

Longshore Contract Set to Expire on July 1

Both Sides Say Strike / Lockout Not Expected

With only days remaining before the longshore union contract for the U.S. West Coast ports expires, both sides felt compelled to break their self-imposed silence to refute media reports that the ports were preparing for a possible strike or lockout. Without offering any specific details, the International Longshore Warehouse Union and the Pacific Maritime Association both emphasized that the discussions are continuing and that no actions were imminent.

In a rare joint statement on the progress of the talks, the union with 22,000 members and the association representing 70 employers at 30 West Coast ports, said "they are unlikely to reach a deal before the July 1 expiration of the current agreement." The said it was expected and noted that the talks will continue. Observers noted that the 2014 contract negotiations extended into 2015 before an agreement was reached.

"This timing is typical, and cargo operations continue beyond the expiration of the contract," said the ILWU and PMA in their joint statement. "Neither party is preparing for

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AFL-CIO Convention Elects Shuler, Redmond to Lead AFL-CIO

The AFL-CIO Convention delegates on June 12, 2022 elected Liz Shuler to serve as president of the federation of 57 unions and 12.5 million members.



In Philadelphia, AFL-CIO President Liz Shuler with Vice-President Fred Redmond after their election. Shuler introduced an a massive new organizing campaign aimed at building the movement by one million new union members.

Shuler is the first woman to hold the office in the history of the labor federation. Delegates also elected Fred Redmond to serve as secretary-treasurer, the first African American to hold the office.

"We are going to amplify the voices of working people — their hopes, struggles, and demands. This is more than a comeback story," said President Shuler. "This is a new story, yet to be told. A story we will write, on our terms, to be written by every one of us. A new era for all working people across this country. And generations from now, they'll tell the story of how we succeeded, together, in solidarity."

In her acceptance speech, Shuler delivered a call to action to organize, innovate and reshape the labor movement to meet the moment that

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White House Blasts Big Oil on Gas Prices

ExxonMobil Blames Jones Act

In response to the White House's accusation that the refining industry is not doing enough to bring down extreme

gasoline prices, ExxonMobil has recommended a series of policy changes - including a Jones Act waiver.

"In the short term, the U.S. government could enact measures often used in emergencies following hurricanes or other supply disruptions -- such as waivers of Jones Act provisions and some fuel specifications to increase supplies," ExxonMobil wrote in a letter to Biden. "Longer term, government can promote investment through clear and consistent policy that supports U.S. resource development, such as regular and predictable lease sales, as well as streamlined regulatory approval and support for infrastructure such as pipelines."

In response, the American Maritime Partnership - the industry association for Jones Act shipping — noted that maritime transport costs represent a miniscule part of the cost at the pump.

"The cost of gasoline is primarily driven by the price of crude oil and the processing of gas, which is spiking. The Jones Act is not a cost driver for increased

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WWII Merchant Mariners Receive Congressional Gold Medal

On May 18, 2022 10 veterans of the WWII U.S. Merchant Marine were awarded the long-overdue Congressional Gold Medal, the highest honor bestowed by the U.S. Congress. The veterans received the medal at the U.S. Capitol on behalf of about 1,500 remaining WWII merchant mariners.

Congress authorized the awards in 2020, acting on legislation sponsored by Rep. John Garamendi and Sen. Lisa Murkowski. However, the social-distancing precautions of the pandemic prevented the awards ceremony from moving forward until this year.

243,000 American mariners served during WWII, and 9,521 perished — four percent, a higher fatality rate than that of any U.S. armed services branch during the war. They faced the threat of attack from German U-boats and aircraft, as well as the maritime hazards of the North Atlantic and the Arctic.

Many served on the transatlantic run from the U.S. East Coast to Britain, providing America's closest ally with billions of dollars in arms, ammunition and aircraft to fend off the threat of a German

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Along with Sen. Lisa Murkowski and Cong. John Garamendi who sponsored the legislation, 10 veterans of the WWII Merchant Marine gathered in the rotunda of the U.S. Capitol to accept the Congressional Gold Medal on behalf of their shipmates on May 18, 2022

(American Merchant Marine Veterans)

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’Halloran.....BK#2463
James Savage.....BK#7488
Alexander Earle..... BK#1885
Terry Lane BK#4107
Michael Sposeto.....BK#7503
Michael Worth.....BK#3929

Organization/ General Fund

Julie Ortiz \$25
Abe Acosta..... \$20
Rico Ecalnir, Jr \$50
Richard Reed \$100
Rodolfo Bautista..... \$50
Mark Hargus \$50
Leo Moore.....\$400

Final Departures

Ruben Guerra, Book No. 2961. Born in Texas in 1931. Joined SUP in 1957. Died in California, April 22, 2022. (Pensioner)

Roberto Garcia, Book No. 2957. Born in California in 1933. Joined SUP in 1957. Died in California, April 29, 2022. (Pensioner)

Jay Dillon, Permit No. 18406. Born in West Virginia in 1956. Joined SUP in 1990. Died in Gulfport, Mississippi, May 11, 2022.

John Henry, Book No. 5820. Born in Oregon in 1946. Joined SUP in 1967. Died in Oregon, May 31, 2022. (Pensioner)

Political Fund

Vince O’Halloran\$200
Dave Mercer..... \$100
Archie Bickford \$100
Ariel Odion.....\$40
Julie Ortiz \$25
Abe Acosta.....\$20.
John Relajo \$50
Rico Ecalnir, Jr \$50
Frank Walker..... \$100
Michael Ruan..... \$50
Heath Heller \$50
Christian Fonseca \$50
Antonio Respicio \$20
Patrick Weisbarth \$60
Preston Lau..... \$100
Erik Thunstrom..... \$100
Dave Connolly \$200
Rodolfo Bautista..... \$30
Michael Ruan..... \$50
Juan Gonzalez \$20
Louie Urbano..... \$50

West Coast Sailors

Rob Morgan..... \$10
Abe Acosta..... \$20

SUP Meetings

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

SUP HQ	Branches
July 11	July 18
August 8	August 15
September 12	September 19
October 11	October 17
November 14	November 21
December 12	December 19

SUP Welfare Plan Notes

Death and Burial Benefits for Active Participants

For eligible Employees who have one day of seagoing employment with a participating employer in the 365 days immediately preceding the date of death, The SUP Welfare Plan will pay a Death Benefit totaling \$25,000 to a beneficiary, or beneficiaries, as designated by the Employee on a properly executed Authorized Beneficiary Form. In the event that a beneficiary has not been designated by the Employee on an Authorized Beneficiary Form, no Death Benefit will be paid by the Plan.

A Burial Benefit of up to a maximum of \$500 is available to claimants of deceased Employees who had at least 1,000 days of covered employment at the time of death and had maintained shipping rights under the collective bargaining agreement.

For complete details of the Death and Burial Benefits for Active Participants, please see pages 14, 28 & 29 in the Summary Plan Description booklet.

An Authorized Beneficiary Form can be obtained by contacting the Plan Administrative Office.

Pensioner Burial and Widow’s Benefits

The SUP Welfare Plan does not provide a Death Benefit for Pensioners; however, Burial and Widow’s Benefits are available subject to Plan rules.

The Burial allowance will be prorated according to the Pensioner’s qualifying pension contributions subject to a \$1,000 maximum.

Eligible Widows will receive a monthly benefit equal to the SIU Pacific District Pension Plan pensioner’s benefit amount at the time of his passing. The benefit is payable for 12 months or, if sooner, until the widow’s death. This benefit is not applicable in the case of Deferred Vested Pensions.

For more details, please see pages 15, 39 & 41 of the Summary Plan Description booklet.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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Training Representative, Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net

SUP Welfare Plan 730 Harrison Street, #415, San Francisco, CA 94107

Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension Plan 415-764-4987

SIU-PD Supplemental Benefits Fund 415-764-4991

Seafarers’ Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on June 2, 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
Edward Hervias	B-19718	1 yr.	A.B.	B
Heath Heller	B-19719	1 yr.	A.B.	B
Timothy Chaland	B-19720	1 yr.	A.B.	B
Dieg Rizan	B-19721	1 yr.	A.B.	B
Richard Scott	B-19722	1 yr.	A.B.	B
Dan Sumague	C-2918	30 days	O.S.	C
Adel Mohamed	C-2919	30 days	O.S.	C
Giovanni Navarro	C-2920	30 days	O.S.	C
Eugene Ajoste	C-2921	30 days	A.B.	C
Jose Cervantes	C-2922	30 days	O.S	C

Ratings: Bosun Stamp

None

Membership and Ratings Committee’s Report: Mark John Relajo, BK#3205, Paul Fuentes, BK#2239 and Saher H. Ami, BK#-19348



In the Library at SUP HQ is Saher Ali, Paul Fuentes, and Mark Relajo.

Photo by Roy Tufono.

SUP Pensioners Join the Ranks of Retirement

Mohamed El Mobdy	Bk 1892	June 1, 2022
Joseph Ginez	Bk 3026	June 1, 2022

Maritime Unions Support EMBARC Principles in Public Comment

The maritime unions have expressed support for the goals and objectives reflected in the EMBARC guidelines.

The Maritime Administration has requested public comment on the guidelines, which were developed to prevent incidents of sexual assault and sexual harassment (SASH) in the workplace.

In a May 31 letter to Maritime Administrator Ann Phillips, the unions expressed their collective willingness to work with MARAD and the U.S.-flag shipping companies to ensure compliance with the guidelines and the availability of resources to support their implementation.

