID-19 pandemic and related economic effects,” said Matt Cox, Chairman and Chief Executive Officer, Matson.

“Within Ocean Transportation, our China service saw significant demand for its CLX and CLX+ expedited ocean services through year end and was the primary driver of the increase in consolidated operating income year-over-year.” “We continued to see favorable supply and demand dynamics in the transpacific tradeline during the quarter, and we continue to expect largely all of these trends to remain favorable in the first half of 2021 as the pandemic persists,” Cox continued. “As the pandemic subsides with widespread vaccination, we expect some of the supply and demand factors that we are currently benefitting from to remain and continue to drive demand for our CLX and CLX+ services.”

“In our other core tradelines, we continued to see elevated demand for sustenance and home improvement goods lead to higher quarterly year-over-year volume growth in Hawaii, Alaska and Guam,” Cox said. “Logistics operating income increased year-over-year as a result of elevated goods consumption and inventory restocking and tight supply and demand fundamentals in our core markets. We also continued to achieve cost benefits from our previously-announced cost management initiatives.”

The company expects operating income for its Ocean Transportation division to be between \$100-\$105 million and between \$8-9 million for its Logistics division. The company expects its Q4 2020 net income to be between \$76.1-\$81.6 million.

CWA Organizes Google Unit: Alphabet Workers Union Formed in Anti-Union Silicon Valley

In Oakland on January 4, it was reported that more than 400 Google engineers and other workers have formed a union. The effort came after years of growing activism at one of the world’s largest companies and presenting a rare beachhead for labor organizers in staunchly anti-union Silicon Valley.

The union’s creation is highly unusual for the tech industry, which has long resisted efforts to organize its largely white-collar work force. It follows increasing demands by employees at Google for policy overhauls on pay, harassment and ethics, and will probably escalate tensions with top management.

The new union, called the Alphabet Workers Union, after Google’s parent company, Alphabet, was organized in secret for the better part of a year and elected its leadership last month. The group is affiliated with the Communications Workers of America, a union that represents workers in telecommunications and media in the United States and Canada.

But unlike a traditional union, which demands that an employer come to the bargaining table to agree on a contract, the Alphabet Workers Union is a so-called minority union that represents a fraction of the company’s more than 260,000 employees and contractors. Workers said it was primarily an effort to give structure to activism, rather than to negotiate for a contract.

Chewy Shaw, an engineer and part of the union’s leadership council, said the union was a necessary tool to sustain pressure on management so that workers could force changes on workplace issues. “Our goals go beyond the workplace questions of ‘Are people getting paid enough?’ Our issues are going much broader,” he said. “It is a time where a union is an answer to these problems.”

In response, Kara Silverstein, Google’s director of people operations, said: “We’ve always worked hard to create a supportive and rewarding workplace for our work force. Of course, our employees have protected labor rights that we support. But as we’ve always done, we’ll continue engaging directly with all our employees.”

The new union is the clearest sign of how thoroughly employee activism has swept through Silicon Valley over the past few years. While software engineers and other tech workers largely kept quiet in the past on societal and political issues, employees at Amazon, Salesforce, Pinterest and others have become more vocal on matters like diversity, pay discrimination and sexual harassment.

In general, Unions have met resistance in Silicon Valley. Many tech workers shunned them, arguing that labor groups were focused on issues like wages — not a top concern in the high-earning industry — and were not equipped to address their concerns about ethics and the role of technology in society. Labor organizers also found it difficult to corral the tech companies’ huge work forces, which are scattered around the globe.

Only a few small union drives have succeeded in tech in the past. Workers at the crowdfunding site Kickstarter and at the app development platform Glitch won union campaigns last year. Thousands of employees at an Amazon workplace in Alabama are also set to vote on a union in the coming months.

Another Bill For WWII Merchant Mariner Recognition Introduced In House

U.S Congressional Representative Al Green (D-TX) wasted no time introducing legislation in the new 117th Congress to honor U.S. merchant mariners who served in WWII.

His bill, H.R. 39, would direct the Secretary of Veterans Affairs to establish the Merchant Mariner Equity Compensation Fund to provide benefits to certain individuals who served in the United States merchant marine (including the Army Transport Service and the Naval Transport Service) during World War II. The text is not yet available but if it is anything like the legislation Rep. Green brought forth in the last Congress, it would include a substantial payment.

That bill, called Honoring our WWII Merchant Mariners Act of 2019 called for a payment of \$25,000 to those with qualifying service. It had 31 co-sponsors.



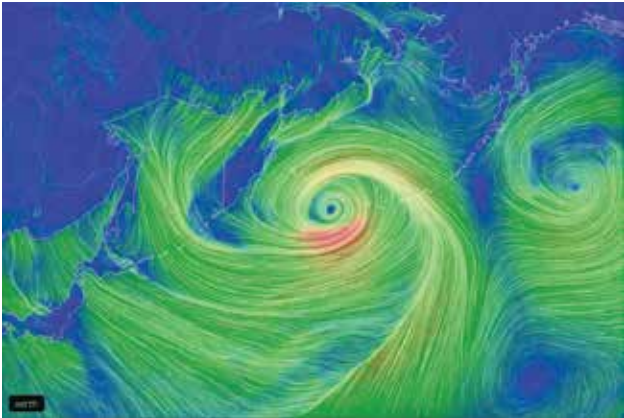
Left to right: Limneo Bation, Mike Bay, Gert Vego, Cameron Baker, Frank Walker, Bosun Jeff Nicholas, Alex Steklar, Giorgio Pompei & Charles Steurer


Bomb Cyclone in North Pacific

On New Year's Eve, the far western reaches of the Aleutian Islands were rocked by the most powerful storm ever recorded in the North Pacific, with windspeeds equivalent to a Category 1 hurricane.

Two days in advance, the National Weather Service issued a warning for all waters between Atka to Adak for waves of 40-50 feet, hurricane-force winds and gusts up to 85 miles per hour. As the storm passed over, an ocean buoy at Amchitka Island recorded significant wave heights exceeding 58 feet.

The New Years Eve storm passed directly over Shemya, a U.S. Air Force island base located some 700 nautical miles to the west of Dutch Harbor. The weather station at Shemya recorded a low pressure of 924.8 millibars, setting a new record low for sea level pressure in the state of Alaska. The previous record was set in Unalaska in 1977 when a ship recorded a low of 925 millibars.





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In Memoriam

Final Departures of SUP Members Reported in 2020

George F. Blake, Book #5733. Born in California in 1945. Joined SUP in 1965. Died in Daly City, California, June 5, 2020. (Pensioner)

Richard O. Blossom, Book #5647. Born in Washington in 1928. Joined SUP in 1955. Died July 25, 2020. (Pensioner)

Stanley Branch, Book #5672. Born in New Jersey in 1933. Joined SUP in 1956. Died April 13, 2020. (Pensioner)

Hun Cho, Book #4675. Born in Hawaii in 1927. Joined SUP in 1951. Died in Pinole California, May 11, 2020. (Pensioner)

Clifton E. Cobb, Book #3767. Born in Massachusetts in 1925. Joined SUP in 1944. Died in Washington, September 30, 2020. (Pensioner)

Donald Cushing, Book #4777. Born in Nebraska in 1938. Joined SUP in 1957. Died in Nevada, December 29, 2020. (Pensioner)

Lee R. Dancer, Book #2740. Born in New York in 1946. Joined SUP in 1983. Died in Reno, Nevada, November 14, 2020. (Pensioner)

Michael Duvall, Book #2732. Born in California in 1945. Joined SUP in ?. Died in Mt. Shasta, California, April 11, 2020. (Pensioner)

Dominic Gianocar, Book #2930. Born in California in 1923. Joined SUP in 1948. Died January 26, 2020. (Pensioner)

Dennis W. Helman, Book #5867. Born in California in 1946. Joined SUP in 1982. Died July 5, 2020. (Pensioner)

Lavern Hindrichs, Book #5532. Born in South Dakota in 1927. Joined SUP in 1947. Died in Idaho, March 6, 2020. (Pensioner)

Toshimaru Honda, Book #5795. Born in Hawaii in 1931. Joined SUP in 1957. Died in California, January 3, 2020. (Pensioner)

Philip L. Howell, Book #5869. Born in Honduras in 1953. Joined SUP in 1990. Died in Orlando, Florida, August 18, 2020. (Pensioner)

William H. Johnson, Book # 4322. Born in Honduras in 1936. Joined SUP in 1987. Died June 12, 2020. (Pensioner)

