




West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXV No. 1  185

SAN FRANCISCO, CALIFORNIA

Thursday, January 20, 2022

China Covid Response Keeps Supply Chain On Edge

U.S. companies are bracing for another round of potentially debilitating supply chain disruptions as China, home to about a third of global manufacturing, imposes sweeping lockdowns to try to keep the Omicron variant at bay. The measures have already confined tens of millions of people to their homes in several Chinese cities. At least 20 million people, or about 1.5 percent of China's population, are in lockdown, mostly in the city of Xi'an in western China and in Henan Province in north-central China.

The country's zero-tolerance policy has manufacturers — already on edge from spending the past two years dealing with crippling supply chain woes — worried about another round of shutdowns at Chinese factories and ports. Additional disruptions to the global supply chain would come at a bad time, as rising prices for raw materials and shipping along with extended delivery times and worker shortages strain the system.

China has used a zero COVID tolerance policy including lockdowns, contact tracing and quarantines to halt the spread of the coronavirus nearly two years

ago after its initial emergence in Wuhan. These tactics have been highly effective, but the extreme transmissibility of the Omicron variant poses the biggest test yet of China's system.

So far, the effects of the lockdowns on Chinese factory production and deliveries have been limited. Four of China's largest port cities — Shanghai, Dalian, Tianjin and Shenzhen — have imposed narrowly targeted lockdowns to try to control small outbreaks of the Omicron variant. As of this weekend, these cities had not locked down their docks. Still, Volkswagen and Toyota announced last week that they would temporarily suspend operations in Tianjin because of lockdowns.

Meanwhile, more record volumes of containers stack up in Southern California. The Port of Long Beach is the second-busiest container port in the country behind the Port of Los Angeles, its neighbor at the San Pedro Bay Port Complex. Combined, the two ports have moved more than 20 million TEUs in 2021, although the Port of Los Angeles has not yet finalized its December volumes.

But severe congestion that has weighed heavily on throughput in recent months, delaying and diverting ships. FedEx recently announced an agreement to offload chartered tonnage in the nearby Port Hueneme.

The Port of Long Beach said December volumes came in at 754,314 TEUs, down 7.5% from December 2020, marking the fourth consecutive month of year-over-year declines. December imports declined 11.7% to 358,687 TEUs, while exports dropped 13.9% to 113,918 TEUs, and empty containers climbed 1.5% to 281,709 TEUs.

Long Beach has collaborated with stakeholders at every level, including labor, to expand hours of operation, create temporary staging areas for full containers, and encouraging truck drivers to drop off export containers when picking up an import.

continued on page 4

High Court Reverses Vaccine Mandate; Legal Whiplash Causes More Turmoil

The U.S. Supreme Court struck down in January the Biden administration's vaccine-or-test rule, declaring that the Occupational Safety and Health Administration had exceeded its authority.

But at the same time, the court upheld a regulation issued by Medicare (CMS) that mandates vaccines for almost all employees at hospitals, nursing homes and other health care providers that receive federal funds.

The vote to invalidate the vaccine-or-test regulation was 6 to 3, along ideological lines. "Although Congress has indisputably given OSHA the power to regulate occupational dangers, it has not given that agency the power to regulate public health more broadly," the majority said.

What it means in the workplace is unclear. In fact, an already complex vaccination employment landscape added layers of new confusion as new lawsuits are filed and as many states and cities have created their own vaccine rules — some more stringent, some less restrictive, than the federal government's. There's also the question of the rules covering government contractors, company policies, the definition of fully vaccinated and whether companies will eventually be required to mandate boosters, not to mention accommodating the six-

month delay between the second and third shots.

Justices Stephen Breyer, Sonia Sotomayor and Elena Kagan, the court's three liberals, dissented. In an opinion written by Breyer, they said the conservative majority "seriously misapplies the applicable legal standards. And in so doing, it stymies the Federal Government's ability to counter the unparalleled threat that COVID-19 poses to our Nation's workers."

The decision to invalidate the regulation comes as COVID-19 cases soar. Earlier this month, a record 1.4 million new cases were reported in one day. Hospitals across the country have been swamped — mainly with unvaccinated patients. The situation has been serious enough to prompt some governors to call out the National Guard to help, even as governors in some other, Republican-dominated states have made vaccine mandates illegal.

President Biden said he was "disappointed that the Supreme Court has chosen to block common-sense life-saving requirements for employees at large businesses that were grounded squarely in both science and the law."

The president said his administration's various *continued on page 10*

Teamsters Concrete Strike Shuts Down Port of Everett

Concrete drivers and plant workers, members of Teamsters Local 174 in Everett, Washington have been on strike for six weeks at Lehigh Northwest Cement Company. On January 12 they extended their picket line to the Port of Everett's 55,000-ton bulk storage cement facility for three hours on Monday. Lehigh Northwest operates a giant storage dome and other distribution facilities at the port; the company distributes approximately half a million tons of cement throughout the greater Seattle region by truck and rail each year.

Monday morning's picket line extension to the Port of Everett cement terminal shut down all operations at the port, which supports nearly \$21 billion worth of U.S. exports annually. The Port of Everett is the second-largest export customs district in Washington state, and fifth-largest on the West Coast. Members of the International Longshore and Warehouse Union (ILWU) who work at the port honored the Teamster members' picket line and refused to work.

This strike is by more than 300 concrete mixer drivers and concrete plant workers at five concrete companies in the Seattle area. The workers began their strike on Dec. 3, 2021, to demand that the companies that control the concrete industry in the Seattle area stop violating federal labor laws that protect workers' rights. After six weeks of the

strike, Seattle's \$23 billion construction industry has begun to grind to a halt without concrete.

"These giant, multinational construction companies are demanding that workers accept a package of wages, healthcare and retirement that would be a decrease in compensation over three years when you take inflation into account," said Rick Hicks, Secretary-Treasurer of Teamsters Local 174 in Seattle. "This package would also be significantly less than the compensation packages other construction workers in Seattle receive."

The five concrete companies, all of which traditionally bargain new contracts with Local 174 together, are also refusing to fund a health care plan that could save workers thousands of dollars per year in retirement, even though Local 174's concrete industry members have offered to cover any cost increases the company may incur. The concrete/cement companies where members of Local 174 are on strike include the giant German construction company HeidelbergCement (operating under the Lehigh and Cadman brands in the Pacific Northwest), the Japanese-based Taiheiyo Cement, and two major regional companies that control the flow of concrete in Seattle (the city with the second-most construction cranes in the country). These companies service the region's largest current construction projects, including:

continued on page 7



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Hannu Kurppa BK #3162
- Gunnar Lundeberg.....BK#4090
- Duane NashBK#2437
- Vince O'HalloranBK#2463
- John Perez..... BK#3810
- James Savage.....BK#7488
- Grant WeggerBK#3637
- Alexander Earle.....BK#1885
- Emmert HollowayBK#5875
- Terry LaneBK#4107
- Juan Magana.....BK#6332
- John Drolla BK #2751
- Dennis WhiteBK #3647

Organization/General Fund

- William Berry \$100.00
(In Memory of "Sef Tufono")
- Leo Moore..... \$100.00
- Mick Mchenry\$50.00

Political Fund

- Gil Manipon \$70.00
- David Fadoul \$100.00
- Gunnar Lundeberg.....\$50.00
- Dave Connolly\$200.00
- Rey Clores..... \$10.00
- Roy Tufono \$100.00
- Louie Urbano..... \$50.00
- Steve Swinson \$25.00
- William Williamson, IV ...\$200.00
- Brendan Bohannon \$50.00
- Juan Gonzalez \$50.00
- Erling Eastmark\$80.00
- Vincent O'Halloran\$200.00
- Noel Itsumaru\$50.00
- Heath Heller \$10.00
- Patrick Weisbarth\$100.00
- Diane Ferrari.....\$100.00
(In Memory of "Frank Portanier")

West Coast Sailors

- Brian Burns \$100.00
(In Memory of Frank Salvatierra)

Memorable Ships of the Past



Khufu ship, 2,500 BC

Dating from 2,500 BC, this ancient ship was found in a pit at Giza in Egypt where it had been dismantled as a grave offering for the Pharaoh Khufu. Measuring 141 feet (43m) long and 16 feet (5m) wide, it is known as a 'solar barge', a ritual vessel to carry the king on river Nile voyages, and later his embalmed body. Built of Lebanon cedar, it seems to have been propelled by oars as there is no room for sails. Discovered in 1954, the ship was painstakingly reconstructed and will be back on display at the Grand Egyptian Museum in Giza when it opens in November 2022. Although the Pesse canoe found in the Netherlands, is believed to be the world's oldest surviving boat (8500 BC), the Khufu solar ships of Egypt have original timbers and show signs of being in the water. Their function may have been only as a funerary vessel to symbolize the passage of the pharaoh across the skies in resurrection as the sun god Ra.

Membership and Ratings Committee

The Committee met on January 6, 2022 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Luis Rosas	Bk# 3212	6 yrs.	A.B	A
Ronn Antikoll	B-19709	1 yr.	A.B.	B
Ali Ghaleb	B-19710	1 yr	A.B	B
Adam Sagapolutele-White	B-19711	1 yr.	O.S.	B
Vernon Hoffman	B-19712	1 yr.	O.S.	B
Khaled Elmarsafawi	C-2895	30 Days	O.S.	C
Gary McGregor	C-2896	30 Days	O.S.	C
Christian Bio	C-2897	30 Days	O.S.	C
Fadhel Hussein	C-2898	30 Days	A.B.	C

Ratings: Bosun Stamp

Cosme Bigno Bk#5766

Membership and Ratings Committee's Report: James T. Linderman, Bk#4126, Sam Worth, B-19320 and Gabriel Moreno, Jr., B-19533.



The December SUP Membership and Ratings Committee: Brad Cain, Sam Worth, Ron Reed in the SUP library.

Final Departures

Frank Portanier, Book No. 3835. Born in Italy in 1942. Joined SUP in 1966. Died in San Pablo, California, December 18, 2021. (Pensioner)

Joseph F. Meehan, Book No. 6480. Born in Ohio in 1938. Joined SUP in 1968. Died on December 31, 2021. (Pensioner)

Raymond Flores, Book No. 2240. Born in California in 1928. Joined SUP in 1977. Died in Concord, California, December 19, 2021. (Pensioner)

William Cook, Book No. 4692. Born in California in 1927. Joined SUP in 1951. Died in Bend, Oregon, December 14, 2021. (Pensioner)

Mendell P. Sparks, Book No. 7047. Born in Kentucky in 1927. Joined SUP in 1945. Died in Rowlett, Texas, December 24, 2021. (Pensioner)

SUP Meetings

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

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

Make sure your mailing address is up to date.

Vote in the SUP Election

SUP Membership Change of Address Form

Name (print) _____ Book No. _____

Address _____

City _____

State _____ Zip _____ Country _____

E-mail _____

Phone _____ Cell Phone _____



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

West Coast Sailors

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

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PENSION PLAN OFFICE

(415) 764-4987

Containerships Held Offshore in San Francisco

Queue system keeps containerships at sea:

Containerships coming into San Francisco Bay are being stacked up offshore. As in anchorages around the world, Bay Area authorities are trying to provide better management and oversight to reduce emissions near shore and improve vessel safety by reducing the numbers of ships at anchor.