“Collectively, we support the goals and intentions set forth by EMBARC and are committed to addressing systemic and cultural changes in the maritime industry to prevent incidents of sexual assault and sexual harassment (SASH) in a workplace that doubles as every mariner’s home,” the unions wrote.

“SASH is a safety issue in the maritime industry that poses a threat to all mariners, and ensuring the successful implementation of EMBARC is an essential first step.”

The letter was signed by the presidents of MM&P, the AFL-CIO Transportation Trades Department, the AFL-CIO Maritime Trades Department, the Marine Engineers’ Beneficial Association, the Sailors’ Union of the Pacific, the Seafar-

ers International Union of North America and the American Maritime Officers.

EMBARC stands for "Every Mariner Builds a Respectful Culture."

West Coast Sailors

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U.S. Army Expects PrePo Deployments to Grow

FORT SHAFTER, Hawaii — Army leaders in the Pacific hailed the recent use of floating prepositioned supplies and equipment for a pair of recently completed exercises in the Philippines as a significant step forward in strategic agility. Vehicles and supplies were delivered aboard the Military Sealift Command’s *USNS Red Cloud* and offloaded at Subic Bay for Hawaii-based soldiers who participated in the back-to-back exercises Salaknib and Balikatan March 5 to April 8.

“I think the significance of the use of Army prepositioned stocks to extend our operational and strategic reach in the region is substantial,” Gen. Charles Flynn, commander of U.S. Army Pacific, said during an interview at his headquarters in Fort Shafter on Wednesday.

Employing land-based prepositioned stocks has been routine in Europe, the Middle East, Japan and South Korea, but prepositioned “afloat” stock has been underutilized, particularly in the Pacific, he said.

“To be able to rapidly offload that equipment, issue it to a unit, have the unit go out and conduct training, and then be able to collapse that equipment back to, in this case, the port, and then be able to reload that on those vessels is really a demonstration of our strategic agility,” Flynn said.

The Army will continue to adjust and refine the use of floating prepositioned stocks in this region, Maj. Gen. David Wilson, commander of the 8th Theater Sustainment Command, said at his Fort Shafter headquarters.

“What we have found is that every operation we conduct west of the international dateline is an opportunity for us to conduct strategic rehearsal and strategic movement,” he said.

Thus, if offloading prepositioned equipment were needed during a time of crisis or conflict, the Army is now gaining an understanding of the “time and tempo” required for the task, Wilson said.

“And that’s invaluable, [because] now



U.S. Army vehicles and gear is offloaded from the *USNS Red Cloud* in Subic Bay, Philippines in a May exercised called “Balakatan 22.”

you’re actually operating on the terrain in which you may have to fight.” Wilson noted however that no matter how realistic the exercise, the offloading of

prepositioned afloat stock faced no adversary attempting to prevent it. That would present a different scenario.

Deal to Increase Minimum Monthly Wage for Seafarers ICS and ITF Raise Wage Incrementally to \$673 by 2025

The International Transport Workers’ Federation has reached a new three-year deal with shipowners that calls for a four percent increase for able seafarers covered under the International Labor Organization’s basic minimum wage agreement.

Under the terms of the agreement, the ILO monthly minimum basic wage for an able seafarer will be raised to \$ 658 on Jan. 1, 2023, to \$ 666 on Jan. 1, 2024 and to \$ 673 on Jan. 1, 2025.

During the negotiations, the unions representing seafarers originally pushed

to increase the minimum wage by 6.5 percent, but had to scale back in the face of stiff resistance from shipowners.

The new agreement, which was announced on May 18, comes after two years marked by the pandemic-related travel restrictions that have kept many seafarers separated from their families for long periods, and more recently by the sharp rise in prices that is plaguing world economies.

“This agreement recognizes the huge sacrifices and professionalism of the men and women working at sea, especially

over the past few years,” said Nautilus International General Secretary Mark Dickinson, who spoke on behalf of the union negotiators.

“We look forward to continuing to work together alongside our social partners to safeguard financial stability for the world’s seafarers.”

The agreement on wage increases is the latest in a series of efforts to improve seafarers’ working and living conditions, including creating a right for increased internet access.

The minimum basic wage standard

falls under the ILO’s Maritime Labor Convention, 2006, known as the “seafarers’ bill of rights.”

MLC 2006 entered into force on Aug. 20, 2013, and has been ratified by 101 ILO member states, representing approximately 96 percent of global shipping tonnage.

Maritime transport is the only sector with a formally recognized global minimum wage, which has existed for seafarers since 1958. The wage, however, often includes overtime, vacation and benefits, to the extent they exist at all.

Truckers Win Strike in South Korea Despite Dire Warnings

Union truck drivers returned to work on June 15th in South Korea after reaching agreements with the Ministry of Land, Infrastructure and Transport (MOLIT) to end their eight-day strike. Government officials and analysts are however citing significant harm to the South Korean economy and extensive backlogs at the ports which are expected to take time to resolve.

The drivers won their key point which was an extension of a minimum wage program instituted during the pandemic

that was due to expire in December. The MOLIT agreed to present its findings to parliament and to work to make the program permanent. In addition, they also agreed to explore further fuel subsidies for the drivers and expanding the minimum wage program to cover more types of cargo. It currently only covers drivers moving containers and cement products.

The agreement came in the fifth round of negotiations between the ministry and union, which had been holding out despite increasing pressure to return to

work. Prior to the latest negotiations, the transport minister warned that the government might force drivers back to work. At the end of last week, members of the military had been assigned to begin moving containers and other manufactured goods. The minister warned that he would consider jailing the drivers that did not return to work.

Shippers and the cargo companies reportedly opposed extending the minimum wage program. They said it was putting too much pressure and cost on

cargo shippers. The Ministry of Trade, however, estimated that the strike was causing significant damage and warned that work needed to resume as the strike began to threaten semiconductor manufacturers, one of Korea’s most important industries.

Daily volumes at South Korea’s ports dropped by more than half last week compared to the averages in May. Ships that didn’t skip Korea were delayed alongside and at anchor.

Chevron Richmond Refinery Workers Ratify Contract; End Strike

Major news outlets reported that striking union workers at Chevron Corp’s Richmond, California, refinery voted on May 28 to ratify the latest contract offered by the company, ending a 10-week strike.

About 500 workers represented by United Steelworkers (USW) union Local 12-5 began the strike on March 21 in a dispute over pay to match the rising cost of health care over the past few years in the San Francisco Bay area where the 245,271-barrel-per-day refinery is located. Chevron has said striking workers would return to work in the weeks following the contract’s ratification. At least 60 workers had crossed the picket line and returned to the refinery before a tentative agreement was reached, said B.K. White, an official with the United Steelworkers, Local 5.

The refinery employers and the United Steel Workers negotiated the main national contract earlier this year in a representational structure called pattern bargaining. The national settlement left it to individual locals to negotiate terms specific to their locations. Richmond workers were asking for increased hiring to lessen burdens on individual workers and higher pay. Local reps also stated that the cost of living in the Bay Area, particularly for blue-collar workers, was uniquely burdensome, and workers were coming in for up to 70 hours a week just “to make ends meet.”

The contract contains the terms of the national agreement reached between USW International negotiators and refinery owners in February, which provides a 12% pay increase over four

years, according to the sources. It is the same deal reached and ratified by every other bargaining unit under the national contract. According to Reuters, the final agreement did not contain additional pay to counter rising health care costs, citing sources familiar with the details although spokespeople for both sides were not available.

The strike centered on dissatisfaction with rising costs of healthcare. To make up the difference, Local 12-5 sought a 5% pay increase in addition to the pay raise in the national agreement. Chevron did not offer the local pay increase.

Chevron has kept the refinery in operation with managers, supervisors and workers who crossed the picket line. Chevron said about 100 replacement workers including supervisors, managers

and temporary replacement workers. Additionally, of the 500 workers who went on strike, about 60 have returned to work in the refinery, White said. “We would expect a little higher number (to cross the picket line) because we’re an open shop,” he said. An open shop is a workplace where a union represents the workers, but workers are not required to join.

The USW filed charges on May 13 against Chevron with the U.S. National Labor Relations Board, alleging that the employer changed the terms of employment, refused to furnish information, engaged in coercive actions, including surveillance, made coercive statements, as well as refused to bargain. In the end, the members of USW 12-5 voted in favor of the new agreement by a narrow margin.

WWII Merchant Mariners Receive Congressional Gold Medal

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invasion. Others braved the dangerous Murmansk Run to Soviet Russia, delivering critical supplies for the Red Army in its fight against German invaders. The frigid Arctic route exposed them to the dangers of ice, freezing spray, Nazi U-boats and aircraft attacks. The deliveries of American-made arms to the USSR's Arctic ports helped turn the tide on the Eastern Front — but at great cost.

Other U.S. merchant mariners ran the longer voyage to the Persian Gulf, delivering U.S. supplies to British-controlled ports in Iraq and Iran. From these offloading points, millions of tons of American arms were ferried overland through Iran to reach Soviet territory. At the Iranian port of Abadan, U.S. ships delivered roughly 3,800 disassembled aircraft over the course of the war; these were reassembled on site and flown north to the front by Russian pilots. By bolstering Soviet forces at Stalingrad and other fiercely contested battlegrounds along the front, this aid helped hasten Nazi Germany's collapse.

Despite their bravery and their critical contribution to the war effort, these mariners only won the right to formal veteran status in 1988. The Russian government provided them with belated recognition for their assistance in 1992, shortly after the end of the Soviet Union, by awarding medals to 250 survivors of the Murmansk Run in a ceremony in Baltimore.