Holger Jorgensen, Book #4281. Born in Denmark in 1928. Joined SUP in 1957. Died July 5, 2020. (Pensioner)

James Kenny, Permit #18317. Born in California in 1959. Joined SUP in 1988. Died in Riverside, California, April 29, 2020. (Active)

Kaj E. Kristensen, Book #3120. Born in Denmark in 1930. Joined SUP in 1950. Died in California, September 18, 2020. (Pensioner)

James K. Kula, Book #2994. Born in Hawaii in 1927. Joined SUP in 1945. Died in Hawaii, September 7, 2020. (Pensioner)

David Larsen, Permit #19078. Born in Minnesota in 1935. Joined SUP in 2005. Died in San Francisco, California, June 23, 2020. (Pensioner)

Gunnar Larsen, Book #3516. Born in Denmark in 1920. Joined SUP in 1943. Died in San Mateo, California, June 23, 2020. (Pensioner)

Jeong Lee, Book #4288. Born in China in 1925. Joined SUP in 1951. Died in California, September 30, 2020. (Pensioner)

Brian Leprevost, Book #4101. Born in England in 1939. Joined SUP in 1978. Died in California, January 3, 2020. (Pensioner)

Florentino T. Martinez, Book #6340. Born in California in 1925. Joined SUP in 1952. Died in Long Beach, California, July 8, 2020. (Pensioner)

Fritz Minder, Book #6413. Born in Germany in 1929. Joined SUP in 1955. Died in Walnut Creek, California, December 16, 2020. (Pensioner)

Kenneth Moore, Book #5961. Born in California in 1927. Joined SUP in 1945. Died in Fresno, California, November 2, 2020. (Pensioner)

Osamu Noda, Book #2448. Born in Hawaii in 1928. Joined SUP in 1955. Died May 19, 2020. (Pensioner)

Jack Post, Book #3377. Born in Ohio in 1927. Joined SUP in 1945. Died February 24, 2020. (Pensioner)

Charles M. Rafael, Book #3141. Born in Hawaii in 1930. Joined SUP in 1954. Died in Makawao, Hawaii, September 28, 2020. (Pensioner)

Elmer Rank, Book #2942. Born in Wisconsin in 1923. Joined SUP in 1947. Died in Kenmore, Washington, September 29, 2020. (Pensioner)

Rizal Rillo, Permit #16848. Born in the Philippines in 1939. Joined SUP in 1970. Died in Las Vegas, Nevada, December 1, 2020. (Pensioner)

James Saddler, Book #7559. Born in Louisiana in 1946. Joined SUP in 1968. Died July 2, 2020. (Pensioner)

Paul Splain, Book #7149. Born in Washington in 1927. Joined SUP in 1945. Died in Washington, May 22, 2020. (Pensioner)

Chas H. Wall, Book #3420. Born in California in 1927. Joined SUP in 1945. Died in Washington, December 19, 2020. (Pensioner)

Carl Walters, Book #3619. Born in Oregon in 1923. Joined SUP in 1948. Died January 26, 2020. (Pensioner)

Scott Weideman, Book #3655. Born in Washington in 1982. Joined SUP in 2007. Died December 22, 2020. (Waiting for date confirmation) (Active)

And the sea shall give up its dead:
from every latitude and longitude here rest our brothers...



This striking 18-foot-tall black granite monument to the Sailors Union of the Pacific is in Olivet Memorial Park in Colma, California. Created by prominent sculptor John Stoll, it was dedicated in 1946 by California Gov. Earl Warren in part to remember the 6,000 Merchant Marines who died over the course of World War II.

It bears this legend encircling the base: “And the sea shall give up its dead — from every latitude here rest our brothers of the Sailors Union of the Pacific.”

Historic Container Congestion In Southern California

continued from page 1

retailers begin the year-end inventory ramp up and then eases in November before coming to a near standstill at the Lunar New Year holiday in February, when China’s factories close for about 10 days.

But this year the import surge started in early summer, stretching supply chains as China’s export engine heated up and Western retailers scrambled to restock following coronavirus lockdowns in the spring. It shows no signs of slowing down.

Los Angeles and Long Beach handled 909,021 inbound containers in October, more than double the number the ports saw in March, at the outset of the pandemic. The Pacific Merchant Shipping Association, which represents ship operators that serve the West Coast, said about a quarter of all inbound containers waited more than five days on docks to be delivered to customers in October and November, compared with between 2% and 4% in the first half of 2020. “We are all stretched very thin, whether it’s warehouse workers, truck drivers, or longshore workers,” said Gene Seroka, executive director at the Port of Los Angeles. “Storage facilities are full and have staffing issues, because of social distancing and this extends to the trucking community and the docks.”

Employers at port terminals are undertaking strenuous testing for Covid, officials said, and taking an hour’s break between daily shifts to disinfect equipment. At the same time, rising numbers of workers are calling in sick.

“We have serious concerns with the positive numbers we see at the waterfront,” said the Long Beach port’s Mr. Cordero. “There were two deaths alone last week in the San Pedro complex. We are concerned about the labor that will be available going forward because of Covid.”

The Marine Exchange of Southern California, which monitors vessel movements, said 48 vessels were waiting to berth at both ports with 33 being container ships. Docking delays can stretch to more than five days from an average maximum of two days, with more than 20 ships waiting to dock at each port while there is usually none. The number of ships offshore awaiting a berth is reminiscent of labor disruptions in 2014, when backups from Seattle down to Long Beach rattled the U.S. economy. Meanwhile, the shipping industry is bracing for the surge to continue even through the Lunar New Year next month as China tries to maintain momentum in its recovering economy.

Mr. Seroka. “We are in a pandemic buying surge.”

Note: Vaccine information is changing.
See www.sailors.org for the latest updates.

From the CDC

When Vaccine is Limited,
Who Should Get Vaccinated First?

Because the U.S. supply of COVID-19 vaccine is expected to be limited at first, CDC is providing recommendations to federal, state, and local governments about who should be vaccinated first. CDC’s recommendations are based on those from the Advisory Committee on Immunization Practices (ACIP), an independent panel of medical and public health experts.

The recommendations were made with these goals in mind: a) decrease death and serious disease as much as possible. B) preserve functioning of society, and c) reduce the extra burden COVID-19 is having on people already facing disparities.

While CDC makes recommendations for who should be offered COVID-19 vaccine first, each state has its own plan for deciding who will be vaccinated first and how they can receive vaccines. Please contact your local health department for more information on COVID-19 vaccination in your area.

Healthcare personnel and residents of long-term care facilities should be offered the first doses of COVID-19 vaccines (1a)

CDC recommends that initial supplies of COVID-19 vaccine be allocated to healthcare personnel and long-term care facility residents. This is referred to as Phase 1a. Phases may overlap.

Groups who should be offered vaccination next (1b and 1c)

CDC recommends that in Phase 1b and Phase 1c, which may overlap, vaccination should be offered to people in the following groups. CDC made this recommendation on December 22, 2020.

- Phase 1b**
- Frontline essential workers such as fire fighters, police officers, corrections officers, food and agricultural workers, United States Postal Service workers, manufacturing workers, grocery store workers, public transit workers, and those who work in the educational sector (teachers, support staff, and daycare workers.)
 - People aged 75 years and older because they are at high risk of hospitalization, illness, and death from COVID-19. People aged 75 years and older who are also residents of long-term care facilities should be offered vaccination in Phase 1a.
- Phase 1c**
- People aged 65-74 years because they are at high risk of hospitalization, illness, and death from COVID-19. People aged 65-4 years who are also residents of long-term care facilities should be offered vaccination in Phase 1a.
 - People aged 16-64 years with underlying medical conditions which increase the risk of serious, life-threatening complications from COVID-19.
 - Other essential workers, such as people who work in trans-

portation and logistics, food service, housing construction and finance, information technology, communications, energy, law, media, public safety, and public health.

As vaccine availability increases, vaccination recommendations will expand to include more groups. The goal is for everyone to be able to easily get a COVID-19 vaccination as soon as large enough quantities of vaccine are available. As vaccine supply increases but remains limited, ACIP will expand the groups recommended for vaccination.

California
Vaccine Guidelines

The state of California Dept of Public Health has issued the following plan and prioritization guidelines:

When can I get vaccinated?

California is allocating and vaccination providers are administering the vaccine as they become available. California will be transparent and careful to ensure equitable vaccine distribution.