Effective January 10, container vessels bound for the Port of Oakland will receive an assignment in the arrival queue based on their departure time from their last port of call. Under the system, vessels agree to remain outside a new "Safety and Air Quality Area," 50 miles off the Northern California coast until their assigned arrival time. Previously, containerships entered the queue for the port when they cross a line 80 nautical miles from the coast and anchored in the Bay to await the dock space.

Although many seafarers were restrict-

ed to ship in any case, the policy removes all doubt in depriving shore leave. Ship-owners were quick to congratulate themselves on the process, while sailors suffer, labor on without a break, threatening their mental and physical health in support of the outrageous profits of container lines during the pandemic.

It means among other things that ship will be slow steaming offshore. Southern California first introduced the system in November 2021 after the headlines about the disastrous oil leak from a pipeline sitting on the seafloor that was likely dragged and damaged by one or more of the containerships in the anchorage at the beginning of 2021. Port officials cited the need to better space vessels and reduce the safety concerns ahead of the onset of winter storms.

When the system was introduced in San Pedro Bay there were 86 containerships in the anchorage or in drift areas that port officials had reintroduced early in 2021 due to the number of vessels which were



Northern California plans to hold containerships at sea instead of anchoring waiting for the Port of Oakland to clear berth space. (SFMX photo)

routinely filling the primary and a second anchorage waiting for terminal space in the dual ports of Los Angeles and Long Beach. Today, the Marine Exchange of Southern California reported that there were 14 containerships in the anchorage or the drift areas.

The Port of Oakland has also experi-

enced backlogs with vessels anchored in San Francisco Bay. While the ships stack up in the anchorage or at sea, little thought is given to the men and women that make them run. The pandemic compromised an already weak system of shore leave around the world. Now, the global supply change mess adds to the problem.

Does Size Matter? Maersk Lines Falls To Second Place

Mediterranean Shipping Company (MSC) is now the world's largest shipping line by container capacity, ending Maersk's 25 year run as the top shipping company in the world.

MSC now owns or charters enough ships to carry the equivalent of 4,284,728 shipping containers, according to Alphaliner, narrowly edging out Maersk's total capacity of 4,282,840 containers. Each 20-foot shipping container can carry the equivalent of 400 flat-screen TVs (or 48,000 bananas).

The top spot has been a matter of "identity and pride for Maersk—and Denmark—for many years..." said one industry observer. The two shipping lines have made different bets on the future of their industry. Maersk has decided to shift

its focus away from shipping and toward more profitable lines of business, like air freight, trucking, warehousing, operating port terminals, and selling logistics software. The company aims to reinvent itself as a one-stop shop for every step of the supply chain.

In a March of 2021, Maersk said that "the company has taken a strategic decision to change course...Maersk has pivoted around next-gen technologies, big data, and innovation to transform into an end-to-end integrated logistics company." In the history of container shipping, Maersk is not the first company to attempt to broaden its scope. APL did it in the 1980's, among others, and its successor company CMA-CGM has plowed money from container shipping into airfreight

and other logistics enterprises. Matson started Matson Logistics over a decade ago and acquired new parts of the supply chain in its acquisition of Horizon Lines.

MSC, on the other hand, has doubled down on its strategy of building out a fleet of mega-ships that can deliver cargo at the lowest possible cost. "MSC has invested significantly in new and very efficient ultra-large vessels," the company said in an emailed statement. CEO Soren Toft, who MSC poached away from Maersk in 2019, added, "size isn't an objective for us... Growth, profitability, and supporting customers are what have driven us, and what will continue to drive us forward." MSC leads in containers, not fleet size

MSC leads Maersk on one key metric: the number of containers it can carry on the ships it owns and charters. This is the most important measure of a shipping line's size because it means that MSC can move more cargo than Maersk can.

But MSC's dominance isn't clear-cut. For one thing, Maersk still owns more

shipping capacity than MSC does. MSC makes up the difference by temporarily chartering cargo ships from other lines. MSC is looking to close that gap by ordering more new ships. MSC has nearly 1 million 20-foot equivalent units (TEU) worth of new cargo ship space on order, compared to 255,000 TEU for Maersk.

Maersk also owns and charters more ships than MSC since MSC's strategy has been to buy the biggest container ships available for operating efficiencies over smaller ships. While larger ships cost a bit more to operate, they can carry far more cargo, so if they're fully loaded they can be more profitable. MSC's new spot atop the leaderboard reflects the investments are making with the billions of dollars in profits hauled in during the pandemic. As supply chains normalize in 2022 and beyond, time will tell whether Maersk's decision to invest in land-based logistics or MSC's mega-ship strategy proves prescient.



On January 7th, the Ready Reserve Force Ro/Ro *Cape Horn* departed Anchorage 9 in San Francisco Bay for the Golden Gate and ports unknown on a ten-month military mission. Bosun Paul Fuentes said a full crew answered the call and turned to SUP-style to bring the ship from Reduced to Full Operating Status despite the holiday timing and pandemic restrictions.



Aboard *Cape Horn*: Bosun P. Fuentes, OS M. Waugh, OS B. Hubbard, AB delegate A. Wylie, AB J. Springfield, AB M. Koraish, AB O. Ortega, OS G. Navarro, AB E. Duckett

DOT and MARAD Release Plan to Resume Cadet Program

The Maritime Administration has reached an agreement to restart the Sea Year program, which had been suspended in November 2021 because of persistent problems with sexual assault and sexual harassment (SASH). DOT, MARAD, and USMMA sought recommendations on actions to strengthen safety at sea for cadets from a range of stakeholders—including industry, labor, advocacy groups working to combat sexual assault and harassment, Congress, and federal agencies, as well as US Merchant Marine Academy at Kings Point midshipmen and alumni.

The announcement that the Sea Year program would resume came after MARAD released a set of more than 30 policy guidelines and a checklist, entitled Every Mariner Builds A Respectful Culture (EMBARC) in December. The policy requires the ship's operator to hold regular crew-member trainings; install stateroom door locks; and establish strict standards of reporting. It includes a zero-tolerance pol-

icy for SASH incidents or retaliation and a multi-employer database of the names of mariners accused of SASH offenses.

The new standards replace those implemented by MARAD in 2016 after the first time Sea Year was suspended.

"The plan is an initial step, and all parties are committed to continuing to review this program frequently, and to make improvements whenever needed to ensure the safety and success of cadets," said Acting Maritime Administrator Lucinda Lessley.

In parallel with MARAD's announcement, the Coast Guard issued a safety bulletin to shipping companies reminding them of their legal obligation to report sexual offenses to the Coast Guard Investigative Service. "Sexual assault is a crime," said USCG Rear Adm. John W. Mauer, assistant commandant for prevention policy. The Coast Guard operates a tip line which can be accessed by phone (202-372-2100).

Tonga Devastated After Eruption, Tsunami

Tonga and its outer islands suffered extensive damage from a volcanic eruption and tsunami. Reports are slow to develop but at least one entire village destroyed and many buildings are missing, a Tongan diplomat said. Fears of more deaths and injuries persist in the general lack of communications.

Images taken by New Zealand Defence Force (NZDF) reconnaissance flights showed "alarming" scenes of a village destroyed on Mango island and buildings missing on nearby Atata island.

The United Nations had earlier reported a distress signal was detected in Ha'apai, where Mango is located. The Tongan navy reported the area was hit by waves estimated to be 15-30 feet high, said the U.N. Office for the Coordination of Humanitarian Affairs.

Atata and Mango are between about 50 and 70 km from the Hunga Tonga-Hunga Ha'apai volcano, which sent tsunami waves across the Pacific Ocean and was heard some 2,300 km (1,430 miles) away in New Zealand when it erupted on January 8.

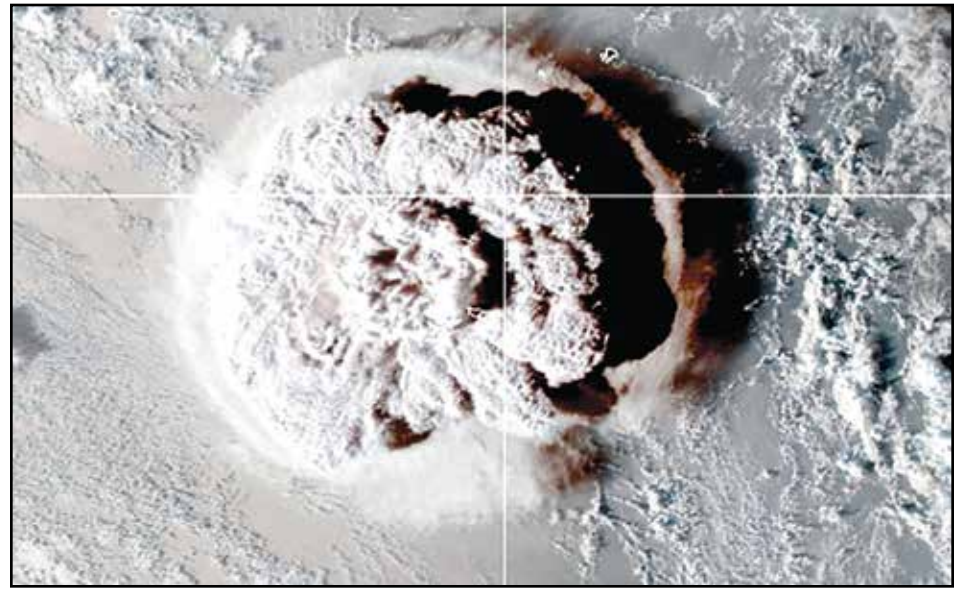
Atata has a population of about 100

people and Mango around 50 people.

"It is very alarming to see the wave possibly went through Atata from one end to the other," said Tu'ihalangie.

A thick layer of ash blankets the islands, the aerial images provided to Tonga by New Zealand and Australia showed. The archipelago's main airport, Fua'amotu International Airport, was not damaged in Saturday's eruption and tsunami but heavy ashfall is preventing full operations, hampering international relief efforts. The U.N. humanitarian office said Tongan officials had said that clearing the runway would take days, as it was being done manually. The New Zealand's foreign ministry said two ships, *HMNZS Wellington* and *HMNZS Aotearoa*, had departed New Zealand carrying bulk water supplies, survey teams and a helicopter.

C-130 flights from Australia could deliver humanitarian assistance including water purification supplies, she said, while the *HMAS Adelaide*, which would take five days to arrive by sea, was ready to carry engineering and medical personnel and helicopter support for distribution.



"The impact not just of the inundation, but of the extraordinary volume of ash which is covering everything, plus the communications issues, of course, makes this very difficult," she said.

The island of Hunga Tonga-Hunga Ha'apai, which sits on the seismically active Pacific Ring of Fire, all but disappeared following the blast, according to

satellite images taken about 12 hours later, making it difficult for volcanologists to monitor activity.

Tonga is a kingdom of 176 islands, of which 36 are inhabited, with a population of 104,494 people. The force of the volcanic blast was so great that a tsunami stretched across the Pacific in all directions, causing warnings and distant damage.

China Covid Response Keeps Supply Chain On Edge

continued from page 1

Along with the Port of Los Angeles, the Port of Long Beach also introduced the "Container Dwell Fee" that would charge ocean carriers for cargo containers that remain too long on the docks. Although consideration of the fee has been postponed since the start of the program, the

Long Beach and Los Angeles ports have reported seeing a combined decline of 55% in aging cargo on the docks.

