




West Coast Sailors

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SAN FRANCISCO, CALIFORNIA

Monday, March 21, 2022



With the deck stacked against them, the forerunners of today's Union took a stand on March 6, 1885 against violence both physical and economic, and in so doing turned a system of legalized indentured servitude into a springboard of progress, democracy, fairness, and prosperity. Legendary success but the fight goes on.

Long live the SUP!

Federal Budget Approved

Biden, Congress Agree on Full Funding for Maritime and Tanker Security Program

Congress has approved, and President Biden has signed into law, the Fiscal Year 2022 spending package that will fully fund both the Maritime Security Pro-

gram and a new Tanker Security Program.

The MSP is funded at \$318 million, which provides a \$5.3 million stipend per ship, and the TSP is funded at \$60 million, providing each vessel with \$6 million.

The legislation also includes \$13.6 billion in military and humanitarian aid for Ukraine.

Legislators moved rapidly on the bipartisan legislation, which passed the House of Representatives late on March 16, less than a day after it was introduced, and cleared the Senate 24 hours later.

The TSP is a planned fleet of 10 commercial U.S.-flag petroleum product tankers to support America's strategic defense needs by reducing the military's reliance on foreign-flag vessels. As a newly authorized and funded program that benefits the U.S. merchant marine, it is a significant and historic step forward in the maritime policy of the United States.

MARAD has the authority to immediately start the process of soliciting applications from companies for the enrollment of vessels in the new program.

For more information on the federal budget see the SUP President's Report on page 10.

RUSSIA INVADES UKRAINE

NATO Forces On High Alert; Merchant Ships Attacked

Early on February 24th, Russian forces attacked Ukraine. It was the beginning of the largest land war in Europe since 1945. The vastly superior Russian invasion army was slowed by fierce and unexpected resistance, but lethality increased as the invaders targeted a broader civilian population. More than three million people became refugees as they sought safety in the west across the Polish border. Russian artillery and rocket fire have cut off essentials like electricity, medicine, water and heat to many Ukrainian urban areas, and soon civilians themselves became the targets of a campaign of death and terror. Many people are sheltering in basements and tunnels. In Kyiv alone, some 30,000 people are sleeping in the subways.

Death tolls are uncertain in the fog of the information war and propaganda, as well as the lack of official reporting, but even the most conservative estimates put them in the tens of thousands. What-

ever the numbers, the United Nations noted that actual numbers are likely far higher.

On the battlefield, the military maxim that "Amateurs talk strategy, professionals talk logistics," (often attributed to Gen. Omar Bradley) came to the minds of many observers as the invasion from the north toward Kyiv faced serious logistical challenges in addition to the heavy resistance from Ukrainian fighters. Reports of Russian desertions, self-sabotage and low morale were a common theme, although lacking in quantification and verification. In the south greater advances allowed the capture of the city Kherson, surrounding the city of Mariupol as part of a bid to seize the entire Black Sea coast including Odessa.

In the Black Sea itself, attacks on unarmed merchant ships increased dramatically and shipping was disrupted there and around the world. At least

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White House Supply Chain Fix: Invest in U.S. Flag Shipping

The Biden White House issued seven reports on supply chain issues with specific maritime recommendations meant to address the pandemic bottlenecks and other problems. Many of the recommendations are pro-labor and pro-U.S.-flag and could have a long-lasting positive effect if brought to fruition by legislation.

For merchant mariners, chief among the many points was this on U.S. flag shipping: "Explore the potential to increase U.S.-flagged ships, shipping companies, and shipbuilding. Currently, less than 2 percent of cargo in U.S./international trade moves on U.S.-flagged ships. America's international trade consists of a fleet that is mostly foreign-built, leaving the country vulnerable to international disruptions. Investing in the portion of trade on U.S.-flagged ships would provide more reliability for a critical portion of the supply

chain both inside and outside U.S. borders while strengthening economic and national security. Investing in U.S. ships could also speed offshore wind deployment. Action could also include working to improve enforcement of the Cargo Preference Act to stimulate demand side for U.S. ships."

The report (actually seven reports) is the product of interagency work of the last few months including information gathered by the Supply Chain Task Force and Envoy John Pocari. The efforts of the Task Force were supported by the SUP and the TTD and many other maritime and transportation unions. As ambitious as it is, there is also the practical matter of fixing a policy position, which will serve as guidance in the legislative and regulatory process.

There are recommendations favorable to the

continued on page 5

UK Ferry Workers Fired by Video Cheap Labor Replacement Spurs Protests

A British ferry company laid off 800 people with immediate effect on March 17, 2022, many of them by video, leading to international travel disruptions and condemnation by the Rail Maritime and Transport Union (RMT), government officials, and others. It plans to cut service and replace staff with cheaper labor.

On March 18, the company's ferries were at a standstill, without staff to crew its ships. P&O Ferries, which is owned by DP World, a shipping company based in Dubai, said on its website that there would be significant disruption to its services over the next few days as it became "a more competitive and efficient operator." Workers, their

families, Unions, and community members attended protests on Friday in the English port cities of Hull, Dover and Liverpool and the Northern Irish port of Larne.

Mark Dickinson, the general secretary of Nautical International, a maritime workers' trade union, said as he was leaving a protest of about 400 people in Dover that he had never seen a moment so low in his 40 years in the industry.

"I just think there's been quite a bit of this hiring and firing lately, and this is the latest example," he said. In Britain, an island nation, seafarers are not thought of as essential workers, even though they

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

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

Political Fund

- Peter Winter \$100
- Chris Bunheirao \$10
- James Linderman \$50
- Vincent O'Halloran \$200
- Kate Healey..... \$100
- Jonathan Pampilon \$100
- Ron Reed..... \$50
- Steven Ross \$100
- Julie Ortiz \$50
- Michael Koller \$50
- Dave Connolly \$200
- Erick Weiss \$100
- Geoffrey Knight \$100
- Richard Kahalewai..... \$50
- Abe Acosta \$50
- Joe Mantanoa \$50
- Arthur Garrett \$100
- Roy Tufono \$100
- Thomas Tynan \$50
- Jennifer Corner \$25
- Cliff Toralba \$40
- Ron Reed..... \$50
- Isnin Idris \$200

Organization/General Fund

- Peter Winter \$100
- Nicholas Marinovich..... \$200
- Ron Reed..... \$50
- Thor Erikson..... \$40
- Richard Kahalewai..... \$50
- Abe Acosta \$50
- Patrick Weisbarth \$100
- Ron Reed..... \$50

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- Peter Winter \$100
- James Linderman \$50
- Thor Erikson..... \$10
- Edwin Pastolero \$30

Final Departures

Kenneth Thueringer, Bk#8766. Born in Washington in 1964. Joined SUP in 2003. Died in Auburn, Washington, February 20, 2022. (Active)

Michael Villegas, Bk#864. Born in the Philippines in 1944. Joined SUP in 1993. Died on February 8, 2022. (Pensioner)

SUP Meetings

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

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

SUP Welfare Plan and SIU-PD Pension Plan Notes

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 in order 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.

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.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin, MPP and 401(k) Plans, Death Benefits martinpatty59@sbcglobal.net

Gina Jew, Claims gina@marinersbenefits.org

Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

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

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

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

SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

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

Name and Membership	Number	Seatime	Rating	Seniority
Julie Ortiz	Bk#2475	6 yrs.	A.B.	A
Jonathan Pampilon	BK#3885	6 yrs.	A.B.	A
Jonathan Clark	BK#4831	6 yrs.	A.B.	A
Brent Johnson	B-19714	1 yr.	A.B.	B
Abdulgabar Shahbain	B-19715	1 yr.	O.S.	B
Felix Sandoval	B-19716	1 yr.	A.B.	B
Ernest Boyd	C-2902	30 days	A.B.	C
Blair Sjoberg	C-2903	30 days	O.S.	C
Andrew Barber	C-2904	30 days	O.S.	C
Salvador Millanar	C-2905	30 days	A.B.	C
Gene Lane	C-2906	30 days	A.B.	C
Michael Pellom	C-2907	30 days	O.S.	C
Luis Abea	C-2908	30 days	O.S.	C

Ratings: Bosun Stamp

Thomas Kaleiopu	Bk#3186
Phillip Coulter	Bk#4824

Membership and Ratings Committee's Report: Paul Fuentes, BK#2239, Chris Bunheirao BK#5749, and Haz Idris, BK#888.

A's Swing and Miss: BCDC Advisory Panel Votes Against Ballpark

A waterfront advisory panel for a key San Francisco Bay watchdog agency voted narrowly March 16, 2022, to not support the Oakland Athletics proposed stadium on port land.

The vote by the San Francisco Bay Conservation and Development Commission's Seaport Planning Advisory Committee doesn't mean the game is over for the A's plan, which includes a 35,000-seat ballpark, 3,000 market rate and affordable housing units, 1.5 million square feet of office space, 270,000 square feet of retail, 400 hotel rooms, a 3,500-seat performance center and 18.3 acres of new parks and open space.

The committee's decision is merely a recommendation to the full BCDC, where two-thirds of the commission would need to vote in favor of removing the 50-acre Howard Terminal site from port priority use to enable the ballpark.

However, the decision by a 5-4 vote with one abstention does mean that the path to an approval for the project might have gotten a little narrower. By law BCDC must decide by July 7 to remove Howard Terminal from port priority use for the A's project to move forward.

BCDC is expected to have a public hearing May 5 on the question of Howard Terminal's port priority use designation, followed by a June 2 vote. It also could vote on the measure June 16.

The A's have threatened to move the franchise, which has called the Coliseum home since 1968, to Las Vegas if the organization can't build a new ballpark in Oakland. The team also has threatened over the past 20 years to move to Fremont and San Jose in its quest for a new stadium.

Key to the Howard Terminal question is whether the site is crucial to the port's long-term ability to import and export goods from the 1,300-acre seaport. Maritime interests, which have joined with East Oakland residents to oppose the A's plans and push for the team to build a new stadium at the current Coliseum site, say the site is crucial to projected increases in the volume of cargo and keeping maritime cargo jobs. A lengthy public comment period prior to the advisory committee's vote featured more speakers criticizing the removal of the port priority designation — many from businesses or trades dependent on the port — than in favor of removing it to enable the stadium.

"Cargo ships need water, ballparks do not," said Lee Sandahl, from the International Longshore and Warehouse Union.

Howard Terminal, operated independently until bought by the Port of Oakland in 1978, began importing coal and exporting grain in about 1900 but currently is used as a site to store huge shipping containers, for cargo transloading, tug boat docking and truck parking and staging as well as for working training by the ILWU.