Initially vaccine supply will be very limited. *At first, vaccines will be provided to healthcare workers and long-term care residents in accordance with the CDPH Allocation Guidelines.*

California’s COVID-19 Vaccine Plan

After healthcare workers and long-term care residents, the next to be vaccinated will be individuals who:

- Have higher risk for severe disease or death (due to age or other factors)
- Are unable to work at home
- Live or work in geographic areas that have been highly impacted
- Are most likely to spread disease to other workers or to the public

These individuals will be prioritized as follows:

Phase 1A

About 3 million people: Healthcare workers. Long-term care residents

Phase 1B

1B Tier One:

Individuals 75 and older

Those at risk of exposure at work in the following sectors:

- Education
- Childcare
- Emergency services
- Food and agriculture

1B Tier Two:

Individuals 65 -74 years of age

Those at risk of exposure at work in the following sectors:

- Transportation and logistics
- Industrial, commercial, residential, and sheltering facilities and services
- Critical manufacturing

Congregate settings with outbreak risk:

- Incarcerated
- Homeless

Phase 1C

Individuals 50 -64 years of age

People 16-49 years of age and have an underlying health condition or disability which increases their risk of severe COVID-19

Those at risk of exposure at work in the following sectors:

- Water and wastewater
- Defense
- Energy
- Chemical and hazardous materials
- Communications and IT
- Financial services
- Government operations / community-based essential functions

Vaccination plans for each county are available at the county websites.

Where Do I Stand
in the Vaccination Line?

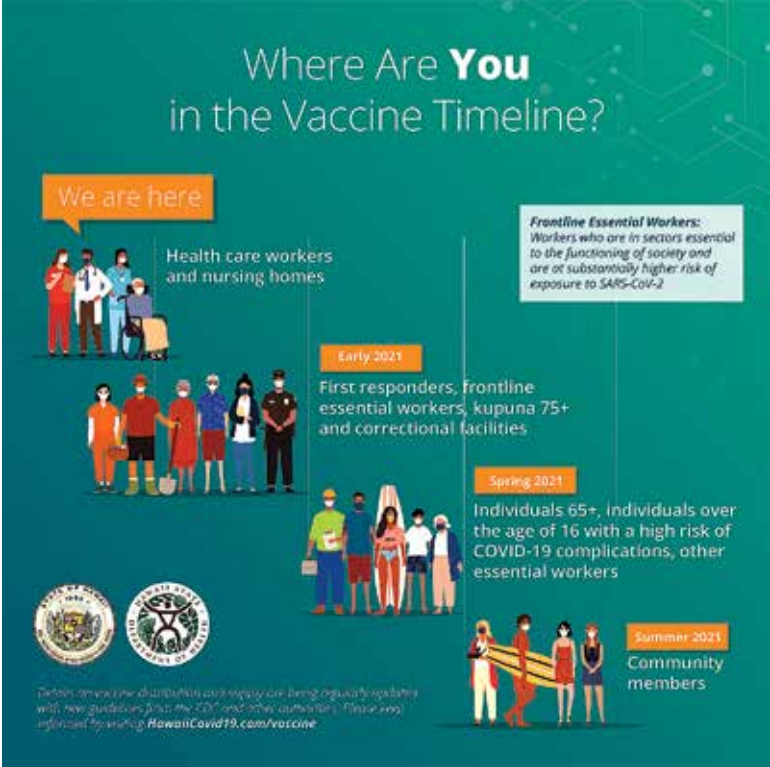
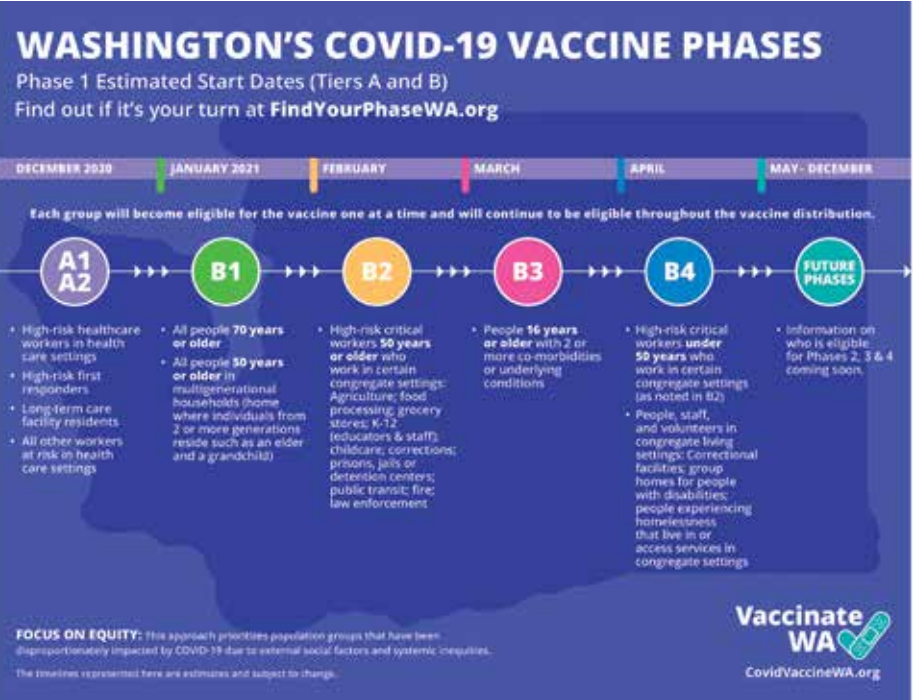
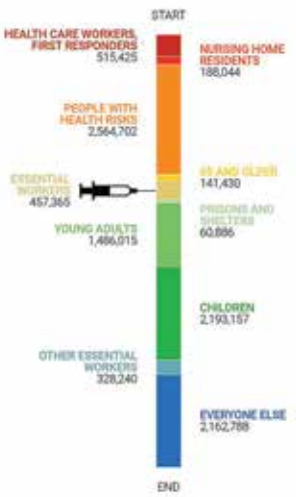
An interactive tool to figure out where you land in your county and state's vaccine line is now available at the sites below.

The tool anonymously asks several questions, such as “what is your age?” and “do you work in health care?” and “are you an essential worker?”

Vaccine Allocation Planner (covid19vaccineallocation.org) or

Where Do I Stand in COVID-19 Vaccination Line? —*NBC Bay Area*

In the graph below, we searched for a resident of Los Angeles County who under the age of 64, not working in health care, not a nursing home resident, has no underlying high risk health conditions, and is a front-line essential worker. This may or may not be the position of merchant mariners, depending on county interpretations. If not categorized as a front-line essential worker, then the next logical and likely group for mariners is “other essential workers.” The results in the test would put the LA resident in the fifth group, or roughly midway in line after about 3.4 million others in Los Angeles County.



Hawaii Vaccine Plan

There are two major phases in the vaccination plan in Hawaii. The first phase is now underway to protect the three priority groups, as recommended by the Centers for Disease Control and Prevention’s Advisory Committee on Immunization Practices (ACIP). The three groups in this first phase include:

- Healthcare personnel and long-term care facility residents, which is estimated to be 6% of Hawai‘i’s total population;
- Frontline essential workers and adults 75 years of age and older, which is about 20% of Hawai‘i’s population; and
- Adults age 65 to 74 years, persons 16 to 64 years with high-risk medical conditions, and essential workers not included in the other categories, which is 47% of the state’s population.

Phase 2 will cover the rest of the population, which includes all persons 16 years and older who are not in the other categories. Phase 2 is projected to begin in early summer 2021, depending on production and federal allocation of doses through Operation Warp Speed.

Based on the estimated number of people in each of these priority groups, 73% of Hawai‘i’s population will receive the vaccination if all those in Phase 1 receive the vaccine. Phase 2 will cover the remaining 27% of Hawai‘i’s population.

New COVID-19 Unemployment Benefits: Answering Common Questions | U.S. Department of Labor Blog (dol.gov)

In March 2020, the President signed the Coronavirus Aid, Relief and Economic Security (CARES) Act, which provided Americans with new and expanded unemployment insurance (UI) benefits if they’re out of work for reasons related to the pandemic. These benefits were recently updated and extended when the Continued Assistance for Unemployed Workers Act of 2020 (Continued Assistance Act) was signed into law by President Trump on Dec. 27, 2020. The Continued Assistance Act also included a one-time \$600 stimulus payment for qualified individuals; however, that payment is not an unemployment benefit and is administered by the U.S. Department of the Treasury.

