



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Wednesday, March 17, 2021

## Sailors' Union Celebrates 135 years of skill and strength



The Sailors' Union of the Pacific this month observed the 135th anniversary of its founding, March 6, 1885, on the old Folsom Street Wharf in San Francisco.

Forming a Union then was a bold move since there were no laws that covered collective bargaining rights, no protections for organizers, and no safety for workers. Until the passage of the National Labor Relations Act in 1935, workers that tried to improve their lots were fired, beaten, or imprisoned. For sail-

ors, it was even worse. They were the legally sanctioned slaves of the shipowner, and the system of crimps and boarding house masters. Recognition came from confrontation, unyielding persistence, just as improved conditions emerged from vigorous collective action.

During World War I and particularly World War II, hundreds of SUP members bravely sailed into harm's way, faced brutal enemy attacks, and went down with their ships. But with a militant membership and the tenacious leadership of Andrew Furuseth (March 5, 1854) and Harry Lundberg (March 25, 1901), tremendous obstacles were overcome, and the Sailors' Union developed an enduring legacy of strength and integrity. In addition to the anniversary of the organization of the Union and the birthdays of former secretaries Furuseth and Lundberg, March is also the 105th anniversary of the Seamen's Act which on March 4, 1915, after a 20-year struggle by Furuseth, effectively freed American seamen from indentured servitude. The Sailors' Union of the oldest Union of seafarers in the world in continuous existence. The SUP today is a vital part of the U.S. maritime supply chain and the national defense as it continues to raise up generation after generation of working class mariners.

## PATRIOT WINS WATSON FLEET Sailors on Deck for Five More Years

On March 4, the U.S. Navy's Military Sealift Command posted a long-awaited Watson-class contract award notice, recognizing Patriot Contract Services,



based in Concord California, as the winner of the competitive bid.

The contract covers the operation and maintenance of the eight Watson-class, forward-deployed ships used to transport cargo to destinations across the globe. Since 2014, SUP sailors have steadily done the work in those ships.

The eight government-owned large, medium speed, roll-on, roll-off (LMSR) vessels are USNS

Charlton, USNS Dahl, USNS Pomeroy, USNS Red Cloud, USNS Sisler, USNS Soderman, USNS Watkins and USNS Watson.

Patriot was the incumbent operator of the ships, and in a performance-based, best value government contract bid, the superior work of SUP sailors during the contract period figured heavily in the award. SUP President Dave Connolly called

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## Maritime Labor Unions Join to Urge President to Strengthen U.S.-flag Fleet

The leaders of six maritime unions recently wrote to President Biden thanking him for his support for America's mariners. They also asked him to consider practical methods to rediscover a coordinated maritime policy that will strengthen the American merchant marine and the U.S. flag fleet.

"You have expressed strong support for the US-flag maritime industry and for the American merchant mariners who crew these vessels," the union presidents wrote. They noted in particular, Biden's "specific reference to the Jones Act in your Buy American Executive Order..." But they also offered advice on maritime

job creation by supporting "cargo preference" legislation that would increase—to 100 percent from the current 50 percent—the percentage of non-defense US-government-generated cargoes reserved for US-flag vessels. An increase to 100 percent would match the current requirement for the carriage of defense cargoes.

The six union leaders also called on the Administration and Congress to boost US carriers' role in foreign trade by offering tax incentives to organizations that transport their cargoes on US-flag vessels. In addition, they asked the Administration to negotiate cargo-sharing agreements with trading partners; to

advocate for funding for a US tanker security fleet; to fully fund the Maritime Security Program for Fiscal Year 2022 in the White House budget submission to Congress.

The need for action is urgent, they warned, because the industry's viability is at risk due to unfair competition from state-owned merchant fleets, such as that of the People's Republic of China; flag-of-convenience carriers; and foreign-flag fleets "that operate in tax-free, regulation-free environments in which they are not required to provide their crews with even the most basic labor standards."

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## Alaska Senators Seek Cruise Ship Waiver

As was predicted in last month's West Coast Sailors, elected representatives in Alaska are ready to gut American labor and shipping law to gain the favor of the flag-of-convenience cruise ship industry.

Senators Lisa Murkowski and Dan Sullivan (R-AK) have introduced a bill that would waive U.S. cabotage requirements for cruise ships operating between Washington State and Alaska.

If enacted, it would remove a U.S. legal hurdle created by Canada's cruise ship ban related to COVID-19. Because of the pandemic, Canada has extended its ban on large cruise ships until February 2022, removing port calls in

Vancouver or Victoria from the itinerary for any cruise line.

Those port calls are essential for all large cruise ships operating in the Alaskan market, because all are foreign-flagged and must comply with the terms of the U.S. Passenger Vessel Services Act (PVSA).

The Act allows foreign passenger vessels to make round-trip voyages beginning and ending in the same U.S. port, so long as they call in at least one foreign port along the way; this means that these vessels need to call in Canada in order to lawfully operate a "foreign voyage" on the Seattle-to-Alaska route.

The bill introduced by Senators

Murkowski and Sullivan would alleviate this burden by waiving the requirement for foreign-flag cruise ships on the Alaska run. The bill would reclassify passenger vessel round-trip sailings between Washington State and Alaska as foreign voyages, thereby lifting the threat of fines for noncompliance.

This waiver would last up until the end of February 2022 or the end of Canada's cruise ban, whichever occurs first. The bill immediately drew support from Royal Caribbean Cruises and the opprobrium of U.S. maritime labor.





# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Dues-Paying Pensioners

Diane Ferrari.....	BK#2251
Hannu Kurppa .....	BK#3162
Gunnar Lundeborg.....	BK#4090
Duane Nash .....	BK#2437
Vince O'Halloran .....	BK#2463
John Perez.....	BK#3810
James Savage.....	BK#7488
David Shands.....	BK#7483
Arthur Thanash.....	BK#3249
Walter Price.....	BK#3870
Grant Wegger .....	BK#3637
Knut Rasmussen.....	BK#3175
Alexander Earle.....	BK#1885

## Political Fund

Ray Tavai .....	\$50
Benjamin Bracerros .....	\$50
Arsenio Purganan .....	\$50
Jason Chilbert.....	\$50
Dave Connolly .....	\$200
Gunnar Lundeborg.....	\$50
Phillip Coulter.....	\$10
Sam Worth.....	\$10
Jon Anderson-Kaisa .....	\$50
Steve Swinson .....	\$25

## Organization/ General Fund

Benjamin Bracerros .....	\$50
Stephen Rydberg.....	\$300
James Linderman .....	\$50
(In Memory of Dave Larsen)	

# Membership and Ratings Committee

The Committee met on March 4, 2021 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Jaime Acosta	BK#3820	6 yrs	A.B.	A
Damon Collins, Jr.	B-19680	1 yr.	O.S.	B
Roiden Isberto	B-19681	1 yr.	O.S.	B
Joseph Dulay	C-2859	30 Days	O.S.	C
Lemavasamoa Moaaliitele	C-2860	30 Days	O.S.	C

### Ratings: Bosun Stamp

Jeffrey Titco	Book No. 3304
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**Membership and Ratings Committee:** Jaime Crockett, BK#4793; Ron Reed, BK#3188 and Sherwin Bongyam BK#19645.



On Thursday March 4, 2021 the Membership and Ratings Committee met in the SUP Library to review the applications for upgrades in seniority and ratings stamps. Sherwin Bongyam, Ron Reed, and John Crockett carefully reviewed all documents and issued the released the report below to the membership for review and consideration at the regular Union meetings.

# West Coast Sailors

Mark Littlejohn .....	\$100
Joseph Meehan .....	\$25

## Final Departures

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

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

**Carlos I. Gumataotao, Book No. 2978.** Born in Guam in 1928. Joined SUP 1957. Died September 26, 2017. {Pensioner}

**Robert V. Dix, Book No. 2727.** Born in Illinois in 1941. Joined SUP 1968. Died December 13, 2013. {Pensioner}

## SUP Meetings

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

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

# SUP Welfare Plan and SIU-PD Pension Plan Notes

## SIU Pacific District Pension Plan

In light of the recent lengthening of mail delivery times, the SIU Pacific District Pension Plan recommends that pensioners, who have not done so already, change from mail delivery of paper checks to electronic deposit of monthly pension benefits into any bank of choice. Electronic deposits have the advantage of both safety and prompt delivery, as deposits are made on the first banking day of each month. To request a Direct Deposit Authorization Form, contact the SIU Pacific District Pension Plan Office at 1-415-764-4987.

## SUP Welfare Plan Active Participants

If you are planning on shipping, be sure to have the necessary prescriptions for your voyage. Plan Mail Orders can be helpful to you and are less expensive. This can be true even when you are not shipping. Have a list of your prescriptions available in case of emergencies.

Medical Plans issue ID cards for all members and dependents enrolled in the plans. Dental Plans normally issue only one ID card for the family. You can photocopy your dental ID for your family or in some cases go online to print an ID card.

If you are not planning on shipping for an extended period of time, check with the SUP Welfare Plan in regard to your eligibility and when you will need to ship again to avoid a lapse in eligibility and coverage. Check with the Plan office whenever you finish a voyage to find out where your eligibility stands.

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Training Representative Berit Eriksson 206-551-1870  
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SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991  
Seafarers Medical Center 415-392-3611

# Biden and Harris Invite Union Leaders to White House

President Joe Biden and Vice President Kamala Harris met last week with leaders of the AFL-CIO and seven construction unions to discuss the nation's economic recovery and the need for infrastructure investments.

"I think we have an incredible opportunity to make some enormous progress in creating jobs—good-paying jobs, Davis-Bacon and prevailing-wage jobs—to rebuild the infrastructure of this country in a way that everybody knows has to be done," Biden opened the meeting by saying.

Union leaders who participated said they were encouraged by the discussion. "For working people this was the most productive Oval Office meeting in years," AFL-CIO President Richard Trumka said.

The Feb. 17 meeting, which lasted for more than 90 minutes, also touched on the Protecting the Right to Organize, or PRO Act, which would amend the country's labor laws to give workers more power in work disputes, levy new penalties on companies that retaliate against union organizers and expand the right to negotiate for better wages and working conditions to hundreds of thousands of Americans.

It would also weaken "right-to-work" laws in 27 states that allow free riders in the workplace to benefit from union-negotiated contracts without paying any dues.

"If we make key structural changes to our economy, we can create a new generation of good-paying union jobs," Trumka said. "That means delivering long-overdue COVID-19 relief to working families. It means passing urgently needed infrastructure spending. And, it means strengthening working people's freedom to organize

a union by passing the PRO Act."

"President Biden ran on a promise to build back better," Trumka said. "As we made clear today, America can only build back better if unions are doing the building."

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# Third Stimulus Bill Tries to Do Everything

Another massive COVID-19 stimulus package, dubbed the American Rescue Plan, was signed into law by President Biden on March 11, 2021. Passing without a single Republican vote in favor of it, the legislation has been called the most ambitious antipoverty initiative in a generation. It is loaded with near and long-term funding on thousands of projects.

Experts estimate that middle-income families — those making \$51,000 to \$91,000 per year — would see their after-tax income rise by 5.5 percent as a result of the tax changes and stimulus payments. legislation. This is about twice what the same income group received as a result of 2017 Tax Cuts and Jobs Act.

In particular there will be direct checks, tax credits, unemployment benefit extensions, workplace safety funding, Obamacare health insurance improvements, and failing pension plan support. In other words, inside the 1.9 trillion-dollar spending measure, there are real improvements for the working class. The following is a quick overview.

**Direct checks:** Americans will receive stimulus checks of up to \$1,400 per person, including dependents. The size of the payments are scaled down for individuals making more than \$75,000 and married couples earning more than \$150,000. And they are cut off for individuals making \$80,000 or more and couples earning more than \$160,000. Those thresholds are lower than in the previous relief bills, but they will still be one of the biggest benefits

## Nearly Two Trillion Dollars in American Rescue Plan

enjoyed by those who are solidly in the middle class.