An important consideration by advisory committee members Wednesday was growth projections for the port. If Howard Terminal can no longer be used for loading and unloading deepwater ships, it could remain important for moving cargo in, out and around the port, and it could stop other parts of the port from filling the bay elsewhere to accommodate roll-on/roll-off goods — so-called "Ro-Ro" cargo, including cars.

SUP has opposed the project from the outset

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Shenzen Outbreak Causes COVID Lockdown

Déjà Vu All Over Again

Lockdowns across China are sending new shock waves through the global supply chain. Ports in particular could impact shipping and sailors.

The 17.5m population of Shenzhen, a vital export centre in the south of the country, has been placed into a week-long lockdown, as has the province of Jilin in the north, while Shanghai has also placed some new measures on its citizens.

Shenzhen, which caused supply chain chaos last year with a Covid outbreak near its main port of Yantian, announced on Sunday a citywide seven-day lockdown as coronavirus cases spike in China to levels not seen since the illness was first detected in Wuhan more than two years ago. Every citizen in Shenzhen will undergo three Covid tests this week while all manufacturing and commercial activities have stopped in the city, one of the busiest manufacturing hubs in the world.

The impact on terminal operations is still unclear. It appears that the Yantian Free Trade Zone will be closed from March 14 through to March 20. All vessels already loaded and departing Yantian

Port this week will depart as planned, however, no cargo will be able to load from next week and ships will probably skip the port.

Truck drivers entering Shenzhen are now required to hold negative Covid-19 test results within 24 hours, and get tested again upon arrival at the port. The city's ports are setting quotas on how many vehicles can enter each day, and operate based on a reservation system.

The last time Shenzhen suffered a similar outbreak, throughput at the world's third largest container port fell by approximately three-quarters. Closures followed by reopenings often create a whiplash effect and that can disturb the progress being made in the US to clear port backlogs. In Jilin province, meanwhile, reports are emerging on a lockdown across the entire province while in Shanghai, there is a partial lockdown with residents barred from leaving the city.

South of Shenzhen, Hong Kong is also suffering, with the city having some of the worst Covid statistics in the world with about 300,000 patients and their close contacts now under quarantine.



Felicity Ace Cargo Ship Sinks, Taking Burnt-Out Porsches and Lambos With It

Burning Car Carrier Sinks Under Tow

The car carrier Felicity Ace carrying luxury cars from Germany to the United States sank Tuesday in the mid-Atlantic, 13 days after a fire broke out on board, the ship's manager and the Portuguese navy said. The cars on board the Felicity Ace included Porsches, Lamborghinis and Bentleys, as was first reported by the Wall Street Journal. The crew of 22 was safely evacuated earlier with the assistance of the Portuguese Air Force.

Volkswagen said last week the damage to the vehicles was covered by insurance, and had confirmed the ship had sunk. Insurance experts said the incident could result in losses of \$155 million. Other estimates put the cost at more than five

times that number.

The Felicity Ace sank about 250 miles off Portugal's Azores Islands as it was being towed, MOL Ship Management in Singapore said in a statement. A salvage team had put out the fire.

The 200-meter-long vessel listed to starboard before going under, the ship's manager said.

Joao Mendes Cabecas, the captain of the nearest port on the island of Faial, told Reuters the ship sank as efforts to tow it began due to structural problems caused by the fire and rough seas.

"When the towing started...water started to come in," he told Reuters. "The ship lost its stability and sank."

The Portuguese navy confirmed the sinking, saying it occurred outside Portuguese waters at a depth of about 30,000 feet. A Portuguese Air Force helicopter evacuated the 22 crew members when the fire first broke out, setting the ship adrift.



Bipartisan Bill Aids American Workers in Offshore Energy

Would strengthen and extend the Jones Act against unfair competition

Sen. Bill Cassidy (R-La.) has introduced legislation aimed at leveling the playing field between US and foreign-flagged vessels involved in energy exploration in US waters.

"US and Louisiana mariners and maritime companies lose when foreign vessels, which do not pay US taxes, business taxes or payroll taxes, take advantage of loopholes to hire foreign workers for half the cost," Cassidy said in a statement. "This bill levels the playing field to give the American worker a fair shot."

His legislation, the American Offshore Worker Fairness Act, is cosponsored in the House of Representatives by Reps. John Garamendi (D-Calif.) and Garret Graves (R-La.).

It seeks to improve oversight of foreign-flagged vessels and the mariners who work on them. Specifically, it would:

- require that mariners on foreign-flagged vessels be US citizens or citizens of the nation in which the vessel is flagged;
- limit the number of visas that could be issued to the crew aboard each foreign vessel to 2.5 times the number of crewmembers on that vessel, which would allow for regular crew changes;
- require foreign vessels to prove

their ownership each year;

- require that the Coast Guard inspect foreign-flagged vessels annually to ensure compliance with the law and that crewmembers have TWIC cards issued by the Department of Homeland Security.

Existing law contains exemptions that allow foreign vessels to conduct certain offshore energy activities in US waters. Several legislators have said that the exemptions give foreign vessels a leg up in competition with US vessels and American mariners.

"Our bipartisan bill closes an egregious Jones Act loophole so that foreign-flagged vessels are held to the same high standards as US-flagged vessels developing our nation's offshore energy resources, including for offshore wind projects," Garamendi says. "As the former Ranking Member of the House Subcommittee on Coast Guard and Maritime Transportation, I know that American workers and US-flagged vessels are ready, willing, and able to do this work."

"This commonsense, bipartisan legislation closes a loophole that has long been exploited by foreign competitors to undercut America's maritime workforce," said Matthew Paxton, president of the Shipbuilders Council of America. "We applaud the efforts of Senator Cassidy, Representative Graves, and Representative Garamendi in showing leadership by standing up for the men and women of America's maritime industry."

New Omicron Variant Worries

Cases and deaths from Covid-19 have fallen dramatically in the US, but signs of higher rates of infection in other countries are prompting experts to warn that America has not yet reached the endemic phase.

Health experts note a rise in the BA.2 Omicron variant, which they say are driving rising case rates in Germany, the Netherlands, and the U.K. Some speculate that there is a connection with the war-driven migration from Ukraine.

While it's not yet clear if BA.2 will cause another surge so soon and the same consequence as the first Omicron outbreak, it is worrisome. First, the BA.2 variant has greater transmissibility; second, it is able to reinfect those who previously recovered from any strain of Covid. The BA.2 variant is estimated to be between 30 to 40% more contagious than the BA.1 strain.

"I would not be surprised if in the next few weeks we see somewhat of either a

flattening of our diminution or maybe even an increase," said Dr. Anthony Fauci said to ABC News.

Of the UK case uptick Fauci said: "Their intensive care bed usage is not going up, which means they're not seeing a blip up of severe disease."

"Whether or not that is going to lead to another surge [in the US], a mini surge or maybe even a moderate surge, is very unclear because there are a lot of other things that are going on right now," Fauci said.

Several countries in Europe are seeing another surge now, and early indicators, such as wastewater monitoring, show that cases may start to tick back up in the US. But it's not clear whether the reason for the surge is because of the variant's increased transmissibility or its ability to evade immunity, or countries' relaxed precautions and waning immunity — or all of the above.



GOING YARD: in a shipyard near Shanghai, the SUP crew of the *President Wilson* brave hardship and hassle to get the job done. From left is AB Ernie LaGramada, AB George Babbin, AB Giancarlo Thome, AB Jonathan Clark, and AB and delegate Sherwin Boyangin with bosun Chris Bartolo on the right.

Bulker Bombed in Black Sea Off Odessa; Merchant Shipping Takes Hit in Russia/Ukraine War

Turkish-owned bulk carrier *Yasa Jupiter* was hit by a missile in the Black Sea off the coast of Ukraine's Odessa, sustaining slight damage.

The Marshall Islands-flagged ultramax, owned by the Turkish company *Yasa Shipping*, was on its way to Romanian territorial waters. The company said one of the hatch covers was hit after the cargo was discharged in the port of Odessa, Ukraine's largest port. No injury or loss of life has been reported.

A statement by the Turkish General Directorate of Maritime Affairs said: "Following the information that a bomb hit the Turkish-owned *Yasa Jupiter* with the Marshall Islands flag off the coast of Odessa, which came to AAKKM, it was learned during the meeting that there was no request for help, that the ship was in transit to Romanian territorial waters, that there was no loss of life and that it was safe."

Other reports indicated the ship was hit by a missile in the No. 5 hatch amidships.

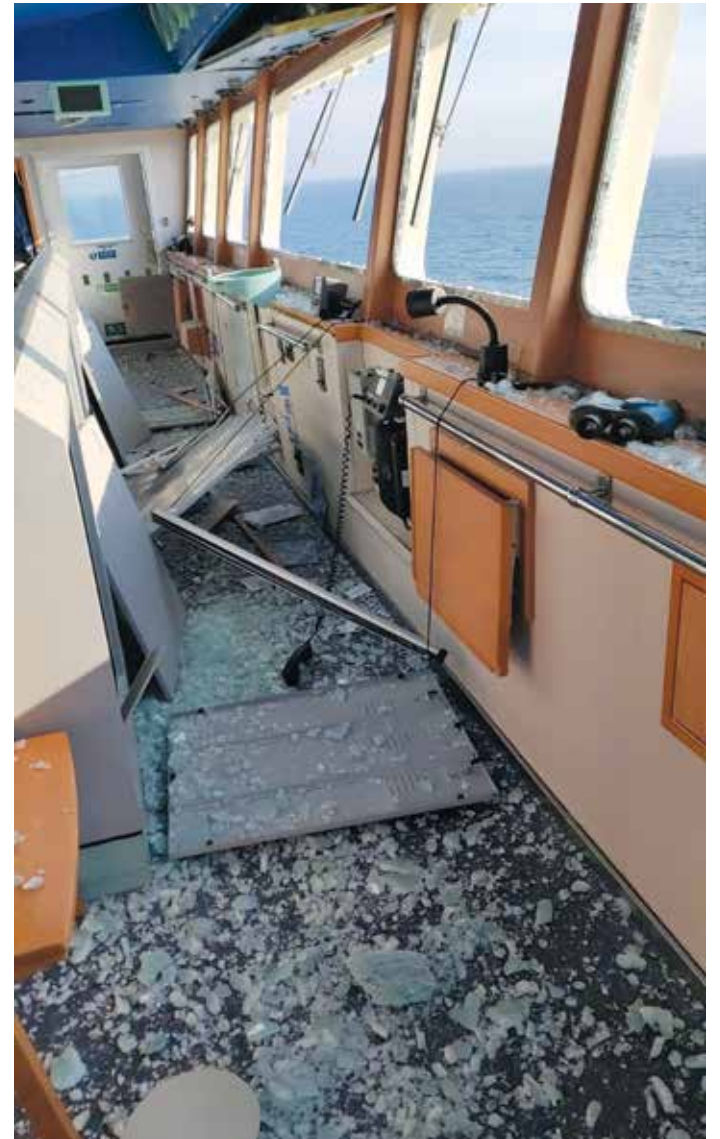
Russia's attack on Ukraine has led to the shutdown of the majority of ports in the country, while rail

transportation has also been suspended by the government. All commercial operations at Ukraine's seaports have been suspended by order of the Ukrainian military.