Here are answers to questions about the unemployment insurance benefits in the new law.

How does the Continued Assistance Act affect unemployment benefits?

Unemployment Insurance Changes at a Glance		
	CARES Act	Continued Assistance for Unemployed Workers Act
Federal Pandemic Unemployment Compensation (FPUC) Supplemental amount added to unemployment benefits	\$600/week. Expired July 31, 2020	\$300/week. Expires March 14, 2021
Pandemic Unemployment Assistance (PUA) PUA covers individuals who are not eligible for/exhausted other UI benefits, including self-employed workers, gig workers, independent contractors	Expired Dec. 31, 2020	Expires March 14, 2021
How long can eligible individuals receive PUA?	Up to 39 weeks*	Up to 50 weeks*
Pandemic Emergency Unemployment Compensation benefits (PEUC)	Expired Dec. 31, 2020	Expires March 14, 2021
How long can eligible individuals receive PEUC?	13 weeks	24 weeks

* minus the weeks you received regular unemployment benefits and extended benefits

If you are receiving unemployment benefits [state or federal regular unemployment compensation, you will receive an additional \$300 per week as a supplemental amount to unemployment benefits for weeks of unemployment ending by March 14, 2021.

Note that individuals in states where the Extended Benefits program is available may receive up to 13 weeks of benefits — or up to 20 weeks of benefits if the state is in a high unemployment period — through the EB program. Additional changes pending in the Biden Administration COVID rescue plan. *Contact your state unemployment insurance agency for more information.*

Vaccine Priority Rule Change

Essential Workers* (total ~87M)

Frontline Essential Workers (~30M)

- First Responders (Firefighters, Police)
- Education (teachers, support staff, daycare)
- Food & Agriculture
- Manufacturing
- Corrections workers
- U.S. Postal service workers
- Public transit workers
- Grocery store workers

Other Essential Workers (~57M)

- Transportation and logistics
- Food Service
- Shelter & Housing (construction)
- Finance
- IT & Communication
- Energy
- Media
- Legal
- Public Safety (Engineers)
- Water & Wastewater

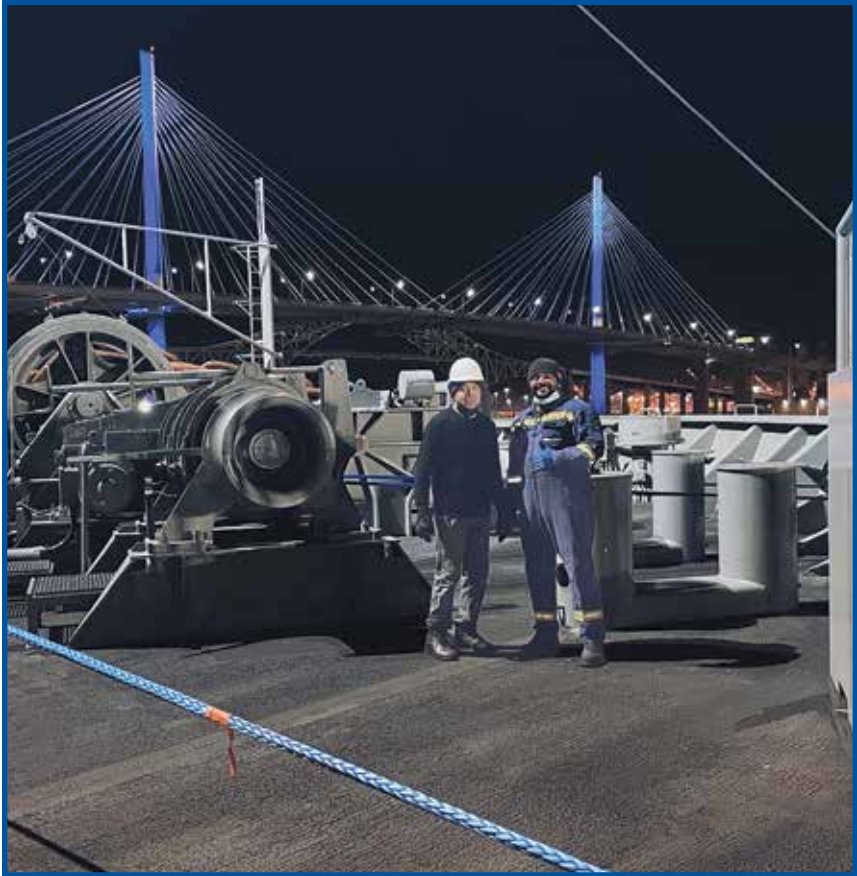
Frontline Essential Workers: workers who are in sectors essential to the functioning of society and are at substantially higher risk of exposure to SARS-CoV-2

*CISA: Essential Critical Infrastructure Workers: <https://www.cisa.gov/news/2020/08/28/cisa-releases-updated-guidance-essential-critical-infrastructure-workers>

This slide was the first official announcement of the CDC's adjustment of the Essential Worker priority. It created a "front-line" category that included all education workers. At the state levels, this change is often manifested as two tiers within phase 1B, the first part of the main second phase. Called 1B Tier One and 1B Tier Two, the essential worker group of transportation and logistics workers, where merchant mariners are counted, is now in 1B Tier Two, in most states. Actual prioritization on both an individual and a practical is subject to a variety of other factors.



ARRIVAL LONG BEACH: On the bow just before the first tie up of the Matsonia in Long Beach, CA L-R Bosun Dave Reinking, AB’s Jose Duran and Scott Hudson. *Photo Robin Colonas*
Below: Duran and Hudson on the bow after the tie up.



Tiki Bar Adrift Off Key West Coast Guard Not Amused

The captain of the Fish Monster, a charter fishing boat returning to Key West, thought it was a hallucination. Miles at sea in the Gulf Stream of the Atlantic Ocean, he spotted a "tiki hut" and decided to investigate. It was in fact a stolen tiki hut harbor bar vessel, called “Squeaky Tiki,” out of Key West, with a single occupant aboard.

The captain of the charter boat called in the position and eventually Coast Guard Station Key West crews recovered the vessel in the navigable waters of Hawk Channel, the waterway that parallels the Keys and runs south and east of the island chain all the way to the Bay of Biscayne.

According to the Coast Guard, the person aboard showed signs of intoxication, and he was taken into custody.

The vessel belongs to Cruisin' Tikis, which runs a small fleet of floating tiki huts for six-person party charters in harbor waters. The huts are self-propelled and come equipped with a skipper, water, ice and coolers; the charterer is responsible for alcoholic beverages.





SUP PRESIDENT'S REPORT

The Year Ahead

In danger and uncertainty, in fatigue and frustration, this year comes into focus in the same dim light that ended 2020. The coronavirus waves surge higher from the holidays, yet despite the grim numbers there are glimmers of hope. A vaccine is at hand, and the very recent leveling off of new cases suggest an end at least to the holiday spikes. Keeping in mind the danger of new, more contagious variants, it's far too soon to relax, however, as members and agents can readily attest. In fact, everyone is part of a daily heroic triumph to simply carry on the normal day-to-day work of the Union. We make a continuous COVID assessment of dispatching, of hiring hall safety, of government orders, of travel restrictions, of training, of company problems and policies, and personal tragedies. We deal with delayed crew reliefs, the whole testing regimen, and all the myriad accommodations and workarounds. Now we are confronted by confusing and changing vaccine access and inoculation procedures, while the normal work goes on. This year there are more government contracts to bid and train for, new commercial contracts to negotiate, other bargaining, and continuously transparent and efficient Union administration that stands up to scrutiny and always meets the requirements. In the third quarter we will negotiate with Matson, and I urge all members to begin to consider, draft and submit proposals for that Committee as well as for the Committee on Constitution in June towards an election beginning in December. Everything is different in the COVID era, but strangely for sailors not unfamiliar – it's the tough work of a hard watch on an ice-cold run. Hold fast.

Meeting Cancellations

In accordance with state and local orders that prohibit the gathering of people in most venues under most conditions, and to protect the health and safety of both members and staff, the regular membership meetings throughout the Union were cancelled for the months of December and January. This action was consistent with prior action approved by the emergency committees before cancellations in April and May of last year, during what was then a peak infection rate. Those cancellations were also authorized by collective membership action subsequently throughout the pandemic and such is also the case here. We expect to resume regular meetings in accordance with the SUP Constitution as soon as possible. Normal meeting materials are available for review by members at the hiring halls and this report is available in full online and in the monthly publication of the *West Coast Sailors*.

