



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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BORN IN THE USA - MARCH 1885 SUP CELEBRATES ITS FOUNDING



The Sailors' Union of the Pacific was organized on March 6 1885 on Folsom Street Wharf in San Francisco. Because of the dedication of its members, and the opportunities brought about by collective action, it has survived and flourished, through good times and bad, for 135 years.

At the time it was a bold and dangerous proposition to organize a union, since there were no laws on the books that protected or even addressed collective bargaining rights for workers. Fifty years later, in 1935, the National Labor Relations Act would attempt to both recognize and replicate what sailors took it upon themselves to organize that night in the rain on a lumber pile on the old Embarcadero.

Sailors had no rights. Under federal law they were serfs at the beck and call of the shipowner, the crimp, bucko masters and mates. Recognition, respect and improved conditions did not come easy. Men bled, and some died for it. During World War I and particularly World War II, hundreds of SUP members faced enemy attacks and went down with the ships. The SUP today remains a vital part of America's "Fourth Arm of Defense," solidly committed to and an integral part of U.S. defense sealift capability.

With a militant membership and the tenacious leadership of Andrew Furuseth (March 5, 1854) and Harry Lundeberg (March 25, 1901), tremendous obstacles were overcome and the Sailors' Union developed an enduring legacy of strength and integrity.

In addition to the anniversary of the organization of the Union and the birthdays of former secretaries Furuseth and Lundeberg, March is also the 105th anniversary of the Seamen's Act which was signed into law by President Woodrow Wilson on March 4, 1915, after a 20-year struggle by Furuseth to free seamen from indentured servitude.

Virus shocks the economy Pandemic declared; work and daily life changes as contagion spreads

As the evidence of a global coronavirus outbreak mounted in February, the US Center for Disease Control and Prevention finally warned on February 25 that the outbreak could cause "severe disruption" in the United States and encouraged American communities to increase their level of preparedness. On March 11, the World Health Organization could delay no longer and declared the outbreak a pandemic.

Soon after, on March 13, President Trump declared the response a national emergency.

In the weeks before that business activity had begun a frantic grinding of downshifting gears as conferences, events, travel, and shipments were canceled. Cruise lines halted operations and airlines cut flights and staff. Major league-sports canceled audiences, then games, then entire seasons. Massive government aid packages were quickly negotiated and passed by Congress as stocks crashed into a bear market and a global economic recession seemed likely.

Large gatherings of any kind were banned. California closed

bars, nightclubs, breweries and wineries. Border closures brought new risks to international travel. Major U.S. employers required employees to work from home, universities terminated the school year, and school districts around the nation closed. Panic buying was seen at grocery and warehouse stores across the country as St. Patrick's Day parades were canceled, Disneyland shut down and Broadway went dark.

As the West Coast Sailors goes to press, the impact of the virus and the reaction to it on American daily life, the economy and the maritime industry is enormous and still growing.

The number of cases in the United States in mid-March surpassed 17,000, with more than 200 deaths, both in an upward trend.

In maritime terms, Maersk Co., the shipping bellwether, reported in late February, that the company was experiencing high levels of disruption at Chinese ports.

"We are experiencing huge pressure at [Chinese] terminals because there aren't enough

workers at the ports to move the containers around, not enough truck drivers to move the goods, and no one to receive them at the factories or warehouses," said CEO Soren Skou.

The Port of Los Angeles and Long Beach have seen a reduction of container movement by roughly one-third.

Alphaliner, the ocean freight data company, estimates that about 1.7 million TEU of boxship capacity has been removed from the Chinese market since the end of January and that almost half of all transoceanic sailings from Chinese ports have been canceled. Experts say that amount is more tripled today.

Matson reported earnings for 2019 mainly in line with expectations but noted trouble ahead. CMA-CGM, parent company of APL Marine Services, noted potential problems in its pending debt restructuring (see APL and Matson stories on page 3).

The forecast is neither good nor certain. See page 5 for trade discussion. See page 7 and 10 for SUP President's report on the virus impact on Union operations.

Congressional Gold Medal finally awarded to World War II Merchant Mariner Heroes

Congress passed and President Trump signed, a long delayed honor for America's forgotten heroes, the merchant mariners who served during the Second World War. The SUP and maritime labor and industry together pressed for the passage of the bill sponsored by Congressman John Garamendi (D-CA) and Senator Lisa Murkowski (R-AK). The legislation authorizes the Congressional Gold Medal for American merchant mariners whose honorable deeds were critical to U.S. and Allied objectives and ultimate success in World War II. It is the highest honor bestowed by the U.S. Congress and it passed the House and Senate without objection.

"We applaud this bipartisan action that honors these extraordinary American heroes," said Mike Roberts, President of the American Maritime Partnership. "Since the earliest days of our nation's existence, America has relied on a strong domestic maritime capability. During World War II, almost 250,000 merchant mariners transported tens of millions of tons of war supplies and more than seven million servicemen under the most challenging circumstances imaginable. Their actions were heroic and courageous yet second nature to them. We all owe these heroes a debt of gratitude that can never be fully repaid."

The World War II merchant mariners are renowned for their bravery and contribution to the Allied victory 75 years ago. They suffered the highest per capita casualty rate in the U.S. Armed Forces during World War II, with one mariner out of every 26 lost. Of the 250,000 merchant mariners deployed, an estimated 8,300 mariners lost their lives, and another 12,000 were wounded. Yet, these mariners who put their lives on the line were not provided veteran status until 1988.

"The awarding of the Congressional Gold Medal, so richly deserved and so long overdue, must not just celebrate the heroism of a branch of service too often lost in the shadows of the Army, Navy, Marines,

continued on page 2

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Donald Cushing	Book #4777
Diane Ferrari	Book #2251
Kaj E. Kristensen	Book #3120
Hannu Kurppa	Book #3162
Dave Larsen	Book 19078
Gunnar Lundeberg	Book #4090
Duane Nash	Book #2437
Vince O'Halloran	Book #2463
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Alex Romo	Book #3093
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West Coast Sailors

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Rodolfo Bautista	20.00	Mick McHenry	40.00
Shermiah Iaea	20.00	Richard Reed	50.00
James Linderman	25.00	Gonzalo Sarra	50.00

US sealift assets cannot rely on traditional Navy escorts in next major war

In the event of a major war with China or Russia, the U.S. Navy, almost half the size it was during the height of the Cold War, is going to be busy with combat operations. It may be too busy, in fact, to always escort the massive sealift effort it would take to transport the roughly 90 percent of the Marine Corps and Army gear the force would need to sustain a major conflict.

Adm. Mark Buzby, Administrator of the Department of Transportation's Maritime Administration, said such is the message from the Navy, and it has instilled a sense of urgency around a major cultural shift inside the force of civilian mariners that would be needed to support a large war effort.

"The Navy has been candid enough with Military Sealift Command and me that they will probably not have enough ships to escort us. It's: 'You're on your own; go fast, stay quiet,'" Buzby told Defense News in an interview earlier this year.

Along with Rear Adm. Dee Mewbourne at Military Sealift Command, who would get operational control of the whole surge force in a crisis, Buzby has been working to educate mariners wartime concepts new to many civilian mariners.

Losing ships and qualified mariners could put enormous pressure on U.S. logistics trains if the nation had to support a major war effort overseas. With far fewer qualified and trained mariners than exist-

ed during World War II, combined with a limited commercial shipbuilding sector in the United States, sealift might become a strategic liability if enemies were able to begin sinking ships in numbers as Germany did during both World Wars.

Today, the Maritime Administration estimates that to operate both the surge sealift ships — the 46 ships in the Ready Reserve Force and the 15 ships in the MSC surge force — and the 60 U.S.-flagged commercial ships in the Maritime Security Program available to the military in a crisis, the pool of fully qualified mariners is just barely enough.

They need 11,678 mariners to crew ships, and the pool of active mariners is 11,768. That means in a crisis every one of them would need to show up for the surge, according to a recent MARAD report to Congress. By contrast the U.S. had about 55,000 active mariners in the years prior to World War II, with that number swelling to more than 200,000 at the height of the war, according to most sources. Significant losses among the available pool of mariners could dissuade some from volunteering (bad) resulting in the loss of mariners needed to operate the fleet for months or even years in a major contingency (worse). And even without losses, MARAD estimates the country is about 1,800 mariners short if any kind of rotational presence is needed.

Gold Medal

(continued from page 1)

Coast Guard and Air Force," said Peter Navarro, the presidential aide on trade and manufacturing policy. Writing in an opinion piece that appeared in the New York Post, Navarro remain a steadfast supporter of the U.S. merchant marine and called it a "branch of service that continues to be largely neglected."

"Today, as the United States military continues to rely on its merchant-marine fleet to move its supplies around the world, fewer than 200 of the world's 40,000-plus large, oceangoing commercial vessels fly the American flag. A declining number of US commercial vessels means fewer US-flagged ships and possibly fewer US-credentialed mariners available for sealift in times of emergencies."

"Foreign competitors know full well that one way to impair the US armed forces is to attrit in contested waters the number of US-flagged merchant ships and crews."