**Extends unemployment benefits:** The plan will extend pandemic-related unemployment assistance that was set to expire on March 14, including the current \$300 supplement to unemployment benefits, for another six months through Sept. 6. It will make tax free the first \$10,200 of unemployment benefits received by taxpayers making less than \$150,000.

**Funds public health:** Provides \$48.3 billion for testing, contact tracing and personal protective equipment (PPE); \$7.5 billion for vaccine distribution; \$5.2 billion for procurement of vaccines and supplies; and provides \$10 billion to expand domestic production of PPE, vaccines and medical supplies under the Defense Production Act.

**Increases workplace safety:** Provides \$200 million for pandemic-related worker protection activities at the Labor Department, half of which would go to the Occupational Safety and Health Administration (OSHA) to support OSHA enforcement and worker training in high-risk sectors such as meat processing, health care, correctional facilities and agriculture.

**Fully subsidizes COBRA:** Subsidizes 100% of health care premiums of COBRA-eligible individuals who lose their job or had reduced hours, who will not have to pay any premiums, for six months. The employer or health plan can claim a refundable tax credit against their Medicare payroll tax liability for the cost of the premiums.

**Provides housing assistance:** Provides \$21.6 billion for emergency rental assistance to prevent evictions and \$10 billion to help homeowners avoid foreclosure; \$5 billion for emergency public housing vouchers; and \$5 billion to address homelessness.

**Tax credits for parents:** The most significant change is to the child tax credit, which will be increased to up to \$3,600 for each child under 6, from \$2,000 per child. The credit for children from age 6 to 17, which is refundable for people with low tax bills, is \$3,000 per child. It will also bolsters the tax credits that parents receive to subsidize the cost of child care this year. The current credit is worth 20 to 35 percent of eligible expenses, with a maximum value of \$2,100 for two or more qualifying individuals. The stimulus bill increases that amount to \$4,000 for one qualifying individual or \$8,000 for two or more.

**Cheaper health insurance:** After four years of being on life support, the Affordable Care Act is expanding, a development that will largely reward middle-income individuals and families, since those on the lower end of the

income spectrum generally qualify for Medicaid. Because the relief legislation expands the subsidies for buying health insurance, a 64-year-old earning \$58,000 would see monthly premiums decline to \$412 from \$1,075 under current law, according to the Congressional Budget Office.

**A rescue for some Union pension plans:** One of the more contentious provisions in the legislation is the \$86 billion designated to fix multiemployer pension plans, a problem that has been brewing for a long time. The money is a taxpayer bailout for about 185 union pension plans that are so close to collapse that without the rescue, more than a million retired truck drivers, retail clerks, builders and others could be forced to forgo retirement income. The legislation gives the weakest plans enough money to pay hundreds of thousands of retirees their full pensions for the next 30 years. (The SUP Pension Plan is in good shape is not one of the plans that would directly benefit by the legislation.)

The legislation does much more, such as fund state, local and tribal governments, open schools, fund the Paycheck Protection Program, and provide payroll funding to the aerospace and airline industry. The long-term ramifications for unions is good, and the relief package is pro-worker in many ways both directly and indirectly related to the lives of working people across the country.

# Study Warns of Worsening Arctic Weather

Sailors in the North Pacific and residents of the state of Alaska should brace for stormy weather, if current climate trends continue, a team of scientists warns. In a meteorological phenomenon called “organized convection,” well understood in the tropics, the physics and climate change impacts in the Arctic can be predicted with some accuracy, they argue.

“Future storms and their environments,” will be exacerbated “by greater humidity due to the loss of sea ice, which is in sharp contrast to lower-latitude land regions that are expected to become drier.” The study’s authors concluded. “This increase in relative humidity favors the onset of organized convection through more unstable thermodynamic environments.”

The rapid warming of Alaska could see triple the normal number of thunderstorms by the end of the century, as well as more floods, wildfires and landslides. Like the northern California wildfires last summer, lightening could be the spark. As air temperatures rise, the atmosphere holds more moisture and can also cause more rapid updrafts — two



key factors in lightning.

The open water caused by retreating sea ice proved significant in calculations and computer simulations that considered Alaska’s past weather data and projections of future ice cover and temperature conditions, according to the team, led by scientists from the Paris Sciences and Letters University and the National Center for Atmospheric Research.

“In Alaska, it’s almost like you’re adding an additional ocean next to the state,” said co-author Andreas Prein, a climate scientist at the National Center for Atmospheric Research in Boulder,

Colorado. “Once the ice is gone, the ocean is adding a lot of moisture into the atmosphere.”

The link between climate change and lightning is still being investigated. Another research team published a study in 2014 in the journal Science suggesting there is roughly 12% more lightning for every 1 degree Celsius of atmospheric warming above preindustrial temperatures.

With increased thunderstorms, the new research projects an increase in extreme rainfall of 37% by 2100.

Climatologist Brian Brettschneider with the National Weather Service in Anchorage characterized the new research findings as a mixture of theory,

modeling and planning for the worst.

“It puts some bounds on what may happen in the most extreme scenario,” said Brettschneider, who was not involved in the studies. That knowledge is valuable for public policy decisions, emergency planning and infrastructure management, he said. “Sometimes the worst-case scenarios do happen.”

Recent weather patterns in Alaska support the studies’ findings to some degree, he said. Thunderstorms have been more frequent in recent years in places where they were previously rare, such as coastal Anchorage as well as the Alaskan interior.

The offshore implications of more powerful winds over a possibly greater fetch with heavy rain in storms and squalls of greater intensity are considerable.



The venerable Admiral Callaghan underway off Fort McHenry, Baltimore.



Under the guidance of Bosun Joel Schor, SUP General Vessel Assistant Brandon Hubbard learns the operation of yard and stay gear on Ready Reserve ship Admiral Callaghan in Reduced Operating Status in Alameda California. The museum ship CVN-12 USS Hornet is in the background.



# Matson Posts Strong Results

Matson, Inc. announced in February that its preliminary fourth quarter financial results were excellent. On an earnings call on February 23, 2021 the Company CEO Matt Cox said “Matson capped off a strong year with continued solid performance in the fourth quarter from Ocean Transportation and Logistics despite the ongoing challenges from the COVID-19 pandemic and related economic effects.”

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

Mr. Cox added, “In our other core tradelanes, we continued to see elevated demand for sustenance and home improvement goods lead to higher quarterly year-over-year volume growth in Hawaii, Alaska and Guam. Logistics operating income increased year-over-year as a result of elevated goods consumption and inventory restocking and tight supply and demand fundamentals in our core markets. We also continued to achieve cost benefits from our previously announced cost management initiatives. As a result, Matson expects fourth quarter operating income for Ocean Transportation of \$100.0 to \$105.0 million and Logistics

operating income of \$8.0 to \$9.0 million. We also expect fourth quarter 2020 net income and diluted EPS to be \$76.1 to \$81.6 million and \$1.74 to \$1.87, respectively.”

For the three months ended December 31, 2020 compared to the three months ended December 31, 2019 and on a FEU basis:

- Hawaii container volume increased 0.8 percent primarily due to an additional westbound sailing and higher demand for sustenance and home improvement goods, partially offset by lower tourism activity as a result of the pandemic;
- Alaska volume increased 18.9 percent as a result of higher northbound volume primarily due to two additional sailings and higher demand for sustenance and home improvement goods, and modestly higher southbound volume;
- China volume was 139.1 percent higher primarily due to volume from the CLX+ service in addition to higher volume on the CLX service as a result of our increased capacity in the tradelane;
- Guam volume was 4.2 percent higher primarily due to higher demand for sustenance and home improvement goods, partially offset by lower tourism activity as a result of the pandemic; and
- Other containers volume increased 16.7 percent.

Total debt decreased by \$63.6 million during the three months to \$760.0 million as of December 31, 2020. Based on the midpoint of the operating income ranges for Ocean Transportation and Logistics, the leverage ratio under the debt agreements as of December 31, 2020 was approximately 1.8x.

# DOL Kills Independent Contractor Rule

The Biden administration’s Department of Labor’s Wage and Hour Division has formally withdrawn a Trump administration rule on the definition of independent contractors under the Fair Labor Standards Act.

The DOL announced on March 12 that it was withdrawing the rule that had been announced by the previous administration in its waning days. The rule had been delayed in February; now it is withdrawn.

The Biden administration is not proposing an immediate substitute, which means previous rules are back in effect.

In reviewing the potential impact of the now dead rule on independent contractors, DOL said “it assumed that the rule would lead to an increase in the number of independent contractor arrangements...” The Wage and Hour division said the impact on workers would be negative. “The

reclassification [or misclassification] of employees as independent contractors, or the use of independent contracting relationships as opposed to employment, decreases access to employer-provided fringe benefits such as health care or retirement benefits,” it said in one section.

Employee-sponsored retirement accounts would disappear with a transfer to IC status. A transfer of a worker to IC status results in higher tax liabilities as the IC is obligated to pick up employer components. And with the disappearance of health care benefits, commenters on the original proposed rule noted that such a shift “increases the prevalence of independent contracting (to) state and federal governments.” With the rule now lacking support at the federal level, the battleground is moved back to the states.

# Maritime Labor Unions Urge President to Strengthen U.S.-Flag Fleet

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“The reality is that less than 2 percent of America’s foreign trade is carried on our ships,” they wrote, “resulting in a precipitous decline in the number of US-flag ships engaged in the international trades and a corresponding decline in the strategically important civilian mariner manpower pool.”

The unions said they stand ready to work with President Biden, Secretary of Trans-

portation Pete Buttigieg and Acting Maritime Administrator Lucinda Lessley to develop policies and programs to increase the number of jobs available to American maritime workers.

The letter was signed by MM&P President Don Marcus, SUP President David Connolly, AMO President Paul Doell, MFOW President Anthony Poplawski, SIU President Michael Sacco and MEBA President Adam Vokac.

# CMA-CGM Emerges From Turnaround In Good Shape

CMA CGM has posted a net profit of \$1.75bn for 2020, following a loss of \$229m the year before, and said it was “confident” about the outlook for 2021. The French carrier stormed to a net profit of \$1bn in the final quarter as freight rates soared across the world’s tradelanes, buoyed by consumer demand and supply chain bottlenecks. Rodolphe Saade, chairman and CEO of CMA CGM Group said: “In 2021, the volumes shipped should remain strong, at least throughout the first part of the year. “We are expanding our service offering by further developing our logistics business. And we are growing our fleet of vessels with the delivery of 13 additional LNG-powered containerships.”

Despite a 2.7% decline in liftings last year, to 21m teu, CMA CGM’s revenue earned from liner services grew 3.9%, to \$31.45bn, with ebitda skyrocketing by 62.5% to \$6.1bn, for a net income of \$1.75bn. And average revenue per teu last year was up 6.8% on the previous year, to \$1,154, which compares with OOCL’s average of \$1,100 and Maersk’s \$1,000. However, the huge recent increases in freight rates on many routes should see these averages soar this year. According to Lars Jensen, of SeaIntelligence, CMA CGM’s volume decline in the first half of

2020 — a consequence of the pandemic — was in the mid-range of two of its peers that have reported their carryings so far, with Hapag-Lloyd’s volume declining 1.7% and Maersk declaring a contraction of 5%.

The carrier’s earnings margin in its shipping division of 22.7%, Mr Jensen said, showed an “essentially identical financial performance” to that of Maersk and Hapag-Lloyd, which reported margins of 22.4% and 21.2%, respectively.

With a capacity of just under 3m teu on a fleet of 556 ships, CMA CGM is the fourth-ranked global carrier, just behind Cosco Shipping, but its larger orderbook would take it above the Chinese state-owned operator in the rankings after delivery.