WWII merchant mariner Charlie Mills, 102, receives the Congressional Gold Medal
(American Merchant Marine Veterans)

How to Get Duplicate Gold Medal

The Merchant Mariners of World War II Congressional Gold Medal Act of 2020 authorizes MARAD to award duplicates of the medal to individuals who, between Dec. 7, 1941, and Dec. 31, 1946, were members of the United States Merchant Marine or other related services.

If a qualified individual has passed, MARAD is authorized to issue medals to the next of kin.

To request a duplicate medal, veterans or their family members or survivors can submit:

- a copy of the Merchant Mariner's DD Form 214, "Certificate of Release or Discharge from Active Duty," with continuation ship if provided (the DD Form 214 is required to verify Merchant Marine service on vessels during World War II);
- a summary, if available, of World War II sailing history, to include the theater(s) of operation and ports of discharge; and
- book number or United States Maritime Service (USMS) number if available.

Inquiries, along with the required documents, can be emailed to Katrina McRae, Maritime Awards Officer, at katrina.mcr@dot.gov.

Proposed Federal Drug Testing Changes Could Imperil Transportation Workers

Union officials argue rules would inject chaos into the sector and mistakenly label non-drug users as users.

By Gabrielle Gurley

The transportation workforce instability and a worker-friendly job market both brought on by COVID show no signs of letting up. Flight attendants flee regional carriers for higher pay, better routes, and other perks with legacy airlines. Bus drivers quit in droves, forcing transit systems to offer signing bonuses, while merchant marine crews grapple with endless weeks working on ships waiting to get into clogged ports. What could make this work more unsettling? A proposed Department of Health and Human Services pre-employment drug testing regime that could render millions of employees in safety-sensitive positions — pilots, flight attendants, railway engineers, mariners, and truckers and others — ineligible for work or send them out of the industry altogether.

The transportation sector currently has some of the toughest and most intrusive drug screening regulations in the country. Pre-employment drug testing is often a standard feature of many of these

jobs: More than 12 million workers in safety-sensitive positions undergo Department of Transportation screening for amphetamines, cocaine, marijuana (THC), opioids, and phencyclidine (PCP). Now, proposed new rules would make missing a test the same as flunking it and pose other hazards to job applicants in the transportation sector.

Under the proposed HHS pre-employment screening rule, a job seeker who fails to show up for a drug test registers as having refused to take the test, which, in turn, would be designated as a positive drug test result. This "positive test"—even if that person decided not to take the job associated and even though no actual test was ever taken—compromises current and future job prospects. (The Department of Transportation adopts HHS scientific rules for drug testing, but can opt out of certain non-medical ones. DOT drug screenings are above and beyond any screenings that an employee's firm also requires.)

"Where it becomes complicated is now you have that in your record," says Greg Regan, president of the AFL-CIO's Transportation Trades Department, which commented on the proposed rules. "So, that when you're applying for the next job, [an employer] could look at that and [say] well, this might not be a person we want to hire because they've already refused one drug test."

Heather Healy, director of the Asso-

ciation of Flight Attendants' employee assistance program, explains that when a flight attendant participates in an open house-style "cattle call" for an airline, that person usually has applications out to other airlines as well. Legacy airlines act fast, and a person can get multiple offers with training schedules and a pre-employment drug test scheduled as much as three or four weeks after the initial call. So it is not uncommon for a person to wait for a better offer. The catch is that typically job seekers do not contact an employer to say they have accepted another position. When a person does not show up for the training and drug test, the airline knows that the person accepted another job. (But that does not mean that the airline has necessarily canceled the drug test.)

This type of requirement would create huge problems for employees and employers in a hot airline job market, where flight attendants are moving in droves from regional airlines to legacy carriers like American, Delta, and United for better pay, hours, and the opportunity to work on European and other transcontinental routes. Employees get ensnared in an Orwellian nightmare. Employers pay for drug tests that people do not take, and given the subsequent disqualifications for missing tests, the pool of applicants gets whittled down that much more.

Modernizing federal drug testing practices may be one of the possible factors behind the current drug testing rules reform push at HHS.

The HHS proposal is a recipe for chaos, says Healy. "There's going to be a whole bunch of these scheduled drug tests for people who are never going to show up, and where people that don't show up, they will be classified as positive. The person who goes over to Delta but didn't show up to the United training, they're going to find out that they're positive and they cannot be a flight attendant for that airline."

Once an applicant registers as having had a positive test, that individual cannot return to a safety-sensitive position until they have been evaluated by a substance abuse professional and have completed additional pre-employment and follow-up

testing. Nor can the person go back to their old job with the regional carrier, since they are in violation of federal regulations.

Merchant marines could face an even more dire set of consequences. The Coast Guard is the legal arbiter of tests for merchant marine fleets. If a merchant marine registers a positive test, that person must surrender their merchant marine credential—and many people find it almost impossible to get their credential restored, unlike land-based employees who have different ways of returning to good standing.

The proposed changes also include the introduction of oral fluid (i.e., saliva) drug testing to the federal regime. (Currently, the federal government relies on urinalysis for drug tests.) Employers will have to decide whether to use oral or urine testing in their own testing regimes or create a hybrid framework. Some sectors like trucking want to standardize hair testing: Some large companies are already using hair testing, a practice that remains controversial due to concerns about racial bias and other matters. (HHS is currently working on a hair testing study.) Another proposed rule would reduce the threshold for false positives that certain foods like poppy seeds or oils can produce.

Modernizing federal drug testing practices to catch up with the science and private companies' practices may be one of the possible factors behind the current drug testing rules reform push at HHS. Healy surmises that they may want to expedite their workflows and jettison "those pieces that cause them to have to do more work and involve more players."

Ironically, HHS has also proposed eliminating the public-comment period on new rules—which would prevent medical and union representatives from weighing in on issues like pre-employment drug screening and specific drug testing regimes. "You need public comment," says Healy.

This article first appeared in The American Prospect.



Artwork courtesy of Sea History magazine.
"Over the Sandbar," by Micaiah Hardison, oil on linen.

ILWU Reaches Agreement on Grain-Handling Operations at Pacific Northwest Terminal

The International Longshore and Warehouse Union Local 4 negotiating committee announced last week that it has reached a tentative collective bargaining agreement covering grain-handling operations at a Port of Vancouver, Washington export grain terminal.

The announcement comes after years of negotiations between the ILWU and United Grain beginning in the spring of 2018.

ILWU members at bulk grain terminals in the Pacific Northwest handle nearly half of U.S. wheat exports and about a quarter of all grain and oilseed at nine bulk grain terminals at Oregon and Washington ports.

United Grain's terminal at Port Vancouver USA has the largest storage capacity and elevator on the West Coast, with an annual handling capacity of 5 million tons.

"Negotiations are never easy, but both the union and the employer stayed committed to bargaining a successor agreement as we have for decades, and in the end, we reached an agreement that maintains good jobs for U.S. workers and strong exports for U.S. farmers," said ILWU Coast Committeeman Cam Williams, who chairs the ILWU negotiating team.

"ILWU workers are proud of exporting our nation's grain to markets around the world since the 1930's and ensuring that employers at our public ports generate good jobs that support our West Coast port communities."The new agreement is separate



from the West Coast bargaining covering all West Coast ports that began earlier this month between the ILWU and the Pacific Maritime Association.



A conceptual graphic of an expeditionary medical ship.
(Courtesy of Austal USA)

New Hospital Ships Under Design Review

The US Navy and Austal USA have begun preliminary work on fleshing out a new class of medical ships, smaller and more agile in design to fit with the service's vision of distributed operations, a company executive recently told Breaking Defense.

The vessel, which Austal calls an Expeditionary Medical Ship (EMS), is envisioned to be a roughly 120-meter aluminum catamaran based on the Navy's expeditionary fast transport vessels, according to Larry Ryder, an Austal executive.

"It's going to have all the capabilities of a current hospital ship, but just not the capacity," he said during an interview at the Sea Air Space exposition. "What it doesn't have in capacity, it's going to have in responsiveness and agility that will be capable of being forward based with a small crew."

Ryder said Austal has been designing

such a ship internally for a year or two, but the recently signed fiscal 2022 defense spending bill included funding for the Navy to begin working with the company to develop the program's requirements, a nascent but vital step in any new ship-building effort.

If the Navy were to follow through with building an EMS, it would potentially replace the service's massive 1,000-bed hospital ships Comfort and Mercy, stationed on the East and West Coasts of the United States, respectively. Easily spotted by the red crosses adorning their white hulls, those ships have provided medical and humanitarian relief around the world since the 1980s. The Comfort was deployed to New York City early on during the coronavirus pandemic in 2020 to alleviate the strain on the city's hospitals. Now, the two ships are surpassing their original service lives and may not fit into the Navy's vision of a distributed fleet.



The ro/ro *Cape Texas* underway in the Neches River downbound for sea with a full SUP crew aboard in the latest no-notice turbo activation of the Ready Reserve Force.

Ukraine Aid Deal Clears Congress Without Cargo Preference Waivers

The Senate passed a \$40 billion package of military, economic and food aid for Ukraine and U.S. allies. It was a bipartisan stamp of Congressional approval on America's biggest commitment yet to turning Russia's invasion into a painful quagmire for Moscow.

President Joe Biden signed the legislation in Korea during a diplomatic trip to Asia sending a message about the reliability of alliances with America.