"Let this Congressional Gold Medal not only celebrate some of the most unsung

heroes of World War II; let it also reawaken our interest in promoting US-flagged ships and credentialed merchant seamen and strengthening our shipyards and broader defense industrial base."

"Such a result would be a truly lasting tribute to those World War II merchant mariners who defended freedom then and a broad salute to our future merchant mariners who will defend us in the tomorrows to come."

The bipartisan legislation will produce a single Congressional Gold Medal, one of the highest honors in the United States, and displayed in Washington. Replicas in bronze will then be made available to American Merchant Mariners who supplied our armed forces during World War II.

"Throughout the Second World War, our armed forces relied on the Merchant Marine. They paid a heavy price in service to their country," said Congressman Garamendi (D-CA). Garamendi has yet again emerged as champion of the Merchant Marine and a staunch defender of the Maritime Security Program, cargo preference and the Jones Act.

Membership and Ratings Committee

The Committee met on March 5, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership	Number	Seatime	Rating	Seniority
Nicholas Marinovich	#6550	6 yrs.	A.B.	A
Geoffrey Knight	#3185	6 yrs.	A.B.	A
Marc Moses Dulay	#2761	6 yrs.	A.B.	A
Noel Matthews	19648	1 yr.	O.S.	B
John Hartley	19649	1 yr.	A.B.	B
Fernando Riganon	19650	1 yr.	A.B.	B
Garry DeCleur	19651	1 yr.	O.S.	B
David Gomez	19652	1 yr.	O.S.	B
Norman Teruya	19653	1 yr.	O.S.	B
Kawan Weaver	C-2817	30 days	O.S.	C
Daotawan Boriboon	C-2818	30 days	O.S.	C
Peter Schuetz	C-2819	30 days	O.S.	C
Vladimir Malkov	C-2820	30 days	A.B.	C
Israel Hopeau	C-2821	30 days	A.B.	C

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Michael Smith #13502, Paul Fuentes #2239, John Penning #19509. Members applying for seniority upgrades are reminded to submit document copies only to the Committee

Final Departures

Gunnar Beaver, book #5598. Born in Sweden in 1923. Joined SUP in 1950. Died in California, July 22, 2019. (Pensioner)

Curtis Dowling, book #2738. Born in Hawaii in 1943. Joined SUP in 1968. Died in Stockton, California, July 29, 2019. (Pensioner)

SUP Meetings

These are the dates for the regularly scheduled 2020 SUP meetings:

	Hdqtrs.	Branch
April	13	20
May	11	18
June	8	15
July	13	20
August	10	17
September	14	21
October	Tues 13	19
November	9	16
December	14	21

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Matson 4Q earnings fall short; revenue in line with estimates

Matson, Inc. (“Matson” or the “Company”) a leading U.S. carrier in the Pacific, reported net income of \$15.6 million, or \$0.36 per diluted share, for the quarter ended December 31, 2019. Net income for the quarter ended December 31, 2018 was \$20.6 million, or \$0.48 per diluted share. Consolidated revenue for the fourth quarter 2019 was \$540.7 million, compared with \$564.9 million for the fourth quarter 2018.

For the full year 2019, Matson reported net income of \$82.7 million, or \$1.91 per diluted share, compared with \$109.0 million, or \$2.53 per diluted share, in 2018. Consolidated revenue for the full year 2019 was \$2,203.1 million, compared with \$2,222.8 million in 2018.

Matt Cox, Matson’s Chairman and Chief Executive Officer, commented, “Despite our tradelanes performing largely as expected, our consolidated financial results in the quarter came in below our expectations. Our China tradelane service outperformed against a difficult comparison and we saw a modest rebound in our Hawaii service, but the contribution from our SSAT joint venture fell short of our expectations. Our financial performance for the full year 2019 was mixed with our China and Alaska tradelane services and Logistics making solid contributions, but our SSAT joint venture and Hawaii tradelane service coming in below expectations. Overall, 2019 was an important transition year for Matson as we made significant progress on our investments in our Hawaii tradelane with the delivery of two new vessels, *Kaimana Hila* and *Lurline*, and the installation of three new gantry cranes at Sand Island.”

Mr. Cox added, “For the full year 2020, we expect improved consolidated financial performance led by the reduction in fleet deployment to nine vessels in our Hawaii tradelane service and the financial benefits from our other infrastructure-related investments, partially offset by the negative financial impact from COVID-19 on our CLX service, at SSAT and in Logistics of approximately \$15 million in aggregate. As of today, we currently estimate the COVID-19 financial impact to Matson to be limited to the first half of the year with most of the financial impact in the first quarter, but the magnitude and timing could change as the situation evolves. We expect net income to be flat and EBITDA to be higher than the levels achieved in 2019. Specifically, we expect EBITDA in 2020 to be approximately \$280 million.”

The Company’s container volume in the Hawaii service in the fourth quarter 2019 was 1.1 percent higher year-over-year primarily due to positive container market growth. Although Hawaii’s rate of economic growth is expected to continue slowing, recent increases in key economic factors, such as construction activity and visitor traffic, are expected to support continued GDP growth. The Company expects volume in 2020 to be higher compared to the level achieved in 2019, reflecting favorable economic conditions in Hawaii and stable market share.

In China, the Company’s container volume in the fourth quarter 2019 was 4.3 percent higher year-over-year primarily due to larger vessel capacity deployed in the tradelane coupled with strong demand for Matson’s differentiated service. Matson continued to realize a sizeable rate premium in the fourth quarter 2019 and achieved average freight rates that were modestly lower than the exceptional level achieved in the fourth quarter 2018. In the fourth quarter of 2018, the Company experienced unusually strong performance as a result of the U.S.-China trade situation. For 2020, the Company expects to face challenging conditions in the first half of the year as a result of COVID-19, but expects the second half of the year to be comparable to the strong performance achieved in the second half of 2019. Therefore, the Company expects volume in 2020 to be modestly lower than the prior year and average freight rates in 2020 to approximate the levels achieved in 2019. *(continued in next column)*

CMA CGM’s debt plan now at risk amid virus fears

The coronavirus outbreak is threatening to scupper a debt refinancing for the world’s third-largest container shipping company. France’s CMA CGM SA, which owns the subsidiary APL Marine Services, is aiming to start refinancing its debt pile by the end of next month. The Marseille-based company, one of the biggest maritime carriers out of China, is seeking to extend about \$400 million of loans and is also in talks with creditors to refinance about 725 million euros (\$784 million) of bonds due in January.

The consequences could potentially be severe for CMA CGM, which has been present in Shanghai since 1992 and moves one out of eight containers from Asia to Europe and the U.S. The virus could finally trip up the company, which has used debt to fuel growth in recent years. It has about \$18 billion of debt in total.

The shipper’s bonds maturing in January 2021 have slumped about 10 cents on the euro over the past month to 89 cents, pushing up the yield. That implies the company would have to pay interest in excess of 20% on a new debt sale.

A CMA CGM spokesman said the company will provide details on its plans when it publishes its financial results in early March.

The spread of coronavirus is weighing on seasonal demand that is already traditionally low for shipping companies. The container shipping market faces a challenging 1Q as the coronavirus exacerbates seasonally weak liner demand. With lingering U.S.-China tariffs and IMO rules coming into force, the prospects are dimming for a near-term recovery in liner volume growth that weakened to 0.8% in 2019, the slowest in seven years.

The Shanghai Containerized Freight Index, which measures spot rates for export containers out of China’s busiest port, fell to a two-month low of 888 points last week. The chief executive officer of A.P. Moller-Maersk A/S, the world’s largest shipping company, has warned investors of “considerable uncertainties” for 2020 because of the virus.

CMA CGM has already tried to cut its debt by disposing a stake in Terminal Link. However, the deal agreed in November came with a minimum guaranteed dividend payment to the buyer, which could put further pressure on liquidity.

The company is seeking to refinance its debt after already turning down offers of expensive private credit lines from a group of hedge funds.

Matson 4Q earnings call (continued)

In Guam, the Company’s container volume in the fourth quarter 2019 was 7.7 percent lower on a year-over-year basis primarily due to typhoon relief volume in the year ago period. For 2020, the Company expects volume to approximate the level achieved last year and expects the highly competitive environment to remain.

In Alaska, the Company’s container volume for the fourth quarter 2019 declined 0.7 percent year-over-year. For 2020, the Company expects volume to be modestly higher than the level achieved in 2019, with higher northbound volume, including volume in the first quarter related

to the dry-docking of a competitor’s vessel.

As a result of the business outlook noted above, the Company expects full year 2020 Ocean Transportation operating income to be higher than the \$90.8 million achieved in 2019. In the first quarter 2020, the Company expects Ocean Transportation operating income to be approximately breakeven versus the \$9.4 million achieved in the year ago period. The vast majority of the estimated \$15 million COVID-19 financial impact is factored into the Ocean Transportation operating income outlook for the first quarter 2020. [Editor’s Note: Matson reported the 2019 earnings and 2020 outlook in February, well before the coronavirus situation worsened.]