By the end of next year, the carrier will own 32 LNG-powered containerships, reiterating its view that the fuel is “currently the best available technology” in the drive to decarbonise container shipping

“The group’s logistics activity grew adequately throughout the year, mainly supported by air freight business,” said CMA CGM.

It said the group would “continue to roll out new capacities and introduce new services and ports of call”, and that the “favourable trends in the logistics sector should continue in 2021”.

# Philly Shipyard Now In Govt Repair Work

Philly Shipyard has been awarded a contract for the regular maintenance and repair of the Military Sealift Command roll-on/roll-off ship *USNS Charlton* (T-AKR-314), marking the third government repair contract since the shipyard stopped doing commercial new buildings in 2019.

The contract was awarded by Patriot Contract Services, the ship manager working on behalf of the U.S. Navy’s Military Sealift Command (MSC).

With a displacement of 69,000 tons and a length of 950 feet, the *USNS Charlton* is designed to carry prepositioned U.S. Army tanks, armored personnel carriers, tractor-trailers, and other equipment and supplies to potential areas of conflict around the world. It also provides surge

sealift support of remote military actions. Repair work is planned to be completed in the Q3 2021.

After its final Jones Act newbuilds in 2019, Philly Shipyard branched out into government repair. It first two such contract awards involved repair and maintenance for the Fast Sealift Ship *Antares* and *Pollux*, two Algol-class sister vessels.

In April 2020, it won the contract to construct up to five National Security Multi-Mission vessels worth up to \$1.5 billion. The NSMVs will serve as maritime training ships for the nation’s maritime academies as well provide humanitarian assistance and disaster relief support in times of need. So far, Congress has approved the construction of the first ship.

# Patriot Wins Watson Class

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the Department of Defense contract award a milestone achievement. “The commitment of SUP members to professionalism was recognized by the largest contractor in the world on one of its most important contracts.” After six years of operation, “It’s not a fluke and not a surprise,” he said, “We have a proven track record of being the best at what we do.”

“The dedication of SUP sailors to the Union’s government obligations also reflects well on the Union’s officers and

agents, as well as the managers and staff of the SUP Plans. The entire team deserves enormous credit for their skill and creativity in their assistance of SUP members, especially during the pandemic,” he added.

The expected term will be five years with a base period of roughly 1 year followed by four 1-year options. The maximum dollar value of the contract, including the base period and four option years, is \$455,164,762.



**SUNRISE ON THE SUP:** Dawn breaks off Saipan in the western Pacific as viewed from the bridge of the *USNS Soderman*. On the right is *USNS Sisler* in Diego Garcia. Both ships are part of the U.S. Navy’s “Watson-class” Prepositioning Program managed by the Military Sealift Command. On the right is the *USNS Sisler* in Diego Garcia. Both ships are part of the The gas turbine strategic sealift ships are 951.4 ft in length with a beam 106 ft, and draw 34 ft fully loaded. They have an operational speed of 24 knots and a cargo deck capacity of 393,000 sq ft. SUP crews are specially trained in their operation in all contingencies.



# Sleep and Rest is Safety at Sea

In the maritime industry, fatigue is widely understood to be a significant contributory factor to many incidents and one of the major concerns for those that work at sea. In particular, seafarers have a demanding workload and a stressful working environment; thus, it is of utmost importance for sailors to manage their actual rest, in addition to monitoring the work and rest hours of the crew onboard. The issue of fatigue as experienced and reported by seafarers themselves can be gleaned from the International Transport Workers' Federation's (ITF) data, which includes information that one in four seafarers has reported falling asleep while on watch, and many report that over time their working hours on board have increased rather than eased off.

The hours of rest on vessels are defined as 'non-working hours'; these do not include the intermittent breaks, and are many times not actual rest. The regulation concerning the working and rest time periods in shipping is set by STCW

2010 and MLC 2006. However, there is no norm for all seafarers even if they work in the same ship, as there are different duties and watches, resulting in different sleeping hour availability plan for each seafarer. And regulatory "rest" is in any case not sleep, which is what is really required to prevent fatigue. Although the MLC & STCW Manila Amendments were designed in part to prevent maritime fatigue, they are in fact regulatory regimes. Regulations are not rest, and they come with their own considerations such as work hours, that can be entirely separate from sleep. It is up to each seafarer, and part of good seamanship, to take steps to gain the quality sleep and rest that will keep them sharp and safe, both within and independent of the regulations.

**Here are some sleep tips and healthy habits toward good sleep hygiene:**

- 1. Reduce caffeine as much as possible and avoid alcohol since both are known to interfere with duration and quality of sleep.

- 2. Set a post and pre-watch routine: have a minimum of 15 minutes period to both wind down and wake up before starting any work. Routines promote helpful brain triggers.
- 3. Stay fit: Exercising for 30-45 minutes a day is a proven method of improving sleep quality and level of alertness when awake.
- 4. Set your cabin to regular patten of sleeping mode: Reduce lighting, turn off devices and keep and clean and tidy cabin, sufficient aired.
- 5. In addition to an after-work routine, a specific pre-sleep routine can help: deliberate and regular behaviors that reduce stress aid sleep start. Use a time of 30-40 minutes to listen to music or read a book prior go to sleep.
- 6. Nap, but not for too long; the main sleeping period should be

set during the longest of the two minimum rest periods as required by MLC.

We all like to have a good night's sleep; we feel better when we do and we certainly feel much worse when we don't. But at sea, proper rest and sleep, are not merely matters of personal comfort; they are vital to a person's physical and mental well-being.

Note: the Maritime Labour Convention (MLC) 2006, which came into force on 20th August 2013, the standards for work and rest are as follows:  
(A) maximum hours of work and (B) minimum hours of rest, under Title 2, are:  
A. no more than 14 hours in any 24 hour period and no more than 72 hours in any 7 day period; or  
B. at least 10 hours in any 24 hour period; and at least 77 hours in any 7 day period.  
There are only limited exceptions, and generally it would be a matter of the vessel's immediate safety with respect to a justified overrun of working hours. A seafarer cannot be asked to exceed his mandated rest/work hours, nor can he be enticed to do so against payment of overtime.  
The MLC standards are very similar to the requirements under STCW following the 2010 Manila amendments.

## Canada Warns Shipowners to Respect Seafarers or be Fined or Detained

The Canadian government has warned shipowners that it plans to enforce the Maritime Labor Convention's provisions on crew change, particularly the requirement that all crewmembers must have a valid seafarer employment agreement or contract.

As the COVID-19 crew change crisis drags on, hundreds of thousands of seafarers are serving on board beyond their original contract end date - including many who elected not to renew and are working on expired contracts, according to the International Transport Workers Federation (ITF).

The Maritime Labor Convention (MLC) normally entitles seafarers to repatriation at the shipowner's expense at the end of a contract, and limits the total term of service to a maximum of 11 months. However, the COVID-19 pandemic has led port states around the world to impose strict limits on cross-border movement, including crew changes. Even where permitted, new measures like pre-travel COVID testing, shoreside quarantine periods and charter flights have raised the costs of crew change. Given the expense and logistical challenge involved, ITF

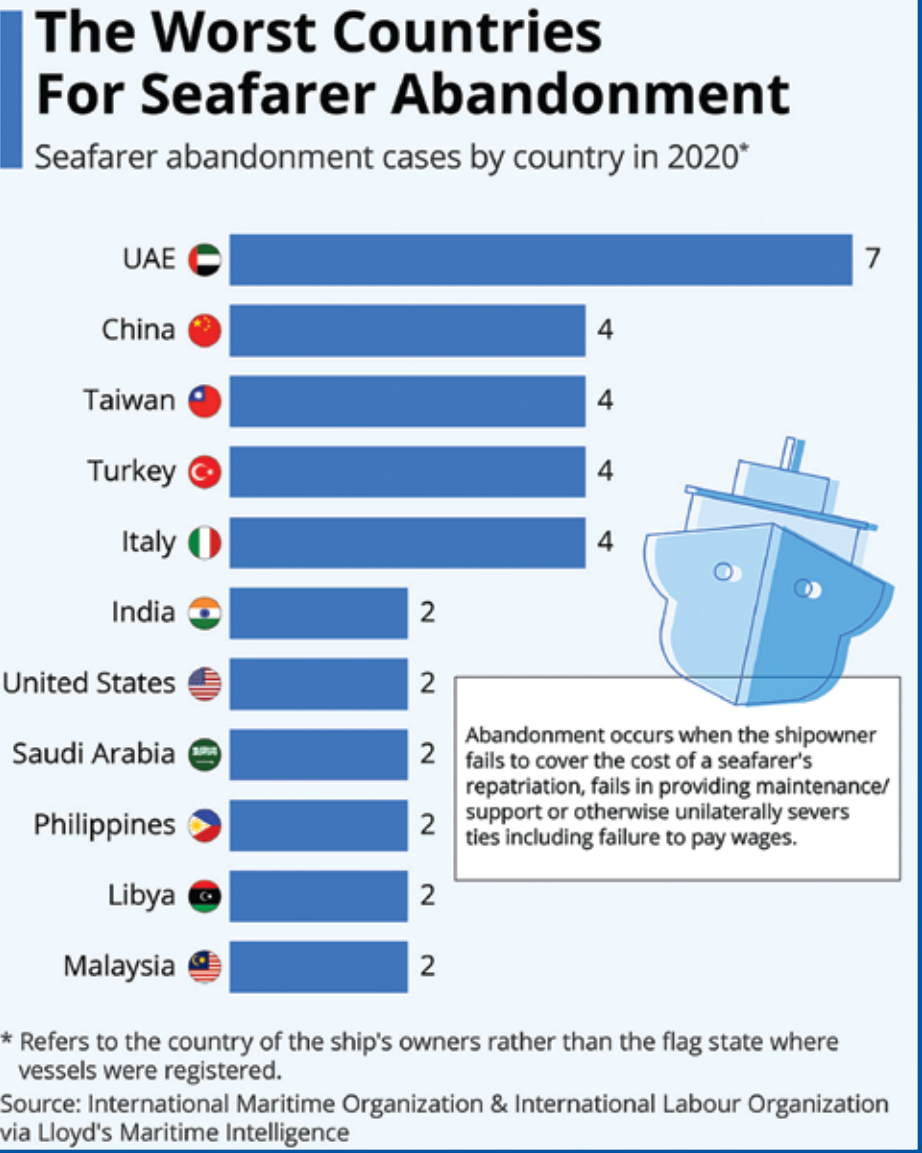
has reported difficulties in repatriation for seafarers trapped on board past their contracts.

Australian regulators have highlighted similar issues. Canada could soon follow suit. To avoid detention or penalties, all possible efforts must have been made to repatriate seafarers serving beyond 11 months; among other things. In addition, the shipowner must show its actions to protect these seafarers' mental health and fight fatigue.

Canada plans to be less flexibility on required employment contracts as well. "Foreign vessels in Canadian waters operating without a valid [contract] for all crew members will be subject to enforcement action," including detention or a fine, said the government. An expired, non-renewed contract is often perceived by unions and regulators as a signal of non-voluntary employment. Canada is an key component for the flag-of-convenience cruise ship industry's diligent avoidance of U.S. labor and other laws. This includes being way station in the re-crewing of flag-of-convenience cruise ships engaged in the huge Seattle to Alaska cruise tourism market.



TEXAS COLD 'EM: Bosun Forbes Gumapac from the bridge of the *Cape Taylor*, after a rare mid-February snowstorm and cold snap in Beaumont, TX. The SUP-crewed *Cape Taylor* is part of the nation's Ready Reserve Force and maintained at a high operational status. In the upper right background are the ro/ro's *Cape Trinity* and *the Cape Texas*, also crewed by SUP.