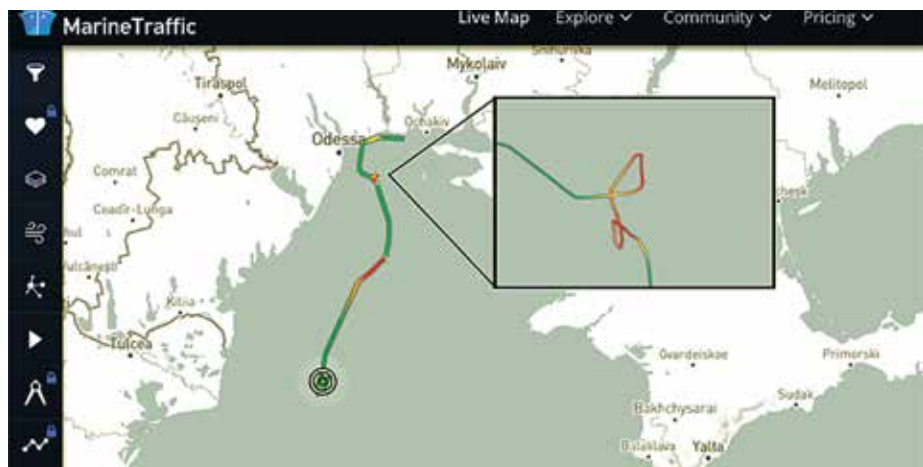
Russia earlier suspended commercial shipping in the Azov Sea until further notice but kept Russian ports in the Black Sea open for navigation. Nevertheless, maritime security consultancy *Dryad Global* advised all commercial operators to avoid any transit or operations within the exclusive economic zones of Ukraine or Russia in the Black Sea.

"As the situation develops, there remains a high degree of uncertainty regarding the freedom of navigation throughout the wider Black Sea. The primary risk to all vessels and commercial operations beyond the key risk area is commercial uncertainty rather than risk to the safety of the crew. No attempt should be made to access the Sea of Azov," said *Dryad Global*, adding that any vessel currently within Ukrainian ports should seek to leave immediately if deemed safe to do so.

Danish shipping giant *Maersk* has already decided not to call any ports in Ukraine and said it will stop accepting orders to and from Ukraine until further notice. "Services in Russia, meanwhile, currently remain available but are potentially subject to change as things develop," the company added.



Merchant ship attacked in Black Sea



Estonian-Flagged Ship Attacked Off Odessa

An Estonian-owned small cargo ship sunk in the Black Sea near Odessa in early March. The small ship may have been struck by a mine, other reports suggest Russian forces had commandeered the ship preparing for an amphibious assault. The Estonian Ministry of Foreign Affairs that later said all six crew members had been accounted for and were safe. Estonia is a member state of NATO.

The *Helt*, a 2,086 dwt cargo ship registered in Panama was reported to have been at anchor approximately 20 miles south of Odesa when the vessel was shaken by a large explosion. Crewmembers issued a "mayday" call on Channel 16 and abandoned ship into a life raft. The crew reported that the vessel had taken on a 70-degree list. The Estonian Ministry of Foreign Affairs confirmed the incident saying the circumstances "are still not clear and it is not known exactly what caused the sinking." The Ministry said all six crewmembers had been safely rescued.

Dryad Global is quoted a March 2 report from the State Border Guard Service of Ukraine "stating that Russian forces had taken the *MV Helt* hostage." Reports however vary widely as to what exactly transpired. Some outlets are saying that Russian forces threatened the small cargo ship and drove it into an unsafe area which was believed to have been previously mined by the Russians. Others are saying that Russian forces were using the vessel's AIS signal and it as cover as they positioned their forces for the assault on Odesa.

Reporting from *Dryad* says that the information they obtained stated that the vessel was fired upon and received a hole below the waterline. Images and reporting seem to indicate that the vessel struck a mine.

The incident comes hours after the northern half of the Black Sea and all the Sea of Azov was designated as "Warlike Operations Areas." Yesterday, NATO issued a



Estonian-owned cargo ship sinks in Black Sea after hitting mine

warning to all commercial shipping citing the previous attacks on merchant shipping during the first week of the war and warning that it was likely that sea lanes in the northern Black Sea had possibly been mined. The *Helt* is believed to be the fifth merchant ship to be attacked in the Black Sea due to the war in Ukraine.

IMO Calls For Special Session on Black Sea War Zone

Responding to international calls for action, the UN's International Maritime Organization announced that it will convene an extraordinary council session to free trapped sailors in the Black Sea and the Sea of Azov. The move comes as fear grows for the safety of seafarers in the region, especially near Odesa, which may soon be the target of an imminent

amphibious and land assault.

This week has seen the first merchant ship sunk during the conflict and the first confirmed death of a seafarer killed by a missile attack while he was on watch aboard a ship anchored off Ukraine. There is a long list of dangers for the IMO member states to discuss. Ukraine closed its seaports effectively trapping merchant

ships without the services such as tugs and harbor pilots to depart and straining the ability to reprovision the ships. NATO has warned that the waters around Ukraine may well be mined while security analysts have urged ships capable of departing to move outside the newly declared "warlike area" in the northern Black Sea. Equally concerning are the thousands of Ukrainian and Russian seafarers away from home working at sea as well as seafarers in the combat zone that will not be able to reach their jobs on ships.

The IMO's session will be held on March 10 and 11 as a remote session. The council consists of 40 countries elected to represent the global maritime community but other nations including Ukraine will be able to submit statements to the IMO Council.

An estimated 140 vessels currently stranded in or near Ukrainian ports. The German Shipowners' Association

estimated a similar number of around 100 cargo ships unable to depart from their ports in the Black Sea and the Sea of Azov.

This implies that with average of 20 crewmembers per ship "well over 1,000 seafarers would be stuck," said an industry source. It is unclear if they also included the smaller, coastal and regional cargo ships, such as the *Helt* sunk yesterday with a crew of six aboard. Estonian officials reported that all the ship's crew was rescued. The German Shipowners' Association (VDR), like many global organizations, condemned Russia's attack on Ukraine calling on Russia to protect merchant ships and seafarers. President of the VDR Gaby Bornheim said "We demand that all ships and their crews be allowed to leave the conflict zone unharmed. Russia must respect the freedom of navigation. Uninvolved merchant vessels must not be attacked."



On the evening of March 2 a Russian missile struck the Bangladesh-flagged *Banglar Samridhi* and killed a crew member. The ship had been delayed in Olvia since Feb. 24 after Ukraine closed its ports due to Russia's invasion and may have been caught in a crossfire. A video still shot caught the impact.

MEMORABLE SHIPS OF THE PAST



Shackleton's Shipwreck *Endurance* Found

More than a century after the loss of the *Endurance*, the famous ship of explorer Sir Ernest Shackleton's famous ship, was finally found at the bottom of the ocean in Antarctica.

Discovered at a depth of almost 10,000 feet, it was one of the most challenging shipwreck searches ever, although its rough whereabouts in the Weddell Sea were well known.

The expedition, which was the second attempt to find the fabled vessel, set out from South Africa in February and was nearing the end of their search period when they announced the result.

"The *Endurance* expedition has reached its goal. We have made polar history with the discovery," said Dr. John Shears, Expedition Leader.

The pictures are clear and stunning.

The wooden ship is remarkably well-preserved in icy waters that are free of wood boring micro-organisms and worms. The taffrail and helm, portholes, hatches and gear, seem nearly in working order. Even the gold lettering of the ship's name and polestar icon on the stern glow with a luminous presence, as though the ship slipped beneath the ice only moments and not a hundred years ago.

Sir Ernest Shackleton set out in 1914 to achieve the first land crossing of Antarctica from the Weddell Sea via the South Pole to the Ross Sea. The team of 27 men sailed there aboard the *Endurance*, a 144 foot long wooden three-masted barkentine built in Norway. They had attempted to ice strengthen the hull of the vessel which was 348 gross tons was outfitted with a coal-fired steam engine and sails.



Taffrail ship's wheel, and aft well deck of polar exploration ship *Endurance*, sunk in 1915, sparking an epic survival mission. (Photos courtesy of Falklands Maritime Heritage Trust and National Geographic)

She was built of oak and Norwegian fir. To withstand the challenges of polar expedition her sides were between 18 and 30 inches thick, with added frames that were also enlarged for strength.

A party was landed at the Ross Sea that was assigned to establish supply posts for the expedition to support the crossing party. While they established the outposts three men succumbed to the grueling conditions while Shackleton and the remainder of the crew proceeded to the Weddell Sea. The *Endurance* never reached land and became trapped in the dense pack ice, and after drifting helplessly the vessel began to break apart under the force of the ice. Shackleton abandon the ship and eventually the crew took up camp on the uninhabited Elephant Island. Shackleton and five

others then made an extraordinary 800 mile combination open-boat journey and overland trek to reach a whaling station at South Georgia. Shackleton then mounted a rescue of the men waiting on Elephant Island and bring them home without loss of life.

The wreck is protected as a Historic Site and Monument under the Antarctic Treaty. "We are overwhelmed by our good fortune in having located and captured images of *Endurance*. This is by far the finest wooden shipwreck I have ever seen. It is upright, well proud of the seabed, intact, and in a brilliant state of preservation. You can even see "*Endurance*" arced across the stern, directly below the taffrail," said Mensun Bound, Director of Exploration on the expedition.

White House Supply Chain Fix: Invest In U.S.-Flag Ships

continued from page 1

U.S.-flag fleet especially around cargo preference enforcement: "Explore the potential to increase U.S.-flagged ships, shipping companies, and shipbuilding. Currently, less than 2 percent of cargo in U.S./international trade moves on U.S.-flagged ships. America's international trade consists of a fleet that is mostly foreign-built, leaving the country vulnerable to international disruptions." This is a key policy pillar supporting ongoing and strengthening cargo preference, or Ship American requirements. Specifically, that it stimulates demand for U.S. flagged ships in traditional and growth areas such as wind energy. The report summed up that part by hammering home the notion that "Investing in the portion of trade on U.S.-flagged ships would provide more reliability for a critical portion of the supply chain both inside and outside U.S. borders while strengthening economic and national security.