From deep layup in Oakland to fully operational in less than 24 hours, this SUP crew turned to with speed and efficiency to rig, store, and secure for sea the Matson combination roll on/roll off/container ship Moki-hana. From left to right is AB Christian De Mesa, AB Edgar Juluat, Bosun Saher Ali, AB Faith Matas, AB Rocky Casazza, OS Jose Rallos, and AB and delegate Ian Serra. The Moki-hana relieved the Maunawili for emergency repairs

KEEP CALM AND UNION STRONG

French pension legislation forced through Parliament in emergency virus debate



French unions marched on March 3 to protest the government’s use of Article 49.3 to force through the much-debated pension reform without a vote in Parliament, after opposition MPs deliberately and severely delayed hearings of the reform with thousands of amendments.

Taking a page from the Rahm Emanuel playbook, French President Emmanuel Macron is not letting a good crisis go to waste. Macron moved recently to pass his pension overhaul without a vote in the French legislature, seeking to brush aside tens of thousands of amendments filed by opposition lawmakers designed to slow debate.

“It is clear that a discussion on the merits was never truly able to take place,” Prime Minister Édouard Philippe said, invoking an article of the French constitution allowing the executive branch to bypass the legislature. “I deeply regret it.”

The move escalated political strife over Mr. Macron’s pension plan, which already provoked the longest transport strike in French history. The decision came during a Saturday ministerial meeting on the coronavirus, after which the government announced a host of restrictions on public gatherings to limit the spread of the outbreak.

Opposition lawmakers from across the political spectrum immediately denounced the move, accusing Mr. Macron’s government of using the health crisis as cover to quash democratic debate.

The French constitution allows the government to pass legislation without the approval of the Assemblée Nationale, the main body of the French legislature. The move can only be blocked by a successful vote in the legislature on a motion censuring the government.

But that is unlikely to happen since Mr. Macron’s party, Republic on the Move, controls the legislature.

Lawmakers from leftist parties and the center-right immediately introduced censure motions.

“What kind of authority uses a health crisis to diminish democracy?” said Olivier Faure, leader of the Socialist party.

Mr. Macron wants to establish a system that would calculate pensions based on the entire salary history of an employee. Current rules set pension payments for private-sector workers according to their 25 highest-paying years. For civil servants, pensions are based on the last six months of salary before retirement, when public-sector salaries usually peak.

The proposals prompted French transport workers to strike en masse for more than 40 days starting in December, snarling movement across the country. But after that, workers drifted back to work, unable to handle the financial strain of going more than a month without pay. Public transport was moving again by the end of January without major concessions from Mr. Macron on his plan.

The power to pass legislation without the legislature has been used periodically since it was enshrined in Article 49.3 of the French constitution of 1958. Most recently, Mr. Macron’s predecessor, François Hollande, used it to adopt controversial laws that shook up France’s tightly regulated labor market, making it easier for businesses to fire workers.

U.S. military mobilizes for pandemic

American military leaders issued an executive order in March that mobilized the entire Department of Defense to prepare for a potential pandemic-level outbreak of the coronavirus COVID-19.

The order was referenced in memos sent out to Navy and Marine Corps officials this week, according to the Military Times. It includes plans to impose fourteen-day quarantines for servicemembers who recently traveled to China along with those who came into contact with them, as well as treatment plans for any confirmed cases.

“We are taking all appropriate precautionary measures to prevent any potential spread of the virus,” U.S. Forces Korea commander Army General Robert Abrams said last week, per Military Times. “Key for everyone is to follow standard hygiene protocols, and if not feeling well — get screened ASAP!”

COVID-19 cases are expected to grow, and in mid-March the first U.S. Navy sailor tested positive in San Diego. But with military outposts around the world, the Defense Department has issued sweeping, service-wide warnings and orders so that it can be ready in advance, should the outbreak worsen.

Mike Hatfield, a Navy Lieutenant Commander, told Military Times said that the order is meant to make sure the military is ready just in case.

“As military professionals, planning for a range of contingencies is something we owe the American people,” Hatfield told Military Times.

“We coordinate with other combatant commands to assess potential impacts in the event of a pandemic and we ensure the U.S. military is poised to respond as required,” Hatfield added. “The military profession fosters a culture of planning, and the fact that we are coordinating planning efforts across the geographical combatant commands is consistent with how we prepare to respond, if directed.” Often in direct response to military orders, SUP crews work together with military commanders across a variety of platforms and circumstances.

Infected cruise ship denied SF entry Biological containment disembarkation in Oakland conducted in media glare

The Grand Princess cruise ship spent days in limbo off the California coast after a former passenger became the state’s first known person to die from COVID-19. Health workers, with air support from the US Coast Guard personnel, tested some passengers offshore and found at least 21 passengers and crew to be positive. .

Eleven passengers and 10 crew members were showing symptoms of COVID-19. He added that the number “may significantly understate” the presence of the coronavirus on the cruise ship.

Governor Gavin Newsom declared a state of emergency in California on March 4 to help his state cope with its first COVID-19 death and more than 50 confirmed cases overall at that time.

Officials believe the passenger, who was an elderly man, was exposed to the novel coronavirus during a trip from San Francisco to Mexico in the middle of February. Health officials are now tracking down thousands of people who were on the same trip and may have been exposed to the virus.

Meanwhile, in Oakland, after the ship was safely moored alongside Pier 22 in Oakland’s Outer Harbor, officials began the first large-scale biological containment disembarkation in recent U.S. maritime history. In the sometimes literal media spotlight of news helicopters circling the ship, officials began the careful process of safely disembarking infected people on board, and then the thousands of passengers who did not show symptoms. The process took several days.

Passengers that tested positive or showing symptoms were sent to quarantine facilities in California or at military bases around the country. Foreign nationals were repatriated. “We will support the effort to repatriate as many crew members as possible – they are mostly low-income, low-wage, foreign nationals, and true to our Oakland values we will extend the same courtesy and care to crew as passengers,” said Oakland Mayor Libby Schaaf.

Gov. Newsom said 2,963 people have been taken off the ship as of March 12. ITF organizers and inspectors demanded that the crew be treated with the same careful health concerns and basic human dignity that was accorded to the passengers. The SUP joined in support of all the human rights of the crew including their collective bargaining rights under ITF agreement.

Meanwhile, the cruise line joined others when the shipowner announced it was halting new voyages and quickly ended ones currently underway around the world. Front-line workers, such as the crew of flags-of-convenience ships, like the crews of national flag ships, are thus forced to endure great risks without proper protections and safeguards. The SUP continues to demand safe working conditions for all seafarers under all flags in every billet on every ship.

Labor demands new OSHA virus protections for front-line workers

AFL-CIO President Richard Trumka has called on Congress and the White House to do more to protect front-line workers involved in responding to the coronavirus outbreak. On various major media outlets, Trumka demanded that the Occupational Safety and Health Administration to promulgate an “emergency temporary standard” to help protect the approximately 19 million US workers that unions consider to be at elevated risk of exposure to COVID-19.

Last week, the union representing a California nurse sounded the alarm about the risks being faced by front-line health care workers who are dealing with the virus. “As a nurse, I’m very concerned that not enough is being done to stop the spread of the coronavirus,” the nurse wrote in a statement shared by the California Nurses Association. “I know because I am currently sick and in quarantine after caring for a patient who tested positive. I’m awaiting ‘permission’ from the federal government to allow for my testing, even after my physician ordered it,” she said.

Nurses in Washington State and California say they have had to beg for N95 masks, which are thicker than surgical masks and block out much smaller particles. Some have complained about being pulled out of quarantine early to treat patients because of staff shortages.

The AFL-CIO has raised similar concerns, underlining the importance of guaranteeing front-line workers who come in contact with the virus the resources they need to stay safe in their work environment. The SUP, also on the front-lines, joined the effort to urge action in Congress.

“They deserve to have the confidence that appropriate resources, equipment, training and protocols are readily available in their workplaces to protect themselves and to avoid infecting other people, including patients, co-workers, the public and their own families when they go home.”

The AFL-CIO says there are currently no OSHA standards to mandate that employers provide adequate protections for workers in this type of situation.

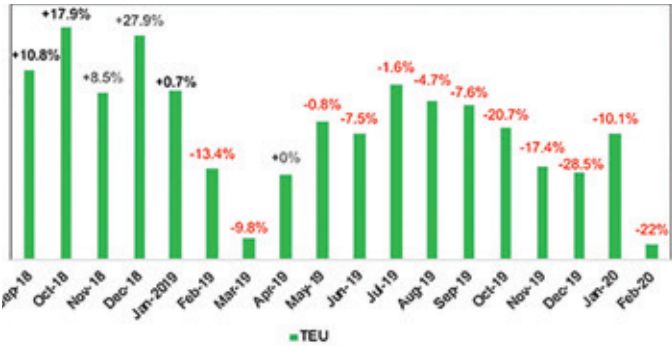
BASIC PROTECTIONS AGAINST CORONAVIRUS

- Wash hands frequently for 20 seconds, use alcohol based sanitizers
- Cover mouth at cough or sneeze. Throw away tissues.
- Avoid touching eyes, nose, face. Practice social distancing: 2 meters apart, stop shaking hands, limit gatherings exposure, avoid sick people.
- Wipe down surfaces with alcohol wipes.
- Get medical care for fever, cough, shortness of breath.
- Wash hands after cough, sneeze, before/during/ after food prep, after caring for sick, after toilet use.