APL

APL's Director of Labor Relation John Dragone contacted the Union to renew the Restriction to Ship Settlement Agreement that dates to October of 2020. The original Agreement settled a restriction to ship claim brought in the President Roosevelt, taken up by the SIU-PD Unions as an omnibus grievance covering all ships. Ultimately, it was agreed on that on a month-to-month basis where sailors were restricted to ship and not prevented from shore leave by local government orders crew compensation would result, first at \$100.00 per qualifying day and then raised in bargaining to \$150.00 per day. The Agreement also included improved internet speeds and access, as well as a weekly slop chest allowance of \$40.00 per week.

To address the ongoing restriction, the SUP, MFOW and SIU along with the licensed Unions proposed an increase of an additional \$50.00 per day as partial alleviation of pressure. The Company countered with a \$25.00 contingent upon Union recognition of the vaccine as a condition of employment and mandatory vaccination within 30 days of availability and applied until pandemic end. Because the terms were both restrictive, vague, and without immediate need, authoritative support, or clear legal requirements, the Unions rejected same and proposed another 1-month renewal of existing terms. The Company countered with an extension until the end of February and agreed to the minor improvement of rolling over unused slop chest allowance amounts to the ship's fund for crew use. Mr. Chairman, mainly because it ensures continued \$150.00 per day payment under the terms, and because the unused slop chest donation is minor benefit, I recommend ratification of the amended agreement extension until February 28, 2021.

Foss Maritime Company

After roughly twenty-four years of successful operations as Foss Maritime, the successor to Chevron's Inland Fleet covering ship refueling jurisdiction that goes back to the 1940's, Foss sold the business to an outside company, delivering a cold message to employees in the midst of the holiday season and a fearsome pandemic. The news arrived like a knife in the back.

On December 28, 2020, Foss Regional Manager Henry Palmer notified the Union that the Foss Maritime's parent company, known as Saltchuk, was selling the Foss California bunkering business and its six bunkering barges to Centerline Logistics Company, formerly called Harley Marine Services. The transaction includes the Saltchuk purchase of eight ship assist tugs currently under the Millennium and Starlight brands and will be consolidated under the new Starlight brand of joining the other Saltchuk subsidiaries of Foss, AmNav, Cook Inlet and Young Brothers.

The long success of the operation is mainly due to the dedication of the professional SUP workforce, and the work of the Union to attract and retain them via maintenance of the best wages and conditions for tankerman in the industry. Then it was dozens of full-blown negotiation sessions covering vast changes in the industry that did that, an ambitious and unprecedented jurisdictional sharing arrangement that did that, and countless improvements via the collective bargaining process helped make it a good place to work for the long term. In the classic fashion of corporate indifference, there

was no courtesy of notice or an offer to negotiate before Foss signed away the business on December 23 and informed the Union only minutes before informing employees on December 28. On behalf of the Union, I registered with management our objections and promised to defend and protect our historical work. I called members individually and collectively to discuss what we knew. And in addition to retaining the legal counsel from labor lawyers Sheila Sexton and Peder Thoreen, with Beeson, Tayer and Bodine, of Oakland, I lodged a reservation of all rights, a request for information, and a demand to bargain.

The Company responded in part to some questions, but much is unanswered. Management acknowledged a responsibility to bargain, however, and on January 12, a preliminary fact-finding discussion was held. That discussion is ongoing and with all options under evaluation will continue keep the membership informed.

Government Ships

The Union's work in maintaining and building our government ship contracts and work opportunities continues at a steady pace. In addition to an increase in the Ready Reserve due this month, there are several contract bids that are pending.

MSC bid for Watson-class ships. In May of 2019, the Military Sealift Command publish solicitation N32205-19-R3009, which was the initial successor contract for the operation and maintenance of the eight Watson-class LMSR (Large Medium Speed Roll on/Roll off) ships. Those ships are the *USNS Charlton*, *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Watkins* and the *USNS Watson*. The ships are expected to be prepositioned in Full Operating Status in the Indian Ocean (Diego Garcia) and western Pacific (Guam, Saipan and South Korea). One ship is likely to remain in Reduced Operating Status and homeported in the United States. The contract was awarded to Patriot Contract Services in 2013 and the SUP has been aboard these ships since early 2014 with an excellent track record of performance.

RRF VAM. In February 2020, the U.S. Maritime Administration (MarAd) issued solicitation RFP 693 JF719R000034 to acquire ships for service in the Ready Reserve Force. The Vessel Acquisition Manager (VAM) will identify, purchase, re-flag to the US flag (if necessary), and repair/modify vessels that will eventually be added to the RRF fleet. It is part of the process to "recapitalize" the RRF. It is being bid as a four-year contract with a two-year option, for a total of possibly six years, beginning this as early as this summer. The VAM concept is new for the MarAd — a contractor to acquire needed ships — foreign or domestically built — using government defense sealift funds and specifically to replace aging Ready Reserve vessels. The VAM's role would extend beyond the financial acquisition, however, to include some level of operations and maintenance prior to the contract bidding process. There are no predetermined manning levels set by the RFP and instead will be determined by the status of the ship. Patriot is bidding for the work as the prime contractor.

NS Savannah Decommissioning. In March of 2020, MarAd issued Solicitation RFP 693JF720R000010 to support the decommissioning of the historic ship NS Savannah which included safeguarding and other custodial care. The contractor was offered to provide nuclear decommission services including some specialized technical engineering expertise in such operations such as labor, equipment, and supplies appropriated for radiological protection monitoring, surveillance, planning and supervision to carry out the industrial decommissioning. Patriot is bidding as a subcontractor for the ship husbandry and maintenance portion of the work related to the larger decommissioning. The ship is located in Baltimore Harbor and is intended to become a museum ship when the work is complete.

MSC bid for BOBO-class ships. In November 2020 MSC published solicitation N32205-21-R-4117 for the operation and maintenance of six Maritime Prepositioning Force (MPF) ships. The Union was contacted by Patriot to submit wages and fringe benefits covering the terms and conditions of employment for these ships, also known as the *Bobo*-class vessels, and consisting of the *USNS BOBO*, *USNS BUTTON*, *USNS LOPEZ*, *USNS LUMMUS*, *USNS WILLIAMS*, and *USNS STOCKHAM*. Three of the ships are expected to be prepositioned in the Indian Ocean and the other three in the western Pacific, all in support of the U.S. Marine Corps. The normal operation tempo of each vessel in Full Operating Status is estimated to be 92 percent in port and eight percent underway.

MSC bid for TAGOS-class ships. Also in November the MSC published solicitation N-32205-21-R-3100 for the operation and maintenance of seven T-AGOS and T-AGM ships also known as "Ocean Surveillance Ships." They are the *USNS Able*, *USNS Effective*, *USNS Impeccable*, *USNS Invincible*, *USNS Lorenzen*, *USNS Loyal* and *USNS Victorious*. In the past the wage determinations were set at levels that the Union considered a disincentive; now however, we expect to construct a competitive bid that will both attract members to the work and retain them for the long run. All ships are anticipated to be in Full Operating Status for the duration of the contract.

Ready Reserve Force Increase. In accordance with the MOU between Patriot and the SIU-PD regarding the terms and conditions of employment related to the operation and maintenance of the MarAd Ready Reserve ships, effective January 27, 2021 there shall be a two and one-half (2.5) percent total labor cost increase in wages and wage related items as well as fringe benefit contributions. The ships operated by Patriot are the *GTS Admiral Callaghan*, *MV Cape Orlando*, *MV Cape Taylor*, *MV Cape Texas*, *MV Cape Trinity*, *MV Cape Victory* and *MV Cape Vincent*.

In accordance with the MOU between Matson Navigation Company and the SIU-PD regarding the same terms and condition of employment for the *MV Cape Henry*, *MV Cape Horn* and *MV Cape Hudson* there is also a two and one-half (2.5) increase to wages and wage related items as well as fringe benefit contributions.

Mr. Chairman, for the increases due in the Union's Ready Reserve Force contracts for both Patriot and Matson I recommend the allocation of the entire increase be made to wages and wage related items, and fringe benefit increases allocated as needed.