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# SUP CELEBRATES WOMEN'S HISTORY MONTH

## Clara Main, American Maritime Heroine

Clara Gordon Main, a stewardess on the *SS President Harrison* was an American maritime heroine and among the first prisoners of war in World War II. She cared for the injured and traumatized crew, after their capture by the Japanese in 1941 while rescuing U.S. Marines from China.

On November 28, 1941, the *SS President Harrison* sailed from Shanghai for Manila after evacuating a contingent of U.S. Marines from Shanghai. On December 4, 1941 she was ordered back to Chinwangtao, North China from Manila to evacuate U.S. Marines from Peking (Beijing).

On December 7, 1941, after Japanese warplane dived down on the ship to drop notes to the ship ordering her immediate surrender. Capt. Orel Pierson instead tried to make a run for it, out of the Yangtse River below Shanghai, and ordered the crew to quickly paint the ship grey. A Japanese cruiser, however, trapped the ship at the mouth of the Yangtse River. To both save the crew and scuttle the ship, the captain ordered her run aground at full speed, angled to tear out the bottom plates on the rocks of a small island, but still stable enough to safely abandon. The *President Harrison* rammed ashore, rolled, then righted and came to rest on a mudbank. After abandoning ship, Japanese marines quickly arrived and arrested the entire crew. It took more than a month before



Injured Chief Steward J. L. McKay ashore on the island

repairs could be made but eventually the ship and her crew were moved to Shanghai and imprisoned.

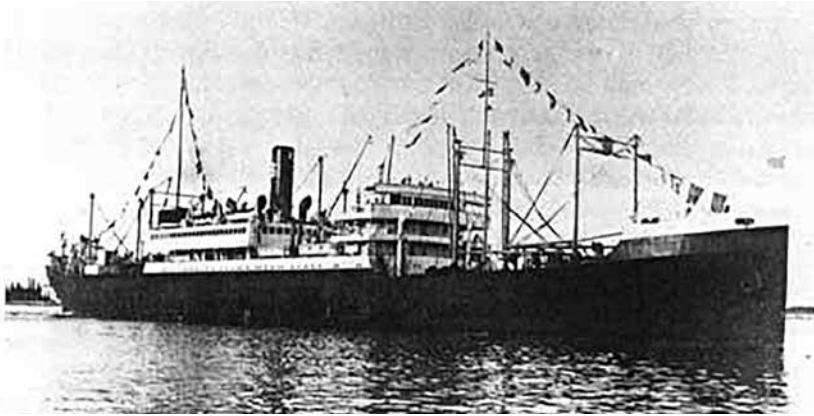
During the capture and for over a month thereafter, Clara Main “displayed a courage and calmness exceeded by no member of the crew. While the bomber power-dived us, threatening the ship with bombs — Mrs. Main remained, at least outwardly, entirely unexcited,” the captain said. Mrs. Main is credited with saving the life of Chief Steward J. L. McKay of San Francisco. McKay was in a lifeboat which was thrown by current, waves and wind into the ship’s screw and broken in half. Three men were killed and several badly injured, including McKay. Through it all “she conducted herself in such a cool and collected manner that she had a decidedly steadying

influence on the seamen. She also had the foresight to take with her, as she left the ship in the last boat, certain medicinal restoratives and first aid material, which proved invaluable. During the ensuing six weeks she nursed the Chief Steward calmly and courageously, and her skillful nursing, [and general attitude] assisted greatly in maintaining the crew’s morale and will be a lasting inspiration to all seamen of the United States Merchant Marine.”

The crew of the *President Harrison* were among the first POW’s of WWII, and Clara Main may have been the first American female POW. Twelve crew members died in Japanese captivity and three men were killed while abandoning ship. The captain was sentenced to a six-month jail sentence for wrecking the ship, and served out the rest of the war in prison camps. Some officer and crew members were sent to work in the coal mines. The ship was salvaged by the Japanese and later torpedoed and sunk by the American submarine *USS Pampanito* (now a museum ship in San Francisco) in the South China Sea on September 12, 1944 while en route from Singapore to Japan.



Clara Main and unidentified member of *SS President Harrison* crew await their fate



## Gen. Jacqueline Van Ovost Nominated to Lead TRANSCOM

President Biden on March 8 announced the nomination of Gen. Jacqueline Van Ovost to lead the US Transportation Command. TRANSCOM conducts globally integrated mobility operations by land, sea and air for the Department of Defense. It carries out sealift responsibilities through the Military Sealift Command and the Surface Deployment and Distribution Command.

Gen. Van Ovost currently heads up the Air Force’s Mobility Command at Scott Air Force Base in Illinois. She is the only woman of the 43 four-star generals and admirals in the U.S. military.

President Biden announced her nomination along with that of Lt. Gen. Laura

Richardson of the Army to be commander of the U.S. Southern Command, hailing the two as “outstanding and eminently qualified warriors and patriots. Once confirmed, they will become the second and the third women in the history of United States armed forces to lead combatant commands,” the President said.

Each of these women have led careers demonstrating incomparable skill, integrity and duty to country, and at every step, they’ve also helped push open the doors of opportunity to women in our military,” he added. The President announced their nominations on International Women’s Day.

## IMO/WISTA Survey Seeks Gender Data to Expand Diversity

The International Maritime Organization (IMO), and the Women's International Shipping & Trading Association (WISTA International) have launched a new survey to look at the proportion and distribution of women working in the maritime sector, from the deck plates to executive levels. The survey is intended to help build a more diverse workforce within the maritime sector. The data obtained by the survey will

sketch the diversity and gender outlines the industry. IMO Secretary-General Kitack Lim said, “Diversity in maritime matters. Empowering women fuels thriving economies across the world, spurs growth and development, and benefits everyone working in the global maritime community and beyond. We need solid data...” The survey runs until June 30, 2021. The survey is available at: [www.research.net/r/IndustryIMOWISTA](http://www.research.net/r/IndustryIMOWISTA)



On the main deck of *President Eisenhower*, Bosun Jennifer Corner runs the show Left to right is AB Tony Sawyer, AB Rey Clores, AB Jose Ysern, AB Chris Bartolo, Bosun Jenn Corner, and AB Keith Gomer in Oakland on March 13, 2021. Photo by Matt Henning



# Steady SoCal Congestion Expected to Continue

The key Southern California ports of Los Angeles and Long Beach are backed up with ships and likely to stay congested into the summer, industry sources reported.

The impact of that congestion is powerful, as ports in the West Coast supply chains throughout the country and the world struggle to catch up. Cargo is awaiting offload, ships are being diverted, and nearby ports such as Oakland experience delays related to the overflow.

Despite progress in some areas, cargo volumes remain so strong that incremental gains are overtaken by the steady arrival of more ships each week. Terminal operators had banked upon a decline in import volumes for at least a couple of weeks when factories in Asia closed for the Lunar New Year in February, but that did not happen.

Gene Seroka, the executive director of the Port of Los Angeles, said that there are multiple forces contributing to congestion, and that they are trying to get a grip, but it will take at least into the summer. "And then we'll have to pivot for the peak season," he said. Seroka said the

port complex appears to have stabilized at a "baseline" weekly volume that is much higher than in previous years.

Increased vaccinations for longshore workers and other essential workers is helping ease labor shortages. Although carriers are metering cargo flow through Southern California by adding services to Oakland and the Pacific Northwest ports, Los Angeles and Long Beach do not expect that carriers will reduce the number of services to Southern California.

Recent metrics on trucker wait times, container dwell times, the number of ships in harbor, and chassis availability have generally plateaued, suggesting that conditions are not improving materially, but not getting worse, industry sources said. How long the congestion it will go on depends on import volumes approaching the peak season in August. Weekly import volumes so far this year are "30 to 40 percent higher" than 2019 and previous years, said Seroka.

With retail sales expected to continue to climb, US containerized exports are projected to increase 20 or more per month through June, compared to unusually low

import volumes last spring. Los Angeles-Long Beach handles about 50 percent of total US imports from Asia.

"Realistically, you can't divert ships if thousands of supply chains depend on Los Angeles-Long Beach," Dan Smith, principal at the consultant Tioga Group, said this week. "We seem to have hit a super-peak and stayed there."

The concentration of imports into Southern California, have stressed the assets of every sector of the supply chain. There is a minimum of seven days at anchor for most ships in LA. The number of vessels at anchor each day averages at about 30 or higher according to the SoCal Marine Exchange, although other sources indicate higher numbers.

Terminal operators expect to experience the current level of congestion for several months. Alan McCorkle, president of Yusen Terminals in Los Angeles, said he believes it will take until late May to June to dig out.

The availability of longshore labor has also been a challenge since December, with more than 600 members of the ILWU in Southern California testing

positive and at least 12 dockworkers succumbing to the disease. The positive tests and related workforce factors have contributed to a labor shortage, with employers forced to limit the number of work gangs assigned to a vessel to four. Pre-COVID, five, six or seven gangs were regularly assigned to each container ship.

However, the health departments in Los Angeles and Long Beach have been ramping up vaccinations for longshore workers and other essential workers.

"We know that ILWU workers welcome the option to get the vaccine and the measure of safety it provides because they had been working in close proximity for nearly a year handling cargo during the pandemic and seeing their colleagues suffer greatly from COVID-19," Frank Ponce De Leon, ILWU coast committeeman, said in a statement released by the union.

Jim McKenna, president of the Pacific Maritime Association, which represents terminal operators and shipping lines, said that at the current pace, it looks like all longshore workers who want vaccines will have been vaccinated by late March.

# Major Liner Puts Giant LNG Ships in Transpacific Trade

Industry sources indicate CMA CGM is deploying six LNG-powered 15,000 teu ships on the transpacific trade, the largest gas-powered boxships to call in North America to date. The first of these new vessels will be delivered in October 2021, and all ships will be fully operational by the end of 2022, by which time the French liner will be operating 32 gas-powered ships, predominantly on the Asia-Europe tradelane.

CMA CGM is the carrier with the biggest investments in LNG-powered tonnage to date. The chairman and CEO of CMA CGM, Rodolph Saade, said that LNG may not be "the technology of the future, maybe there are technologies that are far better than LNG." He argued that "what is important is not so much to criticize LNG, but to take action. LNG is the best technology available today."

The company is actively investigating

bio-LNG possibilities in a bid to future proof its gas investments. CMA CGM is a founding member of the Coalition for the Energy of the Future. Launched in France two years ago, other members include Airbus, Carrefour, ENGIE, Total and Wärtsilä. The coalition revealed this week it is working on developing carbon neutral liquefied natural gas.

The transpacific LNG-powered boxship announcement was made during

the opening session of the virtual TPM container conference organized by the Journal of Commerce. There is a growing interest in measuring ocean freight's impact on climate change and finding ways to reduce it. Increasingly, carriers and forwarders say, the shipper representatives showing up to meetings include sustainability executives, not just the traditional procurement or logistics teams.

# House Passes Landmark Labor Rights Bill

The U.S. House of Representatives and President Biden is urging the Senate to pass the Protecting the Right to Organize Act, the most significant labor rights legislation to be introduced in Congress in forty years.

The PRO Act, as it is known, would amend the country's decades-old labor laws to give workers more power in work disputes, levy additional penalties on

companies that retaliate against workers trying to unionize and grant hundreds of thousands of workers the right to negotiate for better wages and working conditions.

Before the House vote Biden said: "I strongly encourage the House to pass the Protecting the Right to Organize Act of 2021, which would dramatically enhance the power of workers to organize and col-

lectively bargain for better wages, benefits, and working conditions."

"That starts with rebuilding unions," he said. "The middle class built this country, and unions built the middle class."

"All of us agree that a union card is the single best tool working people have in the fight to win a fair share of the value we create every day," said AFL-CIO President

Richard Trumka at a bipartisan press conference of congressional, labor and civil rights leaders that was held on the afternoon of the historic vote.