CORONAVIRUS TRADE IMPACT: trans-pacific surge in cargo volume volatility forecasts rough seas ahead

Global shipping holds its breath as the coronavirus continues to spread and generates massive economic and financial uncertainty.

Data that tracks U.S. imports from China for 2020 shows inbound cargo in a steep nosedive.



International shipowner association BIMCO argued that – from an economic perspective - when China sneezes, we all catch the flu. Since the SARS outbreak in 2003, the global economy has become much more interlinked with China and the Chinese economy has grown to become the second largest in the world. Now that China is also a major importer Chinese imports are also a concern and actually are far worse in terms of overall impact to trans-pacific trade.

A company called Cargometrics made a sophisticated computer based analysis based on the mass calculation of Automatic Identification System (AIS) signals – which include ship draft levels that indicate whether a vessel is full, partially full or empty and on specially designed algorithms. “We’re receiving over one billion AIS signals a day, and where you can’t get that draft information, we have 10 years of point-in-time data and benchmarking and back testing to inform the logic of the algorithms,” said Scott Borgerson, the CEO of Cargometrics.

What CargoMetrics’ data has uncovered is that Chinese imports “are totally in freefall,” said Borgerson. After Feb. 7, volumes began to decline precipitously, and the pace of declines accelerated through Feb. 17, the last day of the index data provided by CargoMetrics.

The coronavirus outbreak coincided with the Chinese or Lunar New Year, which led to nation-wide extensions of the holiday. However, even with the passing of the holiday extensions, large parts of China remain closed. For every week that large parts of China are impacted by the outbreak, it becomes more difficult to reach the annual GDP growth target of 6%.

Chinese exports, while not quite as dramatic, still show a trend line that is “ugly” and diverging from the historical pattern. Usually, at around the two-week point after Chinese New Year export activity turns positive. This year, it just kept falling.

“On the export side, the drop is mainly being driven by container-vessel exports, which are down roughly 60%. We’ve entered the time after Chinese New Year when we would typically see a recovery and there is no sign of recovery right now...” said a Cargometrics spokesman.

Pressure on the global trade network could be alleviated if “China gets people moving around and factories open up, supply chains can deal with the inventories that are building up, and all the ships that are sailing there can discharge,” he said.

If not, warned Borgerson, “then we’re in uncharted territory.”

At the very least, the first quarter of 2020 will mark a significant economic contraction compared to the last. As China gradually recovers, so will economic growth get back and shipping demand start to lift freight rates out of the current doldrums.

... while US ports feel the effects

US ports are starting to experience the impact of sailing cancellations implemented over the past 30 days at ports in China.

The American Association of Port Authorities (AAPA) said cargo volumes at U.S. ports in the first quarter are either down or expected to be down by 20% or more from 2019 levels because of the supply chain disruption caused by the coronavirus.

The Port of Long Beach is registering lower volumes, an official told The Long Beach Post, adding that “uncertainty created by the trade war has now shifted to chaos brought on by the coronavirus.”

The Port of Los Angeles has registered a 25 percent drop in volume for the month of February. On the East Coast, the Georgia Ports Authority predicts March traffic will come in well under expectations. One reason: Quarantine measures continue to limit the number of Chinese truck drivers reporting for duty, giving rise to severe trucking shortages. The South Korean outbreak added to the problem, given the central role played by Busan as a transshipment hub. “This appears to be much worse than SARS because of the number of folks who were infected and the lack of productivity that is taking place through the supply chain, starting with the manufacturing base,” Gene Seroka of the Port of LA said.

While estimates vary, economists believe SARS cost the global economy about \$40 billion. Economists are also expecting a far greater impact on the global economy from the coronavirus, largely because China’s economy has grown since then to be the second biggest behind the US as compared to its sixth-place ranking during SARS.

AAPA said U.S. ports “are closely following instructions and protocols from appropriate federal agencies to quickly respond to the coronavirus threat.”

Chris Connor, AAPA president and CEO, added, “Things will rebound eventually and indeed we’re hearing news about factories that are coming back online in China and ports there ramping back up to move the cargo. Supply chain managers around the world are working tirelessly to keep cargo moving.”

...and rates slide, but beware the “bullwhip” effect

The outbreak comes at one of the worst times for the shipping industry, which is currently struggling with the additional fuel costs from IMO 2020 and the switch to low-sulfur fuels. Yet some rates actually improved, especially in the tanker market where they are generally counter-cyclical to the price of oil, which has collapsed. Bulker rates saw a brief rise then fell.

In container markets, the blanked sailings may have partially safeguarded the freight rates from the coronavirus impact as the composite SCFI index, dropped a modest 93 index points from 981.19 on 23 January to 887.72 index points on 14 February 2020. However, the blanked sailings will only fend off the downward pressure for so long.

Container shipping is inextricably tied to China with the main trade lanes, namely and China-Europe and China-North America, linking China’s manufacturing capabilities with the rest of the world. Now, the entire logistics chain is being disrupted.

The virus will tighten its grip on the container market at different paces. The intra-Asian market first felt the blow with fewer semi-finished goods, such as parts used in car manufacturing, being transported to manufacturers in nearby countries like South Korea and Japan. Then regional manufacturer slowed production due to supply shortages, and long-haul trades now feel the the pressure.

“Volumes are low now for everybody, but come May, it will be just the opposite,” Scott Weiss, vice president of business development at Port Logistics Group, told JOC.com. “I’m telling all of our customers, ‘Don’t be fooled because volumes now are low.’”

Due to that drop-off in import volume, North American exporters have been dealing with scarcity of empty containers for weeks.

Demand for the paper product exports one forwarder handles for North American producers is strong this March, but a lack of containers, coupled with blanked sailings, means they can’t get confirmed outbound bookings until mid-April.

“The blank sailings, while necessary for the ocean carriers to match tonnage with demand, will have a long-lasting supply chain ‘bullwhip effect’ with bulges of cargo demand not being smoothed out in the network until late second quarter or mid-summer,” said Gregory Tuthill, chief commercial officer at SeaCube Containers.

and a possible incoming deluge.

There’s hardly a bigger sign of this building pressure than the arrival of the largest mega-ships to ever call the US West Coast. Beginning in late March, the 2M Alliance of Maersk Line and Mediterranean Shipping Co. will deploy mega-ships to the ports of Los Angeles and Long Beach. The 2M carriers are temporarily upsizing vessels in their TP6 and TP2 services from an average of 14,000 TEU to between 19,000 and 23,000 TEU in capacity because they anticipate a rebound in containerized imports from China beginning in April.

Maersk and MSC are also responding to calls from the two ports and their 12 terminal operators to focus on returning empty containers to Asia that have been accumulating in the region since the Lunar New Year holiday in Asia was extended by several weeks due to coronavirus safety precautions.

“The pendulum is going to swing back,” said Gene Seroka, executive director at the Port of Los Angeles. Through a supply chain optimization group, both Southern California ports are working with carriers, terminal operators, beneficial cargo owners (BCOs), labor, truckers, and railroads to move the empties back to Asia now while

imports are still low. Meanwhile the...

FMC looks for light at end of tunnel

Carl W. Bentzel, a Commissioner with the U.S. Federal Maritime Commission waded into the trade forecast and analysis business with one of the maritime industry’s first optimistic statements on March 13. He noted that the maritime industry has been deeply affected as a result of the upheaval caused by the coronavirus and its impacts to Chinese manufacturing and logistics services. Ocean carriers have been forced into blank sailings to and from China and the United States. The Commission carefully monitors levels of blanked sailings and confers with ocean carrier representatives about levels of service and the potential resumption of normal trade. It noted that U.S. retailers are running low on imported goods, that U.S. manufacturers — such as the automobile manufacturing industry — are suffering depletion of imported component parts necessary for production, and that U.S. exporters are finding logistical challenges exporting U.S. agricultural commodities.

But the Commission cited shipping lines involved in the trans-Pacific trades have indicated that cargo levels and services are resuming to pre-coronavirus levels. It said that coronavirus impacts will linger over the next few weeks while vessels are engaged in the cross-Pacific transit, but seemed poised to achieve normalcy in the transport of goods.

“I was heartened to hear that shipping lines have indicated that there is cargo for pickup and that trucking and port operations have substantially resumed in China. I remain concerned that there will continue to be negative economic impacts as a result of delays, I would hope that the industry resists the temptation to take actions to price gouge or otherwise unfairly leverage their position.” Bentzel said.

“It will be necessary for all segments of the transportation industry from the marine terminals to trucking and rail services to help pitch in to secure normalcy. Our ability to recover from this economic disruption through the resumption of maritime commerce underscores the criticality of our maritime trade. Hopefully the resumption of this service can allow our nation to recover as rapidly as possible.”

Court reduces ILWU liability damage award by 75 million

A jury’s award of almost \$94 million from the International Longshore and Warehouse Union to a terminal operator for slowdowns at the Port of Portland can’t be sustained, the District of Oregon ruled.