The legislation was approved 86-11 in late May and was backed by every voting Democrat and most Republicans. While many issues under President Joe Biden have collapsed under party-line gridlock, this lopsided vote signaled that both parties were largely unified about sending Ukraine the materiel it needs to fend off Russian President Vladimir Putin's more numerous forces.

"I applaud the Congress for sending

a clear bipartisan message to the world that the people of the United States stand together with the brave people of Ukraine as they defend their democracy and freedom," Biden said in a written statement.

Ukrainian President Volodymyr Zelenskyy thanked the United States. "This is a demonstration of strong leadership and a necessary contribution to our common defense of freedom," he said in his nightly video address to the nation.

Although the amendments that would have waived the cargo preference requirements of U.S. law did not make it into the final legislation, thanks in part to the coordination of maritime labor in opposition, the organization and focus of the attempt surprised some observers on Capitol Hill. It appears likely that another such proposal could surface in pending supplementary budget legislation.



BACK IN THE USA: AB and delegate Burt Ducket, AB Gio Navarro, AB Octavio Ortega aboard *Cape Horn* in Tacoma after a voyage to ports in the Far East as part of Pacific Pathways Annual exercise. See page 7 for full crew before departure back to Asia on new mission.

Adam Smith Would Have Supported the Jones Act

By Michael D. Purzycki, Center for International Maritime Security – CIMSEC

Advocates of free trade often criticize the Jones Act as an unnecessary protectionist measure. Today, with inflation and supply chain weaknesses prominent in the news, the requirement for all cargo moving between American ports to be transported by U.S.-flagged ships strikes many as a senseless increaser of prices. Critics allege that the Jones Act makes intra-U.S. shipping “prohibitively expensive,” and call for “repeal or significant reform of this outdated law.”

However, a strong case for the Jones Act can be found in the writing of one the first great advocates of the free market: Adam Smith. While he is remembered as the father of modern capitalism, he did not believe in market forces reigning supreme in every sector of the economy. One of the exceptions to his laissez-faire beliefs was the Navigation Acts, Britain’s equivalent of the Jones Act in Smith’s time, which he defended on national security grounds.

There is a lesson in Smith’s stance for the Jones Act’s critics. All sectors are not created equal – those that help support national security are different in importance, and different in the need for government intervention, from those that support private consumption. By giving American seafarers opportunities to practice their skills, the Jones Act helps the United States prepare for great power conflict. This is especially vital when Russia’s invasion of Ukraine has reminded the world how important NATO is to international security, and how vital it is for the U.S. to be ready to quickly defend its allies when they are attacked.

The Importance of the Merchant Marine

Passed in 1920, the Jones Act was intended to rectify a national security weakness that had emerged during World War I. As the Navy League has put it, “having realized the nation’s merchant fleet was not independently robust enough to neutralize German attacks,” Congress was determined not to allow such vulnerability in future conflicts. By making the transportation of cargo between domestic U.S. ports the preserve of American ships and their crews, it sought to give the U.S. Merchant Marine experience that would prove valuable during another major war.

If there were ever a situation in which the Merchant Marine proved its worth, it was World War II. Merchant mariners were the ones who brought American weapons, ammunition, and food to Britain in the face of Nazi U-boats. Their casualty rate was higher than any branch of the military, with 9,300 merchant mariners killed. But thanks to the Merchant Marine, when the Allies began to liberate Europe from Hitler, “[n]o Allied army was ever driven back from a hard-won beachhead for lack of supplies,” as TIME put it in 2016.

Today, thanks to the Jones Act, the U.S. has “thousands of skilled mariners who, during surge sealift operations, can operate government-owned sealift vessels and provide supplemental crews on international fleet ships,” in the words of the Navy

League. The act has endured for more than a century despite long-standing criticism from those whose belief in free trade trumps what value they might see in America’s sealift capability. For the sake of national and international security, it should be kept in place; however, many voices continue to clamor for its repeal.

When Free Trade Works

There are cases in which free trade makes geopolitical as well as economic sense. After World War II, the U.S. undertook the reconstruction of Western Europe and Japan, helping to ensure they would not fall into the Soviet orbit during the Cold War. It did this not only through direct funding efforts like the Marshall Plan, but by opening the American market to European and Japanese exports, helping to revive industrial bases devastated by the war. As Robert D. Atkinson and Michael Lind noted in American Affairs in 2019, when West German and Japanese industries began to gain ground against their American competitors, “the U.S. government looked the other way (or in some cases, provided active support for these policies), in the interest of a unified alliance against the Soviet Union.” Pairing NATO and the U.S.-Japan alliance with economic growth across the Atlantic and Pacific tightened the links between the U.S. and its allies in the struggle against communism.

Britannia Ruled the Waves

When 17th century England sought to become the world’s preeminent sea power, it understood the importance of a nation’s hard power to its trade. Beginning in 1651, the Navigation Acts sought to ensure England had a robust maritime workforce. The first act, passed during England’s brief period as a commonwealth after the execution of King Charles I, read:

“...no Goods or Commodities whatsoever, of the Growth, Production or Manufacture of Asia, Africa or America, or of any part thereof...as well of the English as others, shall be Imported or brought into this Commonwealth of England, or into Ireland, or any other Lands, Islands or Territories to this Commonwealth belonging, or in their Possession, in any other Ship or Ships, Vessel or Vessels whatsoever, but onely in such as do truly and without fraud belong onely to the People of this Commonwealth, as the Proprietors or right Owners thereof; and whereof the Master and Mariners are also for the most part of them, of the People of this Commonwealth”¹⁴

After the monarchy was restored in 1660, King Charles II continued the policy. The second Navigation Act, passed in the first year of his reign, stated:

“...noe Goods or Commodities whatsoever shall be Imported into or Exported out of any Lands Islelands to his Majesty belonging or in his possession or which may hereafter belong unto or be in the possession...in any other Ship or Ships Vessell or Vessells whatsoever but in such Ships or Vessells as doe truly and without fraude belong onely to the people of England...or are of the built of, and belonging to any of the said Lands Islands or Territories as the Proprietors and right Owners therof and wherof the Master and three fourthes of the Marriners at least are English.” This was, as James Fallows noted in a 1993 Atlantic article comparing different philosophies of trade, “blatantly protectionist legislation.”¹⁶ At first glance, these laws appear likely to alienate an advocate of the free market like Smith. And yet, the patron saint of capitalism supported them.

Smith’s National Security Exception

In his 1776 magnum opus, An Inquiry into the Nature and Causes of the Wealth of Nations, Simth wrote:

“The defence of Great Britain, for example, depends very much upon the number of its sailors and shipping. The act of navigation, therefore, very properly endeavours to give the sailors and shipping of Great Britain the monopoly of the trade of their own country, in some cases, by absolute prohibitions, and in others, by heavy burdens upon the shipping of foreign countries.” And, “As defence, however, is of much more importance than opulence, the act of navigation is, perhaps, the wisest of all the commercial regulations of England.”¹⁸

There is a sense in which Smith’s position should not be especially surprising. His book is, after all, about the economic strength of nations, not individuals or corporations. Given his understanding of the need for geopolitical power to protect trade, it makes sense that he would favor British seafaring strength over market forces when the two conflicted.

America’s strength and prosperity, like Britain’s before it, has always depended on maritime power. Like the Royal Navy in the 18th and 19th centuries, the United States Navy is the ultimate guarantor of its country’s preeminence on the world stage, both economically and politically. And like Smith’s Britain, today’s America requires a capable maritime workforce, one that can regularly exercise its skills, so it is prepared for war when the time comes.

Follow Smith’s Example

At a time of high inflation, it is understandable that consumers and their representatives would look for any possible way to lower prices. But quickly putting more money into people’s pockets is not the only aim of public policy with a maritime component. National security, including the ability of a country to win conflicts and protect its interests abroad, makes national prosperity possible in the long term – and conflicts like the current war in Ukraine show just how vulnerable economic forces are to the military power of America’s rivals.

As a superpower whose closest allies are oceans away, the U.S. must always be able to bring its troops and their supplies quickly across those oceans to its allies’ defense. The current threat of Russia, and the long-term threat of China, should focus policymakers’ attention on sealift capability. Keeping the Merchant Marine in good working order is in America’s interest, even if it raises prices a little. In the spirit of Adam Smith, and his nuanced understanding of markets and security, the U.S. should keep the Jones Act in place.

Michael D. Purzycki is an analyst, writer, and editor based in Arlington, Virginia. He has worked for the United States Navy, Marine Corps, and Army.

SUPPORT THE JONES ACT Resolution 18

Submitted by the Maritime Trades Department, AFL-CIO

Cabotage laws have been around since the beginning of the United States. In fact, a couple bills passed by the first Congress dealt with cabotage, which is moving cargo or people from one domestic port to another.

The Merchant Marine Act of 1920 solidified cabotage within the U.S maritime industry. Section 27 of that measure spelled out that cargo moved from one U.S. port to another U.S. port must be carried aboard a U.S.-built, U.S. citizen-crewed, U.S.-owned and U.S.-flagged vessel. Today, Section 27 is simply known as the Jones Act.

The Jones Act is the maritime equivalent of the DavisBacon Act. In 2019, a PriceWaterhouseCoopers study revealed the law helps maintain 650,000 American Jobs found in every state and territory, contributing billions of dollars each year to the economy. In addition, the Jones Act provides for a pool of well-trained, reliable- U.S. citizen mariners available to sail aboard U.S.-flag military support vessels in times of crisis.