The White House renew its prior commitments to Union workforce development. "Support[ing] the unionized labor force to ensure maintenance and further development of the skills and expertise necessary to support the efficient flow of freight in the future as well as to work through labor management partnerships to support talent development and retention." It blasted industry consolidation as one of many components adding to congestion woes.

"As in other industries, maritime shipping firms have pursued mergers and alliances between carriers to gain economies of scale and competitive advantages in the global marketplace. In 2000, the ten largest ocean shipping companies controlled 51 percent of the shipping market. Today, that figure is more than 80 percent. About 55 major ocean carriers—none of which are U.S. owned—have also formed alliances through which they pool vessels and capacity along defined routes. This

allows them to reduce the total number of ships needed to operate and facilitates the use of increasingly large ships. Ocean carriers, both alone and through their operating alliances, use their market power to control capacity and maintain shipping rates. For example, many container exporters and importers have raised concerns about ocean carriers and marine terminal operators charging high detention and demurrage fees, which are often passed onto shippers and cannot be avoided due to a lack of suitable alternative carriers at a given ports."

The report makes reference TO evaluating shipping disruptions for possible regulatory changes around high fees, blank sailings or port bypasses and changing schedules. Moreover, recognition of short sea shipping receive fresh mention: "Over-reliance on a handful of ports without a plan for alternatives

leaves the continuing risk for freight bottlenecks and congestion to arise again in the future", and in particular to "identify bottlenecks at port facilities and between ports and cargo owners, and develop a national strategy to address them, in collaboration with ports and port authorities, terminal operators. Include potential Federal funding options, such as the Port Infrastructure Development Grant and America's Marine Highways programs."

The Administration also called for an ongoing effort by "conven[ing] a Supply Chain Workforce Summit with the Departments of Labor, Transportation, Education, Commerce, Veterans' Affairs, and Defense and workers across the freight and logistics sector." The full report can be accessed at <https://www.transportation.gov/sites/dot.gov/files/2022-02> on the DOT website.

Labor Supports Supreme Court Pick

Labor unions applauded the selection of Judge Ketanji Brown Jackson to the U.S. Supreme Court to replace the retiring Justice Stephen Breyer. Judge Jackson is currently a Circuit Judge on the U.S. Court of Appeals for the District of Columbia Circuit. She has authored almost 500 opinions as a judge including several prominent decisions siding with labor unions after Government regulations were foisted on them to restrict their rights.

AFL-CIO President Liz Shuler said that, "Working people need a champion on the bench who will defend and protect our civil rights, including our right to organize in the workplace." She also noted

Judge Jackson's track record representing working people as an assistant federal public defender.

AFSCME President Lee Saunders said, "Working people have gotten a raw deal from the Supreme Court in recent years. The court has been part of a rigged system that has silenced our voices, rolling back our rights and freedoms while putting a thumb on the scale in favor of the super-wealthy and large corporations. At a moment when we must empower workers, making it easier to organize and stand together in strong unions, it is critical that the next Supreme Court justice interpret the law accordingly."



KEEPING UP THE JONES ACT: In at Oakland is the SUP crew of the Matson con/ro *Matsonia*. From upper left is AB Glen Milla, AB Aniceto Ocampo, OS Gabriel Moreno, Bosun Dale Gibson, AB Cosme Bigno, AB Rey Clores and AB Romelito Linatoc. Photo Roy Tufono

Congressional Support for Jones Act at Record Highs

The newly-elected American Maritime Partnership (AMP) President Ku'uhaku Park, declared Congressional support for the Jones Act at record highs. Speaking at a Capital Link Jones Act & U.S. Flag Shipping Forum, Park said, "I'm happy to report that overall support for the Jones Act in Congress and the Administration has never been higher than it is today. It has never been higher! An overwhelming majority of the Members of Congress in both parties and in both chambers support the Jones Act. In addition to the Congress, this Administration is extremely supportive of the Jones Act." he noted.

The American Maritime Partnership or "AMP", the national Jones Act coalition. AMP is the largest legislative coalition in the history of the American maritime industry, representing all elements of the

domestic maritime industry— ship operators, mariners, shipyards and associated pro-defense organizations. We've been around for 27 years.

Park noted that "The Jones Act is the fundamental law of our business, underpinning an industry that supports nearly 650,000 family-wage jobs and provides more than \$150 billion in economic value every year. Labor income for the exceptional mariners and other workers in this industry totals about \$40 billion annually. There are about 40,000 vessels in the U.S. domestic fleet – one of the largest domestic fleets in the world."

Park talked about how widespread the benefits of the Jones Act industry are, noting that "Louisiana, Florida, Texas and California are the top four states for American domestic shipping jobs, but

the industry's impact extends far beyond that. For example, the largest shipbuilding state is Virginia, but shipyards are clustered in port cities around the nation. The inland waterways of the United States, in places like Tennessee, Kentucky operate the most vessels. And of course, American ships carry essential goods in the non-contiguous trades of Puerto Rico, Alaska and here in Hawaii. U.S. tankers transport critical crude oil and refined petroleum products along the West, Gulf, and East Coasts of the nation.

In Congress, according to the meticulous and voluminous records of the AMP, the support of the Jones Act is tracked over very long periods of time. The organization records what the 535 members of Congress have said about the Jones Act and other coastwise laws. Often their positions are nuanced, and that is also tracked. That is information culled from public statements, personal interactions with the Congresspeople and their staff, and other data gathered over decades. AMP has determined based on the data that Congressional support has never been greater with bi-partisan and bi-cameral backing.

Historically, the Jones Act has enjoyed support for three reasons: national security, homeland security and economic security. Senior military officials and senior homeland officials have consistently

talked about the importance of the Jones Act to the security of our nation. The Jones Act also contributes to our economic security. 650,000 jobs. \$150 billion in economic impact. It is not lost on our elected leaders that repealing the Jones Act would be outsourcing our nation's jobs and security.

Officials in Congress and the Administration have noticed and appreciated the way the domestic shipping supply chains have remained stable, reliable, and cost-efficient during the crisis, said Park. The strong performance of the domestic fleet during the supply chain crisis is particularly powerful because of the emergence of China as a superpower with significant maritime ambitions. China has made clear its desire to control the seas. But the supply chain crisis has been a vivid reminder that allowing foreign control over American domestic shipping would create serious vulnerabilities. For example, Park said "in my home state of Hawaii, allowing state-owned Chinese shipping companies to control the route between here and the mainland would be unacceptable. That would allow Chinese carriers to use their economic leverage over Hawaii for purposes that would be contrary to our interests. That fact has been lost on no one. The current [supply chain] crisis makes the national security importance of the Jones Act obvious."

ILWU Holds Coastwise Caucus Ahead of Negotiations

Delegates from the International Longshore and Warehouse Union (ILWU) caucused in late February ahead of contract negotiations this spring. The July 1 expiration of the current West Coast contract comes against a background of large cargo volumes, supply chain bottlenecks, and possible terminal automation. Employers will probably focus on productivity and labor peace attempting to avoid possible scrutiny from Washington during a mid-term election year. Port slowdowns that occurred during 2015 negotiations attracted national attention. The presidents of both the Union and the shipowner group called Pacific Maritime Association were clearly aware of the consequences when PMA President James McKenna earlier proposed a one-year contract extension that was rejected by the ILWU President Willie Adams. Adams indicated that the ILWU understands what is at stake in this year's negotiations. "People and pundits should welcome [rejection of a contract extension] as fundamental

to the wellbeing of our ports rather than prognosticating disaster," Adams said.

ILWU Coast Committeeman Frank Ponce De Leon in the ILWU Dispatcher recently called out the profiteering of the container industry noting that "the onset of the pandemic quickly turned to outrageous profit making as demand for consumer goods surged in the U.S. along with container shipping rates. A container that before cost around \$2000 to ship from China to the U.S. West Coast can now cost U.S. import up to \$25,000." Much of that money goes to foreign companies with "virtually no regulatory oversight." Industry sources noted that while West Coast imports from Asia increased 13.2 percent last year, the coastal market share edged lower to 60.2 percent from 60.9 percent in 2020.

The in-person caucus in Long Beach followed strict COVID protocols to protect delegates, guests, and staff. Masks were required at all times indoors.

West Coast Longshoremen Refuse to Work Russian Cargo

ILWU: No Russian cargoes

The International Longshore Workers' Union (ILWU) - which handles collective bargaining for West Coast ports - announced Thursday that it will no longer work Russian cargoes or Russian vessels, inbound or outbound. "With this action in solidarity with the people of Ukraine, we send a strong message that we unequivocally condemn the Russian invasion," said ILWU International President Willie Adams. "West Coast dockworkers are proud to do our part to join with those around the world who are bravely taking a stand and making sacrifices for the good of Ukraine."

The ban on working Russian cargo falls into a long lineage of strong stands that the ILWU has taken in support of freedom and solidarity. South African cargoes were refused during the waning days of apartheid, among many other actions. (American passengers and military cargo are historically and uniformly exempt from such action.) As important as it is symbolically, as a practical matter, the decision to not work Russian cargo is not likely to impact on container traffic flow: Russian cargoes make up a fraction of a percentage point of the volume handled at LA/Long Beach, the

main West Coast seaport. Bulk cargoes, however, could potentially be affected up and down the coast.

Some dockers in Europe have refused to handle Russian LNG in a potentially significant move for the Russian export economy. In the UK, the government has banned Russian-flagged and Russian-owned vessels from its ports, but it has yet to ban Russian LNG cargoes - and this has unionized workers at the UK's largest LNG terminal concerned.

The LNG carriers Boris Vilkitsky and Fedor Litke are headed for Grain LNG — the largest LNG import terminal in Europe, according to British labor union Unison. The union represents around 200 workers at the terminal, and its leaders are calling on UK transport secretary Grant Shapps to stop them. Russia is the UK's third-largest supplier of LNG. "Grant Shapps must send these two ships packing. He needs to make it clear that all Russian ships are banned from every UK port and terminal," said Unison head of energy Matt Lay in a statement. "The workers at the National Grid terminal don't want to touch the cargo given the tragedy unfolding in Ukraine. These staff are determined to show their support for the Ukrainian people and uphold the sanctions imposed against Russia."

Biden Reaffirms Support for Jones Act

President Biden, meeting with the AFL-CIO leadership and principal officers of international unions on March 5, said once again he will not waiver in his longtime support for the Jones Act, the nation's freight cabotage law.

The president was responding to a statement from MTD Executive Board Member and SIU Executive Vice President Augie Tellez during the Wilmington, DE, gathering.

Tellez, who attended with MEBA Secretary-Treasurer Roland Rexha and MM&P President Don Marcus, thanked the president for standing with American mariners throughout his career as a Sen-

ator and Vice President.

He alerted Biden to new attacks being directed at the Jones Act in the wake of rising petroleum prices because of the Russian attack on Ukraine. The maritime contingent noted recent news columns trying to claim the Jones Act as anti-American.