Still, analysts warn that many industries could face disruptions in the flow of goods as China tries to stamp out any coronavirus infections ahead of the Winter Olympics, which will be

held in Beijing next month. West Coast ports could see further disruptions this year as they renegotiate a labor contract for more than 22,000 dockworkers that expires on July 1. Previous negotiations, sometimes led by antagonistic employers, led to various work disruptions and shipping delays.

"If you have four closed doors to get through and one of them opens up, that doesn't necessarily mean quick passage," said Phil Levy, the chief economist at Flexport. "We should not delude ourselves that if our ports become 10 percent more efficient, we've solved the whole problem."

Free at Home Covid Tests Available

The US government launched a website for Americans to sign up for free Covid-19 tests as the country continues to battle the Omicron variant — which caused 99.5% of new coronavirus cases in the US last week, according to CDC estimates.

President Biden announced the plan to make half a billion Covid-19 rapid tests available to Americans by mail last month ahead of Christmas, as the Omicron variant was surging across the US. Now, the variant makes up almost all of US cases. The US is currently averaging 777,453 new Covid-19 cases and 1,797 new deaths per day, according to data from Johns Hopkins University.

Overall, the Biden administration has pledged to acquire 1 billion rapid tests — initially the 500 million to distribute by

mail to Americans for free, with another 500 million announced recently to meet future demand.

The tests are available at www.covid-tests.gov. Every residential home in the U.S. is eligible to order 4 free tests. The U.S. Postal Service is designated as the delivery agent and the tests are to be mailed in 7 to 12 days from ordering.

At-home tests detect small viral proteins called antigens. They require users to rub a nasal swab inside their nostrils a few times on each side, and then expose the swab to a few drops of chemicals. Results typically take about 15 minutes.

According to the Centers for Disease Control and Prevention, at-home antigen tests like BinaxNow are roughly 85% accurate at detecting positive cases. That

means at-home tests miss roughly 15% of positive cases, which can sound like a high figure, especially when millions of people get tested each day.

But rapid tests aren't far behind the accuracy levels of polymerase chain reaction (PCR) tests, which are "considered to be the gold standard" in Covid testing, says Gigi Kwik Gronvall, a senior scholar at the Johns Hopkins Center for Health Security.

PCR tests detect genetic material or fragments from specific organisms or viruses, such as Covid-19. They can tell if you're currently infected, or if virus fragments are hanging around in your system after you're no longer infected. The downside is that they take time: Results can only be gathered in a laboratory setting, meaning even the quickest turnarounds

can still take at least 24 to 48 hours.

The short answer: If you think you're experiencing Covid symptoms, take a rapid antigen test. If you're asymptomatic, but concerned about potential exposure to the virus, take a PCR test. "Rapid tests are best used to tell if a person is currently infected and should isolate," said Gronvall.

If you have Covid, you'll be "the most contagious" when you're first experiencing symptoms, according to the CDC. That makes rapid tests much more likely to confirm or deny your infection: The more of a "viral load" you have, the more likely a rapid test is to catch it.

Or to order through the USPS go to COVID Home Tests | USPS <https://special.usps.com/testkits>

CDC Warns Against Covid Cruising but Sailings Go on

At the end of 2021, the U.S. Centers for Disease Control and Prevention (CDC) advised people to avoid cruise ships regardless of their vaccination status. It was sharp and swift turnaround on limited approvals and came over the industry's own efforts to downplay the risk of infection. Cruising from U.S. ports had only recently resumed, but the Omicron variant caused a sudden explosion in COVID-19 cases, far beyond any expectations.

The CDC said in December that 88 vessels were under investigation or observation, but it did not specify how many COVID-19 cases have been reported. Four other vessels are also being monitored by the CDC as well. The trending is higher.

Florida, a hub for the cruising industry hit a new record for daily cases on January 6, 2022 with 46,900 new cases in single day. In the first week of January, with holiday reporting likely underestimating the effect, he state's 7-day average of daily

cases has surpassed previous records set during last summer's surge, rising to 29,400 infections.

Coronavirus hospitalizations in the state have also risen from about 1,200 patients two weeks ago to about 3,400 on Wednesday. But that is still less than one-fifth the number of hospitalizations reported in late August due to the delta wave.

Democratic Sen. Richard Blumenthal is calling for the CDC and cruise lines to again stop all cruise travel. "Our warnings have proved sadly prescient and continuously compelling. Time for CDC and cruise lines to protect consumers, again pause — docking their ships," the Connecticut senator posted on Twitter.

Cruise lines have not yet announced any plans to halt cruising. And the CDC did not say it would change plans to allow for the expiration of a set of rules that cruises must follow to sail during the pandemic. The regulation, called a con-

ditional sailing order, is scheduled to expire on Jan. 15 to become a voluntary program. CDC acknowledges that it is not possible for cruising to be a zero-risk activity," CDC spokesperson Jasmine Reed said in an emailed statement.

Most lines require adult passengers to show proof of vaccination against COVID-19. Cruise ships are allowed to relax measures such as mask use if at least 95% of passengers and 95% of crew are fully vaccinated.

Some ships with COVID cases on board have been denied entry at some foreign ports, and some have been allowed entry but without discharge of passengers. Several Florida-based ships have reported outbreaks. The Carnival Freedom was denied entry to Aruba and Bonaire after an undisclosed number of passengers and crew aboard caught the virus. Some cruise ships have not been allowed to disembark in Mexican ports due to cases reported, bringing to memory the early days of the

pandemic when cruise lines negotiated docking plans as ships were being turned away by officials worried about the virus's spread. A cruise ship in Lisbon sailed with 52 of the vaccinated crew infected, only to cancel the cruise at the next port of call when 12 more tested positive.

The Mexican government said Tuesday it would allow cruise ships with reported coronavirus cases to dock. The country's Health Department said passengers or crew who show no symptoms will be allowed to come ashore normally, while those with symptoms or a positive virus test will be quarantined or given medical care.

At last count, there were 86 ships with active cases on board.

Yet, as the *West Coast Sailors* goes to press, several cruise lines began canceling planned trips as the Omicron variant continues to wreak havoc with the industry.

Case in point: Crystal Cruises declared itself insolvent and declared bankruptcy.

Frank Portanier, Bk #3835

“If not for the SUP,” he often said, “I’d be asking ‘you want fries with that?’” Francis X. Portanier crossed the bar on December 18, 2021, after a long run as a first-rate sailorman, a dedicated teacher of marlinspike seamanship, and stand-up Union man. Born in Malta and raised in working-class San Francisco, “the Maltese Falcon” was first a proud “tanker stiff” bosun in the coastwise tanker trades. Former SUP President Gunnar Lundeborg remembered him as the guy “you could always count on” and recalled a time when Frank quit a container bosun job to take a job in a tanker.

The Santa Paula, the Lompoc, the Lion of California, the Coast Range and Sierra Madre were more than ships for him, they were his home and humble domain. He outlived those ships and companies by decades, eventually sailing in Matson containerships and mentoring generations of SUP sailors. He served on dozens of key Negotiating Committees, Constitution Committees, and Membership Committees. Still in shock, his daughter Monica called the Union to say what we knew: “you were his family.” Fair winds, Frank.



In Memoriam Final Departures of SUP Members Reported in 2021



Andres Alcaraz, Book No. 3746. Born in California in 1931. Joined SUP in 1950. Died in Concord, California, February 18, 2021. (Pensioner)

Jonathan Blackwell, Permit No. 18204. Born in Maine in 1949. Joined SUP in 1990. Died in Portland, Maine, October 1, 2021. (Pensioner)

William Brasher, Book No. 5137. Born in California in 1927. Joined SUP in 1946. Died on May 4, 2021. (Pensioner)

Eugene Castano, Book No. 4668. Born in California in 1937. Joined SUP in 1953. Died in Bellingham, Washington, January 19, 2021. (Pensioner)

William Cook, Book No. 4692. Born in California in 1927. Joined SUP in 1951. Died in Bend, Oregon, December 14, 2021. (Pensioner)

Leonard Coover, Book No. 4571. Born in Oregon in 1927. Joined SUP in 1945. Died in Oregon, October 1, 2021. (Pensioner)

Douglas W. Crute, Book No. 3935. Born in Maine in 1927. Joined SUP in 1944. Died in Camden, Maine, October 2, 2021. (Pensioner)

Robert DeLaCuesta, Book No. 2712. Born in Hawaii in 1935. Joined SUP in 1960. Died in Aiea, Hawaii, April 22, 2021. (Pensioner)

Richard Donner, Book No. 2255. Born in Oregon in 1925. Joined SUP in 1944. Died in Vancouver, Washington, April 6, 2021. (Pensioner)

John Duran, Book No. 2754. Born in the Philippines in 1962. Joined SUP in 1996. Died at Sea, July 25, 2021. (Active)

Donald L. Erickson, Book No. 1871. Born in Minnesota in 1937. Joined SUP in 1958. Died on August 29, 2021. (Pensioner)

Raymond Flores, Book No. 2240. Born in California in 1928. Joined SUP in 1977. Died in Concord, California, December 19, 2021. (Pensioner)

Patrick J. Flynn, Book No. 2228. Born in Ireland in 1934. Joined SUP in 1967. Died in Meath, Ireland, January 26, 2021. (Pensioner)

Graciano Guevarra, Book No. 3022. Born in the Philippines in 1930. Joined SUP in 1990. Died on July 16, 2021. (Pensioner)

Carrol Heick, Book No. 5882. Born in North Dakota in 1950. Joined SUP in 1998. Died on June 18, 2021. (Pensioner)

Ott Holliman, Book No. 5765. Born in Arkansas in 1932. Joined SUP in 1954. Died in Arkansas, June 10, 2021. (Pensioner)

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

Arne Jakobsen, Book No. 4265. Born in Denmark in 1924. Joined SUP in 1949. Died on August 24, 2021. (Pensioner)

Thomas James, Book No. 4317. Born in California in 1950. Joined SUP in 1967. Died on June 17, 2021. (Pensioner)

Nicholas Macawile, Book No. 6469. Born in California in 1931. Joined SUP in 1962. Died in Daly City, California, February 22, 2021. (Pensioner)

Joseph F. Meehan, Book No. 6480. Born in Ohio in 1938. Joined SUP in 1968. Died on December 31, 2021. (Pensioner)

Lorenzo Mennella, Book No. 6364. Born in New York in 1931. Joined SUP in 1954. Died in Cassino, Italy, January 17, 2021. (Pensioner)

Jack Milano, Book No. 6482. Born in New York in 1932. Joined SUP in 1967. Died in Medford, New Jersey, August 17, 2021. (Pensioner)

Benjamin Oani, Book No. 2466. Born in the Philippines in 1931. Joined SUP in 1984. Died on March 23, 2021. (Pensioner)

William Ofsthus, Book No. 2440. Born in Washington in 1931. Joined SUP in 1950. Died in Stanwood, Washington, May 3, 2021. (Pensioner)

Tonni H. Pedersen, Book No. 3823. Born in Denmark in 1933. Joined SUP in 1964. Died in Sonoma, California, September 23, 2021. (Pensioner)

Frank Portanier, Book No. 3835. Born in Italy in 1942. Joined SUP in 1966. Died in San Pablo, California, December 18, 2021. (Pensioner)

Brian Puhl, C-2836. Born in Hawaii in 1976. Joined SUP in 2019. Died in Seattle, Washington, June 11, 2021. (Active)

Anthony Radochonski, Book No. 3154. Born in Illinois in 1934. Joined SUP in 1952. Died in Washington, May 12, 2021. (Pensioner)

Vincent Saltarelli, Book No. 7361. Born in New Jersey in 1932. Joined SUP in 1951. Died in Florida, August 27, 2021. (Pensioner)

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

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

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

Mendell P. Sparks, Book No. 7047. Born in Kentucky in 1927. Joined SUP in 1945. Died in Rowlett, Texas, December 24, 2021. (Pensioner)

Arthur Thanash, Book No. 3249. Born in New York in 1932. Joined SUP in 1954. Died in San Francisco, California, August 7, 2021. (Pensioner)

Robert Vandermeij, Book No. 865. Born in Holland in 1947. Joined SUP in 2001. Died on August 24, 2021. (Pensioner)

Peter Villanueva, Book No. 857. Born in California in 1934. Joined SUP in 1959. Died in Concord, California, May 10, 2021. (Pensioner)

Edward Vogt, Book No. 646. Born in California in 1921. Joined SUP in 1941. Died in Nevada, September 22, 2021. (Pensioner)

Michelin to Test Inflatable Sail



Credit: Michelin

French tire maker Michelin and Compagnie Maritime Nantaise said on Thursday they will jointly test Michelin's inflatable wing sail this year on a merchant ship for the first time, in a move that may help the shipping industry cut its emissions.