"Together, we will make the PRO Act the law of the land." Unfortunately, the legislation needs to gain an unlikely, filibuster proof majority of 60 votes in the Senate to become law.



SUP bosun Jeff Nicholas in *Pomeroy* with fresh king mackerel and yellowtail snapper after a successful Independent Steaming Exercise (and before the big fish fry ashore) in waters off the British Indian Ocean Territory Diego Garcia in the Chagos Archipelago. The *Pomeroy* is part of the U.S. Military Sealift Command's pre-positioned *Watson*-class LMSR's maintained in a high-state of readiness with SUP sailors on board.

TROPICAL CHANGE OF COMMAND: On February 19, Commander Steven R. Drysdale relieved Commander Kay Burbidge, ankle-deep in equatorial waters with Royal Marine Major Martyn Neenan officiating. The British Territory is also home to the U.S. Navy Support Facility Diego Garcia





## Vaccine Facts

### Can a COVID-19 vaccine make me sick with COVID-19?

**No.** None of the authorized and recommended vaccines contain the live virus that causes COVID-19. This means that a COVID-19 vaccine cannot make you sick with COVID-19. There are several different types of vaccines in development. All of them teach our immune systems how to recognize and fight the virus that causes COVID-19. Sometimes this process can cause symptoms, such as fever. These symptoms are normal and are a sign that the body is building protection against the virus that causes COVID-19.

It typically takes a few weeks for the body to build immunity (protection against the virus that causes COVID-19) after vaccination. That means it's possible a person could be infected with the virus that causes COVID-19 just before or just after vaccination and still get sick. This is because the vaccine has not had enough time to provide protection.

### After getting a COVID-19 vaccine, will I test positive for COVID-19 on a viral test?

**No.** Neither the recently authorized and recommended vaccines nor the other COVID-19 vaccines currently in clinical trials in the United States can cause you to test positive on viral tests, which are used to see if you have a current infection.

If your body develops an immune response—the goal of vaccination — there is a possibility you may test positive on some antibody tests. Antibody tests indicate you had a previous infection and that you may have some level of protection against the virus. Experts are currently looking at how COVID-19 vaccination may affect antibody testing results.

### If I have already had COVID-19 and recovered, do I still need to get vaccinated with a COVID-19 vaccine?

**Yes,** you should be vaccinated regardless of whether you already had COVID-19. Experts do not yet know how long you are protected from getting sick again after recovering from COVID-19. Even if you have already recovered from COVID-19, it is possible—although rare—that you could be infected with the virus that causes COVID-19 again. Talk to your doctor if you are unsure what treatments you received or if you have more questions about getting a COVID-19 vaccine. Researchers are still learning more about how long vaccines protect against COVID-19 in real-world conditions.

### Will a COVID-19 vaccination protect me from getting sick with COVID-19?

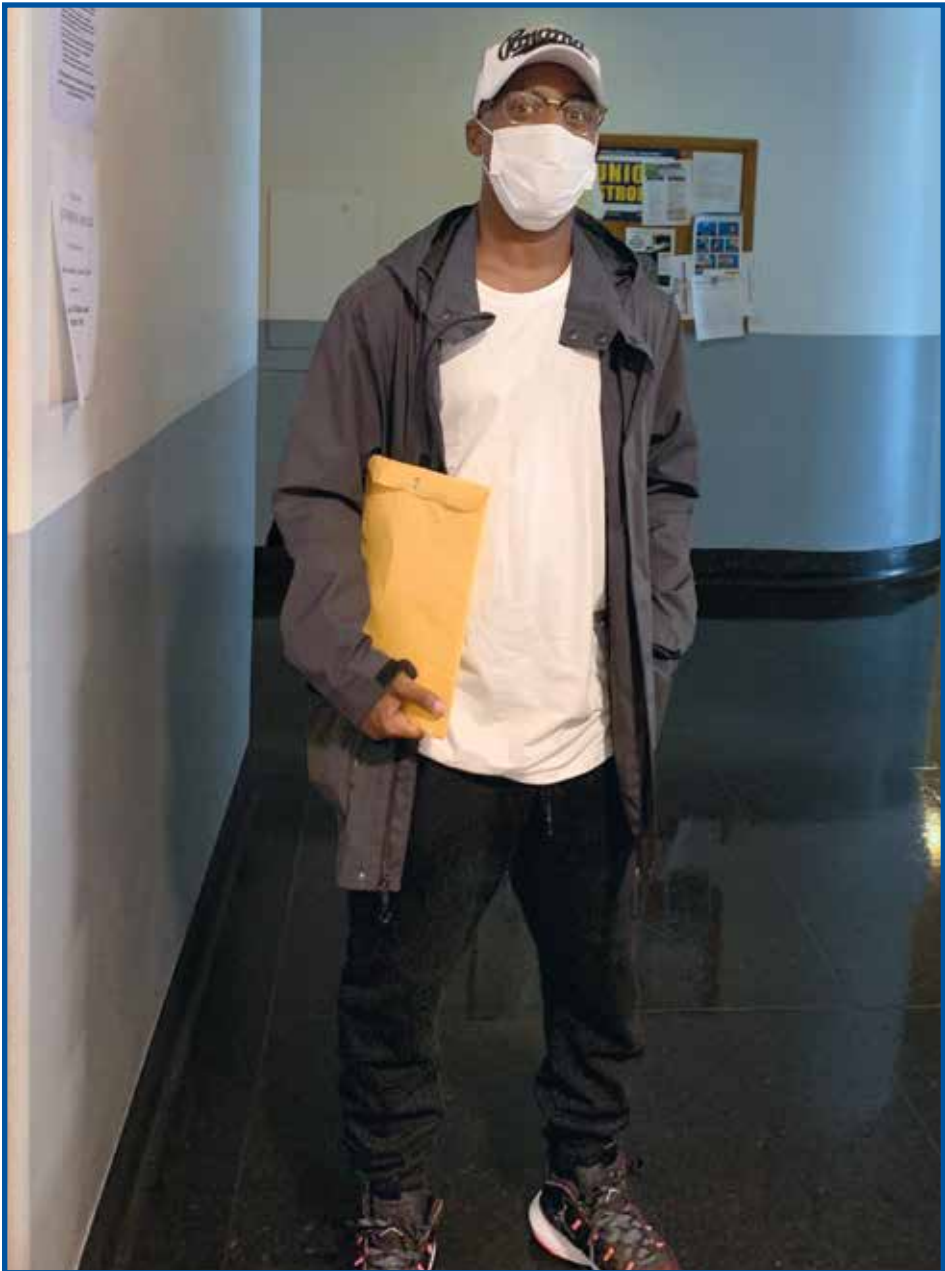
**Yes.** COVID-19 vaccination works by teaching your immune system how to recognize and fight the virus, and this protects you from getting sick with COVID-19. The vaccines are all very effective, especially from severe sickness. Being protected is important because even though many people with COVID-19 have only a mild illness, others may get a severe illness, have long-term health effects, or even die. There is no way to know how COVID-19 will affect you, even if you don't have an increased risk of developing severe complications.

### Will a COVID-19 vaccine alter my DNA?

**No.** COVID-19 mRNA vaccines do not change or interact with your DNA in any way. Messenger RNA vaccines—also called mRNA vaccines—are the first COVID-19 vaccines authorized for use in the United States. mRNA vaccines teach our cells how to make a protein that triggers an immune response. The mRNA from a COVID-19 vaccine never enters the nucleus of the cell, which is where our DNA is kept. This means the mRNA cannot affect or interact with our DNA in any way. Instead, COVID-19 mRNA vaccines work with the body's natural defenses to safely develop immunity to disease.

At the end of the process, our bodies have learned how to protect against future infection. That immune response and making antibodies is what protects us from getting infected if the real virus enters our bodies.

From <<https://www.cdc.gov/coronavirus/2019-ncov/vaccines/facts.html>>



**ESSENTIAL WORKER:** OS Jerry Jones arrived back in San Francisco after a long successful tour aboard *USNS Sisler*, a forward-deployed ship critical to the national security. After registration, Jones quickly reshipped to *USNS Charlton*, activating from ROS to FOS for transit to Philadelphia shipyard.

For the  
latest updates  
on COVID-19  
vaccines & more...  
[www.sailors.org](http://www.sailors.org)



## Essential Workforce — California

**ESSENTIAL WORKFORCE** On March 19, 2020, Governor Newsom issued Executive Order N-33-20 directing all

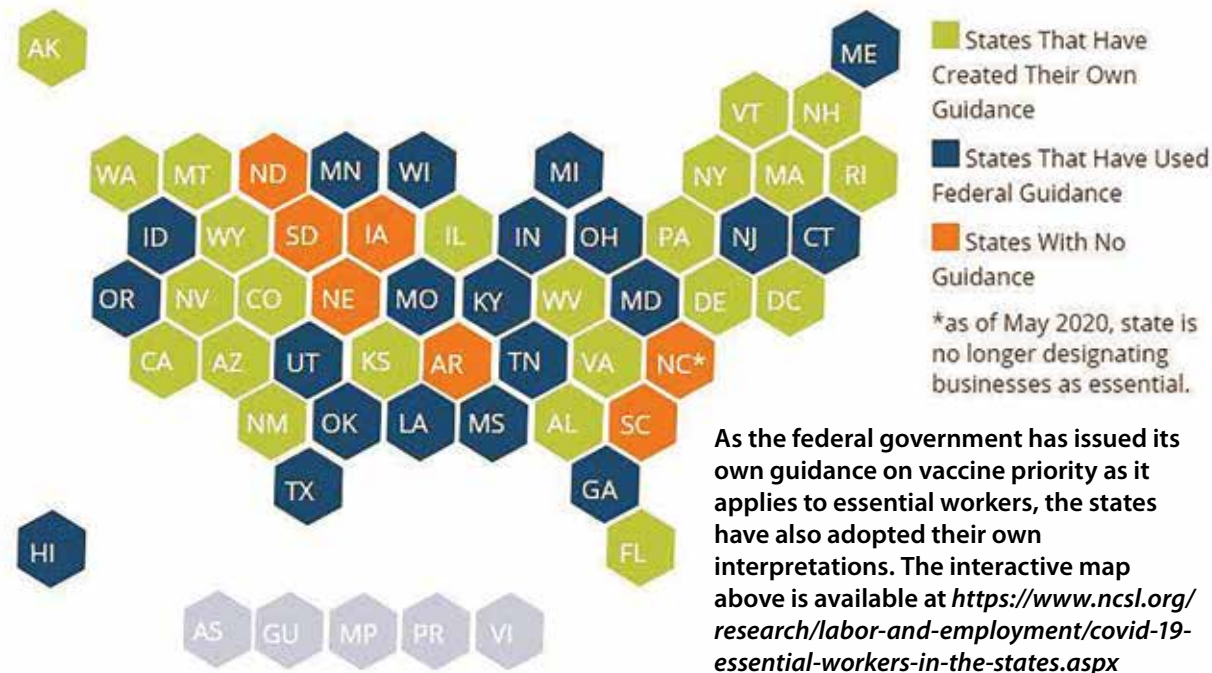
residents immediately to heed current State public health directives to stay home, except as needed to maintain continuity of operations of essential critical infrastructure sectors

and additional sectors as the State Public Health Officer may designate as critical to protect health and well-being of all Californians. In accordance with this order, the State Public

Health Officer has designated the following list of “Essential

Critical Infrastructure Workers” to help state, local, tribal, and industry partners as they work to protect communities, while ensuring continuity of functions critical to public health and safety, as well as economic and national security.