Tellez also informed the president about the February announcement to create a second registry in the U.S. Virgin Islands that would take away cargo from U.S.-flag ships and jobs from American mariners.

Biden told Tellez, Rexha, Marcus and the other labor leaders he will continue to fight for American mariners and workers.

Hawaii Rep. Ed Case Seeks Jones Act Waiver On Oil

Instead of rallying behind the President and the policy of the United States to support Ukraine, Congressman Ed Case (D-HI) is using the war and humanitarian crisis to once again gut the Jones Act. And because President Biden, with the support of Congress, banned the purchase of Russian oil exports, Case asked for a Jones Act waiver on all oil products. The press release from Mr. Case said that the waiver action would allow foreign-flagged ships to carry U.S. and international oil from the mainland to Hawaii to replace the international imports of Russian crude that go directly into Hawaii.

The Jones Act, which requires cargoes between two consecutive U.S. ports to be carried in American-built, American-owned, and American-crewed ships, does not prevent import of oil. By the tortured logic of the anti-Jones Act lobby, however, maintaining the 100 year old law, somehow restricts the flow of crude to Hawaii. Case called it "necessary and unavoidable" falsely and cynically equating a strong Jones Act with something that helps Russia. In fact, the Jones Act has wide bi-partisan support in Congress, and military leaders routinely cite

it as fundamental to maintaining a viable maritime infrastructure that is essential to U.S. national security.

Case introduced a waiver and called on Jones Act Hawaiian carriers Matson and Pasha to support it. The last waiver order came from President Trump in 2017 when the Jones Act was temporarily waived to allow for disaster relief efforts to be shipped to Puerto Rico in the wake of Hurricane Maria.

That Case is here using the Ukrainian crisis as a pretext for the standard attack is obvious if brazen. "I join the vast majority of the people of Hawaii in support of your decision to ban imports of Russian oil..." Case wrote Biden. But Case implied that the U.S. must weaken the foundations of its national maritime infrastructure to "implement the full range of available sanctions against Russia for its unprovoked and unjustified war on Ukraine." Not waiving the Jones Act, that is, keeping it, is somehow unpatriotic for Case." In the letter Rep. Case blamed President Biden for high prices because of the Ukraine war and its impact on oil prices.

For more see President's Report on page 10.

Import Lull Eases Congestion in LA/LB

One of the 13 terminals at the nation's busiest container port complex at Los Angeles and Long Beach reports containers moving more quickly through the port. The ports were swamped last year by a 20% surge in imports during the Covid-19 pandemic. The bottlenecks caused weeks of delays and have added to rising shipping costs and accelerating inflation.

Most don't expect the present break to last, but they say that adjustments made in recent months, including the addition of space to hold containers off the ports, may help keep the ships and their cargoes moving.

The terminals are catching their breath during a seasonal lull in imports that occurs when factories in Asia slow or stop production during the Lunar New Year. Terminal operators also report a sharp decline of in the number of workers out sick with Covid-19 has also helped. A backup of container ships at anchor or queued up outside the ports, which reached a record 109 vessels

in January, fell to 48 in March. That's the lowest since September. Before the pandemic it was unusual for more than one or two ships to wait for a berth. U.S.-flagged ships, whether protected by the Jones Act or not, get priority status and generally proceed directly to berth.

The improvement has come as the double-digit annual growth in import volumes at the ports through the first half of 2021 has receded. The volume of inbound shipments rose just 1.8% in January. Import volumes are expected to pick up as many of the underlying supply-chain issues that caused backlogs in 2021 persist.

Warehouses still don't have enough workers or space to

process and store boxes, executives at companies in the region said, and trucking firms remain short of drivers and trailers.

Number of container ships waiting for a berth at the ports of Los Angeles and Long Beach since December 2020



Note: Data are through March 9, 2022. Source: Marine Exchange of Southern California

Carrier Price Gouging Investigation Begins in Congress

Following President Biden's State of the Union speech on March 2, in which he called out the pricing of ocean carriers, Congress has opened an investigation, alleging that their dramatic rate hikes charged to shippers may have fueled inflation.

Leaders of the Select Subcommittee on the Coronavirus Crisis and the Subcommittee on Economic and Consumer Policy — which operate under the House Committee on Oversight and Reform —

sent letters on Wednesday to heads of Maersk, CMA CGM and Hapag-Lloyd requesting information about their container rate increases and reports over the past year of exorbitant fees and surcharges.

The carriers are among 10 foreign-owned container ship operators controlling nearly 85% of the world's container capacity, the committees stated. Using this market power, the 10 carriers "appear to have raised shipping rates in 2021 far more than any increase in costs,"

resulting in \$150 billion in annual profits, or nine times greater than 2020.

"Affordable shipping rates are critical to ensuring that small- and medium-sized business owners can continue to make a living and provide goods and services to consumers at reasonable prices," wrote the committees' chairmen, James Clyburn, D-S.C., and Raja Krishnamoorthi, D-Ill.


"We are deeply concerned that [Maersk, CMA CGM and Hapag-Lloyd] may have engaged in predatory business practices during the pandemic, making scores of essential goods needlessly expensive for consumers and small businesses."

In their letter to Maersk CEO Søren Skou, they note that the world's second-largest ocean carrier's operating costs increased by 21% last year, but that the company increased its average shipping rates by 83%. "These price increases were particularly acute for the U.S. economy because the largest increases were in shipping rates between Asia and the United States." CMA CGM

also generated a significant gap between profit and cost increases, the committee chairmen pointed out. CMA CGM's profits of more than \$11 billion in the first nine months of 2021 were more than the company earned in the prior 10 years combined. "CMA CGM itself acknowledged that its increase in operating costs has been 'far more than compensated by the growth of shipping revenue, thus explaining the sharp increase in profitability,'" they wrote to CMA CGM CEO Rodolphe Saadé.

For Hapag-Lloyd's trans-Pacific route for U.S. imports from Asia, the company increased freight rates by a "startling" 75.3%," they wrote to Hapag-Lloyd CEO Rolf Habben Jansen.

"Charging these staggering rates, the company's revenues rose by approximately 71% during the first nine months of 2021 compared to revenue growth during the same period a year before, and overall profit generated during this period was roughly \$6.6 billion — approximately 1000% of the amount Hapag-Lloyd generated during the same period in 2020."



March 9, 2022

The President
The White House
1600 Pennsylvania Avenue, NW
Washington, DC 20500

Dear Mr. President:

On behalf of the undersigned American maritime labor organizations, we offer our strong support for the actions you are taking to combat the horrific and unjustified attack by Russia against Ukraine. This unprovoked attack not only threatens the right of freedom loving people in Ukraine to continue to live in a democracy but poses the most serious threat to our friends and allies in Europe since World War II.

Our unions and the licensed and unlicensed American merchant mariners we represent have never turned away from the challenges that must be faced to preserve the democratic way of life at home and overseas. As they did during World War II and in every conflict and international emergency before and since, the men and women of the United States-flag merchant marine stand ready to do what we can to support the strongest possible economic responses necessary to bring this conflict to a quick and successful conclusion. To this end, we strongly endorse your decision to end all oil and natural gas imports from Russia as well as the imposition of additional rigorous trade sanctions against Russia as deemed appropriate.

We understand and appreciate that these actions will likely have a negative economic impact on many of our fellow citizens and many of our members who are still struggling to recover from the impact of the COVID 19 pandemic. However, the men and women of the United States-flag merchant marine also understand that such a sacrifice is once again necessary in order for our country to provide the leadership the rest of the free world has come to expect and rely upon.

As our nation's fourth arm of defense, the United States-flag merchant marine and its cadre of American merchant mariners have a unique role and proud tradition of service to our country in time of war or other emergency. We again stand ready to work with you and your Administration to provide the support and service our country needs.

Respectfully,

David Connolly, President, Sailors Union of the Pacific
Paul Doell, President, American Maritime Officers
Don Marcus, President, International Organization of Masters, Mates & Pilots
Anthony Poplawski, President, Marine Firemen's Union
Michael Sacco, President, Seafarers International Union
Adam Vokac, President, Marine Engineers' Beneficial Association



MISSION READY: SUP crew aboard the shallow-draft tanker SNLC PAX in the lagoon at Diego Garcia is AB Dana Anderson, AB Tim Chaland, and Giorgio Pompei. In the distant background is the USNS Pomeroy, crewed on deck by the SUP.

Army Sends Armored Brigade to Europe

Historic First Use of Pre-positioned Equipment

As part of the American and NATO response to the Russian invasion of Ukraine, more than 7000 soldiers with the U.S. Army's 1st Armored Brigade, part of the 3rd Infantry Division, were activated. They are now deploying to Germany from Fort Stewart GA, the Department of Defense said. The 405th Army Field Support Brigade also fully activated its Army Prepositioned Stock-2 sites, to outfit the brigade, and for the first time in the brigade's APS-2 program history.

The Army logisticians are pushing out hundreds of vehicles and equipment pieces from their respective APS-2 sites during the second week of February.

The APS-2 draw of an armored brigade combat team plus enablers is currently in the process of being delivered to Grafenwoehr Training Area in Germany. The APS-2 equipment and vehicles are being

loaded onto military and commercial line-haul trucks and transported to Grafenwoehr Training Area in Germany.

The cargo includes tracked vehicles such as the M1 Abrams main battle tank and M2 Bradley fighting vehicle, Joint Light Tactical Vehicles, Paladins, generators, Palletized Load Systems and Load Handling Systems, Heavy Expanded Mobility Tactical Trucks, and more.

Speaking of the deployment the head of U.S. European Command and the supreme allied commander of NATO in Europe, Air Force Gen. Tod Wolters said "We are grateful to our allies Canada and the United States for their recent commitments to deploy an additional 7,460 troops, including an armored brigade combat team, artillery units, a naval frigate, and surveillance aircraft, to support this Alliance-wide effort."



During the initial draw of pre-positioned equipment in early February had more than 600 pieces including Humvees, heavy expanded mobility tactical trucks, medical equipment, generators, containerized systems, construction equipment and other support and sustainment equipment. That equipment was drawn from the prepositioned sites and sent forward to U.S. forces to augment command

and control, life support and sustainment capabilities in Eastern Europe. Thousands more are being drawn into the activation and shipped this month to Grafenwoehr to support 1st ABCT, 3rd Inf. Div.

Prepositioning military equipment around the world was first designed as Cold War strategy of both readiness and containment. Clearly, considering recent events, the strategy is back.

UK Ferry Workers Fired by Video

continued from page 1

have worked throughout the pandemic to bring food, medicine and other goods to the country, he said.