SUP President’s Report continued

UFCW Local 5 Negotiations

As mentioned in prior versions of this report, over the past six weeks the Union has been engaged in discussions with members employed by UFCW Local 5 including gathering and vetting proposals. In another focused period of bargaining beginning in mid-December and carrying through the holidays into January, each proposal was raised with the employer, Local 5 President John Nunes in the full context of conditions, wages and premiums, financial considerations, retirement benefits, among many other things. After continuous communication with various members, and older proposals were revised and repropoed, newer ones drafted and proposed, refined, and proposed again. Not everything was agreed to, but a tentative deal was reached. With the assistance of rank-and-file Representatives Maggie Federer, Efrain Aguilera, Alfredo Delgado, Hector Moreno among others, as well as SUP Vice-President Matt Henning and SUP records administrator Martha Vizcarra, all of the various moving parts of a pandemic negotiation process were ably addressed. The specifics of the concession-free agreement are as follows:

1. Term and increase: 1 year “extension” expiring December 31, 2021 with a
2. Three percent (3%) increase on wages retroactive to January 1, 2021.
3. Vacations: unused vacation due to a necessary assignment by Local 5 will not be subject to existing caps.
4. Sick Leave: out for medical leave or funeral leave on a holiday will not be deducted from employee’s sick leave account.
5. Funeral leave: added son-in-law and daughter-in-law eligibility and leave valid for six months.
6. Out of area assignments premium: set at \$100 per week or prorated for less than a week.
7. Car Allowance: increase of \$50 per category (i.e., \$900 to \$950, \$950 to \$1000, \$1000 to \$1050) and a new excess mileage premium of \$300 per month if over 4k miles per quarter.

In addition, reviving a repeatedly rejected retirement proposal, the Union asked, and President Nunes ultimately agreed to bring a proposed increase in the self-contribution rate to the pension from 4 to 5% to the International Union’s review for clearance. Notwithstanding that open item, on the evening of January 13, SUP VP Matt Henning conducted and recorded the anonymous vote of the membership employed by Local 5 and reported the tentative Agreement was approved. Since a majority of the members working under new terms and conditions approve, Mr. Chairman, I recommend ratification.

Coast Guard Credential Extension Update

Responding to industry concern, particularly from the maritime labor Unions, the Coast Guard agreed to extend again the expiration of certain credentials due to the impact of the pandemic. In this light, the Coast Guard issued its fifth change to MSIB 08-20, titled COVID-19 – Mariner Credentials, which updates information on extensions to merchant mariner credentials and medical certificates.

The following significant changes are provided in Change 5 to MSIB 08-20:

- Merchant mariner credentials, both national and STCW, and medical certificates that expire between March 1, 2020 and June 30, 2021 are extended. The credentials are extended to the EARLIER of October 31, 2021 or one year from the expiration date of the credential.
- In light of the recent closures of Regional Examination Centers to the public, approval to test letters and course approval certificates that expire between March 1, 2020 and June 30, 2021 are extended to October 31, 2021.

While the Coast Guard has provided the extensions noted in the MSIB, mariners are strongly encouraged to fulfill the requirements and submit applications as early as possible in order to avoid a lapse in their credentials. If you have questions, please contact the National Maritime Center by using the NMC’s online chat system available at <https://www.uscg.mil/nmc>, by emailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (472-5662). Please see additional information in this month’s issue of the *West Coast Sailors*.

SUP Welfare Plan

Benefit increase: A COVID related matter came before the Board of Trustees of the SUP Welfare Plan at its regular meeting in December that resulted in a small benefit improvement. Specifically, members who are forced to pay for newly required Personal Protective Equipment (PPE) due to COVID concern will be reimbursed on a per visit basis. After investigation and debate the Trustees agreed to cover charges for medically necessary dental procedures for eligible participants. The claim period is retroactive to June 1, 2020 through June 30, 2021 of up \$10.00 per visit. The benefit is available to eligible active and pensioner participants subject to the annual maximum pensioner benefit allowance. The Plan Office needs a copy of the receipt and the itemized bill. Questions can be answered at 800-796-8003 and more information is available in the Welfare Notes section of this month’s *West Coast Sailors*.

2020 Legislative Update

National Defense Authorization Act of 2021: With the Congressional override of President Trump’s veto of the NDAA, (see article in the January issue of the *West Coast Sailors*) the critically important Maritime Security Program got a much-needed boost. For months, despite bi-partisan support the fate of the legislation wavered and faltered, and then even after Congress passed it there were fresh uncertainties around the veto and the votes needed for override. In the end its passage authorized an expenditure slightly less than appropriated, but nevertheless brought stability to the nine MSP ships operated by APL, and to U.S.-flag ship operations in the international trade.

Second CARES Act (Stimulus/COVID Relief): On December 28, 2020, President

Trump signed into law the second massive COVID stimulus bill which came in at about \$900 billion. It gives much needed relief to many Americans and sectors of the economy. For workers, the relief plan includes direct relief payments of \$600 to most adults making up to \$75,000 per year and \$1200 for couples making \$150,000 per year plus \$600 per child. It also adds a \$300 federal unemployment supplement for a period of at least 10 weeks through March 14. There is a special eligibility provision that makes unemployment benefits available to with exhausted state benefits, and the unemployment amounts are retroactively applied based on the rules of the individual states. As in the larger relief bill, if in doubt members should simply apply for benefits and the states have the responsibility to determine eligibility and amounts.

Water Resources Development Act: built into the CARES Act, this legislation provided authority to spend the full annual receipts of the Harbor Maintenance Trust Fund (HTMF) and takes the allocation of that funding off-budget. It has long been a goal of maritime interests, including labor, to use such receipts for actual U.S. maritime improvements rather than see the funds held indefinitely or diverted to other budgetary issues.

Quarterly Finance Committee

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee is normally elected at the January meeting review the finances after the quarterly audit of Union funds is complete, and then report back to the membership. By local government orders against indoor gatherings however, and in accordance with previous steps taken by the Union emergency committees to protect the members and staff, the meeting was regrettfully canceled. The Committee will convene after election at the next regular scheduled meeting and take up the pending business. The monthly and quarterly financials will be included in the meeting information package and available to the membership for inspection at SUP HQ and the Branches. Final membership review of these financial documents will come as per the SUP Constitution in a regularly scheduled meeting.

Covid 19 Vaccine Implementation

Throughout the country, the vaccine rollout has been slow and chaotic. An over-prioritization of the inoculation hierarchy is partially responsible, but the changing rules in a low information environment makes for yet another complex COVID problem. Vaccine ready for distribution awaits the pending phases, and still many willing participants do not yet have access. It is expected that mass vaccination sites will come to bear in the parking lots major sports arenas, but those venues are not yet authorized for general use.

On a national, state, and local level, the Union has objected to that confusion and demanded access to the vaccine since the U.S. merchant marine is widely acknowledged as a critical component of the vast American supply chain. Despite the commercial criticality, the role of merchant mariners in the national defense may prove to be the first and most efficient method of gaining access, probably on military bases maybe only for those directly employed by MSC as directly contracted mariners (CONMARS), but that procedure too, is still pending. On a call with government agencies, the MSC indicated that extending defense related vaccine to mariners in the Maritime Security Program was not likely.

The Trustees of the Seafarer’s Medical Center discussed the matter in detail in December and pledged to share information and on possible vaccination programs. Maritime labor, unwilling to stand idly by while the vaccine is rolled out, joined again in a unified message to advocate for an orderly vaccination program that prioritizes deep-sea merchant mariners as essential front-line workers, critical to the national security and the safety and continuity of supply chain. Although mariners ranked high in the essential worker hierarchy as initially promulgated by the Center of Disease Control, the CDC then amended the list to include education workers in the same group (known as “1b”) directly after health workers and the elderly. This effectively created a new tier, which depending on the interpretation of the states, may be called “1c” where mariners are still listed, but likely toward the bottom of that essential worker group given the widespread misunderstandings about maritime employment. A main problem is that although federal authorities make important recommendations, states and localities retain a great deal of authority over the implementation of public health measures in their jurisdictions. This helps explain some of the disconnect which comes on top of other vaccine rollout problems widely reported in the press.

The Union letter attempted to address maritime misunderstandings in the government public health system as well as offer practical solutions such as the possible use of Union clinics to facilitate inoculation if necessary. It went out to the National Governors Association and the Advisory Committee on Immunization Practices at the CDC and later became the template for a similar position from industry employers.

Holidays

Martin Luther King, Jr.’s Birthday — Monday, January 18, 2021. SUP hiring halls will be closed on Monday January 18 in observance of Martin Luther King Day, a holiday in most SUP contracts. Due to the holiday, the Branch meetings if held will be on Tuesday January 19, 2021.