- Sector Index:
1. Health and Public Health
  - Sector 2. Emergency Services
  - Sector 3. Food and Agriculture
  - Sector 4. Energy
  - Sector 5. Water and Wastewater
  - Sector 6. Transportation and Logistics
  - Sector 7. Communications and Information Technology
  - Sector 8. Government Operations and Other Community-Based Essential Work
  9. Critical Manufacturing
  - Sector 10. Financial Services
  - Sector 11. Chemical
  - Sector 12. Defense Industrial Base
  - Sector 13. Industrial, Commercial, Residential and Sheltering Facilities and Services







# SUP PRESIDENT'S REPORT

## Coronavirus and Vaccine Overview

In February, the United States suffered its 500,000th coronavirus death. A half-million dead due to one cause in one year. More Americans have died in the pandemic than all of the combat deaths of World War I, World War II, the Korean War and Vietnam War combined. Because the United States has less than five percent of the world's population yet accounts for more than twenty percent of the global COVID-19 deaths, we can lay grim claim to the virus as an American tragedy.

Now amid the terrible death toll comes hopeful signs. New case rates and hospitalizations have fallen sharply, we are on the downslope side of the third peak of infections, and there are highly effective vaccines in production. These vaccines are being rolled out, despite initial clumsiness, and at last some sailors are getting vaccinated.

Clumsy is a kind description; the vaccine program remains uncertain and unfair. The original national prioritization from the federal government rightly held high the supply chain essential workers of the U.S. merchant marine, on a par with first responders and just after health care and the elderly. But modifications even at the federal level affected us, and then many states established their own shifting and politically motivated criteria. State by state and county by county we navigate a patchwork policy until the vaccine supply reaches critical mass and prioritization becomes unnecessary. President Biden has promised enough supply for all American adults by May 31, although adequate and effective distribution by then seems ambitious.

Overall, the best course now is to enroll for appointments both at county websites and with their health care providers for those with insurance, as well at the Veteran's Administration for those eligible. Members should remain alert to any opportunity to gain legitimate vaccine access, such as via equity access based on ZIP codes of residence, end of day availability at mass vaccination sites, or at pharmacy chains. Honolulu Branch Agent Mike Dirksen reports significant vaccination progress for members at Kaiser, with a TWIC as sufficient prioritizing identification. There is also evidence of improvement in Los Angeles and Long Beach. If members need letters of essential worker priority vaccine access from the Union please contact us or visit the vaccine page of the SUP website at [www.sailors.org](http://www.sailors.org) for that and much more on individual sites and methods specific to location.

As we await our turn, and as things quickly change, a protest must be recorded. It is outrageous that a government can send us to our deaths in war zones cannot get us a rapid vaccination against a killer here at home. It is infuriating that the definition of "essential workers" was so widely expanded such that the basic purpose of prioritization was hollowed out. It made possible situations where certain service employees, some of whom are not working at all, had far better access despite far less risk of exposure. We know that there are massive political and economic forces at work, and real and deep inequality to fight against, and that the government program is trying to do a lot of things at once. But this schizophrenic, ever-changing approach, especially in California, is a dishonor to American merchant mariners, and it is failing transportation workers on the front lines of exposure. A mariner's work requires living there at work, in multi-generational close quarters where social distancing is impossible. We will not blithely stand by while our hazard protection is ignored, and deadly havoc is loosed both on our work and our lives.

Instead, the SUP raised objections to anyone who would listen and many who would not. See for a catalogue the past issues of this report, the joint Union letter to the Governors Association, and the attached letters to specific governors, for other examples, all posted on our website. But far more than this: at state commissions and local boards, at community and labor working groups, to mayors and city councils and public health officer task forces, to authorities everywhere we have pounded the table asking this question: why deny mariners a relatively insignificant amount vaccine in exchange for supply-chain reliability that will benefit the public health of everyone? The question has been met most often with silence or something like "just wait – more supply is on the way." Broad policy agendas are one thing, but the seagoing workplace simplifies things. It's unacceptable. We will go on sounding the alarms and demanding fair treatment until we are all protected.

## Pandemic Union Business

In accordance with the direction from various SUP Emergency Committees (most recently meeting on March 4, 2021) related to the health and safety of members and staff during the pandemic, and in order to comply with local health orders prohibiting congregation, the January/February meetings were regrettably cancelled. Despite the decline in overall cases, there are new variant strains of the coronavirus that are both more contagious and potentially more lethal, and so we must stay cautious about congregation. Member questions and concerns continue to be handled on a day-to-day basis by phone, text and email, as well as limited in person appointments, but the in accordance with the SUP Constitution the business of the Union must be reported in full and acted on in a regular meeting. Accordingly, the March meeting cycle must update and authorize all previously delayed actions as reported, distributed to the Branches, published in the West Coast Sailors, and on the Union's website at [www.sailors.org](http://www.sailors.org) and as selected here for reference, as follows:

1. Ready Reserve Force increases to wages and wage related items, and fringe benefits of two-and one-half percent (2.5%) due and effective January 27 under the Memorandums of Understanding between the Sailors' Union of the Pacific and both Matson Navigation Company and Patriot Contract Services covering the Matson ships (*Cape Henry*, *Cape Horn* and *Cape Hudson*) as well as Patriot ships (*Cape Victory*, *Cape Vincent*, *Cape Texas*, *Cape Taylor*, *Cape Trinity*, *Cape Orlando* and *Adm. Callaghan*).
2. APL December and February Extensions of RTS Agreement renewing existing

terms and providing or confirming faster internet, \$40.00 per week slop chest allowance, and \$150.00 stipend for certain restrictions with extensions to December 31, 2020 and February 28, 2021.

3. UFCW Local 5 Extension Agreement through December 31, 2021 with the following changes [Already approved by an overwhelming majority of members employed by UFCW on January 13 as recorded by SUP VP Matt Henning]
  - a. Term and increase: 1 year "extension" expiring December 31, 2021 with a
  - b. Three percent (3%) increase on wages retroactive to January 1, 2021.
  - c. Vacations: unused vacation due to a necessary assignment by Local 5 will not be subject to existing caps.
  - d. Sick Leave: out for medical leave or funeral leave on a holiday will not be deducted from employee's sick leave account.
  - e. Funeral leave: added son-in-law and daughter-in-law eligibility and leave valid for six months.
  - f. Out of area assignments premium: set at \$100 per week or prorated for less than a week.
  - g. Car Allowance: increase of \$50 per category (i.e., \$900 to \$950, \$950 to \$1000, \$1000 to \$1050) and a new excess mileage premium of \$300 per month if over 4k miles per quarter.
  - h. Increase in the allowable self-contribution rate to the pension from 4 to 5% with the agreement of the International Union's.

4. Final Departures for December, January and February
5. Monthly Secretary Treasurer's Reports for December, January and February
6. Membership and Ratings Committee Reports for December, January and February
7. Quarterly Finance Committee Report (4th Quarter, 2020)

Despite the delays due to public mandates protecting health and safety, these items were nevertheless introduced and distributed for review prior to discussion at today's meeting, and all have separately been published, received previous approval from Emergency Committees, or from members employed under the Agreements, and in accordance with past practice. Therefore, Mr. Chairman, recommend ratification of the above items.

## Matson Navigation Company

The Offshore Agreement between the Union (acting both as the Sailors' Union of the Pacific and a member of the Seafarers International Union-Pacific District) and Matson Navigation Co. will expire on June 30th, 2021. We intend to bargain a new agreement and have informally notified Matson management. Management sent acknowledgement and expressed the same intent. Preliminary discussion about the methods and schedule of bargaining are underway. In the meantime, members are encouraged to submit proposals in writing for contract improvements to the Union for referral to the SUP Negotiating Committee. The Offshore Agreement includes the General Rules, the SUP Work Rules, as well as the maintenance agreements. More information will be forthcoming as the schedule develops.

## Political Action

**President Biden Thank You Letter:** In late February, a final amended version of an earlier letter showed President Biden our appreciation for his support of the U.S. merchant marine was signed by the SUP and many others and sent on behalf of the membership. It staked out many positions and covered many topics, but the letter also declared an industry position that a national maritime policy is achievable now, one that could vastly increase the number of vessels operating under the U.S.-flag and the number of jobs for American merchant mariners. How? By living up to the spirit and intent of the nation's existing cargo preference laws. The President's "Buy



**CONGESTIVE PORT FAILURE:** at anchor in San Francisco Bay is the SUP crew on the starboard bridge wing of the Matson C-9 containership *Manoa*, awaiting berth availability. From left to right is AB Brad Cain, Bosun John Crockett, AB Dave Rowland, AB Yvette Cavan, AB and delegate Arthur Brosnan, and OS Elroy Wong.



# SUP President’s Report continued

America” Executive Order, which so emphatically supports and defends the Jones Act was after the fact determined to also include cargo preference laws. They are the most often overlooked (and most easily spurned) of the national cabotage laws and as deceptively simple as they are immensely powerful. They stem from the authorizing legislation of the Maritime Administration which says that the United States will have a merchant marine sufficient to carry all of the domestic cargo and some significant part of its international cargo. The Biden Administration has once again been again remarkably pro-Union and pro-U.S. flag on this topic, closing loopholes, creating oversight and accountability, and directing a cross-agency review and office of enforcement for preference cargoes. Altogether it represents the most sweeping executive action to bolster existing American shipping laws in many decades. Unequivocal and substantial policy support of the Union position on arcane legal matters early in any Administration is rare and special, but that is the case here. We know that words and policy is one thing, and their implementation quite another, but if cargo preference could get the full support of the U.S. government then it would naturally fulfill a long-time goal of labor to fight against flag-of-convenience shipping because that’s where the cargo goes now. Remember, it is the law of the land that the United States will have a merchant marine sufficient to carry all of its domestic commerce and a significant portion of its international commerce. I encourage members to consider what percentage that word “significant” could mean in for the largest and most diverse economy in the world, and to think in terms of cargo and the U.S.-flag ships needed to such an exercise will take imagination.

**Letters to Gov. Newsom, Gov. Ige, and Gov. Inslee:** On February 14th, on behalf of the membership I sent to Gov.’s Newsom, Ige and Inslee a request for vaccine priority recognition along the federal. Attached here and available on our website are the letters sent to West Coast governors in support of vaccine prioritization. It is a more focused effort following a letter along similar lines that broadly requested the appropriate prioritization from the National Governor’s Association. As mentioned earlier, the state control of vaccine distribution means that a patchwork system is emerging, not only by state but by individual county. As the letter states

**International Food Aid Support letter:** On February 26th, the Union signed onto a letter to members of Congress to fully support the nation’s international food aid programs, including P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole International Food for Education. These programs have enjoyed significant bipartisan support for more than 60 years and are key to sustaining the U.S. merchant marine. We request that Congress continue to fully support these programs and that the Fiscal Year 2022 agriculture appropriations funding for these accounts be increased to at least \$2.2 billion. .

**Meetings with Maritime Administration:** Acting Administrator Lucinda Lessely chose maritime labor for her first outreach to the industry. Along with MFOW President Tony Poplawski, SIU Vice-President George Tricker and others we presented the vaccination of merchant mariners as fundamental not only to the present-day health and safety of mariners, but also to the future of the U.S. merchant marine. Who will want to go to sea after this if a simple inoculation cannot get timely delivery? Administrator Lessely listened closely and earnestly vowed to redouble the efforts of MarAd to publicize and advocate for mariners on vaccine.

The Maritime Administration also held a meeting with U.S. flag carriers and labor that included various branches of the U.S. government including the Department of Defense, the Joint Chiefs J4 Logistics Directorate, TRANSCOM, the Military Sealift Command, the Office of Defense Logistics, as well as the Coast Guard, the CDC, the Federal Maritime Commission, as well as a new office within the Department of State on maritime relations. In this meeting like others labor raised again the importance of vaccine. We described our congregate, multigenerational, close quarters workplace, that is also our living space. We pointed out our testing and quarantining regimens and the difficulties that creates in crew reliefs. We noted the again that with a small assignment of vaccine to a key group of workers an outsized effect of immunization was within our grasp, even as we are sent into risky places and situations. And we railed against our restrictions to ship denouncing being held to a different and tougher standard than any workforce anywhere. We criticized the federal officials who advised us to press state and local governments, noting how the importance of the U.S. merchant marine is not well understood even on a federal level and mainly lost on many state and local levels. This credentialled, trained workforce, dedicated to safe operations in a now doubly dangerous environment, can be damaged beyond easy repair, it can be broken if care is not taken to sustain it.