Nautilus said that P&O crew members received a notice early Thursday morning asking them to stand by for an important announcement. Employees were then told over video by a human resources official that they were losing their jobs.

The service disruption was likely to delay the movement of food, medicine and other goods between Britain and the rest of Europe, union officials said.

In an email Peter Hebblethwaite, P&O's chief executive, said that the company was reducing its crewing costs by 50 percent to set the business up for growth. He said that P&O Ferries had entered a new partnership with an international crewing company, and that crew members from that company would staff ships affected by the change.

Geoff Martin, a spokesman for the National Union of Rail, Maritime and Transport Workers, said that planned

protests and union efforts to get the workers rehired would continue. Politicians expressed outrage.

"It's much of the modern management technique — to just treat the work force like scum on the expectation that you can get away with it," Martin said.

"This is what happens when you repeal our Jones Act," said SUP President Dave Connolly. "Capital will ceaselessly chase lower costs and ambush and betray labor without the slightest hesitation.

A workforce that was only yesterday recognized as essential in the midst of a wicked pandemic, is now without legal protection told today to pack their bags.

"It is exactly the kind of international chaos invited in to the domestic waters of U.S. coasts, bays and rivers, our port cities and towns, and not for survival but profit. P & O fired its entire workforce for "growth," a better balance sheet and higher pay for corporate execs. Like national defense, maritime power cannot be entrusted to for-profit enterprise," he said.

Matson Reports Record Profits

Matson has reported fourth-quarter profits of \$394.5 million, or \$9.39 per share.

For the year, the company reported profits of \$927.4 million, or \$21.47 per share.

It posted fourth quarter revenue of \$1.27 billion and revenue of \$3.93 billion for 2021.

Matson is the leading US shipping company in the Pacific trade, with services to Hawaii, Alaska, Guam, Micronesia, the South Pacific, China, and Japan.

"Matson finished off a strong year with continued improvement in economic and business trends in our markets driving solid performance in both Ocean Transportation and Logistics," Chairman and Chief Executive Officer Matt Cox said in a statement.

He said significant demand within the company's expedited China service was the primary driver for an increase in operating income year-over-year.

Like other ocean shippers, the company has benefitted from high freight rates amid record imports and congestion of the supply chain.

"Supply chain congestion remains the current issue in the Transpacific trade lane due to ongoing elevated consumption trends, US domestic supply chain constraints, and inventory restocking," Cox said.

"For 2022, we expect these conditions to remain largely in place through at least the October peak season and expect elevated demand for our China service for most of the year."

Ready Reserve Force Vessels PATRIOT CONTRACT SERVICES (Admiral Callaghan, Cape Orlando, Cape Taylor, Cape Texas, Cape Trinity, Cape Victory and Cape Vincent) and MATSON NAVIGATION COMPANY (Cape Henry, Cape Horn, Cape Hudson) Effective January 27, 2022

Full Operating Status (FOS)

	Monthly	Daily	OT Rate	Supplemental			MPB
	Wage	Wage		Monthly	Daily	Pension	
Bosun	\$5743.39	\$191.44	\$44.06	\$3331.17	\$111.03	\$20	\$11.48
AB	\$4570.94	\$152.36	\$37.60	\$2651.14	\$88.37	\$20	\$11.48
OS	\$3146.82	\$104.90	\$22.48	\$1825.16	\$60.84	\$20	\$9.41
GVA/GDA	\$3690.31	\$123.01	\$22.48	\$2140.38	\$71.34	\$20	\$10.32

Unlicensed personnel shall earn fifteen (15) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata

Reduced Operating Status (ROS)

	Monthly	Daily	OT Rate	Supplemental			MPB
	Wage	Wage		Monthly	Daily	Pension	
Bosun	\$1781.94	\$254.56	\$43.63	\$118.80	\$16.97	\$20	\$11.43
GVA/GDA	\$1094.33	\$156.34	\$22.25	\$72.96	\$10.42	\$20	\$11.43

Unlicensed personnel shall earn two (2.0) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company.

The Hourly Overtime Rates above shall be paid for all work performed in excess of eight (8) hours on any day, Monday through Friday, and for all work performed on Saturdays, Sundays and holidays, in FOS and ROS.



SUP PRESIDENT'S REPORT

GOVERNMENT MATTERS

Solidarity with Ukraine: In a formal letter to President Biden, the SUP with other maritime unions together denounced the brutal attack on Ukraine and the Ukrainian people by Russian forces and stood with the Republic of Ukraine. The AFL-CIO announced its opposition and strong condemnation and the International Transport Workers' Federation (ITF), which represents seafarers and other transport workers around the globe, also called for an immediate ceasefire and especially for the strict adherence to international humanitarian and human rights law. The war is salt on the wound of pandemic stress piling on seafarers now being trapped and endangered in ways not seen in many years and not limited to the Black Sea.

In his State of the Union before Congress Biden walked the line, noting resistance without commitment to war. He said, "our forces are not engaged in conflict with Russian forces in Ukraine." In diplomatic terms that is correct. But when there is an invasion and armies clash, when civilians become targets, it is war. It is not, as the Russians claim, "a special military operation" to free Ukraine from militarization and Nazification. On the war's raging information front, the doublespeak proliferates. SUP members and all American mariners, so important to American and NATO military logistics, have a right to know what is going on and what it means. That's why we wrote the letter to the President: to call it what it is, to go on record against the unprovoked belligerence, and to remind everyone that we are standing by to do our part. Since the American Revolution our trade has done its part, in peace and war. Now we shoulder not only the tough sanctions against Russia, but also America's massive sealift necessities, so traditional and so suddenly relevant. The letter of the unified maritime labor movement is available at www.sailors.org and in the March issue of the *West Coast Sailors*.

State of the Union for Union Members: On a March 11 call with the White House, part of a State of the Union follow-up, the Director of Labor Engagement Erika Dinkel-Smith reiterated two key points: support for Ukraine, and support for Unions. Joined by AFL-CIO President Liz Schuler and Secretary of Labor Marty Walsh, together they listed the pro-Union accomplishments in both legislation and executive orders. At the forefront was the American Rescue Plan brought America back from the brink of COVID collapse and contained much needed financial support for Unions and working people. The White House also created Union Organizing Task Force which identified 70 ways to improve the position of American workers in the economy, and the President supported the critical labor reform bill called the PRO Act and its right to organize as the best way raise wages and fix income inequality.

Federal Budget and Maritime: In the maritime legislative arena, because of Union political power, the evidence of Administration support is clear: the federal budget that just Congress (1.5 trillion Omnibus spending bill) holds and builds the funding for the merchant marine. It funds at the full request \$318 million for the Maritime Security Program and \$60 million for the new Tanker Security Program (TSP). Because the TSP is a new program, it was authorized but could not be funded under a Continuing Resolution (CR), which happens in the absence of the political will to approve a budget and prevents any new funding. Now, for a major new program of support for the U.S. merchant marine, which is what the TSP is, to reach budget confirmation and establishment is a major victory for the U.S. merchant marine. It provides a platform for SUP job expansion and ranks high in the historical legislative advancements of the merchant marine. This budget also includes a strengthening and expansion of the Ship American (cargo preference) laws. Biden's support for the Jones Act is incontrovertible, his funding of the MSP did not waver, he created the TSP, and strengthened and expanded cargo preference renaming it Ship American. Already one of the most pro-Union Presidents ever, Biden has become like Franklin D. Roosevelt as a great champion of the U.S. merchant marine as well.

Enemies Foreign and Domestic: With reliable consistency the ferocious and shameless enemies of the American maritime labor and shipping seized on the war in Europe to push the old goal: repeal or temporarily diminish the Jones Act. The same tools of doublespeak at work in Ukraine – distortion, disguise, falsehood, misinformation,

and outright fact reversal – were in full display by the usual suspects in Washington. Sen Mike Lee introduced legislation called "Stopping Hindrances to Invigorate Ports and Increase Trade (SHIP IT) Act," which among other things would suspend the Jones Act entirely for any reason of congestion or backlog as a matter of national security, not to mention force automation of terminals, and allow for wide-open offshore lightering of all cargo. Rep Ed Case, representing Hawaii's First Congressional District, introduced a bill to waive the Jones Act for all Hawaii-bound oil products because refiners there have sometimes imported Russian crude. "I join the vast majority of the people of Hawaii in support of your decision to ban imports of Russian oil and other fossil fuel products," Case wrote to Biden. However, waiving the Jones Act he said is a "necessary and unavoidable action if we are to implement the full range of available sanctions against Russia for its unprovoked and unjustified war on Ukraine." But nothing in the Administration ban on Russian oil extends to other foreign-sourced imports of oil, and no waiver of the Jones Act will punish Russia. An American law that reserves for Americans the nation's domestic trade somehow aids Russia? Defective arguments based on the false equivalencies are commonly hatched when people have different agendas what they can publicly espouse. Case can't say, for example, "I want to make my rich business friends even richer by trying to reduce their transportation costs through a misrepresentation of American law using the Ukrainian war as a justification." Only the morally deficient can comfortably deploy the doublespeak that it is actually patriotic to weaken the American supply chain by waiving the Jones Act. We can be more direct: our livelihoods exist by American law. Those who attempt our legislative annihilation will meet with our vigorous resistance.

TANKER SECURITY PROGRAM

The Maritime Administration (MarAd) and the U.S. Transportation Command (TRANSCOM) held a meeting on the design of a Voluntary Tanker Agreement (VTA) program along the lines of the Voluntary Intermodal Sealift Agreement (VISA) Program as part of the new Tanker Security Program (TSP) implementation. Vice-Admiral Mewbourne for TRANSCOM presided along with Acting Maritime Administrator Lucinda Lessely with senior advisor Kevin Tokarski, and many companies and unions. I participated on behalf of the SUP.

Previous studies confirmed in prior National Defense Authorization Acts (NDAA) identified a shortage of tankship capacity as a major strategic shortfall of the American military. The meeting was directed at companies and unions as a program launch discussion. A wide range of impact was envisioned including the recruitment and training and roll out of specially trained tanker crews and using specialized equipment, such as the CONSOL modular systems that convert and adapt conventional tankers to underway replenishment operations. Some of the training would be done through the MSC school at Port Hueneme, California. The ships would be entirely clean product Medium Range tankers of 30,000 to 60,000 deadweight tons capable of carrying 250,000 barrels. More to come on this as it and the TSP develops.

MATSON SHORE LEAVE

On February 21, Matson issued COVID-19 Update #54, which reinstated shore leave for all crewmembers, subject to any local government restrictions. However, crews must continue to follow the COVID-19 prevention best practices including the following:

1. Wearing a face mask at all times while aboard the ship except in your stateroom.
2. Wearing a medical-grade or N95 face mask if available. Bandanas or other poor-quality masks are ineffective and unauthorized for use.
3. Remaining more than six feet away from crew, vendors, etc. when possible.
4. Washing hands and/or using hand sanitizer frequently.