Recently, American crews working on Jones Act ships immediately and consistently delivered badly needed supplies and materials to our fellow citizens in Puerto Rico after hurricanes and earthquakes. During the COVID-19 pandemic and subsequent supply chain crisis, U.S.-flag vessels sailing domestic routes met their timetables, while foreign-flag operators reduced their schedules.

Through the years, presidents of the United States, members of Congress and officers in the military have supported the Jones Act. In addition, the AFL-CIO and its affiliated unions have stood with their maritime sisters and brothers when the law has come under attack.

The United States is not alone in its use of cabotage laws which also deal with air and land transportation. More than 90 other countries have some forms of cabotage on their books. However, the Jones Act is considered t global good standard.

The AFL-CIO enthusiastically commits to continue its critical fight for the good-paying, valuable-benefit jobs created within the scope of the Jones Act. This law supports America’s mariners and shipyard workers along with other shoreside personnel. It has proven its value to the economy and national security for more than a century.

Note: This Resolution was submitted to the Resolutions Committee and then to the general assembly of delegates at the AFL-CIO Convention. It passed unanimously and is therefore renewed as official policy of the AFL-CIO.

Defense Bill Proposes 10 New-Build Sealift Ships

The House Subcommittee on Seapower and Projection Forces has completed its mark-up of the FY 2023 National Defense Authorization Act (NDAA).

Along with full funding for the Maritime Security Program and the Tanker Security Program, the subcommittee proposed that up to 10 sealift vessels be built in U.S. shipyards for use in the National Defense Reserve Fleet.

The NDAA establishes defense priorities and sets guidelines for military spending on an annual basis. The other House Armed Services subcommittees are now in the process of completing their own mark-ups of the bill. The provisions passed by the individual subcommittees will be

combined into a single piece of legislation that the full committee plans to mark up on June 22.

Under the provisions of the Seapower Subcommittee's mark-up, the Maritime Administration would head up design and construction of the 10 new sealift ships, just as it did in the National Security Multi-Mission Vessel program for the construction of the new maritime academy ships.

"[A] domestic newbuild plan is... an unparalleled opportunity to boost our domestic shipbuilding industry and supply chain—and, with it, good American jobs," said Seapower Subcommittee Chair Joe Courtney (D-Conn.).

AFL-CIO Makes Organizing Top Priority

continued from page 1

the country is in as it continues to emerge from the COVID-19 pandemic. Shuler also announced the AFL-CIO's moonshot to organize and activate 1 million workers throughout all 50 states to participate in the electoral process.

Redmond echoed Shuler's remarks stating, "We will keep fighting until every worker in this country has the chance to have a good, union job. Everybody in, nobody out. And we're going to fix our labor laws and make that a reality. I know what the labor movement does. It brings the marginalized in from the margins. It brings respect to the disrespected. It lets people come together and collectively bargain for their own future."

Shuler and Redmond are committed to creating a bold, inclusive and forward-thinking labor movement that meets the needs of all working people, especially young historically marginalized groups, including women and communities of color.

From 2009 until 2021, Shuler served as the AFL-CIO's secretary-treasurer. She assumed the role of president following the passing of Richard Trumka in 2021.

Shuler was elected to a four-year term, but has actually been serving as AFL-CIO president since last year, following the unexpected death of her predecessor, Richard Trumka.

In her speech at the convention, Shuler

pledged to expand on recent organizing drives — from high tech to retail to the service industry.

"Nineteen thousand baristas at Starbucks across the country are reclaiming what it means to be a partner. And corporate and retail workers are coming together to organize at Apple," she said.

Shuler said workers are gaining power amid labor shortages and are demanding respect after being categorized as "essential employees" during the pandemic.

She said it's rippled through the economy. "Museum and stadium workers, teachers and students, hotel workers and bus drivers. Capitol Hill staffers and cannabis workers. We are seeing breakthrough organizing."

Shuler is pledging a massive grassroots organizing drive over the next decade, with a goal of adding 1 million new union members. It is a tall task, given the now-decades-long trend of declining union membership rates in the U.S.

At the same time, the new AFL-CIO leadership is promising to reconnect with workers to promote support of pro-union policies and candidates in Washington, D.C., and in state legislatures and local offices around the country. Shuler said union members will be very active in this year's midterm elections, but that to yield results, the effort has to take place year round and not just in election years.

Longshore Contract Set to Expire on July 1

continued from page 1

a strike or a lockout, contrary to speculation in news reports. The parties remain focused on and committed to reaching an agreement."Recent speculation in the media cited a potential impasse with most reports saying the two sides remaining far apart on the most contentious issues of port automation. One tabloid report said the labor negotiations have "hit a snag," and without saying anything was imminent however highlighted that "every recent labor negotiation between the dock workers' union and port operators have resulted in a work stoppage and delays."

Shippers and trade associations are reportedly anxiously awaiting news on the talks while industry executives said they remain confident that both sides understand the importance of not further disrupting the supply chain. In his

monthly update, Port of Los Angeles Executive Director Gene Seroka said he remains confident that an agreement will be reached without disruptions. "There are savvy negotiators on both sides of the table who understand what is at stake economically," said Seroka. "They understand the task at hand."

As calls came from trade associations for more presidential intervention, President Biden visited the Port of Los Angeles in June. Both the Union and employers confirmed that they had a private meeting with the president. They reported that the discussions focused on supply chain congestion and the impact on the economy. They reported that they told the president that both sides were committed to the collective bargaining process and were committed to reaching a fair agreement.

Sailors Survive On Raft of Coolers

After four days at sea on a raft made of styrofoam coolers, four sailors prepare to board rescue ship.

Sailors from an Indonesian coastal ship were rescued from the Bali Sea, four days after their ship sunk. They survived at sea on a jury-rigged raft of styrofoam coolers.



The Indonesia Search and Rescue (SAR) agency in Surabaya received reports of an overdue ship on May 28. The commander of the agency told local media of a styrofoam cooler retrieved from the ocean north of Tabuhan Island. They launched a search covering about 345 nautical miles.

The ship, Zidan Express, had departed on May 26 sailing with another vessel for an overnight trip due to arrive in the port of Sapekan on Friday morning. Crewmembers from the second ship reported that they lost sight of the Zidan Express overnight on Thursday and arriving in port notified concerned family members

and the SAR agency of the overdue vessel. SAR teams began the search of the region and requested assistance from other vessels in the area.

The survivors said their ship lost power in rough seas with strong waves after water reached the engine. They also lost radio contact. Preparing to abandon ship without boats or liferafts, they strung together several coolers, grabbed bottled water and dried food and abandoned ship onto the makeshift raft.

Four days later, a fishing boat sighted the raft some 60 miles offshore and investigated. They found four sailors in good health and spirits.



FULLY MISSION CAPABLE: The U.S. Ready Reserve ship *M/V Cape Horn* arrived in Tacoma to re-crew, load up and head back to Asia. The Seattle Branch ably dispatched reliefs and the SUP deck gang lined up atop the main cargo ramp at morning muster: From left standing is OS Daron Johnson, AB and delegate Bert Duckett, Bosun John Hartley, AB Muthana Quoraish, AB Abdugabar Shabain, AB Cesar Runatay, and OS Caytlen Naylor. In front is AB Bashir Nasser and AB Octavio Ortega.



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Former SUP Welfare Representative and Pensioner Rich Reed outside SUP HQ in San Francisco on May 26, 2022

Judge Rules Against Jones Act Canadian Rail Scheme

A federal court in Alaska has ruled that the controversial "Canadian Railway" transport arrangement used by American Seafoods Company (ASC) violates the Jones Act.

In a ruling issued May 25, Judge Sharon Gleason determined that the brief rail treatment that ASC's affiliates applied to the cargo is not legitimate "transportation" for the purposes of compliance, and therefore does not satisfy the Jones Act's cabotage exemption for "transportation... in part over Canadian rail lines."

However, the judge also ruled that U.S. Customs and Border Protection failed to follow administrative procedure after its agents reached the same conclusion. She threw out millions of dollars in CBP fines aimed at ASC affiliates, and an injunction against further CBP enforcement action remains in place. The decision calls into question whether ASC's associated businesses will face financial penalties for years of alleged Jones Act violations.

The scheme involved transporting pollock from Alaska to Maine in which a subsidiary company, Alaska Reefer Management (ARM), chartered a foreign-flag reefer ships haul fish from Dutch Harbor to New Brunswick, Canada via the Panama Canal. At Bayside, New Brunswick, the fish was offloaded at a terminal operated by ARM subsidiary Kloosterboer International. The cargo is then loaded into truck trailers and driven onto a two-car, one-track train, the Bayside Canadian Railway (BCR). This miniature onsite rail line carries each laden truck 100 feet to the south, then 100 feet back north, completing a round-trip "Canadian rail journey." From the BCR's loading ramp, the truck drives over the border into Maine, finishing a 7,500 nm foreign-flag cargo shipment between U.S. points.

The Jones Act ordinarily bans foreign-flag vessels from transporting cargo

in U.S. coastwise trade, but the law contains an obscure clause - the "Third Proviso" - that exempts shipment routes that are "in part over Canadian rail lines." U.S. Customs and Border Protection disagreed that it was a real Canadian rail line, and in August, it issued fines totaling more than \$350 million to ARM, ASC, Kloosterboer and others.