The maximum damages supported by the evidence is about \$19 million, the court said Thursday. Plaintiff ICTSI Oregon Inc. can either accept this diminished award, or have a new trial on damages.

The dispute centered on jobs dealing with refrigerated ocean-going vessels, or “reefers.” The Port of Portland assigned reefer jobs to members of a different union. The jury found that between 2012 and the time ICTSI terminated its lease with the Port in 2017, ILWU engaged in work stoppages, slowdowns, safety claims and other coercive actions. These actions were intended at least in part to compel ICTSI to put pressure on the Port to have the reefer work on Terminal 6 done by ILWU members, the jury said.

ILWU’s challenges to “the jury’s thoughtful and well supported findings on liability and causation” fail, the U.S. District Court for the District of Oregon said. But it was “left with the definite and firm conviction that the evidence does not support a damage award of \$93.6 million,” it added.

The court faulted the damages model presented by ICTSI’s expert. For example, the model assumed that the historically high prices ICTSI was charging carriers in 2013 would only have risen but for the union’s actions. But the evidence indicates that ICTSI only charged those prices because of the labor dispute, and that carriers expected the prices to be only temporary, the court said. The court also faulted the expert’s industry growth projections.

ICTSI also can’t recover as extraordinary expenses \$4,364,000 for equipment that it chose to leave at Terminal 6 when it ceased operations or \$4,240,000 from the concession fee that ICTSI paid the Port for the right to operate Terminal 6 and use some equipment that already was at the terminal when ICTSI signed the lease, the court said.

ICTSI has two weeks to decide whether to accept the \$19 million award or take the case back to trial.

Import/export imbalance scrambles West Coast docks, jumbles outlook

Shipping disruptions from the coronavirus epidemic are also now hitting U.S. exporters and jamming up West Coast ports. An eastbound capacity squeeze has U.S. fruit and meat producers jockeying for space on Asia-bound vessels. Chinese factory shutdowns caused shipping lines to cancel dozens of trans-Pacific sailings.

Refrigerated containers are in short supply, with some stuck on the China side while boxes in the U.S. loaded with oranges or frozen chicken wait for weeks for outbound booking. The imbalance is jacking up prices for American exporters and hurting business for port truckers that move inbound goods to nearby warehouses and rail connections.

Marine terminals at the ports of Los Angeles and Long Beach have cut their hours as imports slow. That has made it harder to pick up or drop off containers for truckers already contending with slumping freight demand.

Despite the overall downturn in imports, the Port of Oakland announced March 13 that containerized export volume increased 15.4 percent during the month of February, compared to the same month a year ago.

It was the busiest February for export cargo during the past six years, the port said. Oakland exports have now increased year-over-year in five consecutive months.

“It may be too soon to declare this a rally, but we’re encouraged by our export performance,” said Port of Oakland Maritime Director John Driscoll. “It shows demand remains strong for our customers’ products.”

The port attributed much of the volume increase to growth in agricultural exports, especially refrigerated perishables. It singled out increased shipments of chilled and frozen meat products to Asian markets. The port said exports account for 51 percent of its loaded container volume so far in 2020, while imports account for 49 percent of the total.

The Port of Oakland said its February import volume declined 9.2 percent compared to the same period last year, due to the Lunar New Year holiday and the coronavirus outbreak. Shipping lines have canceled 20 voyages to Oakland between February and April, the port said due to reduced demand for inbound ship space because of China’s manufacturing downturn. Ocean carriers are scuttling dozens more sailings to ports worldwide through spring, which will likely lead to a decline in March import volume as well, the port announced.



DEFEND THE JONES ACT
SUPPORT THE SUP
POLITICAL FUND

AFL-CIO seeks to stop new NLRB rule on Union organizing elections

The AFL-CIO is suing to block an administration rule intended to make it harder for unions to organize.

The federation charged in a complaint filed in Washington, DC, on March 6 that the National Labor Relations Board violated the federal Administrative Procedure Act and the National Labor Relations Act when it adopted the rule at the end of last year without first publishing it and seeking comments from the public.

The rule, which is scheduled to take effect in April, would delay union elections by giving employers new powers to contest them on legal grounds both before and after workers vote.

“Should it take effect, the 2019 election rule will make it more difficult for AFL-CIO unions to obtain elections, will delay those elections, will prejudice unions’ ability to campaign in those elections, will delay the counting of ballots after those elections, and will delay the certification of unions as the representative of employees,” the AFL-CIO said in the complaint.

The consequence will be to “delay employers’ legal duty to bargain when a majority of employees chooses a representative to engage in bargaining in those elections.”

Under construction: M/V Matsonia



The second Kanaloa-class ship Matsonia on the shipways in NASSCO’s San Diego shipyard with more than half the hull complete. The ship is due for delivery in the fourth quarter of 2020 and is the sister ship to the Lurline now in operation. Matsonia is expected to be deployed in Hawaiian Island trades.

Maritime Labor Joins Against Jones Act Waiver Opportunism During Pandemic

March 18, 2020

The Honorable Peter DeFazio, Chairman
Committee on Transportation and Infrastructure
United States House of Representatives
Washington, DC 20515

The Honorable Sam Graves, Ranking
Committee on Transportation and Infrastructure
United States House of Representatives
Washington, DC 20515

Dear Mr. Chairman and Ranking Member Graves:

As you may be aware, a number of groups and individuals are attempting to use the current Coronavirus pandemic as a rationale to waive one or more of our nation’s maritime cabotage laws. We strongly oppose such efforts and ask your help to ensure that such unwarranted and unjustifiable waivers of the cabotage laws are not included in the various stimulus packages designed to help the American worker and American industries.

At a time where American workers and their families are facing economic hardship, this public health crisis should not be exploited to the benefit of foreign-flagged industries that do not employ American workers, avoid paying U.S. taxes, pay substandard wages to their foreign employees and want to use these hard times to break into our nation’s vital industries. We oppose any efforts to waive the Jones Act that would undermine the wellbeing of American mariners and the domestic maritime workforce. When this crisis is over, irresponsibly weakening the foundational laws governing the U.S. maritime industry would only contribute to the growing loss of American jobs to foreign interests.

We thank you for your consistent support for the American maritime worker and appreciate your efforts to protect American maritime jobs.

- Marshall Ainley, President, Marine Engineers’ Beneficial Association
- Dave Connolly, President, Sailors’ Union of the Pacific
- Paul Doell, President, American Maritime Officers
- Dan Duncan, Secretary-Treasurer, AFL-CIO Maritime Trades Department
- Don Marcus, President, International Organization of Masters, Mates & Pilots
- Anthony Poplawski, President/Secretary Treasurer, Marine Firemen’s Union
- Marina Secchitano, President, Inlandboatmen’s Union of the Pacific
- Augie Tellez, Executive Vice President, Seafarers International Union
- Larry Willis, President, Transportation Trades Department, AFL-CIO

“Forty days”-- ship detention and the history of quarantine

When the Grand Princess cruise ship docked in Oakland in early March the ship and its roughly 3,500 passengers and crew, 21 of whom tested positive for COVID-19, fell within a tradition of ships and quarantining that goes back hundreds of years.

It comes at a moment of great global fear — particularly surrounding cruise ships, given the more than 700 coronavirus cases and eight deaths from an outbreak on the Diamond Princess cruise ship, now anchored off Japan. Some countries, in contravention to maritime law and convention, have expressed reluctance to let ships enter their ports and to allow potentially infected passengers disembark. Even President Trump said last week that his personal preference would have been to keep passengers and crew on the Grand Princess.

Epidemiologists, however, say that keeping sick people on a ship in an attempt to isolate disease can “amplify infections.”

“Quarantine vessels went out of business a long time ago,” as University of California, Berkeley epidemiologist Arthur Reingold said recently.

That fact shows how far the science on effective quarantine science measures has come. In fact, the term quarantine has maritime origins, coming from quaranta giorni, Italian for “forty days,” the length of time ships from infected ports had to anchor in Venice during the 14th century bubonic plague epidemic, according to the CDC.

“If there was suspicion of disease on the ship, the captain was ordered to proceed to the quarantine station, where passengers and crew were isolated and the vessel was thoroughly fumigated and retained for 40 days,” wrote medical historian Eugenia Tognotti in a 2013 article on the history of quarantine in the journal Emerging Infectious Diseases. “This system, which was used by Italian cities, was later adopted by other European countries.”

Arguments for why the number 40 was chosen vary, from Hippocrates’ theories about 40 days as tipping point for disease to the 40 days that Jesus spent fasting in the wilderness. And Venice wasn’t alone: Also around this time, ships could not enter modern-day Dubrovnik on the Croatian coast, without spending about a month on an isolated island because wind and sunshine were thought to be natural disinfectants.

An early reference to quarantine in the English language comes from famed diarist and British Navy clerk Samuel Pepys, who wrote in 1663 that ships had to “perform quarantine” for 30 days in the Thames estuary if they came from Amsterdam and Hamburg, where another plague outbreak was occurring.