New or returning crew may also avail themselves of shore leave. However, all new and returning crewmembers shall quarantine in their room outside of work hours, take meals in their rooms, social distance, and wash hands frequently for five days upon reporting and returning to the ship. The company is coordinating booster shots for crews in certain ports. Urge all hands to get the booster for safety and readiness,



COMMITMENT TO THE DEEP: The SUP crew at the final departure ceremony of Frank Portanier in San Pablo, California on February 25th. From left was Keith Miller, Tom Koppel, Colin Dewey, Allen Gonzalez, Gunnar Lundeborg, SUP Business Agent Roy Tufono, Diane Ferrari, Paul Fuentes, Tom Wilson, Peter Johnson, Mike Smith, Haz Idris, James Linderman, and in first row George Thanash, Ian Serra, and Bill Berry. Fair winds and farewell, Frank.

SUP President's Report continued

since it is widely acknowledged by medical experts as the most effective method of preventing infection of COVID-19. This particular round of restrictions had been in place since January 6, 2022.

Meanwhile, the Coast Guard on March 11, 2022, issued MSIB Number 02-21 Change-4 that reiterated and clarified the federal policy on ships and made no changes. Specifically mariners on "non-passenger carrying commercial vessels operated by a team of mariners who all live on the vessel" are exempt from wearing a mask. A mask will still be required when the vessel receives persons who are not a part of the team of mariners that live on the vessel. Though the CDC is no longer requiring masks wear in outdoor areas, operators of conveyances and transportation hubs" masks are still generally required. The Coast Guard mask policy exempts only children under the age of 2, a person with disabilities that prevent it, or a person for whom wearing a mask would create a risk to workplace health, safety, or job duty as determined by the relevant workplace safety guidelines or federal regulation. The Coast Guard also noted that details of mask use should be provided by the Company and said that no blanket policy to exempt all from mask wearing is approved.

APL NEGOTIATIONS

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 American President Lines, (APL Marine Services, APL Maritime) will expire on September 30th, 2022. We intend to bargain a new agreement and have made informal notification and discussions with management of that fact. Management will be formally contacted later but has given a preliminary response of the same intent. The schedule is to be determined, but in the meantime, members are encouraged to consider proposals and submit same in writing for contract improvements. All such proposals shall be collected by the Union and can be mailed to SUP HQ at 450 Harrison St., San Francisco, CA 94105 or emailed to dave@sailors.org or matt@sailors.org for referral to the SUP Negotiating Committee. The Offshore Agreement includes the General Rules, the SUP Work Rules, and associated appendices as well as the maintenance agreements. More information will be forthcoming as the schedule develops.

GOVERNMENT SHIP DISPATCH INCENTIVE

Our industry had structural mariner recruitment and retention problems long before the pandemic, but that slow moving disaster and its many additional requirements, contingencies, and dispatching headaches made it all much worse. Like every union and employer, the SUP has had to work double-time to ship qualified sailors and fill open positions. Every billet is important and every relief is critical, but the freedom of our rotary shipping system makes some positions are harder to fill than others. That liberty to work or not and to migrate between employers is essential to our conditions and our identity, but it comes with a responsibility to fill the billets. If members decline to take open jobs, it works like sand in the rotary gears, while the Union still holds a continuous responsibility to provide crew for all the ships. We have taken a range of mitigation measures including recruitment and training and other things too numerous to list but the problem persists, particularly in certain military ships. The membership has acknowledged the problem both in meeting actions of the past, and an obvious fact of jobs hanging. There are not many tools available to the Union in



BETWEEN YOU, ME AND THE FORWARD MAST is *Manoa* bosun Mike Worth AB Jack Forde, AB Kim Dulay, AB and delegate Gerry Marshall, OS Kai Kahlui and AB Lymel Gador in Oakland in March. *Photo Roy Tufono*

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these conditions, but seniority acceleration is one we've used successfully in the past.

Because the strength of all our Union contracts and benefit plans depend on performance, I recommend a temporary and mild acceleration of seniority accrual for all members serving in Patriot military ships, except the Ready Reserve. The membership has already recognized and approved the limited use of this tool in two previous occasions, most recently in October of 2021 in *Haina* and *Pax*, our Patriot shallow draft tankers. The dedication of our members employed in government ships today measures up well against the incredibly high standard of our forerunners and their famous history of delivering the goods. And then as now our performance in meeting our defense contract obligations has high consequences for the Union and all its members, commercial and government. This limited incentive seniority improvement recognizes the contribution of SUP government ship sailors. It comes with an unrestricted debt of gratitude.

To be clear, the Membership and Ratings Committee shall consider a one-and-a-half-day accrual for each day employed aboard Watson-class ships, or 1.5 times the normal day-for-day rate, as applicable to seniority upgrades for all existing and future Watson-class crew members for six months through August 31, 2022, unless extended by the membership. The same termination date shall apply to *Haina* and *Pax* as well but not to the Ready Reserve Force. The Membership and Ratings Committee shall take in to account all circumstances including among other things an applicant's service record as per the SUP Constitution and Shipping Rule No. 4. Mr. Chairman, recommend a six-month time-and-a-half seniority accrual in *Watson*-class, *Haina Patriot*, and *SNLC Pax*.

SAN FRANCISCO BAR PILOTS

SUP contracted employer San Francisco Bar Pilots Port Agent John Carlier notified the Union of a sharp downturn in revenue producing container traffic in the Port of Oakland and shipping in the San Francisco Bay generally. In discussion management considered alternatives but insisted that a temporary layup the P/V Pittsburg was the only effective response, beginning on March 9, 2022. Management among other things agreed that negative effects of the layup would only be borne by the least senior casual employees, and that the temporary status would not yet trigger a wider layoff situation. In coordination with Dock Bosun Leo Moore, there will be a reassignment of Pittsburg personnel among the run boat crews. Management also agreed to continuously monitor the situation, restore the Pittsburg to service as soon as possible, and to keep the Union informed.

HOWARD TERMINAL

Along with other maritime unions such as the MFOW, MMP, MEBA, SIU, IBU and the ILWU the SUP has opposed building a 12-billion-dollar luxury residential project with a ballpark attached at Howard Terminal in Oakland. It will eliminate irreplaceable industrial waterfront land, close forever a rare maritime terminal, and end any chance of restoration as an SUP workplace. Even without ships Howard's helps with container overflow capacity the Port needs to function. As a member of the East Oakland Stadium Alliance, we supported a new ballpark built at the existing Coliseum site where everything works and nothing is broken. The waterfront site, on the other hand, has problems of transportation, safety, dislocation of underprivileged people, and seaport compatibility. But on February 18, 2022 the Oakland City Council voted to approve the Environmental Impact Report anyway, and the project moved forward. There is still at least one major regulatory hurdle to clear, but Oakland's elected officials have now formally turned their backs on its maritime roots, economy, and workers. As the congestion and blank sailings of the pandemic persist but normalize, so too will major carriers keep skipping the Port of Oakland and its delays. This is how a great American port is relegated to backwater status in favor of tourism and real estate tycoons. Early in the process a highly paid lackey of the billionaire owners called to ask what could be done to get the SUP to support the project? On behalf of the membership, it was my pleasure to hang up the phone. [See Pg 2 update on issue.]

CALIFORNIA LABOR FEDERATION

Executive Secretary Treasurer Art Pulaski called on affiliates to attend a virtual Pre-Primary Convention on April 6, 2022, to lay the groundwork for the primaries in June and the general election in November. Mr. Chairman, I nominate SUP Vice-President Matt Henning and myself and such others as may be necessary to be shipped off the deck as per past practice to attend on behalf of the SUP.

TABLETOP BREAKOUT EXERCISE 2022

The latest in a series of annual tabletop exercises called Strategic Sealift Command Post Exercise (CPX) Breakout 2022 Plan is set to get underway on April 13, 2022. The exercise simulates the activation crewing of the MARAD Ready Reserve Force and MSC Surge Fleet on short notice. No members will be actually dispatched, and no ships will be activated for this exercise. Yet another burden put upon SUP dispatchers, the exercise nevertheless measures readiness and is important to decisionmakers in Washington and therefore it is important to us. It is conducted at the direction of Commander, U.S. Transportation Command (USTRANSCOM). Urge all hands to participate and have asked SUP VP Matt Henning to again coordinate the Union's efforts. Please contact any SUP agent to register for the tabletop roster.

HOLIDAYS

Harry Bridges Memorial Day: The Honolulu Hall will be closed on Wednesday, March 30, 2022, in observance of Harry Bridges' Memorial Day, which is an ILWU Local 142 holiday.

Cesar Chavez' Birthday: West Coast SUP halls will be closed on Thursday March 31, 2022, in observance of Cesar Chavez' Birthday, which is a longshore holiday under the ILWU Master Agreement and recognized by SUP agreements with APL and Matson ships while in West Coast ports. It is not a holiday at sea.

Dave Connolly

Sailors' Union of the Pacific 137 Years and Counting...



ANDREW FURUSETH BEEN THERE, DONE THAT

- ☑ Go to sea for a living?
- ☑ Suffer violence on deck and employment system of indentured servitude without legal recourse?
- ☑ Help form first lasting unlicensed Sailors' Union?
- ☑ Battle with the Employers/Government over right to exist?
- ☑ Fight unfair injunctions? Walk off ship in protest just before sailing? Run greatest strike in U.S. history?
- ☑ Represent Sailors imprisoned for quitting a ship?
- ☑ Handle wartime and pandemic operations?
- ☑ Form first International Seaman's Union?
- ☑ Write and ceaselessly lobby for passage of first laws ever that protected the rights of people who go to sea for a living?



At the launching of the Liberty Ship *SS Andrew Furuseth*, at the Kaiser shipyard in Richmond California on Labor Day September, 7th 1942. In the foreground holding the lifering was Furuseth's successor as SUP President, Harry Lundeberg. Taking just 78 days from laying of the keel to delivery, on October 8, 1942 the ship was delivered to the government and assigned to Matson Navigation Company for operation. Furuseth's legacy is large and complex and he lived through many eras. Among the greatest of his achievements was to end the feudal system of seagoing employment, which legalized the slavery of seamen. It took legal, legislative and direct action to overcome a brutal oppression. As a result, "Old Andy" became known as the "Abraham Lincoln of the Sea: the Emancipator of Seamen."



The Chevron tanker *Mississippi Voyager* approaching Southhampton Shoal channel in San Francisco Bay enroute to the Richmond Long Wharf. The *Mississippi Voyager* is engaged in the U.S. coastal trades and flourishing under the Jones Act. Vice-President Matt Henning visited the ship on arrival and found most things in good shape. Old hands and new members joining together to get the job done. Thomas Kaleiopu is the bosun and Ken Spease is the delegate.