Judge Gleason agreed with CBP and ruled that the Third Proviso requires "transportation" to occur during the Canadian rail portion of that route. Since the rail portion of the route starts and ends at the same point, it does not result in forward progress and therefore does not meet the standard for "transportation," she ruled. "To construe the statute otherwise - to simply require the peripheral involvement of a rail line - would result in absurdity, as it would effectively permit almost any non-coastwise-qualified vessel to fall within the Third Proviso so long as the journey included some contact, however limited, with a railroad in Canada," she wrote.

This, however, does not mean that CBP has the green light to proceed with enforcement. Gleason determined that by immediately pursuing fines against ARM, CBP reversed its own previous guidance. In 2004, CBP had advised in a letter ruling that "any use of Canadian rail" - no matter the size or scope - met the standards of the Third Proviso.

Instead of following the federal process for changing its regulatory interpretations, CBP moved ahead with issuing fines to ARM, without providing prior notice. Because there was no notice-and-comment period, the court found that CBP violated procedural requirements, and it dismissed the fines and banned new ones while other disputed elements of the case are litigated.

Summary Annual Report for SIU Pacific District Seafarers' Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Medical exam benefits paid under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$83,495 as of June 30, 2021 compared to \$45,678 as of July 1, 2020. During the plan year, the plan experienced an increase in its net assets of \$37,817. During the plan year, the plan had total income of \$700,148, including employer contributions of \$695,826, earnings from investments of \$42 and other income of \$4,280.

Plan expenses were \$662,331. These expenses included \$238,822 in administrative expenses and \$423,509 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.50 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, No. 400, San Francisco, CA 94107 and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Summary Annual Report for SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Supplemental vacation pay benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$2,150,712 as of July 31, 2021, compared to \$1,683,441 as of August 1, 2020. During the plan year the plan experienced an increase in its net assets of \$467,271. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$15,001,476, including employer contributions of \$14,992,140, realized losses of \$10,980 from the sale of assets, earnings from investments of \$17,510 and other income of \$2,806.

Plan expenses were \$14,534,205. These expenses included \$400,876 in administrative expenses and \$14,133,329 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$6.25 for the full annual report, or \$0.25 per page for any part thereof.

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

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SUP PRESIDENT'S REPORT

APL

President Wilson

Work to improve conditions in this ship goes on. As reported in detail last month, the Chinese COVID-zero policy restrictions forced an extreme Shanghai lockdown which, among other problems, delayed the shipyard overhaul. Only recently, as restrictions eased, work slowly resumed and the ship finally shifted from the yard to anchor on June 7 for the last outfitting. Along the way, the SUP in concert with the other unions made several ambitious proposals to mitigate the hardship. Some were immediately or eventually successful such as improved communications, payment of lodging and overtime, contingency planning, storing and expedited provisioning process. Reliefs were always primary to our efforts, and various methods such as immediate Department of State-sanctioned reliefs, transfer of reliefs to other APL ships in Shanghai, or reliefs in next foreign port of call were rejected, or accepted only to be rejected again. The frustration and disappointment of crew based on expectations is understandable. At the outset, the SUP predicted trouble in this yard period and issued an early call for foreign reliefs. Although the request is simple, the satisfaction of that demand is complicated. The uncertainty around changing COVID restrictions and international travel for both joining and off-signing sailors including for example the shift in national definitions of “fully vaccinated” (last vaccine less than 180 days), different port state control rules around COI compliance, and a higher bar for clearance because of an extended period of exposure to China, only scratches the surface.

Navigating such problems are almost entirely within the company area of responsibility, but the SUP proposed relief plans, explored options, and requested but never received job orders. We cannot act unilaterally to ship foreign reliefs. Nor is the Union authorized to determine the safe manning required by the Certificate of Inspection. Incremental and slow, progress has nevertheless been made: and we keep at it. At the same time, we relinquish none of our responsibility to represent and advocate for members, to interpret contract terms, and in that vein no individual member is authorized to negotiate their own terms and conditions separate from the collective bargaining agreement for reliefs or as a grievance adjustment. On June 10, the Company informed the Union that reliefs in Korea were now not possible, this time adding a trucker’s strike that had closed the port to the mix. Unless it changes again, the first port for reliefs will likely be Los Angeles.

President Eisenhower

The National Transportation Safety Board issued its findings on May 10th in an investigation report on the engine room fire in the *President Eisenhower*. The cause was determined to be an incorrect installation of a fuel oil tube compression fitting that failed and leaked which ignited and then set off secondary fires. The report noted that fire was first detected on the bridge wing by a SUP lookout who saw smoke coming from a hatch. Moments later alarms went off and the quickly mustered crew had fire teams running hoses and cooling boundary within 10 minutes. They also closed the forward upper engine room hatch, activated fuel and ventilation shut offs, and initiated

communications ashore. The fire teams made two controlled entries into the engine room and identified the fire as being too large to fight with hoses. After a safe exit, they released the CO2 in a controlled manner. In its final analysis the NTSB noted the importance of “realistic scenario-based training including engine room emergencies and found the crew response to be both “timely and effective” and according to a professional marine firefighter “textbook perfect.” Kudos to the entire crew.

GOVERNMENT MATTERS

EMBARC Standards: The federal government passed legislation to establish new maritime standards to prevent sexual assault and harassment. The Maritime Administration published notice in the Federal Register of the draft rules and called for public comment on what is known as the EMBARC standards (Every Mariner Builds a Respectful Culture) in Docket No. MARAD-2022-0057-004.

Because the rules are likely to have some effect on shipboard conditions, the SUP working with the Transportation Trades Department of the AFL-CIO and other maritime unions participated in the discussion and drafted for the docket a letter [available in meeting Communications] to ensure our voice is heard. Sexual assault and sexual harassment are never acceptable, and we joined with others for prevention in favor of safer workplace. We argued that the rules should protect victims while at the same time provide all mariners with basic due process protections. The comments reflect these points in a unified position on compliance, privacy, reporting, and training. This is the first step in rulemaking but the Maritime Administration has made it a priority so implementation could come soon.

Guidelines for Federal Workplace Drug Testing Programs: As has been noted in this report before, the U.S. Health and Human Services (HHS) Department has long had under review major revisions to the mandatory federal drug testing rules. We have lodged objections to some items in the past, such as hair follicle samples for testing. Now comes other proposed changes, in particular those submitted for public comment in the HHS SAMHSA 2022-0001 docket, that would waive future public comment posting for changes to the policy. This would allow, for example, the HHS to change the drug testing panel without public comment. The guidelines would also find anyone who did not show up for a pre-employment drug test, regardless of the reason, as having refused a test and thus treated the same as anyone having tested positive. This last could especially and unfairly impact mariners who are routinely engaged in pre-employment testing as a function of the rotary shipping system. Accordingly, we assisted TTD staff in a vigorous objection to the new proposed rules in a letter to docket. [See communications attachment package]

UFCW 5 NEGOTIATIONS

As reported last month, months of bargaining produced a tentative agreement was reached with Local 5’s Executive Board and management. After a series of meetings with the Negotiating Committee and the membership, the agreement was taken to a vote. With the able assistance of Alfredo Delgado and Elise Blazek as tellers, as coordinated by SUP VP Matt Henning on May 16 the vote was overwhelmingly in favor and therefore ratified by members working under that contract.

The Agreement is for a three-year period ending December 31, 2024 and retroactive to January 1, 2022 with increases of 3% in each year. There were also incremental improvements to the sick leave, vacation, retirement, phone expense and vehicle allowance provisions, as well as an important recognition of start-date seniority for temporary personnel. Mr. Chairman, since a majority of members that will be working under the terms and conditions of this Agreement have voted in favor of it, I recommend ratification by the general membership.



SUP Deck Gang Manoa.
On the perfectly maintained bow of *Manoa*, after laying out the lines for arrival in Tacoma, the SUP deck gang takes a breather. From left is A.B Mikiele Kauhi, Bosun John Crockett, A.B Mike O Boyle, A.B Joel Tetrault, A.B Kim Dulay, and A.B Gerald Marshall.
Photo: 2/M Achim Huber



SUP deck gang in *Mahimahi* running smooth on the triangle run with OS Dave Kaupiko, AB Elston Wong, AB Manny Baroman, AB Lee Bolden, Bosun Dave Rowland, AB Tom Tynan. In front is AB and delegate Dennis Solijon.”

SUP President's Report continued

MATSON NAVIGATION

Standby COVID rapid tests: On May 26, 2022, Matson management informed the Unions that in response to the recent surge in cases and ship outbreaks it was providing all halls with COVID rapid antigen home tests to be handed out for all standby dispatches. Management asked that dispatched standby sailors take the test 24 hours before turning to, to not turn to if positive, and to advise the dispatcher for replacement if possible. Done on the “honor system,” management said there would be no reporting, proof of testing required, or data collection or tracking associated with the program. There is no cost to the standbys and this only applies to standbys since crew are PCR tested separately.

Wage Increase: In accordance with the General Rules of the Offshore Agreement, in Section 36, between Matson and the SIU Pacific District, there shall be at least a three (3%) percent increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2022. Also applicable is a cost-of-living increase based on the comparison of the May Consumer Price Index for all Urban Consumers (CPI-U), as published by the Bureau of Labor Statistics of the U.S. Department of Labor, to the previous May Consumer Price Index. The exact parameters and methodology of the cost-of-living increase for the Offshore as well as the Maintenance and Extra Maintenance Agreements, are still being worked out with management and will be published in the July issue of the *West Coast Sailors*. The *Kamokuiki*, which is covered under a separate Memorandum of Understanding has a three (3%) percent increase due on July 1, 2022 on all rates of pay. Finally, under Section 29 of the General Rules, there shall also be a \$0.25 per job day increase in the contributions to the Andrew Furuseth School of Seamanship.