Lincoln’s Birthday — Friday, February 12, 2021. SUP hiring halls will be closed on Friday February 14 in observance of Abraham Lincoln’s Birthday an ILWU holiday.

President’s Day — Monday, February 15, 2021. SUP hiring halls will be closed on Monday February 15 in observance of President’s Day, and SUP contract holiday.

Washington’s Birthday – Monday, February 22, 2021. This holiday is observed under the Chevron Agreement, and for all Marine Employees and Dispatchers employed by the San Francisco Bar Pilots.

Action Taken

All formal membership action was comprehensively deferred until the next meeting.

Dave Connolly

Biden Unveils Giant New Covid Rescue Package

President-elect Joe Biden outlined his proposal to fix both the economic downturn and fight the COVID-19 crisis with a sweeping new aid package of \$1.9 trillion. It will have more than \$400 billion to combat the pandemic, including accelerated vaccine procedures, as well as \$350 billion for state and local governments. The plan will also call for another \$1400 in direct payments to individuals, more generous unemployment benefits, and federally mandated paid leave for workers and child care costs subsidies.

The plan, announced in a speech on January 14, would give the federal government a bigger role in getting Americans vaccinated against Covid-19, including setting up federally supported community centers and mobile clinics for delivering shots. It is a shift in the federal response role that has so far involved only purchasing and distributing vaccines, while relying heavily on states to administer the shots. “Vaccines offer so much hope,” Mr. Biden said. “The vaccine rollout in the United States has been a dismal failure thus far.”

“I’m convinced we can get it done, and this is a time to set big goals, to pursue them with courage and conviction because the health of the nation is literally at stake,” he said. Mr. Biden said he would invoke the Defense Production Act, in an effort to increase manufacturing of

vaccines and vaccination supplies. If manufacturing projections previously put forth by companies hold up, Mr. Biden’s pledge to administer 100 million doses of Covid-19 vaccines during the first 100 days of his presidency should be possible, according to manufacturing and supply chain experts. But efforts to significantly ramp up vaccines and curtail spread of the virus will depend on state partnerships and public buy-in for some public health measures.

He proposed spending \$20 billion on a national vaccination program. The president-elect promised on the campaign trail to deliver reliable and free testing, sufficient supplies of personal protective equipment and effective vaccine distribution, while working with governors to implement mask mandates nationwide. But getting the plan into motion will take time, health analysts said, with urgency mounting because a more contagious variant of the virus has been found in multiple states. “We remain in a very dark winter,” said Mr. Biden.

While Democrats praised Mr. Biden’s relief efforts, Republicans criticized the scope of the \$1.9 trillion proposal, saying some provisions were unnecessary. Democrats have narrow majorities in the House and Senate. They would need Republican votes in the Senate to pass most legislation due to rules in that chamber.

“A few of the line items in this proposal seem like they could undermine the bill’s own good intentions,” said Sen. Chuck Grassley (R., Iowa), the top Republican on the Senate Finance Committee. “I’m open to more relief in light of this crisis, but I’ll need to more closely review the proposal and perhaps even see changes before I can offer my full support.”

Sen. Bill Cassidy (R., La.) — a member of the bipartisan group that helped kick-start negotiations on a \$900 billion relief bill that lawmakers passed last month —said Mr. Biden’s proposal seemed premature.

“We just put out \$900 billion and it’s not even out there yet,” Mr. Cassidy said. “I have to say, right now I’m skeptical, we really have to see how the epidemic goes, how the vaccination goes, how the economy recovers and what is the impact of the \$900 billion.”

Senate Democrats could pass some of Mr. Biden’s proposed policies through a process called reconciliation, which allows a simple majority to pass certain legislation. However, that path comes with restrictions, including a limited number of times it can be used and rules that confine reconciliation bills to tax and fiscal matters, rather than broader policies.

Some Democrats have said they were considering quickly passing items with some bipartisan support, such as a round of \$1,400 checks for many Americans, and trying to use reconciliation for ideas that won’t get Republican support.



SUP celebrates MLK Day
“Non-violence is a powerful and just weapon, which cuts without wounding, and ennobles the man who wields it. It is the sword that heals.” 1963 March on Washington for Jobs and Freedom.

Large and Complex U.S. Naval Drills Planned for 2021

The Navy and Marine Corps plan to conduct a large scale exercise involving multiple strike groups and multiple numbered fleets next year, after the original plans for a Large Scale Exercise 2020 last year were delayed due to the pandemic.

The chief of naval operations and commandant of the Marine Corps said last month that Large Scale Exercise 2021 would be the first major live test of the Distributed Maritime Operations (DMO), Littoral Operations in a Contested Environment (LOCE) and Expeditionary Advance Base Operations (EABO) concepts that are driving the bulk of their ongoing budget and acquisition decisions.

“We want to take a deeper look at DMO, LOCE, EABO and how they tie together. And so that’s important for us conceptually to ensure those concepts in a way we can visualize whether or not we need to course-correct,” CNO Adm. Mike Gilday said today while speaking at the U.S. Naval Institute’s annual Defense Forum Washington event.

Gilday said he couldn’t publicly talk about which units would participate or exactly how many ships and personnel would be involved. But he said that the event, which will take place in the summer, will involve multiple carrier strike groups and multiple amphibious ready groups – putting this exercise at a scale not seen in recent history.

Gilday said last year that LSE would not only test the DMO concept but would also include small tactical cyber teams, acknowledging that the Navy will have to defend against and leverage offensively new space, cyber and information domains.

“We’re likely going to be in a fight next that’s going to be trans-regional, and it’s certainly going to be all-domain,” he said.

Commandant Gen. David Berger, who spoke alongside Gilday, said that the Navy and Marine Corps had conducted plenty of exercises that focused on smaller-scale conflict that could be contained to a particular geographic area, “but against a peer adversary, there’s a clear acknowledgement that you’re probably not going to be able to contain it into a local, small region — which drives you towards multiple numbered fleets, multiple [Marine Expeditionary Forces]. The Large Scale Exercise is going to go beyond a single numbered fleet and a single MEF; it’s going to tie together, stitch together multiple

fleets, multiple MEFs, on more of a globally integrated scale.”

In stretching out the battle, Gilday said, the logistics and sustainment models will be stressed, which is an area the Navy and Marine Corps intend to spend time addressing in 2021.


“We wargame and we study logistics all the time, but we never have developed really a plan for sustaining the fleet in a fight. And so that’s an important project for us in 2021, to actually develop a plan for how we sustain a fleet – not just logistics, but battle damage. We just, we haven’t been forced, we haven’t forced ourselves to take a deeper look in terms of a plan, and we need one,” the CNO said.

In a later panel, Naval Sea Systems Command chief Vice Adm. Bill Galinis was asked about the Navy’s battle damage capabilities and crews’ self-sufficiency while operating at sea. Galinis said crews had shown in recent incidents that they were good at initial damage control effort, but there’s work to do on the subsequent battle damage assessment and expeditionary repair efforts.

Galinis noted that the COVID-19 pandemic has reduced NAVSEA’s ability to send technicians out to ships to help fix broken gear, so the crews have had to get better at keeping themselves ready for tasking without outside help. He said the type commanders would be looking for ways to further boost self-sufficiency, since it’s unlikely that flyaway repair teams would be able to make it out to a ship at sea during a fight in a contested space.

He added that NAVSEA is looking at improved training for maintenance sailors, as well as enterprise-wide ideas for repairing battle damage: “if we had to bring a surface ship into a naval shipyard, for example, we could do that. Or if we had a flyaway team from maybe a private shipyard to help on an aircraft carrier, for example.”