The Wing Sail Mobility (WISAMO) project is centered on an inflatable, retractable and automated wing that can be fitted on commercial vessels and pleasure boats, the statement said.

Using wind propulsion, it could help save up to 20% of the fuel used per ship,

Michelin estimates.

Under the partnership deal, a wing prototype with a surface area of 100 square meters will be installed on Compagnie Maritime Nantaise's container ship "MN Pélican".

Starting from the end of 2022, two weekly rotations between Spain and Great Britain will operate including the WISAMO wing sail system. If the trials are successful, the partnership deal could open the door to tests using a larger wing sail.



Health Tips for Sailors

By adopting basic habits that increase physical and mental wellbeing, seafarers can build a reserve of strength that can be called on when needed. Here are seven small changes to maintain a good health while working in a challenging working environment.

Eat Right

Eating well means feeling good about your food choices; investing in your body and your future by not taking in more calories than your body needs.

Make healthy, nutritious food choices and ensure a balanced diet consisting of carbohydrates, protein, fat and fiber, vitamins and minerals with minimum levels of salt, fat and sugar. The easiest way to be sure you're getting the appropriate nutrients is to eat a variety of foods. Bear in mind that people need a different number of calories every day, depending on age, metabolism, body size, as well as activity level.

Minimize the use of sugar & salt

Salt increases risk of high blood pressure, heart disease, and stroke.

Sugar increases the risk of obesity, diabetes, and even depression.

According to a Harvard Medical School report the human body needs less than one gram of sodium a day (under half a teaspoon of table salt). Instead of using salt to flavor foods, try dried herb varieties such as oregano, basil, rosemary, thyme and dill. You may also replace sugar with Stevia, Coconut Sugar and other natural substitutes

Exercise

Several studies on seafarers' health have found some consistent negative trends such as smoking, drinking more and have less exercise. Exercise makes people both physically and mentally stronger, while it

brings massive mental benefits too. People who exercise generally are more balanced and experience less stress and anxiety, they tend to keep their weight under control and their digestion improves. At the same time their blood sugar stabilizes which aids in concentration and sleep.

Sleep well

Getting good rest at sea is a critically important skill. The environment doesn't make it easy and like any skill it takes practice and continuous improvement to get right. Adequate rest and sleep, regular exercise and good hygiene help to prevent diseases and improve health. The hours of rest at sea under international law can be divided in a maximum of two periods within a single day, one of which should be at least six hours in length. Be serious about sleep: it has a high correlation with mental health.

Challenge yourself with new goals and activities

Setting new goals is directly linked with motivation; it is about doing everything with devotion; about discovering the key of self-motivation. Always bear in mind that boredom, stress, fear and routine are the enemies of wellbeing.

Stay hydrated

To stay hydrated, you need more than water. Get to know the foods and electrolytes that will keep you healthy and boost performance such as sodium chloride; potassium; calcium and magnesium.

Have a Positive Attitude

Having a positive attitude is essential to being energetic and healthy. Being negative has a compounding effect and a positive attitude usually produces positive emotions. A variety of scientific studies have shown that positive emotions are essential to our health.

Glen Paine Retires After More Than 23 Years as Head of MITAGS

MITAGS Executive Director Glen Paine has announced his retirement.

The trustees of the MATES Program have selected Eric Friend to succeed him.

Under Paine's direction, MITAGS has become a world-class training institute, winning awards for its Navigation Skills Assessment Program, Workboat Academy Program, advances in simulation technology and research for the maritime and offshore wind industries.

"Glen has personally dedicated his years on and off the job to maritime training and to the US flag Merchant Marine

and Masters, Mates & Pilots," said MM&P President Don Marcus.

"He is an expert in his field and has contributed more than his full measure of blood, sweat and tears to protecting and advancing our great institution."

Throughout the choppy transition to the STCW system in the late 1990s and early 2000's, Glen Paine was a friend to American licensed and unlicensed seaman alike. He was particularly helpful to the SUP on numerous occasions and the Union wishes him well in retirement.

Modern Slavery at Sea Uncovered In Fishing Industry

The challenges of enforcing international legislation to protect the rights of fishing crew have been highlighted by global maritime charity Stella Maris.

Stella Maris said for the past year it has been involved in an ongoing case in which seafarers were recruited from abroad by overseas agents to come and work on a fishing vessel based in Scotland.

The case was highlighted in the charity's webinar on Modern Slavery and Exploitation in the Fishing Industry late last year, which looked at exploitation of fishing crews against the powers of the International Labor Organization (ILO)'s Convention 188 — known as the bill of rights for fishers.

In early November 2020, the fishing boat in the case was working in Shoreham, Sussex, and was about to sail back to Scotland. The crew contacted Stella Maris saying they feared for their safety and lives and that they wanted desperately to get off the vessel.

Stella Maris said it understood that:

- the crew were forced to work 20 hours a day, and then eat, sleep, shower, and contact family in the remaining four hours
- they did not receive wages into their bank accounts
- the boat was not safe, and not properly maintained
- the crew were subjected to mental, emotional, racial, and physical abuse, and exposed to dangerous and illegal working practices
- they were denied adequate food and drinking water, and one of the men was even denied medical attention after suffering serious injury

Stella Maris' senior area port chaplain for the south of England and Wales Deacon Nick O'Neill provided pastoral support for the distressed crew, and also contacted the police.

After further interviews, the fishing crew were placed in the care of Stella Maris, and the deacon and his team of ship visitors helped find them a hotel,

and supplied clothing, food, and cash for essential short-term needs. The charity also arranged legal representation and emergency dental care. The crew is now under the care of the UK government, awaiting a decision on their future.

Mr O'Neill explained the case in a presentation and described how one of the crew, a Ghanaian third engineer and officer of the watch, who normally worked on tankers, was 'not phased' to be working on a fishing trawler in the UK. 'Due to the UK's good reputation for safety in the maritime world, he thought that he would be as safe as possible.'

Stella Maris chief executive officer Martin Foley said that the real challenge in the maritime sector is one of enforcing international legislation that exists to protect the rights of fishers.

'The main bill of rights for fishers is the International Labor Organization's (ILO) [Fishing] Convention 188, and unfortunately very few states have ratified that convention, and even fewer states are actively enforcing it.'

That Convention includes the Fisherman's Working Agreement (FWA) which gives standards of welfare at work. This includes place of work, wages, length of employment, healthcare, repatriation, and the fact that repatriation should be paid by the fishing vessel owner.

The International Transport Workers' Federation (ITF) UK Fisheries Section lead Chris Williams commented: 'This is sadly not an isolated case in the UK. Over the past decade we have had a multitude of shocking stories in newspapers and fisheries cases from ports in England, Scotland and Northern Ireland on UK-flagged vessels documenting the abuse of fishers' rights.

'The ITF will publish information as and when active cases have been resolved and calls on the UK government and agencies to implement the work in fishing convention (ILO c.188) to ensure that these abuses are dealt with and prevented in the future.'



SIU Pacific District Pension Plan Notes

The Plan provides two types of pension— Deferred Vested Pensions and Pensions Vesting at Retirement. The latter include employer subsidized early retirement benefits. If you qualify for more than one pension, you will receive only the one that is the largest. A few highlights from the SIU Pacific District Pension Plan rules are outlined below:

Deferred Vested Pension

The Plan provides a Deferred Vested Pension benefit payable at Normal Retirement Age (usually age 65.) The amount of the benefit depends on the pension credits accumulated.

One Year of Vesting Service

125 days of covered employment within a calendar year

Benefit Credits

125-199 days: pro rata benefit 200 days: full year vested benefit credit

Vesting Requirements

Before August 1, 1999, 10 years of vesting service for active employees

After 7/31/1999, 5 years of vesting service for active employees

If following a Plan participant's most recent year of vesting service, a participant with less than 10 aggregate years of vesting service has one or more one-year service breaks before January 1, 1999, then the required number of aggregate years of vesting service shall continue to be ten until the participant completes one year of vesting service after December 31, 1998.

(Exceptions to the above vesting periods may apply in accordance with break in service rules.)

Breaks in Service

Until your benefit is "vested", you may lose your accumulated pension credits if you have a Break in Service. Prior to January 1, 1985, you experience a Break in Service for purposes of the Deferred Vested pension if the number of consecutive calendar years in which you have 62 or fewer days of service equals or exceeds the number of accumulated prior calendar years in which you had 125 or more days of service provided, however, that from January 1, 1985 and after, you will not suffer a Break in Service until you have at least five consecutive calendar years with 62 or fewer days of service. Your accumulated years of vesting service cannot include years lost because of a previous break in service.

(Above is a brief extract from the break in service rules only. Contact the Plan Office for discussion of how break in service rules may apply to your particular circumstances.)

Pensions Vesting at Retirement

The following pensions may be payable before Normal Retirement Age based on the number of qualifying years earned within the applicable qualification period:

Pension Type	Qualifying Years Requirement	Minimum Age
Long Term	25	55
Basic	20	55
Reduced	15-19	65
Disability	Minimum of 10 years	Any age

Year of Qualifying Time

200 days of covered employment within a calendar year equals a full year of qualifying time. Less than 200 days within a calendar year will earn a pro rata partial year of qualifying time. No credit will be earned for covered employment in excess of 200 days in any calendar year.

Loss of Qualifying Time

A Plan participant shall lose all qualifying time credit if he or she:

1. has failed to maintain seniority shipping rights under the provisions of the Collective Bargaining Agreement, or
2. has failed to work at least 1 day in covered employment or in a non-covered standby employment for a contributing employer in any 2 calendar year period after having attained seniority shipping rights, or
3. did not have seniority shipping rights on June 15, 1965 under the provisions of



Teamsters Concrete Strike Shuts Down Port

continued from page 1

- Microsoft's Redmond campus modernization
- Renovation of Seattle's waterfront
- Sound Transit's system expansion project
- Sea-Tac Airport's runway renovations

On Dec. 3, 2021, after six months of negotiations, Local 174 members were forced to strike after the companies refused to stop violating federal labor law by failing to bargain in good faith for a

successor agreement.