Mr. Chairman, for the Offshore, Maintenance, Extra Maintenance and CV700 Agreements, I recommend that the entire negotiated percent increase amounts including cost-of-living adjustments to be allocated to wages and wage related items.

AFL-CIO, MTD AND CALIFORNIA LABOR FEDERATION CONVENTIONS

At the invitation of the president of the Seafarers International Union of North America, Maritime Trades Department President Mike Sacco, as well as by SIU Executive-Vice-President, Augie Tellez, I was informed that the 2022 Quadrennial Convention of the Maritime Trades Department AFL-CIO will be held on June 9th and 10th and followed by the 28th Constitutional Convention of the AFL-CIO on June 12th and 15th, both in Philadelphia. On behalf of the membership, I will attend.

By notice from Secretary-Treasurer Art Pulaski, the California Labor Federation will hold its 34th Biennial Convention on July 26th and 27th in San Francisco. The work of the delegates at this convention will be to make labor endorsements for the November general election, as well as policy statements and resolutions. Mr. Chairman, the Union is entitled to six delegates, and I nominate existing CLF delegates SUP Vice-President Matt Henning and myself, as well as the San Francisco Business Agent Roy Tufono, and such other members as may be nominated and elected or shipped off the deck in case of any vacancies. Mr. Chairman, please call for nominations to the California Labor Federation Biennial Convention.

HOLIDAYS

Kamehameha Day: SUP halls will be closed in all ports on Monday June 13, in observance of Kamehameha Day, which falls on Saturday June 11. The monthly SUP HQ meeting, as noticed last month in the halls and in the West Coast Sailors is moved accordingly to June 14.

Juneteenth (National Independence Day): All SUP halls will be closed on Monday June 20, 2022, which falls on Sunday June 19, 2022. It is a contract holiday for Matson but not yet at APL.

Independence Day: SUP halls will be closed on Monday, July 4, 2022, in observance of Independence Day, a contract holiday.

Dave Connolly

Mandatory Internet Access Recommended by MLC Committee

The right to internet access has been included in the most recent round of updates to the Maritime Labor Convention.

The updates were agreed by the MLC 2006 Special Tripartite Committee, which includes representatives of seafarers, employers and governments.

“Working for long periods at sea can be isolating, and a lack of contact with the outside world can have profound implications for seafarers’ wellbeing—which we saw the worst effects of during Covid,” said Mark Dickinson, vice chair of the International Transport Workers’ Federation Seafarers’ Section. “That’s why we fought so hard for seafarers to be given internet access and to have a mandatory provision in the MLC.”

Shipowners as a group opposed the change, insisting that they should be

able to limit access and have the ability to charge for connectivity.

Seafarers’ groups worked to ensure that any charges be allowable only on an exceptional basis—not as a matter of routine—and must be of a reasonable amount.

In the course of the meetings, which took place earlier this month, a group of European Union governments sought to ensure a clear commitment to the maximum period of service of 11 months that seafarers can serve before shipowners are required to repatriate them. Shipowners and some governments opposed this change, insisting instead on a 12-month requirement.

“It is hard to believe that in 2022 we have to argue that 12 months of service is too long,” said ITF General Secretary Stephen Cotton.



In Honolulu MFWO Port Agent Mario Higa and SUP Branch Agent Pat Weisbarth presented the Union seagoing life to future mariners at the Hawaii Maritime Trades Port Council Career Expo event.

Shipping Reform Bill is Now Law

A bi-partisan bill to fix supply chains and ease shipping backlogs was signed by the President soon after the House approved it this week, following the bill’s Senate passage. The Ocean Shipping Reform Act will also give new powers to the Federal Maritime Commission to make it a more effective regulating agency able to crack down on adverse carrier practices.

Senators Amy Klobuchar (D-MN) and John Thune (R-SD) introduced the bill in the Senate and Reps. John Garamendi (D-CA) and Dusty Johnson (R-SD) led the charge in the House. Sen. Thune noted, “The common-sense improvements made by this bill will provide the FMC with the tools necessary to address unreasonable practices by ocean carriers and hold them

accountable for any bad-faith efforts that disenfranchise American producers...Especially as Americans continue to grapple with record-high inflation, this legislation would also benefit consumers by promoting the efficiency of the supply chain.”

The law will require ocean carriers to certify that late fees — known as “detention and demurrage” charges — comply with federal regulations or face penalties; shift burden of proof regarding the reasonableness of detention or demurrage charges from the invoiced party to the ocean carrier; prohibit ocean carriers from unreasonably declining shipping opportunities for U.S. exports, as determined by the FMC in new required rulemaking, among other things.

UK Officer Sentenced in Helmsman Tragedy

A Danish court on Thursday sentenced a British officer to 18 months in jail after he pleaded guilty to charges of negligent manslaughter for his role as helmsman leading to a collision that killed two Danish seaman. During the case in Copenhagen City Court, the 30-year-old British citizen tearfully confessed to his crimes, including being on a phone call and drinking prior to his watch, agreeing to plead guilty saying he was solely responsible for the collision.

The *Scot Carrier*, a 4,700 dwt general cargo ship, was sailing in the busy shipping lane between Denmark and Sweden on December 13, 2021, when it collided with a small, self-propeller Danish barge the *Karin Høj* with two crewmembers aboard. The Danish vessel capsized. The Swedish Coast Guard eventually found the body of one of the sailors trapped in the flooded cabin on the vessel. Prosecutors on Thursday speculated that the other sailor who was never found fell overboard during the collision.

During his confession in court, the seaman admitted to drinking prior to going on duty at 11 p.m. but said he did not

feel the effects and believed it was safe to navigate the vessel. A review of the vessel’s voice data recorder and navigation records showed that he entered a course change into the autopilot shortly before the collision. The helmsman was the only person on the bridge violating company policy and navigational regulations.

He told the court he had looked out the windows and checked radar and did not see anything and then went back to a telephone call he was making via an app on his phone.

In accepting his guilty plea, the court sentenced him to a year and a half in prison. He will also be deported from Denmark, banned from re-entering for 12 years, and indefinitely can not operate a ship in Danish waters. He was also ordered to pay restitution to the families and \$7,000 in fines.





The SUP crew of the P/V San Francisco alongside Pier 9 before heading out to the pilotage boarding area 11 miles west of the Golden Gate bridge are operators Steve Swinson, Stoy Robinson. Captain Louie Urbano, with Cook Blair Sojberg

Russian Super-Yacht Seized In Fiji, Sails for Honolulu

US authorities are sailing the seized \$325 million superyacht linked to Russian billionaire Suleiman Kerimov from Fiji to Hawaii.

The 348-foot Amadea, now sailing under an American flag, was last spotted about 160 miles from Honolulu, according to vessel data commercially available.

After a court struck down a series of legal challenges, the yacht began the 3,100 mile voyage to Honolulu. "It makes sense it would be going to Honolulu since it's the nearest port where the US would be able to berth it and hold it until it can be disposed of in whatever procedure that can be taken," said Ian Ralby, chief executive of I.R. Consilium, a maritime law and security consultancy. "That's a quite logical destination."

The United States is engaged in an active campaign to confiscate Russian assets and punish oligarchs for their country's invasion of Ukraine. What happens next will be closely watched as deep-pocketed tycoons have filed appeals to fight asset seizures. The US and other governments will likely face rounds of legal challenges when they move to sell the multimillion-dollar floating palaces and other assets. Already, more than a dozen yachts worth more than \$2.25 billion have been seized as part of the operation.



MY Amadea departing Fiji on June 7, 2022

US President Joe Biden has pushed for legislation that's been passed by lawmakers in the House of Representatives that would allow the US to seize yachts and other assets of sanctioned Russians, liquidate them and use those funds to benefit Ukraine. The EU is considering similar measures. "Clearly, the beneficial owners have very deep pockets," said Benjamin Maltby, a partner at London-based Keystone Law, who specializes in superyacht law. "They do have a lot of money to pay for lawyers and drag these cases out. They're not going to just give up their superyachts." The Amadea is among more than a dozen multimillion dollar Russian tycoon-linked megayachts rounded up by Western governments.



The SUP crewed USNS Dahl at anchor in the western Pacific. Dahl is part of 33 pre-positioned U.S. ships, and one of eight Watson-class Ro/Ro ships.

White House Blasts Big Oil on Gas Prices; ExxonMobil Blames Jones Act

continued from page 1

gas prices, representing an average of less than one cent per gallon of the overall cost of gasoline. Of note, not a single Jones Act waiver has even been requested this calendar year," said Ku'uhaku Park, President of the American Maritime Partnership.

The back-and-forth is part of a larger debate about the soaring price of energy, which is driving historic inflation - a major cause for concern for the Biden administration.

In a letter to seven leading U.S. energy companies on Tuesday, Biden suggested that excess profits were the cause of Americans' pain at the pump. He singled out not oil prices, but refining margins. "Since the beginning of the year, refiners' margins for refining gasoline and diesel have tripled, and are currently at their highest levels ever recorded," said Biden. "At a time of war — historically high refinery profit margins being passed directly onto American families are not acceptable."

In part, the high margins are a symptom of a shortfall in refining capacity in the United States. American refiners have been pulling back on infrastructure investment for years, citing high costs and high regulatory burden in the U.S. market. Nine refineries have ceased operation since 2019, and one more will close later this year.