Dispatcher's Report

Headquarters —DECEMBER 2020

Deck	
Bosun	1
Carpenter	0
MM	8
AB	13
OS.....	4
Standby S.F.....	18
Total Deck Jobs Shipped	44
Total Deck B, C & D Shipped.....	37
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler.....	0
Wiper	0
Steward	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped	0
Total E&S B, C, & D Shipped.....	0
Total Jobs Shipped-All Depts.....	44
Total B, C, & D Shipped-All Depts....	37
Total Registered "A"	22
Total Registered "B".....	30
Total Registered "C"	6
Total Registered "D"	7

SUP BRANCH REPORTS

HONOLULU

November 2020

Ships checked by phone and email:
Manukai, DK Inouye, Kaimana Hila, Manulani, Mahimahi, Maunawili, Lurline, RJ Pfeiffer, and the Paint and Rigging gang. All are running with few or minor beefs except for the restricted to the ship beefs.
APL Guam — no major beefs
APL Saipan — no major beefs
USNS Charlton — no major beefs
USNS Watson — no major beefs

Agents Report:
2020 was a year to remember (or forget). We started the year with a virus that has killed over 1 million people worldwide in less than a year and ended with an attempted overthrow of our government. We survived one of those threats (Trump and his right wing extremists) and are working on the other (Covid-19). What I want to say is that even as bad as 2020 was the SUP membership handled it in SUP style. We learned to live with all of the new rules and regulations that the government and the companies threw at us (some good and some bad) and we handled them with SUP style.

So far the Honolulu hall has had only one confirmed case of a member getting the Covid-19 virus while at work. And he is fine now and there were no related cases in any of the other members who were working with him. A big mahalo to the entire Sup membership!

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

*Mahalo,
Michael Dirksen*

WILMINGTON

November 2020

Bosun: 4, AB/W: 20, AB/D: 9, OS/ STOS: 1, GVA/GUDE: 0 ,Standby: 61
Total Jobs Shipped: 95
Registrations:
A:33, B:39, C:7, D:5
Ships Visited:
Checking in with ships by email and phone.
Agents Report:

All ships sailing in and out with minor clarifications. There's a shortage of labor in the port which causes arrival times to the dock to change almost daily.
The number of new Coronavirus cases continues to increase daily all hands are reminded to practice social distancing and sanitary precautions.
Shore side Bosun Gary Gelfgren and the stand by gang doing a great job.

Keep your dues current and be sure to check your documents, dues and document must be current to ship. When you get new documents let me know so I can update your records. This is your Union participate, come to meetings, read your West Coast Sailor and stay informed.

Fraternally Submitted, Leighton Gandy

SEATTLE

November 2020

Shipping:
2 Matson Boatswains went to 2 A members; 2 AB's shipped, filled with a C and B card; 1 OS to a B card. Matson called for 3 Standby Boatswains, filled by 2 A and 1 B member, & 33 Standby AB's that were filled with 1 A, 7 B, 5 C, and 20 D cards.
Registered:
5 A cards for a total of 7; 10 B cards for a total of 17; 0 C cards for a total of 2; 6 D cards for a total of 12

Agents Report:
Seattle saw a fair amount of standby work from Matson getting Lihue ready to shift to her berth in Seattle. The job orders came in daily, unannounced, and outside job call, but all hands stepped up to fill the billets. It was a bit of an uncoordinated mess from the outset as the shift gang found out once away from Tacoma that not even drinking water had been brought aboard. Those of you that took these jobs all performed in a respectable SUP fashion, and with a heavy ballast of humor.

ILWU in Tacoma requires hatches to remain dogged until the hatch is clear, and at that time crew is to undog the hatch for removal. If the ship's crew is up against STCW rest periods Matson Masters will be calling standbys to fill this work.

*Fraternally,
Brendan Bohannon*

The Gray Vault

Where are your monuments,
your battles, martyrs?

Where is your tribal memory? Sirs,

In that gray vault. The sea.

The sea
Has locked them up.

The sea is History.
Derek Walcott, from
The Sea is History, 1979

For the latest updates
on COVID-19
vaccines & more...

www.sailors.org



VICE PRESIDENT'S REPORT

November 2020

Ships checked — January
APL President Wilson — Eduardo Rojas, delegate. Port congestion and cranes out of commission have caused significant delays in San Pedro. Spent several weeks at anchor awaiting berthing in San Pedro. Dmitri Seleznev, bosun.
APL President Roosevelt — Jose Duran, delegate. Clarification regarding washdown and anchor watch. Michael Ruan, bosun.
APL Gulf Express — Christian DeMesa, delegate. Continuing tough run with 3-4 ports per week. Ed Zepeda, bosun.
USNS Sisler — Alex Glosenger, delegate. On the hook in Diego Garcia, majority of SUP crew will be getting off in March. Xerxes Cunanan, bosun.
USNS Dahl — In New Jersey shipyard until late March early May. Several large projects going on with limited crew. Ship is working on adding additional crew during ROM period. Randy Cruz, bosun.
USNS Watson — John Fearon, delegate. Little or no beefs. Juancho Gutierrez, bosun.
USNS Pomeroy — In Diego Garcia with several crew members being relieved in the middle of January. Please remember, if you pass on a job in Diego Garcia you are leaving a fellow union brother or sister out there for another sixty days before they can be relieved again. Jeff Nicholas, bosun.
USNS Soderman — Micheal Klann, delegate. Several crew members returning home in December. On the hook in Saipan.
SLNC PAX — Frank Duffin, delegate. Short port stays and long periods between ports making reliefs difficult. Expect two new crew members in early February.
Cape V's and T's — All five ships in Beaumont, Texas. Little or no beefs.
Kamokuiki — Joel Tetrault, delegate. Ship returned Jan 15th from a 60-day activation. Crew did an outstanding job, with no major issues. Nick Hoogendam, bosun.
Cape Horn, Henry, & Hudson — Docked in San Francisco, ROS. No major beefs, possible activation around June.
California Voyager — No shore-leave for over 9 months now. Tensions are high, but crew is making the best of tough conditions. Ron Gill, bosun.
Florida Voyager — Ship is scheduled for a yard period in late March early April. Thor Erickson, bosun.

I represented the SUP at the monthly Alameda Labor Council meetings. The Coast Guard issued another round of extensions, but as always, I would not rely on these. Extensions are issued because processing documents like your MMC is taking longer than normal. Best to start the process asap. Please feel free to contact myself or our training rep Berit Erickson if you need any assistance with applications or renewals.
Matt Henning

BUSINESS AGENT'S REPORT

November 2020

Kamokuiki — Joel Tetrault, delegate. Last month Matson picked up a Government contract for this ship after being laid up for 5 months in the shipyard. It took a lot of hard work to get ship running for the trip with Nick Hoogendam, as Bosun. Matson's schedule has calls in Kwajalein, Honolulu and Tacoma.
Mahimahi — In at Oakland #63. Arthur Brosnan, delegate. Shifted to Howard's for a short term lay-up. Rumor is 5-7 days alongside the dock then shift back to Middle Harbor Terminal to load for Honolulu, then Shanghai. Schedule has ship arriving shipyard end of January. Lots of work ahead plus cross decking to the Manoa in dry-dock. Nothing we can't handle with relief Bosun John Crockett.
Matsonia — Maiden voyage into Oakland#62 with Scott Hudson, delegate Fresh paint job, looking good with the new ship smell and still working out the kinks. David Reinking Bosun .
Maunawili — Jerry Komoto delegate. Running smooth. No beefs.
RJ Pfeiffer — Isnin Idris delegate. Checked in with little or no beef s.
President Wilson — Eduardo Rojas, delegate. Falling further behind in the schedule with the long delays due to berth congestion in LA. Chances of catching up? good luck with that. Dimitri Seleznev as Bosun.
President Truman — Oakland #56. Elixir Ponce, delegate time's up, and new delegate to be elected at sea. Bosun Gabriel Sipin taking a well deserved trip off. In good hands with relief Bosun Ariel Odien.
President Eisenhower — In Oakland #56 with Scott Stokes delegate. Long delays in Long Beach as ships back up in the anchorage. Trying to get back on schedule will be hard to do with these delays. Running smooth with Jennifer Corner as Bosun.
Cape Orlando — Pier #3, Alameda. Activation shipyard period Manual Davis delegate company COVID tested the crew results back negative. Scheduled in Swan Island shipyard Portland sometime the middle of January. Figures to be 6-7 weeks of shipyard repairs. Patriot plans on keeping the ROS crew and laying everyone else off with possible middle of February completion. Dennis Sumague as Bosun.
Admiral Callaghan — Ready to go status with Joel Schor Bosun.
Cape Henry — Pier#96. Ready to go status with Noel Itsumaru, Bosun.
Cape Horn — Pier#50. Ready to go status with Paul Fuentes, Bosun.
Cape Hudson — Pier#50. Ready to go status with Phil Coulter, Bosun.
San Francisco Bar Pilots — Pier#9. Big Mike Koller delegate Station boat training in full swing.Leo Moore Dock Bosun
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Worked in the front office and dispatched jobs.

Roy Tufono