A well-known military epidemiologist advised the group that January and February were peak virus months and now there was a steep decline on the downside of the third peak since the outset of the disease. He said however that any optimism should be contained by the unknown impact of the many variants. Daily case counts were trending down at that time, nearly 70% from the last peak but the latest flattening of the downward trend leaves a question. Which way is it going? There has been a huge drop of 61% in hospitalizations, daily death worldwide down 23% in late February. But this doctor urged continued masking saying that infections could easily increase yet again because of the virus variants that are apparently both more contagious and lethal and against which the protection of the vaccines are not yet clear.

## Transportation Trades Dept., AFL-CIO

**Executive Committee Meeting February 17, 2021** – At the first regular meeting of the Transportation Trades Department of the AFL-CIO’s Executive Committee since the tragic and untimely death of President Larry Willis, executive committee members including myself voted to elect previous Secretary-Treasurer Greg Regan to fill the lamentable vacancy. Long-time staff member Sharri Semelsberger was elected to fulfill the Secretary-Treasurer role and as a result the TTD emerged from an unforeseen crisis with capable and experienced leadership so important to the SUP and maritime advocacy in Washington.

**Legislative Meeting 3/1/21** – COVID Stimulus Checks: Early on Saturday February 27th the House passed the next round of COVID rescue funding. For transportation

unions, much of the focus is on public transportation, especially, rail and commuter. It is now under debate in the Senate after bypassing the Committee hearings and markup. There will be a debate that bears a close watch for anti-labor provisions but other than that the main item for members will be the third round of stimulus checks right now set at \$1400 per person earning under \$75,000 or \$2,800 per couple earning under \$150,000, plus \$1400 per each dependent, subject, of course, to change.

On January 20th, the White House released a memo called “Regulatory Freeze Pending Review.” The memo directs that rules not yet released be held for review by incoming agency officials, including rules not yet published in the Federal Register. This is an under-the-radar election benefit for workers as many negative regulations now go into an administrative limbo, including for example the “hair follicle drug screen testing” and other drug and alcohol testing rules among many others.

## Foss Maritime Company

After meetings with management and members, the Union held settlement negotiations with Foss Maritime Company over the past two months related to its sale of equipment and exit from the bunkering business in California. Our initial work was the assessment of the benefit, costs and risks of action to retain the work, against Company objections, by any available means. They included everything from renewal or modification of the existing Agreement, negotiating new labor, pass-through, and neutrality agreements with the Company, the Company’s parent company, and the acquiring company. We also evaluated various courses of legal and economic action. After these options were investigated, analyzed, and explored, and in some cases reasonable proposals made and repeatedly rejected, the Union entered into effects bargaining to mitigate the job loss. On February 25th we reached a tentative settlement on all terms and conditions along the following condensed lines as per a Memorandum of Understanding.

- Continuing Relationship:**
  - The Union will retain for a period of 2 years under a preferential hiring clause. If the Company reenters the tank barge market in the San Francisco Bay within two (2) years from the date of this agreement, Company will approach the SUP to propose terms for a labor agreement covering those employees.
  - Additionally, the Company agrees former bargaining unit employees will have preferential hiring on open marine based positions at Foss NorCal for the next 24 months, allowing equally qualified former employees preference subject to the existing terms with applicable collective bargaining provisions.
  - Finally, all marine-based job postings at Foss not posted on the Company’s website will be sent to SUP Vice President Matt Henning for the next 24 months.
- Health and Welfare Contribution:** The Company agrees to make a payment related to the cost of limited extended eligibility for health and welfare benefits of bargaining unit employees under the rules of the SUP Welfare Plan. A four-month reference basis for the partial offset of those costs will carry through June 30, 2021 subject to individual eligibility dates. As a condition, an agreement recognizing other coverage may release the Company from continuing settlement payments.
- Training.** To partially offset the cost of retraining necessary to improve job opportunities for displaced employees, a contribution of \$12,000 will be made to the Andrew Furuseth School of Seamanship Training Trust as well as service record letters including number of oil transfers for the purpose of maintenance of credentials.
- Severance.** To offset the financial effects of termination to members, the parties agree to following terms and conditions:
  - payment of regular wages through to the contract termination date of March 1, 2021, and;
  - payment of all other compensation due such as all accrued unused vacation and Personal Time Off balances (and associated trust contributions required by the Agreement), and;
  - payment of severance to each bargaining unit employee at the rate of \$650.00 per full year of service, capped at 20 years minus any lawful withholdings, for every full year of service, provided adequate completion of service through the termination date without work stoppage.

Despite these favorable terms to provide some preferential hiring, re-training, severance, and especially health care, and despite the favorable reception of SUP unit members, it is still a bitter pill for the SUP. The Union’s long relationship with Foss Maritime Company (and even longer relationship with the Chevron’s Inland Fleet covering tugs as well as bunkering work) provided failsafe world-class tanker-man service for more than a half-century. Here it was quickly ditched to low-grade competition and cheap operations. The elaborate corporate management of capital as both stewards of the environment and as employers, are designed to escape the costs of high-quality operations and labor, are likely to result in a race to the bottom from which no one profits. These are how good jobs get undone, and as in the aviation industry, they may never come back. Given however that the SUP members employed in the unit are realistic if unimpressed by the Company, they are in strongly favor of this Agreement, and in the opinion of SUP VP Matt Henning and myself it makes the best of a bad situation, Mr. Chairman I recommend ratification.

## Chevron Shipping Company

The Company informed the Union this month it was amending its main health care prescription drug benefit to include coverage of most uses of the COVID-19 vaccine except international travel.

Related to the annual bonus, Chevron Corporation’s Chairman and CEO Mike Wirth recently announced a Corporate factor of **0.75** for the 2020 performance year, which he said was “reflective of our mixed performance as a corporation.” Chevron operating companies, including Chevron Shipping Company, then apply the Corporate factor to their own internal performance targets, which for unlicensed seamen represented by the SUP was in 2020 set for 6%. Multiplying the corporate factor by



# SUP President’s Report continued

the performance target then sets the bonus payout amount at 4.5% of base wages.

Management also said that “we regularly review our mariner compensation and benchmark against industry peers to ensure we remain competitive. Overall, we target above the median of the general industry benchmark to rank competitively compared to our similar peers and attract and retain top talent. In recent years, market data has showed wages and benefits significantly higher than benchmark. This provides opportunities to be more competitive with the industry while also managing costs as part of the Shipping Transformation efforts. While the shipping industry is seeing a downturn, we continue to be committed to our Total Rewards program, while remaining financially competitive.” Management wasted no time seizing the opportunity by lowering the 2021 performance target from six to five percent in the same communication.

Under the terms and conditions of the SUP collective bargaining agreement, unrelated to the 4.5% bonus, unlicensed represented personnel received an additional 2.75% increase on all wages and wage related items including vacation and overtime rates on Feb 1, 2021.

## APL Marine Services

**Restriction to Ship Stipend:** Working in concert with the licensed Unions, the SIU-PD moved to increase the Restriction to Ship stipend with APL in accordance with the prior agreement. The Company, seeking a two-month renewal, proposed instead a renewal of the same terms and conditions. The Unions countered, and eventually reached a tentative agreement that included an increase of \$10.50 per day was added to the existing \$150.00 per day stipend for a total of \$160.50 per restricted day as per the terms of the existing agreement. The \$40.00 per week slop chest allowance will be reduced by a roughly corresponding amount to \$25.00 per week. Since the slop chest reimbursement covers only certain items and cannot always used to its maximum, in the opinion of SUP VP Matt Henning and myself, as well as the other unlicensed unions of the SIU-PD including the Marine Firemen’s Union and the Seafarers’ International Union, it is a small but steady improvement. As of this meeting date we have not heard definitively from APL. If APL indicates agreement to these terms, and to facilitate timely payment, Mr. Chairman, I recommend ratification.

**Sign-on Documentation:** brought to the attention of SUP HQ from the Wilmington Branch members in APL ships were asked to sign an “acknowledgement of company policies” newly required as part of the sign-on procedure. The language of the policy is bogus, especially as it falsely hinted Union members may be subject to the unrepresented “at will” status of non-Union employees which does not require “just cause”

for termination among other things. Along with MFOW President Anthony Poplawski, I joined in objection and the Company vowed to make the appropriate adjustments to the policy.



## Dispatcher’s Report

Headquarters — FEBRUARY 2021

Deck	
Bosun .....	4
Carpenter .....	0
MM .....	1
AB .....	6
OS.....	3
Standby S.F. ....	11
Total Deck Jobs Shipped .....	25
Total Deck B, C & D Shipped.....	16
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.....	25
Total B, C, & D Shipped-All Depts.....	16
Total Registered “A” .....	23
Total Registered “B” .....	34
Total Registered “C” .....	9
Total Registered “D” .....	6

## Patriot Contract Services

On Thursday March 4, 2021, Patriot President Lance Bardo and owner Ryan Libhart Pereyda informed the Union that Patriot, for the operation and maintenance of the eight WATSON-class ships, had been awarded the competitive contract. The ships include the USNS *Watson*, USNS *Sisler*, USNS *Dahl*, USNS *Red Cloud*; USNS *Charlton*, USNS *Watkins*, USNS *Pomeroy*, and USNS *Soderman* with work performed worldwide. It is a base period one-year contract with four option years and expected completion date of March 31, 2026.

After years of performance, multiple bids and delays, and year and half of indefinite waiting, the award is a remarkable milestone achievement. Although it is still tentative, it is likely that this critical component of Union work will be renewed.

The government owns the ships, so what Patriot offers is crew. And SUP crews past and present deserve the credit. Their hard work, often in incredibly difficult situations, has made all the difference. Because we’re on the ships now and through the entire contract bid period, our past performance grade not only passed the test, it was the standard against which six other bidders were judged. The award then is no mere bid technicality but also a confirmation of our professionalism, our rotary shipping system, our contract administration, our training and health and welfare infrastructure – our general way of doing things in satisfaction of the toughest certification standards that ever existed

on a ship. Let’s here recognize Vice-President Matt Henning and the Branch Agents Brendan Bohannon, Mike Dirksen, Leon Gandy along with SF Business Agent Roy Tufono, as well as the training representative Berit Eriksson and staff dispatch expert Martha Vizcarra, all of whom have gone above and often extremely beyond the call of duty necessary to make it possible. It was their talents have kept our readiness engine running through thick and thin. On behalf of a grateful membership, I thank them all again for their service. Will keep the membership informed on developments.

## Holidays

**Cesar Chavez Day** All SUP Halls on the West Coast will be closed on Wednesday, March 31, 2020, in observance of Cesar Chavez’s Birthday, which is an ILWU holiday and a recognized holiday under SUP agreements with the San Francisco Bar Pilots, as well as Matson and APL for their ships in West Coast ports. It is not a holiday at sea.

**Harry Bridges Memorial Day:** The Honolulu Hall will be closed on Tuesday, March 30, 2020 in observance of the ILWU Local 142 holiday. As an ILWU holiday it is also a recognized SUP holiday under the Matson Agreement for company ships in Honolulu on that day, the Paint and Rigging Gang working under the SUP/Matson Maintenance Agreement, and Honolulu standbys working under the Extra Maintenance Agreement. It is not a holiday in West Coast ports.