The dramatically subpar demands have led industry insiders to speculate that the concrete companies, working with major national construction companies, have forced employees to strike in order to begin a multiyear effort to purge union workers from the Seattle construction industry. Founded in 1909, Teamsters Local 174 represents 8,600 working men and women in Seattle and the surrounding areas.

the Collective Bargaining Agreement, provided that a Plan participant shall be deemed to have seniority shipping rights on June 15, 1965 if he or she was working in covered employment on June 15, 1965, or was eligible for registration or employment on a seniority basis on that date at one of the hiring halls of the Pacific District Unions.

Any such Plan participant who reenters covered employment after having so forfeited his qualifying time shall accumulate qualifying time only after the date he or she last forfeited Qualifying time.

A Plan participant cannot lose previously acquired qualifying time if he or she has fulfilled all of the eligibility requirements for a Basic or Long Term Pension at any time since June 16, 1978.

Integration Agreements

The SIU Pacific District Pension Plan entered into INTEGRATION AGREEMENTS with the Chevron/SUP/Marine Pension Plan, ExxonMobil and the San Francisco Bar Pilots Marine Pension Plan.

Example Calculation for a Pro-rata Benefit(s):

Applicant is age 60

Applicant has accumulated 32 Qualifying Years.

Applicant is entitled to receive the current maximum amount of \$2,520.00

SIU-PD Pension Plan: 23.0 Qualifying Years

Other Plan: 9.0 Qualifying Years

Total Qualifying Years: 32.0

\$2,520.00 ÷ 32.0 Qualifying Years = \$78.75 (Per Qualifying Year)

\$78.75 x 23.0 = \$1,811.25 SIU-PD Pension Plan

\$78.75 x 9.0 = \$708.75 Other Plan

32.0 \$2,520.00

In no event does the SIU Pacific District Pension Plan integrate with any of the other plans for vesting or Deferred Vested Benefit purposes.

Space does not allow a full listing of the SIU-PD Pension Plan rules. Questions regarding Exceptions, Break-in-Service rules or Accumulated Vesting or Qualifying Time should be directed to the Plan Office.

SIU Pacific District Pension Plan: 415-764-4987

Updated Passport Renewal Procedures For Mariners

The Department of State has updated passport renewal procedures for mariners with passports that either have expired or have fewer than seven months' validity remaining.

Effective Jan. 10, 2022

To better serve mariners during this time, the US Passport Office is updating its temporary provisions expedited processing for mariners. These provisions are subject to change once operations are on a more normal footing.

Instructions for Urgent Assistance With Applying for a Passport

QUALIFICATIONS

- Be a credentialed merchant mariner;
- Be eligible to apply on a DS-82 application for passport renewal. (Check eligibility at <https://travel.state.gov/content/travel/en/passports/have-passport/renew.html>); and
- Have a current passport that is expired or expiring in 7 months or less.

APPLICATION AND MAILING INSTRUCTIONS

1. Applicants must submit the following:

- DS-82 application completed, signed, and dated;
- Passport photograph taken within the past six months;
- Current passport;
- Copy of Merchant Mariner Credential (MCC), front and back.
- A check or money order in the amount of \$208.32 made payable to U.S. Department of State if applying for a passport book only. If applying for both the passport book and card, the total fee is \$238.32. This amount includes the passport fee, expedite fee, and 1-2 day delivery fee (for information regarding passport fees, please visit travel.state.gov).
- Letter from supervisor on company letterhead or your U.S. mariners' union.

2. The supervisor or U.S. mariners' union letter should include the following details:

- Applicant's full name;
- Printed name and title of applicant's supervisor or mariners' union representative;
- Supervisor's or union representative's signature; and
- Date the letter was issued.

3. Applications must be sent by traceable overnight delivery service to: El Paso Passport Agency, 303 N. Oregon St., Suite 700, El Paso, TX 79901 Attention: Mariner Program

U.S. DEPARTMENT OF STATE PASSPORT SERVICE EXPECTATIONS

Completed passports will be mailed using a 1-2 day delivery service. Please be sure the application includes a physical U.S. mailing address and not a P.O. Box.

Every effort will be made to process the passport application within about one week of receipt. For instance, applications received on Monday may be completed and sent out by Friday of the same week.

2022 Medicare Costs and Coverage

Medicare Part A (Hospital Insurance) Costs

Part A monthly premium

Most people don't pay a Part A premium because they paid Medicare taxes while working. If you don't get premium-free Part A, you pay up to \$499 each month. If you don't buy Part A when you're first eligible for Medicare (usually when you turn 65), you might pay a penalty.

Hospital stay

In 2022, you pay

- \$1,556 deductible per benefit period
- \$0 for the first 60 days of each benefit period
- \$389 per day for days 61–90 of each benefit period
- \$778 per "lifetime reserve day" after day 90 of each benefit period (up to a maximum of 60 days over your lifetime)

Skilled Nursing Facility stay

In 2022, you pay

- \$0 for the first 20 days of each benefit period
- \$194.50 per day for days 21–100 of each benefit period
- All costs for each day after day 100 of the benefit period

Medicare Part B (Medical Insurance) Costs

Part B monthly premium

Most people pay the standard Part B monthly premium amount (\$170.10 in 2022). Social Security will tell you the exact amount you'll pay for Part B in 2022.

You pay the standard premium amount if:

- You enroll in Part B for the first time in 2022.
- You don't get Social Security benefits.
- You're directly billed for your Part B premiums.
- You have Medicare and Medicaid, and Medicaid pays your premiums. (Your state will pay the standard premium amount of \$170.10 in 2022.)



AMERICAN MARITIME HERO:

On December 31, 2021, SUP Honolulu Branch Agent Mike Dirksen retired after a lifetime of dedicated service to the SUP. Mike joined the Union in Portland in 1984 and sailed for many years before being elected to the Honolulu job. He has served ably in that role since 2010 as both a leader of the SUP and of the Hawaiian labor movement. He helped countless sailors overcome their troubles and reach success on their own terms. Smooth sailing, Mike. Mahalo.

Here's what you'll pay:

If your modified adjusted gross income as reported on your IRS tax return from 2 years ago is above a certain amount, you'll pay the standard Part B premium and an income-related monthly adjustment amount.

If your yearly income in 2020 was			
File individual tax return	File joint tax return	File married & separate tax return	You pay (in 2022)
\$91,000 or less	\$182,000 or less	\$91,000 or less	\$170.10
above \$91,000 up to \$114,000	above \$182,000 up to \$228,000	not applicable	\$238.10
above \$114,000 up to \$142,000	above \$228,000 up to \$284,000	not applicable	\$340.20
above \$142,000 up to \$170,000	above \$284,000 up to \$340,000	not applicable	\$442.30
above \$170,000 and less than \$500,000	above \$340,000 and less than \$750,000	above \$91,000 and less than \$409,000	\$544.30
\$500,000 or above	\$750,000 or above	\$409,000 or above	\$578.30

Visit [Medicare.gov/your-medicare-costs/medicare-costs-at-a-glance](https://www.medicare.gov/your-medicare-costs/medicare-costs-at-a-glance) to find the information in this chart. If you have questions about your Part B premium, call Social Security at 1-800-772-1213. TTY users can call 1-800-325-0778. If you pay a late enrollment penalty, these amounts may be higher.

Part B deductible—\$233 per year

Medicare Advantage Plans (Part C)

This is supplemental medical coverage to Medicare Part B. Should you consider this additional coverage, be aware that premiums vary depending on the particular insurance carrier and plan that you choose.

Medicare Drug Plans (Part D)

Medicare outpatient prescription drug coverage cost could possibly be included in a Part C Plan, but varies and averages approximately \$33 per month for a stand-alone plan depending on your geographic region and the level of benefits you choose.

2022 Medicare Costs

Medicare Part A (Hospital Insurance) Costs

Part A monthly premium

Most people don't pay a Part A premium because they paid Medicare taxes while working. If you don't get premium-free Part A, you pay up to \$499 each month.

If you don't buy Part A when you're first eligible for Medicare (usually when you turn 65), you might pay a penalty.

Hospital stay

In 2022, you pay

- \$1,556 deductible per benefit period
- \$0 for the first 60 days of each benefit period
- \$389 per day for days 61–90 of each benefit period
- \$778 per "lifetime reserve day" after day 90 of each benefit period (up to a maximum of 60 days over your lifetime)

Skilled Nursing Facility stay In 2022, you pay

- \$0 for the first 20 days of each benefit period
- \$194.50 per day for days 21–100 of each benefit period
- All costs for each day after day 100 of the benefit period

Medicare Part B (Medical Insurance) Costs

Part B monthly premium

Most people pay the standard Part B monthly premium amount (\$170.10 in 2022). Social Security will tell you the exact amount you'll pay for Part B in 2022.

You pay the standard premium amount if:

- You enroll in Part B for the first time in 2022.
- You don't get Social Security benefits.
- You're directly billed for your Part B premiums.
- You have Medicare and Medicaid, and Medicaid pays your premiums. (Your state will pay the standard premium amount of \$170.10 in 2022.)

Receive the West Coast Sailors via First Class Mail

Name (print) _____ Book No. _____

Address _____

City _____

State _____ Zip _____ Country _____

To receive the West Coast Sailors via first-class mail it's \$25 per year U.S. mail; \$50 per year international.



Send check or money order to:
West Coast Sailors
450 Harrison Street, San Francisco CA 94105

DON'T FORGET TO VOTE IN THE SUP ELECTION Concluding January 31, 2022



SUP PRESIDENT'S REPORT

THE YEAR AHEAD

A year ago, this report noted a horrific year of pestilence and uncertainty, and hoped for better days. New and effective vaccines and widespread vaccination garnered optimism tempered by concern about dangerous new variants. But it was a rough year and now, as the COVID-19 toll passed 800,000 Americans and a wicked new variant sweeps the nation we brace again against a giant wave of infection. On January 3, 2022, there were one million new cases reported in a single day. The Omicron variant may be less severe, but it is so contagious that its devastating effect on the health care system and the testing regime built into ship operations is hard to overestimate, as everything is pushed to the maximum, and as the entire industry deals with a fresh crisis on top of an existing crisis. Against the spread and its consequences, Union agents work 24/7 on the dispatch obstacles, grievances, clarifications, and other problems, and the struggle of pandemic life goes on as before. This year the SUP came out swinging with a flawless holiday activation of the *Cape Horn* in highly adverse conditions. Resilience isn't a mindset we need to adopt – it's what we do, built into the nature of our work. This year we will complete the SUP election cycle, bargain with UFCW and APL, represent the membership in the fight to maintain wages, conditions, member services and benefits, and fair weather or foul, crew ships day and night.