During the 18th and 19th centuries, yellow fever scares led to ships being put under quarantine, raising a “yellow flag” during the day and shining a light at night until it was safe to enter the ports. “The abominable yellow flag, still marks our ship as ‘plague smitten.’ Every boat steers off from us, afraid of contamination,” wrote a traveler named Edwin Montague, while his ship was docked at the Spanish port Mahon in 1848, en route back to America from the Holy Land.

When industrialization helped fuel a cholera outbreak, European ports began

banning ships with “unclean licenses,” originating from regions where the outbreak was occurring.

In American history, from very early on, quarantine measures were largely left up to state and localities. In 1832, during a cholera outbreak in England, New York wouldn’t let ships come within 300 yards. Federal intervention in quarantine matters increased over cholera fears in the late 19th century. During an outbreak in 1892, President Benjamin Harrison’s Surgeon General declared that “no vessel from any foreign port carrying immigrants shall be admitted to enter any port of the United States until such vessel shall have undergone quarantine detention of twenty days, and such greater number of days as may be fixed in each special case by the State authorities.”

Using ships as quarantine vessels were deemed ineffective by the early 20th century as scientific understanding of antibiotics, vaccines and the different causes of these diseases increased and led to new approaches to quarantine that varied based on the makeup of that particular disease.

Already by 1911, the Encyclopedia Britannica was defining quarantine as “a term originally applied to the old sanitary preventative system of detention of ships and men” that “is now a thing of the past in the United Kingdom and in the majority of other states.”

The U.S. Centers for Disease Control and Prevention (CDC) is now warning people to avoid cruises in general during the coronavirus outbreak.



This iconic image of Rosie the Riveter, was created to boost morale and represented the women who worked in factories and shipyards during World War II. These women bravely did what many said could not be done. Rosie is still used today as a symbol of American feminism and women’s empowerment. Nearly 19 million women held critically important jobs during World War II. They too deserve gold medals.

SUP celebrates Women’s History Month, March 2020

SUP Halls Stay Open

Operational Guidelines Limit Risk

As part of the ongoing coronavirus emergency response, and as authorized by the membership at the March regular and emergency meetings, SUP hiring halls remain open for essential business and yet avoid congregation through minor operational adjustments.

Essential business is mainly for job calls and dispatch purposes. Registration and dues payment may be considered essential business, but members will register individually and sequentially at our Branches in Honolulu, Wilmington, Seattle or at San Francisco Headquarters at the designated time and only if phone or electronic registration is impossible.

Non-essential business is anything that can be done remotely to reduce unnecessary foot traffic at the Halls and thereby limit exposure risk. Supplemental Benefits (vacation) applications, registration by phone, dues payments by check or money order, medical clinic dispatch, credential advisory services, etc., are all normal Union business activities that can and should be done remotely whenever possible. The interior space of SUP halls are closed to visitors, non-members, members socializing, or members with business that can be handled electronically, by mail, or over the phone.

Union halls are not for congregation during the emergency. Members must arrive and depart the Halls shortly before and directly after job call. Attendance at job call is for the purpose of gaining work only: non-essential congregation is inappropriate as per the guidance of health experts. Job calls and job call periods may be limited. Branches are authorized to take necessary steps to protect the safety of members.

Among many other risk mitigation techniques, and health and safety practices, we will avoid congregation as a physical matter, but also as a matter of Union strength. Our time-tested, transparent, and democratic rotary shipping system is a central component of our ability to meet our contractual responsibilities. It’s up to us to look out for it, just as we care for ourselves.

For immediate assistance or referral on any matter contact SUP HQ: 415-777-3400 or email dave@sailors.org, matt@sailors.org, roy@sailors.org, dispatcher@sailors.org, president@sailors.org. Leadership and staff thanks the membership for its understanding, dedication and focus during this difficult time.

Coast Guard closes REC’s: extends document expirations

The Coast Guard published Marine Safety Information Bulletin (MSIB) 08-20 announcing several updates based on the COVID-19 pandemic. Effective March 19, 2020, the Coast Guard’s 17 Regional Examination Centers (REC) and 3 Monitoring Units (MU) **are closed to the public** until further notice. All REC/MU customer walk-in service is suspended and all scheduled examinations and appointments are cancelled. REC appointment calendars are closed. In an effort to minimize customer service disruptions:

The Customer Service Center call center is open from 8:00 a.m. to 5:30 p.m. EST, Monday through Friday. You may reach the call center at 1-888-IASKNMC (427-5662) and IASKNMC@uscg.mil. Mariners are asked to not try to re-schedule appointments until the NMC re-opens the appointment calendars. The NMC will provide notice when the calendars are available.

National Endorsements: Merchant Mariner Credentials (MMC) and Medical Certificates (National Endorsements only) that expire between March 1, 2020, and July 31, 2020, are extended until October 31, 2020.

STCW Endorsements: MMCs with STCW endorsements that expire between March 1, 2020, and July 31, 2020, are extended until October 31, 2020.

STCW Medical Certificates: STCW Medical Certificates are valid for 3 months from the expiration date in accordance with STCW Regulation I/9.

Mariners who are actively working on expired Medical Certificates (and all other credentials) that meet the expiration criteria must carry the expired certificate with a copy of MSIB 08-20. This MSIB will be available in all SUP Halls.

At this time, NMC operations in Martinsburg, WV, are being minimally impacted by COVID-19. It is a dynamic situation and may change. For improved service and security, mariners should use electronically submitted application materials.

The extensions are not unexpected, and should help, but their effective use depends on compliance with the MSIB specifics and are subject to consideration of the unique expiration dates of individual credentials, i.e., meets the expiration criteria. Contact SUP agents for guidance.

Trump memo seeks to remove Union collective bargaining rights at DoD

Unions that represent employees at the Department of Defense want Congress to challenge a presidential memo giving the defense secretary broad power to end collective bargaining at DOD agencies.

The memo says the defense secretary can end collective bargaining at DOD agencies where it’s necessary for national security reasons. Though by itself it doesn’t end collective bargaining at DOD agencies, it gives the department the ability to do so when its chief determines that bargaining could harm national security.

“Where collective bargaining is incompatible with these organizations’ missions, the Department of Defense should not be forced to sacrifice its national security mission” by having to appeal labor disputes to “third parties,” Trump wrote in the memo to Defense Secretary Mark Esper.

The department has more than 700,000 civilian employees and is the largest federal agency. About half the government’s 2.1 million federal workers are represented by unions, including a large portion of the DOD workforce. Presidents have long been able to exclude agencies from collective bargaining by asserting that unionization is incompatible with national security, but this authority primarily has been used to exclude specific agencies with national security functions rather than being extended to the head of an entire department.

A letter to members of Congress from Everett Kelley, secretary-treasurer at the American Federation of Government Employees, urged them to include language blocking the president’s action in the fiscal 2021 defense authorization bill.

“The substance of this Memorandum is unprecedented and is clearly meant not as an effort to protect national security, but as an instruction to carry out the administration’s ongoing effort to undermine federal sector bargaining,” Kelley said in the letter to members of House and Senate committees with authority over the Defense Department.

The administration’s action potentially could affect nearly 500,000 DOD workers, Kelley said in a statement. Civilians at the department have had collective bargaining rights since 1962, he said.

The administration’s assertion that unionization is incompatible with national security ultimately could affect workers outside the government, Paul Shearon, president of the International Federation of Professional and Technical Engineers, said in a separate statement.

“There are millions of private sector workers in aerospace, defense industries, utilities, and transportation who work on projects vital to U.S. national security. Is President Trump going to bust all of their unions, too?” he asked.

The IFPTE represents about 80,000 private- and public-sector workers, including DOD civilians at Navy shipyards. AFGE, the largest federal employee union, represents a total of about 700,000 government workers, including about 300,000 DOD employees.

Steady reversal of decades of legal precedent at NLRB likely to continue

The National Labor Relations Board, now led by appointees of President Donald Trump, is engaged in a relentless campaign to strengthen the hand of employers in negotiations with working people and their unions.

The Board was created by Congress to protect the rights of working people, encourage collective bargaining and curtail private sector labor and management practices which can harm the general welfare of workers, businesses and the economy as a whole.

But now it has abandoned that mandate, rolling back decades of settled law and tipping the scale of justice further in favor of corporations.

With Trump appointees in control, “the NLRB has ignored ethics rules, marginalized career staff, reversed decades-old precedent (not just Obama-era decisions), and turned labor law upside down to favor employers,” writes former NLRB chair Wilma B. Liebman in an article published in the Feb. 19 edition of The New York Times.

She calls the situation “a crisis for workers’ rights.” One example: new measures passed by the Board allow employers in some cases to bypass collective bargaining and unilaterally change the terms and conditions of employment without negotiating with the employees’ union.

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

Receive the West Coast Sailors via First Class Mail

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City _____

State _____ Zip _____ Country _____



U.S. \$25; International \$50 per year
Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105

Welfare Notes March 2020

Unfit For Duty

If you are Unfit for Duty, your eligibility for coverage may be extended; however, you must have your attending physician submit documentation to the SUP Welfare Plan including the date he treated you and the dates of your Unfit for Duty. Extensive information of your disabling condition is not required. Your employer will not automatically send documentation to the Plan office if you are injured on the ship. Periodic updates of your status should be submitted if your disability continues.