**Good Friday:** All SUP halls will be closed on Friday April 2, in observance of Good Friday. Under our Agreements with Matson and APL, unlicensed personnel shall be granted a three-hour holiday between noon and 3:00 PM and overtime paid if required to work during those hours. The Honolulu Branch will be closed all day on April 2 due it also being an ILWU Local 142 holiday. Therefore, it is also holiday for Matson ships in port and for those working under the SUP/Matson Maintenance and Extra Maintenance Agreements.

## March 6, 1885

This month of March is the sailors’ month. On Saturday March 6, 1885, the Union celebrated the 135th anniversary of its founding at a meeting of sailors at the foot of San Francisco’s Folsom Street on the Embarcadero. March is also the birthday month of two famous leaders of the SUP, Andrew Furuseth on March 5, 1854 and Harry Lundberg on March 25, 1901, both luminaries of American labor history. The passage of the Seamen’s Act, made possible by a 20-year struggle by Furuseth to free merchant mariners from an institutional indentured servitude, was signed into law on March 4, 1915. Through it all the SUP has survived violent union-busting attacks, pressed endlessly for Union rights, launched historic strikes that led to foundational American labor law, all while surviving wars, recessions and depressions and now this – its second pandemic. It was the many decades of hard work by generations of sailors, work now taken up fresh by new and capable hands, that keep the fires burning for what seamanship rightly is — an honorable and useful calling. Happy birthday to the SUP.

## Action Taken

- M/S (Idris, several) to concur in previous actions of regular/emergency committees. Carried unanimously.
- M/S (Reed, several) to approve the allocation of RRF increase to wages. Carried unanimously.
- M/S (Smith, several) to ratify the UFCW Local 5 contract. Carried unanimously.
- M/S (Worth, several) to ratify the Foss effects settlement. Carried unanimously.
- M/S (Coulter, several) to approve the tentative terms of revised APL RTS Agreement. Carried unanimously.
- M/S (Rallos, several) to concur in the balance of the President’s Report. Carried unanimous.

Dave Connolly



**THE TIES THAT BIND:** aboard the tankship *PAX* in Japan is SUP AB’s Ruben Cortez, Frank Duffin, and Sergio Robles. Over the course of eight months, these sailors endured extreme COVID-related restrictions, long relief delays, earthquakes, and typhoons. They also got the splicing done before departure. *PAX* is a shallow draft tanker built in 2008 chartered to the U.S. military.



# SUP BRANCH REPORTS

## HONOLULU

March 2021

**Shipping:**  
Shipped the following jobs in the month of February:  
0 Bosn steady, 1 Bosn relief, 0 Bosn return, 1 AB Day steady, 1 AB Day relief, 0 AB Day return, 1 AB Watch steady, 0 AB Watch relief, 1 AB Watch return, 1 AB Maint, and 0 OS Watch steady . The shipping jobs were filled by 4A cards, 2 B cards, 0 C cards, and 0 D card.

Standby jobs: Shipped 15 standby jobs. The standby jobs were filled by 2 A card, 12 B cards, 0 C card, and 1 D card.

**Registered in Honolulu:**  
9 A cards, 21 B cards, 7 C cards, 4 D cards

**Ships checked by phone and email:**  
*Manukai, DK Inouye, Kaimana Hila, Manulani, Mahimahi, Maunawili, Lurline, RJ Pfeiffer, Matsonia,* and the Paint and Rigging gang. All are running with few or minor beefs except for the restricted to the ship beefs.

*APL Guam* — no major beefs, *APL Saipan* — no major beefs, *USNS Charlton* — no major beefs, *USNS Watson* — no major beefs

**Agents Report:**  
Good news for all Sup members who are in Hawaii. Kaiser Hawaii is now vaccinating all essential workers with the Covid-19 vaccine. You can go online or call Kaiser (808-432-0000) and make an appointment. I made an appointment on 2-24-21 and my first vaccination shot on 3-2-21. Tell them that you are an essential worker when you make the appointment, then come by the hall where I have 3 letters from the SUP, Matson, and the Dept. of Homeland security stating essential worker status. Take them and your Twic card and MMC when you go in for your appointment and get vaccinated. I just showed them my TWIC card and they didn't ask for any other proof of being an essential worker.

Again, I remind all delegates to send me or Matt Henning the red-lined OT sheets showing when and where they are being restricted to the ship. If you can't scan and email them to me or Matt give to the Paint and Rigging gang in Honolulu for referral to me.

For Hawaiian members you can email [covidexemption@hawaii.gov](mailto:covidexemption@hawaii.gov) and request an exemption for you to leave the ship while in a Hawaiian port for approved transit from the ship to your home address and back to the ship to work. Matson will only allow this exemption for ships on the pineapple run, not on the China run. You will need to tell the covidexemption people that you are a Matson crewmember and give them your rating (on which ever ship you are on) and your home address.

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

*Mahalo, Michael Dirksen*

## SEATTLE

March 2021

**Shipping:**  
1 Boatwain shipped to an A member; 1 AB/D and 1 Navy AB went to an A and B card; 3 Patriot OS's went to 3 D cards; 1 GVA taken by a D registrant; 1 GVA to a B card. Matson called for 2 Standby Boatswains filled with an A and C card, and 18 Standby AB's filled with 1 A, 7 B, 3 C and 7 D cards.

**Registered:**  
1 A cards for a total of 8; 5 B cards for a total of 10; 2 C cards for a total of 22 D cards for a total of 5

**Agents Report:**  
This month I represented the membership at the Martin Luther King County Labor Council.

COVID protocols have made the relief process extremely difficult for members and dispatchers alike. If you don't have your ducks in a row there is no longer much grace time to correct discrepancies or furnish missing documents. Several Seattle members were held up because they submitted their applications to the Coast Guard in the wrong format. Almost a month went by before they were informed that it had to be resubmitted. The Coast Guard only accept emails with attachments in PDF. No pictures, no zipped files, and no fax. Bring your applications to me or ask Kaiser to fax them to me when complete and I will immediately submit them for you. I will copy you in the email, so you have confirmation of submittal.

Another big problem, before you surrender your passport for renewal call me. Without that you aren't going anywhere. The State Department recognizes this and accepts dispatched sailors with a letter from the Union or employer for expedited service.

*Fraternally, Brendan Bohannon*

## WILMINGTON

March 2021

**Shipping:**  
Shipping: Bosun: 1 AB/W 6 , AB/D: 3, OS/ STOS: 3, GVA/GUDE: 0. Standby: 40. Total Jobs Shipped: 53

**Registrations:**  
A: 23, B:38, C:4, D:5

**Ships Visited:**  
Checking in with ships by phone and email

**AGENTS REPORT:**  
All ships sailing in and out occasional clarifications.

Shipping has been very slow in Wilmington, rotary jobs on Matson and APL turning over every week. The rotation of Patriot Contract Services jobs has slowed due to the number of various regulations depending on what country you are flying into.

Covid-19 has changed the way we live and work, it's been a year now but things are looking up, check with your local health department or medical provider to see where and when you can get vaccinated.

When your dispatch is complete, clean your room before leaving the ship.

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

*Fraternally Submitted, Leighton Gandy*

## VICE PRESIDENT'S REPORT

March 2021

**Ships checked- March.**

*APL President Wilson* — Jonnell Hodges, delegate. Port congestions and delays are the standard for all APL ships on the West Coast. Mike Henderson, Bosun.

*APL President Eisenhower* — Rey Clores, delegate. In and out of Oakland with little or no beefs. Clarification on shipping rules. Jennifer Corner Ibara, bosun.

*APL Gulf Express* — Christian DeMesa, delegate. Ship is running smooth with little or no beefs. Getting into the tough months where summer heat never lets up. Aaron Weibe, bosun.

*USNS Sisler* — Edwin Narvasa, delegate. On the hook in Diego Garcia, majority of the crew departed in March. Chris Cupan, bosun.

*USNS Dahl* — Alex Glosenger, delegate. Ship leaving dry dock and headed out for sea trials in late March. Kim Dulay, bosun.

*USNS Pomeroy* — Another ship with a large crew change request in March. Unfortunately, not all dispatches were able to clear medical in time for quarantine. Jeff Nicholas, bosun.

*USNS Watkins* — Stephen Alarcon, delegate. No major beefs, ship is stationed in Korea. Cosme Bigno, bosun.

*SLNC PAX* — Mitch Laskowsky, delegate. Ship calling Guam, Korea, and Marshall Islands regularly. Clarification on "gangway up" order.

*Cape Orlando* — Ship back in Alameda, California after a successful shipyard in Portland, Oregon. Despite all the rumors ship will not be calling Olympia home for now, possibly Mare Island in the near future. Dennis Sumague, bosun.

*Cape Horn, Cape Henry, & Cape Hudson* — Docked in San Francisco, ROS. Several new crew members dispatched this past month. Remember to clean your room before signing off the ship.

**Activations** — This past month the USNS Dahl, Charlton, Cape Orlando, Cape Texas all went from RAV or ROS to FOS with little to no warning. Thank you to all who stepped up when called upon and completed the dispatch with no issues.

I represented the SUP at the monthly Alameda Labor Council meeting. Please remember to check your documents. While there are many extensions given by the Coast Guard right now, they do not always work for a particular dispatch. Please keep your documents current and if you have questions, ask them.

*Matt Henning*

## BUSINESS AGENT'S REPORT

March 2021

*Manoa* — Mick McHenry, delegate. In at Oakland Berth 62 after *Mahimahi* crew "cross-decked" over to *Manoa* in Shanghai shipyard. *Manoa* slated to take *Maunawili* northern triangle run. Bosun Remoni Tufono returned from trip off.

*RJ Pfeiffer* — In at Oakland Berth 63. Delays up and down the coast due to COVID-19 due to longshoremen gang shortages. Honolulu restrictions continue, not able to pick up medications, take care of personal business, or attend an appointment for a COVID vaccination. Isnin Idris, delegate and Art Garrett, Bosun.

*Matsonia* — Scott Hudson, delegate. In at Oakland Berth 63. Clarification on watch change and overtime. Sailed for Long Beach with no beefs. Dave Reinking, Bosun.

*Lurline* — Dave Mercer, delegate. In out of Oakland Berth 62 with no issues running smooth with Patrick Weisbarth, Bosun.

*Maunawili* — Jerry Komoto, delegate. End of February switching over to the China run. In good hands with Gerry Marshall, Bosun.

*Mahimahi* — In China drydock scheduled through late June.

*President Wilson* — Jonnell Hodges, delegate. Quarantine delays and re-crewing complete with last COVID test prior to joining. Company provided transportation to Pier 50 for launch to ship. Finally, cleared and underway. Michael Henderson, relief Bosun.

*President Truman* — Manual Davis, delegate. Second void test prior to joining. Clean sweep with all negative results. Joined at anchor. In good hands with relief bosun Ariel Odion.

*Cape Orlando* — Rhonda Beniot, delegate. Pirotriot called for a crew to sail the ship out of Swan Island shipyard in Portland. Departing March 9 for Pier #2 in the old Naval Air Station, now Alameda Point in Alameda CA. Running smooth with Dennis Sumague, bosun.

*Cape Henry* — Pier #96, San Francisco. Steady in the Ready Reserve. Noel Itsu-maru, Bosun.

*Cape Horn* — Pier #50 San Francisco. High state of readiness with Chris Bunheirao, Bosun.

*Cape Hudson* — Pier #50 in San Francisco, in good shape with Phil Coulter, Bosun.

*Admiral Callaghan* — Pier #2, Alameda. In ROS but ready in reserve. Joel Schor, Bosun.

**San Francisco Bar Pilots** — Pier#9. Big Mike Koller, delegate, off the binnacle list and back to work. Outside training in full swing. Running smooth with Leo Moore, Dock Bosun

Dispatched as per normal and otherwise worked in the front office. If documents have less than 6 months of validity before expiration it is past time to renew.

*Roy Tufono*