MATSON

COVID Omicron Surge Policies: Related to the omicron surge and new shipboard cases, Matson created two new policies in COVID Updates #51 and #52. The first is a restoration of a temporary fleet-wide restriction-to-ship. Delegates are instructed to properly account for the restriction and submit claims under Section 18 of the General Rules. The second is a quarantining policy for new or joining crew for three days upon reporting where the following will apply

1. Remain in stateroom outside of work hours.
2. Wear facemasks always when outside of his/her stateroom.
3. Always remain six (6) feet away from all other crewmembers.
4. Take meals/breaks (coffee, smoke, etc.) separately from the rest of the crew.
5. Wash hands frequently.
6. Report any symptoms related to a COVID-19 infection to supervisor immediately.

Honolulu Dispatching Procedure: Questions from members around Honolulu crew relief procedure in China-bound ships persist, so the following will recap the history and development of the emergency COVID dispatch procedures in accordance with the SUP Shipping Rules. At the outset of the pandemic (in late March and April of 2020), Chinese port state control authorities issued a variety of extremely restrictive rules on ships calling in Chinese ports. One such rule in particular – that no crewmember could be on the ship fewer than 14 days (which China conservatively managed to be longer than 14 days, usually 15). This meant that Honolulu dispatches to China-bound ships would be eliminated in 8 ships, a situation that was unacceptable. Matson recognized the problem and worked with the Unions to create a temporary emergency plan to both comply with the China port state rules and each Union's Shipping Rules without alienating our Honolulu Branch and its members.

For Honolulu-dispatched mariners on the China run, the company would call the relief at Honolulu and then fly the relief to Long Beach at company expense. The relieved crewmember would be discharged at Long Beach and flown back to Honolulu. This was reported at the May 2020 Headquarters and Branch meetings. Despite some initial objections from some members opposed to special Honolulu reliefs on the West Coast, the temporary change was approved by the membership and has worked well for the last 20 months.

Some complex situations where members were terminated or quit both in Honolulu and on the West Coast were sorted out. Critical to that sorting out was remembering the intent of the temporary adjustment – to not disadvantage Honolulu because of the new China COVID restrictions. A few situations arose in which mariners were terminated at Honolulu or on the way to Honolulu from the West Coast. In concert with the MFOW, I verified with Matson labor relations that the original intent of the May 2020 Shipping Rules temporary modification was to relieve Honolulu-based mariners on the West Coast who would have completed their maximum period of employment upon arrival Honolulu and to prevent any disadvantage to Honolulu jobs that would, under normal circumstances, have been called there first. The Company agreed to service that intent but had no intention of flying Honolulu-based mariners to the West Coast to relieve mariners because of terminations, quits or medical unfit-for-duty situations. The company confirmed earlier intent to address events such as terminations in Honolulu, unfit-for-duty on the way to Honolulu, etc. on a case-by-case basis but based on the concept of neither decreasing nor expanding normal Honolulu dispatching.

In summary, using the same rules adopted by the MFOW, the Honolulu relief situation for China-bound Matson ships is as follows:

- Dispatched Honolulu crew to CLX or CCX ships will continue to get relieved by Honolulu-dispatched registrants at Long Beach (or Oakland, if that is the case) upon completion of maximum period of employment.
- If a Honolulu mariner takes a trip off at Long Beach (or Oakland), the trip off relief will be called at Wilmington (or Oakland); the company will pay transportation to the mariner on the trip off to and from West Coast-Honolulu.
- If a Honolulu mariner quits or is terminated for cause prior to Long Beach (or Oakland), or in Long Beach (or Oakland), the job shall be called at Wilmington (or Oakland).
- If a Honolulu mariner becomes medically unfit before reaching the West Coast, the job shall be called at Wilmington (or Oakland).

- Surprise cases, such as those occurring on the way to Honolulu, or at Honolulu, that result in a shorthanded ship the entire loop through Honolulu back to the West Coast will be handled on a case-by-case basis. There are no predetermined outcomes for these cases, although the Union has requested that a mariner be sourced from Honolulu as the job would have, in normal circumstances, been shipped from Honolulu.
- All other SUP-Matson Shipping Rules remain in effect.

When the pandemic situation changes, we expect a complete return to the regular Shipping Rules. But now the rapid spread of the Omicron COVID variant makes it unlikely that the Chinese government will lighten up their port state control policies regarding vessel crews and COVID anytime soon. In fact, the opposite is true: China continues to tighten its rules.

PATRIOT

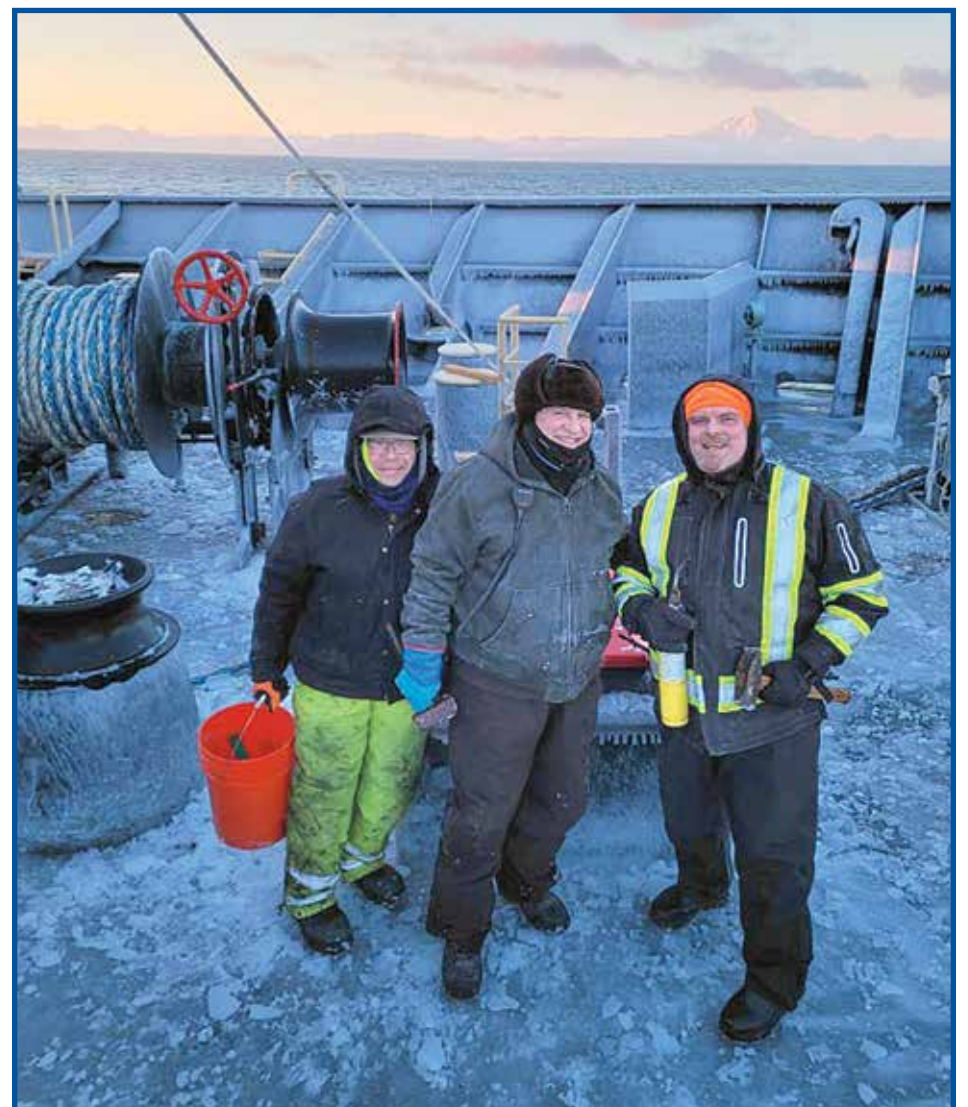
Management recently updated its employees and Unions that the Watson contract award protest is still pending. The final hearing was on August 24th but neither MSC nor Patriot has any information on the status. Because there bridge contracts are in place as we await the decision there is no immediate damage in the delay, but it is frustrating. The uncertainty of planning, budgeting, and servicing a contract whose award and expected period of application adds to our workload as we consider and plan for contingencies. Meanwhile, Patriot sailors continue to maintain excellent seamanship as they tough it out around the world.

SAN FRANCISCO BAR PILOTS

On December 16, 2021, I signed a tentative Memorandum of Understanding, subject to membership ratification, that made a small annual adjustment to the seven day watch schedule of the Run Boat Operators employed by the San Francisco Bar Pilots. The schedule change would adjust the days on period once a year to ensure the rotating of holidays and week on and off duty. Beginning on January 9, 2022, and repeating annually through the end of the present Agreement on December 31, 2023 the change would take effect. The AB/Mate schedule is not subject to the MOU. The change will result in overtime pay of 12 hours for one operator from each crew on January 9, 2022, and will reoccur annually. No additional overtime for working on accumulated time off (ATO) days to enact this change will be paid. Additional hours worked beyond the normal 12-hour shift on these ATO days will be paid at the standard overtime rate. There will be no additional overtime generated for hours worked in a 2-week period. The standard four (4) additional hours worked beyond 80-hours will continue to be paid. The agreement may be modified upon mutual written consent of the parties. Mr. Chairman, I recommend ratification of the Memorandum of Understanding with the San Francisco Bar Pilots on annual Run Boat Operator watch schedule adjustments.

SUP WELFARE PLAN

A member recently appealed to the Trustees of the SUP Welfare Plan (that's Ricky Childs for APL, Jack Sullivan for Matson and SUP Vice President Matt Henning



SUP crew in *Maunalei* wrapping up the icy port prep before Anchorage and after picking up the pilot at Homer. From left is AB Dave Eriksen, Boatswain Zbigniew Lewandowski, and AB Jon Clark with Mt. Redoubt off the starboard bow.

SUP President's Report continued

and myself for the Union) for a nationwide health care option because he moved his family from Oregon to South Carolina and found the medical insurance options to be inferior his previous Kaiser coverage and the other West Coast options. Alternatively, the member requested reimbursement of costs up to the amount the SUP Welfare Plan pays for Kaiser coverage. The Trustees, and its professional administrative and legal staff, as well as its health care consultants took that matter under review and debate. They were unable to modify the Plan to accommodate the request based on cost, plan design, and the law.

As additional background, the SUP Welfare Plan's medical coverage was once known as the PHS-replacement plan. PHS stood for the Public Health Service which provided excellent government-provided health care specifically for merchant mariners through the early federal Marine Hospital system set up in port cities. That system operated from 1798 until it was abolished by President Reagan in 1981. It fell to the maritime unions to replicate the system by their own efforts. In the SUP there were negotiations that allocated from wages and benefits to pay for it, and subsequent allocations continue to pay for it, especially at the dawn of the HMO (Health Maintenance Organization) era. At least since the award of the Bob Hope class of LMSR's, the Union advocated for access to a national health coverage, based on the homeporting of those ships on the East and Gulf Coasts. Back then, in the early 2000's, the Trustees were successful in contracting with PPO or Preferred Provider Network called the Union Labor Life Insurance Co (ULLICO), which provided a trimmed down coverage at a cost that was not unreasonable. ULLICO however eventually wanted out of that business. When insurers want to discontinue an offering, they typically raise rates to astronomic levels. But the Plan was nevertheless able to replace the ULLICO plan with a Health Net PPO until that insurer too raised rates beyond sustainability. Still, rather than leave out of area participants without a coverage option the Trustees implemented a co-insurance payment where the participant, unlike any other provider, paid 25% of the premium. Members eventually found better options, especially in the port city Kaisers, and enrollment decreased until there were no enrollees, and the plan was suspended and then terminated.