In a parallel letter, the American Petroleum Institute noted that oil - not refining — accounts for 60 percent of the price of fuel, and global oil markets are extraordinarily tight. It called for the Biden administration to take action to encourage more drilling at home — including prompt completion of a five-year plan for outer continental shelf (OCS) leasing.



Dispatcher's Report

Headquarters — MAY 2022

Deck	
Bosun	4
Carpenter	0
MM	3
AB	10
OS.....	8
Standby S.F.	14
Total Deck Jobs Shipped	39
Total Deck B, C & D Shipped.....	26
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.....	39
Total B, C, & D Shipped-All Depts....	26
Total Registered "A"	31
Total Registered "B".....	37
Total Registered "C"	4
Total Registered "D"	12

SUP BRANCH REPORTS

HONOLULU

May 2022

Shipping: The following jobs were dispatch for the month. 2 Bosun, 2 USNS Bosun, 3 AB Maintenance “Relief”, 2 AB Day, 4AB Watch, 2 USNS AB, and 1 USNS Ordinary.These jobs were dispatched to: 3 A Cards, 6 B Cards, 2 C Cards, and 5 D Cards. There were 24 Standby jobs dispatched for the month.

Registered: 5 A Cards, 17 B Cards, 5 C Cards, & 5 D Cards.

Ships Checked:*Charlton, Dakar, Watson, DK Inouye, Manukai, Manulani, Maunawili, Matsonia, Lurline, Maunalei, R.J Pfeiffer, Manoa, and Paint & Rigging Gang.*

Agents Report:

The primary election season is in full swing. I strongly encourage all members to register and vote. If you need help or have questions about how to register? I am happy to help you. For those of you that are registered to vote. When in doubt. Vote for your paycheck. The candidates we as a union endorse, are strong advocates for defending and protecting the “Jones Act.” On that note, please support our Political Action Committee by donating when you can. The Hawaii Port Maritime Council held its inaugural “Career Pathways Expo.” All the Maritime Unions were there, along with others in the

maritime industry to explain to young people who we are, what it is we do, and how to get their career started. Please check your documents. If you have 6 months or less until they expire. Start the renewal process. Also, when looking at your expiration date on your “USCG Medical Certificate,” check the dates on the left or right of the card. NOT the date in the middle.

Mahalo,
Patrick Max Weisbarth
Honolulu Branch Agent

SEATTLE

May 2022

Shipped: 6 Navy jobs (3B, 2C, D), 1 OS (C). Matson called for 15 Standby AB’s, filled with 6 A, 4 B, and 5 C.

Registered:1 A cards for a total 6; 8 B cards for a total of 17; 2 C cards for a total of 4; 1 D cards for a total of 0

Agents Report:

At this months Maritime Trades meeting all sectors are reporting worker shortages. This is an industry wide crisis that needs us all to step up to protect the future of our Union. Cherry picking needs to stop and an appreciation of the fact that all the jobs on the board belong to the membership. We all must take jobs that may not be the ideal out of solidarity to your fellow members.

I met with staff from Congressman Adam Smith’s office. Congressman Smith is the Chairman of the House Armed Services committee and has a keen understanding of our industry and challenges we face. The discussion covered the current manning crisis and the dangers it poses, the wage disparity that has grown over the years between the MSP funded fleet and the Jones Act fleet, the possibility of making original documents free (like when I started) and original BST VPDS training to be Federally subsidized to those starting out in the trade, support of Jones Act and shipyards, the possibility a Federally funded recruitment add campaign modeled after the military adds to bring in entry level candidates from the middle states, and the ongoing plight of *MV President Wilson*..

Fraternally,
Brendan Bohannon
Seattle Branch Agent

WILMINGTON

May 2022

Shipping: Bosun: 1 AB/W 10 AB/D 5 OS/ STOS O GVA/GUDE 0, Standby: 40
Total Jobs Shipped: 56

Registrations: A24, B 30, C 1, D7.

Ships Visited: Checking in with MATSON and APL SHIPS

Agents ReporCoronavirus is still with us, take all necessary precautions. Shipping has been good here in Wilmington. This is your union and a union is only as strong as its members, participate by showing up at the union meeting to vote on issues that affect us all. We need a quorum to be able to vote. It is your responsibility to make sure your documents are up to date, don't wait till job call to find out. This is your union, participate come to meeting's, make your voice heard.

Fraternally Submitted,
Leighton Gandy, Book 3021
Wilmington Branch Agent



Left to Right: Mike Haslam, Milton Caballero, Pensioner, Joe McDonald, Pensioner Ken (Sinbad) Delancey, Wilmington Port Agent Leon Gandy, Captain Joe Itson, former Wilmington SUP agent Mark Hurley, Dan Tin Tun.
Photo Credit Bent Christiansen, AMMVMC Treasurer.

VICE PRESIDENT'S REPORT

May 2022

Ships checked — June

APL President Wilson — John Clark, delegate. Ship heading back to the West Coast after shipyard stay with extensive delays. Appreciate the crew for hanging in there during difficult trip. Chris Bartolo, bosun.

APL President Cleveland — Randy Cruz, delegate. Recently ship has had some engine trouble and shifted to a different dock for an extended stay in Korea for repairs. Corey Edgil, bosun.

APL Gulf Express — Eduardo Rojas, delegate. Triple digit heat in Jebel and the crew continues to get the job done. Several reliefs at end of month. Rolando Mendoza, bosun.

Matson Mokihana — Robert Reed, delegate. Successful yard period and now back on triangle run. Little or no beefs. Haz Idris, bosun.

USNS Sisler — Kintya Lewis, delegate. Ship had a successful “smart inspection” while being shorthanded. Chase Boeger, bosun.

USNS Dahl — Pablo Salinas, delegate. Ship is on the hook in Saipan. Dispatched three reliefs this month. Noel Romero, bosun.

USNS Soderman — Kenneth Carradine, delegate. Ship is heading back in DGAR after being on the East Coast. Ziggy Kaczor, bosun.

Cape Taylor and Cape Texas — We still need more AB’s and Bosuns. Great opportunity to gain seniority and steady employment.

Cape Hudson & Henry — ROS status in San Francisco with Bosun Sumague and Fuentes. Little or no beefs.

We need more AB’s. If you are an OS and close to having enough sea time to upgrade please make sure your assessments are complete and in order. If you have friends or family interested in joining, there has never been a better time.

Matthew Henning

BUSINESS AGENT’S REPORT

May 2022

Manoa — Kim Dulay, delegate. Last trip we were hearing cars being towed from Matson parking lot which raised concerns. Contacted Headquarters to keep them aware of this issue the last thing you want to hear after returning from a 14-day trip to find out your car was towed. Spoke to security they advised the sailors what information to leave in their front dashboard of their car. John Crockett Bosun

Mokihana — Delegate Robert Reed. Short stay in Oakland to get back on schedule. The ship was laid up in Portland shipyard for 20 days with layoff like a mini vacation. Now back on the southern triangle weather getting better and running smooth with Haz Idris, Bosun.

Lurline — Delegate Jesus Hermosillo. Matson reporting record profits and here they’re still using the B word Budget on this ship when it comes to the sailor’s overtime. Insin Idris, as Bosun.

Matsonia — Delegate Les Jeziorski last trip in Wilmington we sailed short-handed. The Bosun decided to quit for some unknown reason on the weekend with no chance of getting a relief or for covid testing. Ship sailed short, promoted temporary Bosun on board and Headquarters covered the steady Bosun job when we arrived on the west coast as per the Shipping Rules. Also had a relief AB senior member that departed leaving his room in unsanitary conditions; reported to SUP patrolman. The latest scuttlebutt is Portland shipyard late June. Bosun Mark Relajo.

RJ Pfeiffer — Delegate Noel Itsumaru sailed with no issues on the Northern triangle with Robert Morgan as Bosun.

Matson Standbys: Heads up for those members competing for Matson and APL Std-by’s both Companies are requiring a Negative covid test 24 hrs. prior to boarding.

President Cleveland — Delegate Abdulahmid Mohamed another covid outbreak on this is vessel. The last three arrivals into Oakland we have gotten hit with the corona virus is ship is a super spreader to continually come in every trip contaminated with the virus. The company needs look into guidelines and restrictions for the venders and contractors to show proof of vaccination for the safety of the crew members. Joining theship Relief Bosun Varity Goncharov

President Kennedy — Delegate Robert Tomas sailed for the Yokohama with no issues, working on the way over and back taking advantage of the weather and the gang is willing and ready to work. Running smooth wit Christopher Go as Bosun.

Cape Orlando — ROS in Oakland aong with *Adm Callaghan*.

Cape Henry — ROS in San Francisco at Pier#96 — . Ready to go.

Cape Hudson — Activation in late June for Portland Swan Island shipyard. At Pier #80 .

San Francisco Bar Pilots — Mike Koller Delegate — Issues with deckhands thinking they know it all. These Johnny come latelays. Learn your job common sense trumps book smarts in more ways one. Dock Bosun Leo Moore.

Shipping is at its all-time high. Good steady jobs hanging up and down the coast. Step up Protect our work. The Covid Virus is still running rapid protect yourself and others — get your booster shot to decease chances of infection.

For members looking to upgrade their seniority the Rating and Membership committee meets the first Thursday of the Month. Copies of your discharges needed, we shred all paperwork sent in.

Worked in the front office helped out with dispatching.

San Francisco Business Agent Roy Tufano