Unfit for Duty does not automatically add time onto the eligibility period. The extension of eligibility due to Unfit for Duty is dependent upon the Unfit For Duty dates and the Fit For Duty date.

When an eligible member becomes Fit for Duty he has 3 months starting in the month after becoming Fit for Duty to work 60 days to continue his eligibility.

As an example if a member’s eligibility period is 02/01/19 through 01/31/20 and he becomes Unfit For Duty in March 2019 and becomes Fit for Duty in June 2019, his eligibility is not extended. In this example the Fit For Duty date would make July, August, and September the time frame for him to work the 60 days needed to keep eligibility from lapsing. The eligibility period, however, covers him through January 2020 so the Unfit for Duty would not affect the eligibility period.

If a member with an eligibility period of 02/01/19 through 01/31/20 became Unfit for Duty in October 2019 and Fit for Duty in February 2020, his eligibility would be extended for February 2020, as well as, the months of March 2020, April 2020, and May 2020 when he would have to work at least 60 days to keep his eligibility from terminating.

If the member in this example failed to work 60 days between March 2020 through May 2020, eligibility would terminate in the month following the last extension month (May 2020) and the member must work 120 days within 12 months to become eligible again.

Time worked in the extension months after becoming Fit for Duty does not count for the 120 days within 12 months required if eligibility is terminated. Participants who regain eligibility after being terminated must enroll in a plan again.

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Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net
SUP Welfare Plan 730 Harrison Street, #415 San Francisco, CA 94107
Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991
Seafarers Medical Center 415-392-3611

MS Roald Amundsen Sets Southern Record

The Hurtigruten expedition ship *MS Roald Amundsen* crossed the Antarctic Circle and reached 70° south last week, the furthest any Hurtigruten ship has gone in the line's 127 years of business.

Captain Torry Sakkariassen and his crew sailed the vessel to the ice edge on February 19.

The circumference of the Antarctic Circle is roughly 16,000 kilometers (9,900 miles). The area south of the Circle is about 20 million square kilometers (7,700,000 square miles) and covers roughly four percent of Earth's surface.

MS Roald Amundsen is the world's first hybrid electric-powered expedition cruise ship, equipped with large battery packs and a specially designed ice-strengthened hull which allows her to operate in areas other ships cannot reach. Her sister ship, *MS Fridtjof Nansen*, will also run on a hybrid electric-powered propulsion system and will embark on her maiden voyage this spring. *MS Fridtjof Nansen* is expected to be delivered this year, and a second newbuild is expected in 2021.

MS Roald Amundsen made history as the first cruise ship named in Antarctica on November 7 last year. She was named by polar pioneer and godmother Karin Strand in Chiriguano Bay on Brabant Island, Antarctica. She also made history last summer as the first cruise ship to sail on battery power and as the first hybrid electric-powered ship to traverse the Northwest Passage.

MS Roald Amundsen will complete one more cruise in the region before sailing up through South and Central America to spend the summer in Alaska.





Bosun Robert Leeper and OS/GVA Kyaw Thein working aloft in Cape Horn, part of the nation's Ready Reserve Force, at Pier 50 in San Francisco. Photo: Matt Henning

Labor coalition asks FTC to launch inquiry into the “Amazon Effect”

Several major labor unions including the United Food and Commercial Workers, the Communication Workers of America, and the Teamsters joined in filing a petition asking the Federal Trade Commission to open a wide-ranging study into Amazon’s business practices. The unions, which represent more than five million American workers, hope to convince the antitrust regulator to investigate the broad reach of Amazon into the industries they represent.

The petition asks the F.T.C. to use its broad powers to gather nonpublic information about a company’s or industry’s effects on commerce. In a 28-page document with 149 footnotes, the unions lay out areas they think the F.T.C. should explore, including whether Amazon requires companies to use more of its services to succeed on its marketplace.

Although the Teamsters do not represent Amazon workers and direct no organizing efforts, the 2018 contract negotiations between UPS and the Union agreed to create a new job type with lower pay, to service demand for weekend e-commerce deliveries.

In their petition, the unions ask the F.T.C. to study whether Amazon forces its third-party merchants to buy its delivery fulfillment services if they want to rank high and succeed on the site, a move that they say could harm competing shipping and logistics providers.

The United Food and Commercial Workers International Union, which represents grocery workers at companies like Kroger and Safeway, began closely tracking Amazon after it bought Whole Foods for more than \$13 billion in 2017. The move catapulted Amazon from the 17th-largest grocer in the country to the sixth largest, according to the investment bank Cowen.

Amazon said it had created more than 500,000 jobs domestically for people with various education levels, training and skills.

In the past, these studies have looked at other industries as varied as data brokers and pharmaceuticals. One study into hospital mergers bolstered the agency’s ability to successfully challenge new deals, while others have led to legislative changes. This year, the agency said it would research smaller acquisitions by major tech companies, including Amazon.

It is far less common for the agency to do what the unions are requesting: begin an inquiry explicitly into a single company.

The UFCW was particularly interested in a question the petition asks the F.T.C. to study: whether Amazon depresses wages in areas where it is a major employer. The petition estimated that half of all warehouse workers in Mercer County, N.J., were employed by Amazon. Federal data shows that warehouse wages in the county have fallen 18 percent since 2014, when Amazon opened its largest fulfillment center in the state there, according to the petition.

The Service Employees International Union, with two million members in health care, the public sector and other industries, also joined the petition.

The labor groups are making a novel use of the F.T.C.’s right to conduct research into how a market or industry works, using its legal authority to compel companies to provide private information. The results of these studies can influence policy changes at the agency or inform its efforts to police an industry.

Tim Wu, a professor at Columbia Law School and an advocate for greater antitrust enforcement, said the approach made sense because the F.T.C. has struggled to find a single route into an investigation of Amazon — where low consumer prices provide a shield against antitrust action.

PENTAGON TO DEPLOY HOSPITAL SHIPS Mercy and Comfort activated as part of virus response

USNI News reported Tuesday that the Pentagon has begun the process of activating USNS MERCY and USNS COMFORT to aid in domestic response to COVID-19.

“We’ve already given orders to the Navy... to lean forward in terms of getting them ready to deploy,” Secretary of Defense Mark Esper told reporters Tuesday.

According to USNI reporter Sam LaGrone, the ships will now begin the process of bringing aboard medical staff and equipment ahead of deploying along the East and West coasts.

He quotes two sources who say the ships will aid coastal hospital systems by taking on non-COVID-19 cases to permit the hospitals to focus on the most critical patients suffering from the virus.

On Monday, Joint Staff Surgeon Air Force Brig. Gen. Paul Friedrichs gave more details on how the ships could support civilian hospitals.

“If, for example, a community has a large outbreak and there’s a need for emergency room support or trauma support, a hospital ship is perfectly designed to do that,” Friedrichs told Politico on Monday.

“It’s hard to get the hospital ship to St. Louis, but along the coasts, it is an option to use.”

Each ship has a 1,000-bed capacity and is manned by military medical personnel from actives and reserves. “When you look at the numbers of people that are projected that may need ventilators, 2,000 doesn’t put much of a dent in it but we can offer what we have,” Mr. Esper said.

Pentagon officials say many of the reserve medical personnel that would be called up to staff mobile hospitals or MERCY and COMFORT would be partially pulled from civilian medical facilities.

Esper said he’s been in consultation with several state governors on how to support civilian medical efforts.

New York and Washington state could be two locations in need of services afforded by the medical ships, based on the number of cases in those areas, where there has been a total of more than 2,800 cases and about 50 deaths, officials said.

USNS MERCY is homeported at Naval Station San Diego, Calif. USNS COMFORT is homeported at Naval Station Norfolk, Va.



Chevron Corp stresses reliability to investors

At its annual security analyst meeting today, Chevron Corporation (NYSE: CVX) talked up its future through a mix of financial discipline in capital spending, cost reduction, and continued cash flow growth over the next five years.

“Chevron has a winning investment proposition,” said Michael Wirth, Chevron’s chairman and CEO. “We believe our advantaged portfolio and capital efficiency enable us to grow cash flows and increase returns without relying on rising oil prices. Chevron has the potential to distribute \$75 - \$80 billion in cash to shareholders over the next five years.”

Higher returns will be driven by a new \$2 billion target for cost and margin improvements and short cycle, capital efficient investments. The company expects 9 percent compound annual growth in operating cash flow per share through 2024 while holding capital spending in a range of \$19 to \$22 billion.

“We remain focused on a returns-driven approach to capital allocation, investing in lower-risk projects that should drive solid earnings and cash flow growth. As a result, we expect return on capital to exceed 10 percent by 2024 at flat \$60 Brent nominal prices, an improvement of over 300 basis points,” said Pierre Breber, Chevron’s chief financial officer.