At the same time, the Employer trustees began to chafe at the pooled eligibility system in general, and as parties they refused to "subsidize" other employee groups within the Plan, and withheld contributions and threatened to withdraw entirely. The Union took its own action, demanding and eventually collecting a large payment as part of a tough negotiation and plan re-design. Although much more was involved, out-of-area costs were a factor that weighed heavily on the numbers that prompted a dramatic fight.

Next, we looked to the Affordable Care Act (ACA), or Obamacare, for assistance as Unions nationwide argued for participation in the national coverage of the state Exchanges – first with the idea of a public option but when that failed in the idea that Union Taft-Hartley plans might participate in Exchange health care plans at the Exchange rates. President Obama however pressed by Union leaders at a famous White House meeting, declined to allow it into the proposal. After legal review, that remains the case today: Taft-Hartley health and welfare plans are prohibited from participation in the Obamacare exchanges as a function of being classified as a Union group plan. Since the outset, the SUP Welfare Plan Trustees have empowered its consultants to comb the provider networks for viable out-of-area options. Among the very few willing to quote such a small group in recent years, none would guarantee or lock in their rates. The trustees were forced to conclude that sustainability would likely remain a problem as rates went up. The Trustees did secure continued coverage for out of area members based on the PHS port city precedent and authorization of the use of the hiring hall address as the in-area address of a participant enabling regular Kaiser or HealthNet coverage.

There are two themes here that are important to note. First, geographic area are an important component of the pool demographics that set the rates that health insurers demand. This geographic input is not unfamiliar to us: health care under the SUP Welfare Plan has always been more or less centered on port cities *even when we had a national coverage option*. Second, costs for nationwide plans for relatively small groups has been and remains very high and uncapped. Extended unreimbursed cost exposure destabilizes to health care plans as insurers and employers look to pass on the rising costs of regular health care to the users, or discourage their use in the first place. That is why many plans have large coinsurance fees – such as when they split the cost of a premium 80/20 (eighty percent employer, twenty percent employee), or have high deductibles that must be paid before most insurance kicks in, or very high caps on out-of-pocket maximums where the insured are forced to pay for a certain procedure until a cap on that spending is reached. The SUP Welfare Plan coverage is traditional and beneficial: it employs effectively none of these new and tricky although common methods of "cost-sharing."

The Trustees will continue to look for cost-effective options to expand Plan coverage without making the existing coverage more expensive for members who live in the areas presently covered. In the meantime, out-of-area members may continue to use the Union halls as their addresses of record to qualify for port city HMO eligibility or may choose to individually participate in their home state ACA Exchanges. Will keep the membership informed on that work as it moves ahead.

CHEVRON SHIPPING CO.

Chevron management informed the Union in January that positive tests of recent joiners in the M/T Mississippi Voyager forced the Company to reexamine its COVID policies and protocols. U.S. Fleet Manager Chad Culbertson said that until now the protections were sufficient but that the Omicron variant had resulted in a spike of cases and changed the outlook. Culbertson said that Chevron's medical experts predicted a subsiding of the Omicron wave in the next few weeks. As a result, the Company resumed masking, restricting visitors, and pausing shore leave, but maintaining reliefs as planned. Management identified a particularly increased risk to personnel during the pre-boarding period or during transit to the vessel and was working on improvements. Will keep the membership informed.

UFCW LOCAL 5

Over the last three months, bargaining with Local 5 of the United Food and Commercial Workers has continued in various forms. Much work in term research and review, outreach to members, drafting and vetting proposals, bargaining with the employer and various other communications have been steady and deliberate. Because there is a solid evergreen clause that automatically renews the Agreement, and because the employer has agreed to full retroactivity of any increases, there is little immediate harm in bargaining past the technical expiration of December 31, 2022. Work continues on a new Agreement and will keep the membership informed on progress.

SUP ELECTION

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

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

The previously elected SUP Committee on Election/Balloting Committee shall turn to on February 1, 2022, at SUP Headquarters to retrieve the ballots and supervise the count conducted by the Impartial Balloting Agent. If there are any vacancies in the Committee, recommend that they be shipped off the deck as per past practice.

QUARTERLY FINANCE COMMITTEE

As per Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee must be elected at today's meeting to review the finances of the Union for the fourth quarter of 2021. The Committee may use prior elected members or in the case of any vacancies ship members off the hiring hall deck as per past practice.

HOLIDAYS

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

Lincoln's Birthday – February 12, 2022. SUP halls will be closed on Monday, February 14 in observance of Lincoln's Birthday, an SUP and ILWU contract holiday that falls on a Saturday this year.

President's Day – February 21, 2022. SUP hiring halls will be closed on Monday, February 21 on President' Day.

Washington's Birthday – February 22, 2022. This holiday is observed under the SUP's Chevron Agreement and for all Marine Employees and Dispatchers employed by the San Francisco Bar Pilots.

ACTION TAKEN

No official meeting action was taken. All formal membership action was comprehensively deferred until the next meeting.

High Court Reverses Vaccine Mandate

continued from page 1

vaccination requirements have saved lives, and he called on "business leaders to immediately join those who have already stepped up — including one third of Fortune 100 companies — and institute vaccination requirements to protect their workers, customers, and communities."

In stark contrast to the decision in the OSHA case, the court voted 5 to 4 in the Center for Medicare Services case to uphold mandatory vaccinations for Medicare and Medicaid providers. The court's three liberals were joined by Chief Justice John Roberts and Justice Brett Kavanaugh.

The court said that the vaccine mandate for health care workers was, unlike the OSHA regulation, justified as just the kind of detailed regulations that Medicare has long imposed as a condition for health care providers getting federal funds. In addition, the court said the regulation serves to protect patients from being

exposed to greater risks when they are in hospitals, nursing homes, rehabilitation facilities, etc.

The Supreme Court's decision now means "companies have to take it upon themselves to have safe practices in the workplace," because the federal government is not allowed to mandate it, says Los Angeles-based employment and civil rights trial attorney V. James DeSimone. Blocking the federal vaccine mandate for businesses now puts companies at the mercy of conflicting state policies as they look to protect workers from the surging omicron variant.

"Companies have to do everything necessary to make their workplaces safe for employees," says DeSimone. "The Supreme Court decision now puts more of the onus on private companies to do just that." An epidemiologist with Johns Hopkins, Tom Inglesby, said the decision will "prolong the pain."

New Defense Authorization Act Has Support For US Merchant Marine

The largest-ever Defense Authorization bill has been signed into law after previously passing the House and Senate by large margins. Among many other programs and initiatives, the \$777 billion package covering Fiscal Year 2022 supports continued Defense Department modernization, a strong national defense as backed up by the U.S. Merchant Marine. Last month's West Coast Sailors reported on the favorable vote in Congress but differences in House and Senate versions had not yet been worked out and the bill had not yet been signed. Now it is law.

Defense authorization bills continue or establish agencies and programs and create dollar ceilings for them. The actual funding for them is reliant however on the passage of a subsequent appropriations measure that defines the specific funding

level and secures the allocation of funds for the agencies and programs that have been authorized. Currently, the government is operating under a Continuing Resolution (CR) through mid-February, when Congress will decide to go with another CR or attempt via the "regular order" the passage of spending legislation that will fund the remainder of FY 2022. That funding however can only proceed at the same levels of the previous year due to government rules.

The Maritime Security Program was previously authorized until 2035, and so it was not necessary to reauthorize the program in the new Defense bill. But it must be funded every year, and the SUP along with all maritime unions and U.S. flag shipping companies will continue working for full funding. That amount

for FY '22 is \$318 million or \$5.3 million per ship as an MSP appropriation. Among other things, the Defense bill authorizes continued funding for maintenance and repair of State maritime academy training vessels as well as over \$315 million to support the National Security Multi-Mission Vessel Program training ships. The full \$60 million funding for the Tanker Security Program was authorized in the new bill, but the TSP has not yet gathered momentum because the last Congress did not pass an appropriations bill for the FY '21 National Defense Authorization Act. However, the current CR cannot provide any new funding for the TSP since it was not funded upon inception in FY 2021. The TSP is potentially an historic and favorable change American maritime law, and its funding will require a careful

watch in the months ahead.

The NDAA authorizes a series of Maritime Administration programs including funding for operations and maintenance of the U.S. Merchant Marine Academy including the creation of an advisory council to provide advice and guidance to strengthen the Academy's ability to ensure a safe learning environment for midshipmen. The bill also reauthorizes the Port Infrastructure Development Program which provides project management assistance to improve port capacity and operations. It also increases the funding level to support port development activities to \$750,000,000 - with the noteworthy caveat that no funding may be used for automation-based cargo handling systems if such systems would result in a loss of jobs.

Mauritius Sentences Captain and First Officer to 20 Months In Jail In *Wakashio* Grounding with Time Served

A court in Mauritius has sentenced the captain and first officer of the Panama-flagged bulk carrier *Wakashio* to 20 months in prison on charges of endangering safe navigation. The two, who had pleaded guilty, have already been in jail for 16 months.

The captain confirmed that on July 25, 2020, the day of the accident, he had attended a birthday party on board and had had several drinks. The vessel had been at sea since departing Singapore on July 14 and the captain said anxiety was high because crewmembers had not been able to speak with their families and were

worried about Covid-19.

At 1710 local time the coast guard and shore stations from Mauritius attempted to contact the *Wakashio* but did not receive a reply. At 1730 local time, the captain ordered a change in course so crewmembers could get a wi-fi signal and call home. Investigators said that the captain, the chief engineer and the first officer were all on the bridge when the vessel diverted from its navigation plan to approach the coast. The first officer had permitted the lookout officer to remain at the birthday party. Investigators said that the VDR revealed that the vessel

was not being properly monitored as it approached Mauritius.

The captain was reportedly heard saying that "the sea was bad but visibility was clear," and he felt that the navigation could be done safely. He said it did not occur to him that they were sailing too close to the island and he had not intervened because he "had had a few drinks." Shore-side personnel in Mauritius reported they had detected the change in course and tried several times unsuccessfully to contact the ship.

At about 1810, the captain reported to the coast guard that the vessel had run

aground. The *Wakashio* eventually split in two and released about 1,000 tons of bunker fuel into the water, causing an environmental disaster in a protected marine reserve.

The ship's insurers are compensating local fishermen for the damage caused by the spill, which is expected to make it impossible for them to earn a living for a total of three years. Claims related to the accident filed by the government and individuals total about \$46 million.

Honolulu Escapes Shipping Congestion

The port bottlenecks that have plagued the mainland have not materialized in Hawaii, but the state still struggles to get merchandise that's been slowed down by supply chain crimps elsewhere in the system and that is likely to continue into 2022. In the ports of Los Angeles and Long Beach, for example, the combination of a backlog of super-sized foreign-owned container ships at major West Coast ports, record shipping prices and transportation gridlock have combined to slow cargoes to a crawl. The long delays are likely to persist between Asia and far-flung mainland destinations, with shipments that took under 45 days in the summer of 2019 now dragging to a record 110 days.