Russia Invades Ukraine

continued from page 1

five commercial ships came under attack, shelled or hit with missiles in the Black Sea: four bulkers and a chemical tanker. The Nautilus Federation and other coalitions of unions have denounced the despicable action. International organizations have been attempting to aid the crews of the vessels while Ukraine and members of the European Union are calling on the International Maritime Organization to take action to aid the vessels caught in Ukrainian ports. The IMO has convened a special session to respond to the calls to aid trapped seafarers. IMO Secretary-General Kitack Lim said, "The security situation in Ukraine is impacting trade by sea. The safety of marine personnel including seafarers is vital. I urge all parties to take steps to ensure the protection of seafarers, vessels, and cargo."

The invasion brought widespread condemnation around the world. A vote of opposition in the United Nations was 141 to 5, and many financial institutions blocked or partially blocked all Russian transactions. Major airlines cancelled all flights to and from Russia, and corporations such as Apple, Visa, Mastercard, Ikea, Maersk, Nike and many others ended services and cancelled contracts. The Russian currency known as the ruble cratered to a value of about \$0.01 or one penny, and music, sports and other cultural events were cancelled. NATO countries rallied together for a unified and active response to not only oppose the invasion but to arm the resistance.

The labor movement joined the chorus. Liz Schuler, the President of the AFL-CIO announced that "unions from around the world are standing in solidarity with our union partners in Ukraine. We demand an immediate withdrawal of Russian troops..." Workers in the UK refused to offload Russian LNG cargoes, and the ILWU announced it would not load or unload Russian ships in any of its 29 ports. The Maritime Trades Department came out in strong opposition to the attacks against seafarers and the presidents of seagoing maritime labor issued a letter of condemnation. (special war coverage on page 4).

As the West Coast Sailors goes to press, more than 3 million refugees have fled the war zones, and many thousands of troops and civilians are dead. The United States has joined with NATO nations to impose deep sanctions on Russia and indiscriminate shelling has emerged as a terrible tactic as the fighting bogs down to stalemate conditions.



Dispatcher's Report

Headquarters — FEBRUARY 2022

Deck	
Bosun.....	2
Carpenter	0
MM	6
AB	3
OS.....	3
Standby S.F.....	6
Total Deck Jobs Shipped	20
Total Deck B, C & D Shipped.....	13
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.....	20
Total B, C, & D Shipped-All Depts....	13
Total Registered "A"	27
Total Registered "B"	34
Total Registered "C"	8
Total Registered "D"	14

SUP BRANCH REPORTS

HONOLULU

February 2022

SHIPPING: The following jobs were dispatched during the month of February: 1-Bosun return, 2 Bosun Relief, 2-AB Dayman steady, and 2 AB Watchstander steady. The dispatches were taken by 3 A cards, 2 B Cards, and 1 D Card. There were 21 Standby jobs dispatched.

REGISTERED: 10 A Cards, 16 B Cards, 2 C Cards, and 3 D Cards.

SHIPS CHECKED: *Charlton:* Except for delayed reliefs for some, all is well. Lisa Stelpstra Delegate, Jeff Nichols Bosun. *Dakar:* The gang is working hard to bring this ship up to our standard. Issues with Staterooms, Ice Machine, and provisioning standards are all being investigated. John Rezada Delegate, Rory Alexander Bosun. *DK Inouye, Kaimana Hila, Lurline, Mahi Mahi, Manoa, Manukai, Manulani, Matsonia, Maunawili, Mokihana, Paint & Rigging,* and R.J. Pfeiffer: Aside from Restriction to ship, there are few if any beefs.

AGENTS REPORT:

It would appear that the worst of the Omnicrom variant is behind us.

WILMINGTON

February 2022

Shipping: Bosun: 6, AB/W 11, AB/D, 6 OS/STOS, 4 GUDE 0 ,STBY 48. Total Jobs Shipped: 75

Registrations: A: 20; B: 35; C: 3;D: 5

Ships Visited: Checking in with ships by phone and email, occasional minor clarifications

Agent's Report:

Shipping has been very good in Wilmington, Matson and APL are being dispatched and filled weekly with an occasional call to headquarters to fill a job. Patriot jobs have been harder to fill due to Covid testing and requirements for travel to other countries. The majority of members here are vaccinated and we will return to holding meetings here at the union hall.

Anyone interested in MSC training, let me know, we need more MSC trained members.

Check your documents before you are ready to ship and when you receive new documents let me know so I can update your records. APL, Matson and Patriot require a Covid vaccination for members to be dispatched.

Fraternally Submitted,
Leighton Gandy
Wilmington Branch Agent

SUP Pensioners Join the Ranks of Retirement

Mike Dirksen..... 2/1/2022

John P. McAuliffe..... 3/1/2022

Ramon Duran3/1/22

Gypsy Gonzalez-Tarricone... 3/1/22

Shipping has returned to a semi normal state (fingers crossed).

There are still jobs hanging on the board, that need to be filled. For those of you that have the training. Your Brothers and Sisters need you to step up and take these jobs.

Please check all of your documents. If you have six months or less, start on the renewal process. It's better to have a little overlap on them, than to be stuck on the beach waiting for the Coast Guard to process them. If you need help with anything, I am more than willing to help you.

Fraternally Submitted,
Patrick Weisbarth
Honolulu Branch Agent

SEATTLE

February 2022

Shipping: 3 AB/D relief (3 B), 4 AB/W steady (2B, 2C), 1 AB/D return (A), 1Navy AB (B). Matson called for 1 Standby Boatswain (A) and 20 Standby AB's, filled with 7 A, 3 B, 8 C, and 2 D registrants.

Registered: 6 A cards for a total of 7; 11 B cards for a total of 10; 2 C cards for a total of 4; 2 D cards for a total of 4

Agents Report:

Maunalei has sailed to Asia for a trip, so standby job call will not happen on Tuesdays for a month or so. What will the future hold? We all know Matson... who knows what is coming? We still are looking at a standby deficit, so please make the Thursday job call to fill the ordered jobs for Pfeiffer and Manoa.

Thank you to Clinton Sieber for manning the office while I had some time off. He did an excellent job with truly little experience at this helm. No company has the same protocol for dispatch, and he rolled with the punches.

We are a fringe industry these days, lost from the view of popular media portrayed by the likes of Action in the North Atlantic, Lake Boat, and Captain Phillips that showed brief spotlights of what we do and the hardships we endure. However, we remain vital to our countries security and financial independence. There is nothing that our foes on the global stage would like to see more than the United States abandoning our sealift capacity and coastwise shipping jurisdiction. Seaman are needed.

In response, this month SUP Brothers Erik Williams Jr., Cory Burton, Elijah Bernal, and Bismark Pinera have taken advantage of their contacts with their local school district contacts to reach out to them and to pass on the great opportunities our industry offers. They will be speaking to guidance counselors and administration to see if any bright students may have a desire to make a mark in the trade. They will be engaged in mentoring the interested towards credentialing then fielding questions that arise from the many obstacles that come with the process. .

Fraternally,
Brendan Bohannon
Seattle Branch Agent

VICE PRESIDENT'S REPORT

February 2022

Ships checked — February 2022

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

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

USNS Soderman — Alex Sapien, delegate. Ship is leaving the yard and going FOS. Loading in South Carolina and then heading for Saipan. Lots of effort on crewing these critical billets.

Mississippi Voyager — Ken Spease, delegate. In at RLW with most things improving. New members signing up.

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

Cape V's and T's — Dispatching to these ships also a priority as the situation in Europe heats up.

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

Advising all that get the training to be ready to go to work. Continue to recommend updating all documentation and getting the booster shot. Protecting yourself and your shipmates is imperative to the union.

Matthew Henning, Vice President

BUSINESS AGENT'S REPORT

February 2022

Mahi Mahi — Delegate, McKevin Dulay by passed Oakland last trip related to the covid breakout on the Kaimana Hila. The virus found its way aboard this ship a couple of times. Most recently about a month ago the Bosun, AB and the Ordinary Seamen all tested positive for the virus arriving in Honolulu. They were removed from the vessel and put into a hotel quarantine and further testing. Two days later the reliefs crew member's results come back Negative. Meeting the Coast Guard Covid -19 testing requirements we were cleared to sail to Shanghai China. Bosun

Manoa — Gerry Marshall delegate. In and out of Oakland#62 with clarification on Restriction, on the Northern triangle working steady making good money and weather's been fine. John Crockett's on his trips off in good hands running smooth with relief Bosun Mike Worth.

Mokihana — Delegate Mick McHenry in at Oakland#62 the schedule has us alongside for a week. The gang is pleased especially after lifting the restrictions shore leave is very important to take care of Business, fill prescriptions or just go for a walk. Time off the ship is always good for your mental health. No beefs no issues running smooth with Bosun Remoni Tufono.

Matsonia — Delegate Cosmo Bigno on the China run, we are having good weather on the crossing over steady working is a good thing. Getting the work done SUP style with Dale Gibson as Bosun.

RJ Pfeiffer — Izzy Idris delegate on his trips off delegate, delegate to be elected on then Southern triangle in good hands with Bosun Manual Rezada

President Wilson — Delegate Sherwin Bongayan second week in the shipyard in China very strict out COVID here. Not very friendly and hard to work with. Chris Bartolo, Bosun.

President Truman — Delegate Arthur Brosnan. In at Oakland #56. Shifted to a Quarantine anchorage. Two crew members tested positive for covid. After retesting the crew for the second time test came back Negative. The Coast Guard gave us their blessing and with that we sailed for Yokohama with PrestonLau as Bosun returning from his trip off.

Ready Reserve Force San Francisco: Pier #50, **Cape Hudson** — ROS Status Ready to Go — Dennis Sumague as Bosun. RRF: Pier #96 **Cape Henry** — Ready to go with Ian Serra as Bosun.

Cape Horn — Activated on Pacific Pathways mission. Anthony Wylie as Bosun. Burt Duckett as Delegate.

Ready Reserve Force Oakland: Cape Orlando — ROS Status Ready to Go — **Jonathan Pampilon as Bosun. Admiral Callaghan** — RRF Status Ready to Go -Matt Dulay as Bosun

San Francisco Bar Pilots: Pier#9 — Mike Koller delegate — Having covid related issues with Testing and Vaccination. Leo Moore Dock Bosun.

Keep an eye on your MMC and Passport when your under 6 months it's time to start the renewal process. Recommend you get your Booster shot when you are eligible Keep you and others safe. Worked in the front office and helped out with the dispatching.

Roy Tufono, San Francisco Business Agent