The picture in Hawaii has been far better for consumers, with most food staples and household essentials arriving as needed. The state's two primary marine carriers — Matson and Pasha Hawaii — have their own dedicated terminals, a long-established workforce and reliable relationships with port officials on the West Coast and in Hawaii. Matson, the largest of the Hawaii carriers, has had operations in the islands for 140 years. "Those ships never, never get delayed," said Tom Heberle, vice president of the Hawaii Pilots Association. "We have the infrastructure to handle it. We are really fortunate."

Matson operates nine ships between the mainland and Hawaii, with three arrivals weekly to Honolulu, said spokesman Keoni Wagner. "The domestic service to Hawaii has been virtually unaffected by the chaos that is making headlines with the West Coast congestion issues," Wagner said. Randy Swindell, Honolulu ports' representative for the

International Organization of Masters, Mates and Pilots, who also fills in as a longshoreman at Honolulu harbor from time to time, said he's able to find what he wants at stores. "The necessities are still at our fingertips," he said. Dedicated pools of expert longshore and maritime labor, including the SUP and MFOW, help keep the cargo flowing in the port of Honolulu.

Both Matson and Pasha operate under the Jones Act, a 1920 maritime law that requires ships operating between ports in the United States be American-built, American-owned and crewed by U.S. citizens or permanent residents. The goal of the legislation was to ensure the continued existence of an American merchant marine in case of crisis or emergency and to protect the rights and livelihood of American mariners. Amid the Covid-19 pandemic and as news reports describe the plight of foreign seamen marooned aboard abandoned ships elsewhere in the world, the Jones Act has been a success story, and given Hawaii extra insulation against the shocks and costs of the pandemic.

Critics of the Jones Act as outdated because of the protected higher wages paid to American seamen, protected higher rates charged by the companies, have argued that opening all American ports to foreign maritime competition would drive down costs. But now the costs are stacking up on the foreign side of the maritime economic ledger. The Jones Act has proven its reliability and utility during the pandemic in terms of both costs and dependable ship schedules. During the crisis, the much-criticized Jones Act has helped to protect Hawaii from higher prices.

In fact, foreign-owned cargo carriers

that are alleged to have engaged in overcharging consumers. Global freight rates are expected to jump 126% in the coming year. The shipping giant, Denmark-based A.P. Moller-Maersk, was already reporting record profits of more than \$17 billion for 2021, up from \$ 2.9 billion in 2020. At a recent hearing on Capitol Hill, senators were told high container shipping rates, in addition to product shortages and increases in the prices of raw materials, will lead to higher prices for consumers and a profit squeeze for American manufacturers.

These global problems are also hurting Hawaii businesses, according to Sherry Menor-McNamara, president of the Hawaii Chamber of Commerce. Even if transportation to Hawaii runs smoothly, many suppliers on the mainland do not have the products to ship. Health care companies have grappled with shortages of personal protective equipment. Construction companies have been hit with delays because materials are not quickly available. Furniture stores can't get the items consumers want in a timely way. And restaurants are being forced to remove popular menu offerings because they can't get the ingredients. Many items are back-ordered, often with little information on when they will arrive, she said.

Experts say the supply chain disruptions started in the vast offshoring of manufacturing and the over-reliance on just-in-time delivery of cheap goods from China. If not for the Jones Act, the problem would be worse, especially in Hawaii, where supply chain reliability is critical but easily overlooked.

(Based on a story by Kirsten Downey at Honolulu Civil Beat)



Dispatcher's Report

Headquarters — DECEMBER 2021

Deck	
Bosun	4
Carpenter	0
MM	9
AB	9
OS.....	8
Standby S.F.	5
Total Deck Jobs Shipped	35
Total Deck B, C & D Shipped.....	25
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler.....	0
Wiper	0
Steward	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped	0
Total E&S B, C, & D Shipped.....	0
Total Jobs Shipped-All Depts.....	35
Total B, C, & D Shipped-All Depts....	25
Total Registered "A"	18
Total Registered "B".....	32
Total Registered "C"	5
Total Registered "D"	18

SUP BRANCH REPORTS

HONOLULU

December 2021

SHIPPING: The following jobs were dispatched for the month of December: 1-Bosun, 1-Bosun Relief, 4-AB Day, 5-AB Watch, 2-AB Watch relief, and 2-AB Maintenance. 24-Casual Standby jobs.

REGISTERED: 6 A cards, 16-B Cards, 5 C Cards, and 2 D Cards

SHIPS CHECKED: *Charlton* (email): Slow crew rotation is creating frustration among some. Just know we are working every day for a smooth turn over. Your patience is appreciated. *Watson* (email): Going to ROS. *APL Herodote* (email): A few minor clarifications otherwise smooth running ship. Dave Purganan Bosun, Ron Sugui Delegate. *APL Dakar* Reflagging to US flag. New Crew is currently quarantining in Korea. *Kamokuiki* (email): In the shipyard for repairs, then back on the Auckland Saipan run. Clint Sieber Delegate.

Visited the following Ships: *Maunawili*, *DK Inouye*, *Mahimahi*, *RJ Pfeiffer*, *Mokihana*, *Manoa*, *Manukai*, *Manulani*, and the Paint & Rigging gang. All are running with few, if any Beefs.

AGENTS REPORT:

Covid has wreaked havoc on dispatching this month, with positive tests leaving the hall to scramble and throw members from the pierhead onto ships, on time and in good order. An "Atta Boy" from the Rank and File is in order for all of those members who stepped up to take those jobs at the most inconvenient time.

Due to the surge in Covid cases here, for the time being, the Honolulu Hall will limit Members in the office to one person at a time to conduct business. Also, the

Hall will do it's best to have our meeting. But, we will conduct them outside, weather permitting. Mahalo for doing your part in protecting our Hall. As always, check your documents expiration dates.

I want to wish you and your family a healthy and prosperous New Year...

SEATTLE

December 2021

SHIPPING: 1 Boatswain (A), 1 Navy Boatswain (B), 2 AB/W relief (A, B), 1 AB/D (A), 1 Navy AB (C), 1 STOS (D). Matson called for 28 Standby AB's, filled with 3 A, 10 B, 14 C, and 1 MFOWW member.

REGISTERED: 4 A cards for a total of 1; 3 B cards for a total of 7; 2 C cards for a total of 6; 2 D cards for a total of 2

AGENTS REPORT:

Matson Standbys- Four standby jobs were left unfilled this month & that is after double shifts were dispatched trying to cover the work. Make job call!

Maunalei — Still plying the Alaska winter wonderland. Historical clarification on past practice.

Haina — Gang reports few improvements to substandard hotel services. HQ continues the struggle with Patriot to get this ship squared away and progress is being made. Meanwhile, these guys have put up a lot since joining and are keeping some semblance of humor over the condition of this vessel, but we will need reliefs soon that are ready to continue the work of bringing her up to our standards.

Labor is a fight, work, and sacrifice so those that come after us, and our children, can work under the umbrella we construct. So, on it goes. Cherry picking jobs for a comfortable ride does not support our Unions stability and growth but impedes us. Take an undesirable job sometimes, embrace and enjoy the absurdity of the situation. Proudly represent your union in adverse conditions with steadfast resolve. Make money while making your union strong. Shipboard beefs are not only resolved by the Union Officers and all members are responsible to brace the bulwarks. The *Haina* gang is doing just that, and they are owed a measure of thanks from all hands.



M/T *Haina Patriot* alongside distant foreign port. The ship is crewed on deck by SUP.

VICE PRESIDENT'S REPORT

December 2021

Ships checked — January.

APL President Eisenhower — Javier Rosales, delegate. Ship had a recent Covid case on board, delayed in Oakland for 5 days. Michael Ruan, bosun.

APL Gulf Express — Ship had a member sign off recently NFFD, crew stepped up and worked together while shorthanded. No major beefs. Marc Calairo, bosun.

USNS Sisler — John Relajo, delegate. Crew change at the end of the month in Rota, Spain. Chris Cupan, bosun.

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

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

USNS Charlton — Oleg Steklar, delegate. On the hook in Saipan. New shackle hanging rack and paint cleaning station in progress. Jeff Nicholas, bosun.

Cape Victory — Ongoing issues with the Chief Mate on meals and cleanup especially. Patriot's no harassment policy should apply to all employees without exception.

Cape Horn — Anthony Wylie, delegate. Activated for 10 —month mission a couple days before Christmas. Thank you to all the members who stepped up on short notice to fill the billets. Paul Fuentes, bosun.

Chevron — Chevron has requested more AB'S, wipers, and Machinists. SUP represents all unlicensed departments for Chevron. If interested in working for Chevron, please let me know. The jobs are dispatched as steady, and Chevron will fly you from most major US airports.

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

With the new Omicron variant of Covid-19 it is imperative we keep the halls safe. Please limit your time in the union halls for job call only. Union halls are not a social gathering spot, and most member services can be done remotely. Please think about the safety of our membership.

BUSINESS AGENT'S REPORT

December 2021

Mahi Mahi — In at Oakland #62. Ship sailed for Honolulu 2 days out message came through of a positive test for covid. Quarantining, shipmates monitor his health. Bosun Robert Reed relieved Haz Idris.

Manoa — Arthur Brosnan, delegate. On the Northern triangle with mild weather in Seattle this trip. The winters in the northwest can be brutal. Enjoy the good weather while we have it. John Crockett as Bosun.

RJ Pfeiffer — Izzy Idris delegate. Sailed for Honolulu we are hearing about a covid out break on the Kaimana Hila there at anchor outside the break water shifting in and offloading cargo for RJP to make the China run. Always subject to change time will tell with Manual Rezada as Bosun.

Mokihana — In and out Oakland#62 with Mick McHenry, delegate, back from his trips off. Ship sailed for Long beach with no issues, running smooth with Remoni Tufono as Bosun.

Matsonia — Cosmo Bigno delegate on then China run, working steady on here the making good running smooth with Nick Hoogendam as Bosun.

Lurline — Check in with these ships little or no beefs.

USNS Soderman — In shipyard in Bayonne, New Jersey. Alex Saipan, delegate. Food beefs under investigation. Unacceptable to be running out of alongside the dock in the United States and running out of food. Mark Accord Bosun.

Cape Horn — Pier#S0 San Francisco Anthony Wylie delegate — Matson called for a full crew over the holidays to activate the ship. Crewed within 72 hours up and running *Cape Horn* sailed on the 6th for Seattle. Due in on 7th Load cargo and sail for Alaska on the 9th Will see where this mission will take us. Paul Fuentes Bosun.

Helped out in the front office and with dispatch.

WILMINGTON

December 2021

SHIPPING: Bosun, 1; AB/W, 7; AB/D, 8; OS/STOS, 2; GUDE. 0; STBY 50. Total Jobs Shipped: 50

REGISTRATIONS: A: 18; B: 35; C: 8; D: 3

SHIPS VISITED: Checking in with ships by phone and email, occasional minor clarifications

AGENT'S REPORT:

Shipping is very good in Wilmington with some members reshipping in a week or less. These jobs are our livelihood, and we need to step up and fill these jobs. We need more sailors all around and MSC trained sailors are in short supply, anyone interested in MSC training should submit an application, new members with MSC training have a better chance of shipping.

All of our companies are requiring proof of Covid vaccination.

The number of new Coronavirus cases are increasing significantly, we should remain vigilant, when you come to the hall wear a mask wash your hands and practice social distancing when possible.

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

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