CEO Wirth said. “Even with price volatility, we have the capability to deliver leading dividend growth” and sustain stock buybacks

Chevron continues to execute its lower-risk and disciplined capital program, highlighted by its Permian Basin position, the major expansion in Kazakhstan, and its queue of deepwater opportunities in the Gulf of Mexico. The company expects compound annual production growth greater than 3 percent from 2019 to 2024, excluding any future unannounced asset sales.

Jay Johnson, executive vice president, said. “Our experience and technology edge in the deepwater should enable continued development in the Gulf of Mexico, Brazil, and West Africa, and we have long-lived, low-decline assets in Australia and Kazakhstan.” The company says the future of energy is for affordable, reliable and ever-cleaner energy. This includes lowering its carbon intensity cost efficiently, increasing renewables in support of its business, and investing in potential breakthrough technologies such as alternative fueling infrastructure and carbon capture.

“Our approach delivers greenhouse gas reductions in the short term while making investments in potential future breakthrough technologies for the long term,” Wirth added. “Chevron has the scale, capability and balance sheet strength” to advance energy innovations.

Chevron Corporation is one of the world’s leading integrated energy companies. Through its subsidiaries worldwide, the company is involved in every facet of the energy industry. Chevron explores for, produces and transports crude oil and natural gas; refines, markets and distributes transportation fuels and lubricants; manufactures petrochemicals and additives; generates power; and develops technologies that enhance business value in every aspect of the company’s operations. Chevron is based in San Ramon, Calif.

SUPPORT THE SUP POLITICAL FUND



SUP PRESIDENT'S REPORT

FOSS MARITIME COMPANY

Throughout February the Union met with rank-and-file members employed by Foss to discuss issues related to a new contract that expired on February 29 2020. On February 14 we met again as the de facto SUP Negotiating Committee on specific proposals and strategy before meeting with the Company at their Home Dock in Richmond, California. The Committee was comprised of rank-and-file members and Foss employees Mike Higa, Tom Tynan, J.D. Rymel, Jason Chilbert, Karl Turner, Fernando Liencres, Don Nichols, Mike Potenti, Kelly Johnson, as well as SUP VP Matt Henning and myself.

Retaining the qualified labor pool despite a reduction in vessels and work related to new IMO regulations on the marine fuel business was a primary theme. Given the fresh uncertainties of the business environment, and in the context of barge layup related to the Company's own short term agreement with its primary supplier, Chevron Corporation, as well as the severe limitation of call-out work, the Committee understood a short-term agreement would best serve the interests of the members employed by Foss. The Company agreed, and late in the day subject to various terms and conditions, a tentative deal was reached.

Despite pressure for structural changes, there were no concessions and present conditions and work rules were maintained. Extension terms and improvements included

- One-year (1) extension of existing terms to February 28, 2021
- Three and a half percent (3.5%) increase on wages and wage related items including overtime rates beginning on March 1, 2020.
- Elimination of call out rates – achieving a long time goal of parity between call out rates and crewed rates for boat personnel such that all call-out employees will only be paid at the higher crewed rate of pay.
- Missed meal hour compensation will be compensated along the lines of the present practice and consistent with the law and the policy presently in effect (2 hours in a 12 hour shift).
- Foss-qualified tankermen made eligible for engineer training as an official opportunity. Now sanctioned now by the new Subchapter M rules promulgated by the Coast Guard, members will be able to train as engineers consistent with the seniority and assignment provisions of the Agreement.

About tank barge captain workload including new administrative duties and retention goals during the downturn, the Union proposed a new Tankerman Readiness Pool consistent with Work Rules already set forth in Agreement. Like the Weekly Available for Overtime List, the proposal came complete with call order, qualifications, and assignment rules. As part of the settlement, however, it was set aside for consideration at the next round of bargaining. The Committee was ultimately convinced that they had secured the best possible agreement and that nothing was left on the table for this extension. Accordingly, Mr. Chairman on their behalf I recommend ratification of the Foss short-term agreement to extend.

READY RESERVE FORCE

The U.S. Maritime Administration contracting officers, after long delay and discussion, accepted the total labor cost (TLC) pricing as previously proposed by a unified maritime labor to operate and maintain the nation's Ready Reserve Force. That pricing was based on a TLC increase subject to the allocations of the individual unions for two option years, Year 5 and Year 6 at two and one-half (2.5%) percent. Except for minor allocation adjustments by company in benefit contributions amounts, the increased wages and benefits are identical for Matson and Patriot in both Full and Reduced Operating Status and are as follows:

All ratings Pension contribution in FOS and ROS is 20.00 per day. Money Purchase contributions for Bosun and AB's in FOS is 10.82 and 10.77 for all ratings in ROS. In FOS, Money Purchase contribution for OS is 8.87 and 9.73 for the GVA/GUDE.

Full Operating Status

	Monthly Wage	Daily Wage	OT	Monthly/Daily Supp.Wage	
Bosun	5413.82	180.46	41.53	3140.02	104.67
AB	4308.65	143.62	35.45	2499.02	83.30
OS	2966.25	98.88	21.19	1720.43	57.45
GVA	3478.56	115.95	21.19	2017.56	67.25

Reduced Operating Status

	Weekly Wage	Daily Wage	OT	Monthly Supp.Wage	
Bosun	1679.69	239.96	41.12	111.98	
GVU/ GUDE	1031.53	147.36	20.98	68.77	

Group II eligibility for SUP Welfare Benefits will continue including full medical and dental coverage for members, spouses and legal dependents without changes. The Group II coverage period, also unchanged, remains six months of rolling eligibility based on the number of days worked, i.e., one hundred and twenty (120) days for initial eligibility and sixty (60) days for continuing eligibility. The pension contribution, already in place for over a year, maintains pension eligibility. Other contributions covering Training, the Joint Employment Committee, and the Seafarer's Medical Center were also increased by 2.5% as allocated. The increases apply to wages and benefits of SUP crews in Patriot's Admiral Callaghan, Cape Orlando, Cape Texas, Cape Trinity, Cape Taylor, Cape Vincent and Cape Victory as well as Matson's Cape Hudson, Cape Horn, and Cape Henry. Crew composition remains the same in ROS and FOS except to note some potential for riding gangs in supplemental maintenance jobs. Finally, we have demanded and been given as yet unconfirmed indication that the proposed increases will be retroactive to January 27. 2020. Mr. Chairman, I recommend ratification of the 2.5% increase to Total Labor Cost in the Union's Ready Reserve contracts in Option Year 5.

Further to the topic of government shipping, on February 11 a teleconference announcement to maritime labor and industry from Maritime Administrator Admiral Mark Buzby was held on President Trump's fiscal year 2021 budget request for the Ready Reserve and the Maritime Security Program. The President's budget calls for full MSP funding at \$314 million, or 5.2 million per vessel. This is the second consecutive year that full funding has been requested after less than that in his first two budgets and following an all-out effort by maritime labor and industry to security the funding through Congress. The budget also calls for a \$436 million for the RRF program, an increase of \$84 million from the prior year. The budget request was notably entirely deficient however in funding for the US AID PL-480 Food for Peace program. The lack of support for Food for Peace program was expected and labor has already identified it as a priority for political action this year. In letters to the Chairs and Ranking members of the House Subcommittee on Agriculture, part of the House Committee on Appropriations, the SUP was signatory to the request to Congress to fully fund the food assistance programs that make up an important component the cargo preference aspect of maritime cabotage.

COVID-19 VIRUS

As was reported in last month's West Coast Sailors and throughout mainstream media, coronavirus continues to disrupt the global economy. With most new cases now occurring outside China, it is a highly dynamic situation made worse by a lack of information. Occurring as it often does with mild or no symptoms and becoming apparent (or not) over a long incubation period and without wide testing it is a malady that is for ripe for misunderstanding, bad information, and probably underreporting.

Even if good information was available, serious concern is justified. The World Health Organization, after long delay, declared a pandemic. President Trump declared a national emergency. The Center for Disease Control warned of widespread U.S. contagion, and the

states of California, Washington and others have declared emergencies due to the outbreak.

As of today's meeting there are roughly 112,000 cases worldwide in 111 countries and one international conveyance with over 4,000 deaths. China still has the largest number of cases by far, followed by South Korea, Iran and Italy. Interestingly, the international conveyance was a single ship, the Diamond Princess, and accounted for the fifth highest concentration of cases at 696. In the United States, there are now nearly 566 known cases of COVID-19 in 33 states, 22 deaths. There are 114 cases in California including 21 new cases in a cruise ship that was held outside San Francisco and coming into Oakland today. There are roughly 70,000 recovered cases in total. Fierce outbreaks in Italy and Iran have spread into Europe, but new cases appear to have begun to decline in China and may be leveling off in Korea.

The human costs are still uncertain, but the economic damage is not. At the outset, SUP sailors were on the front lines of an international supply shock that is only now becoming clear to the public. That shock is now met by a corresponding demand shock, a decline in demand, that puts the global economy at risk of recession. Evidence continues to pile up. Much business travel has been suspended, major league sports, conferences, classes, concerts and other events have been cancelled. Business activity is suppressed, stock markets are rattled, and the Federal Reserve has imposed emergency interest rate cuts. Trucking and port activity in Asia is sharply diminished and port slowdowns in Los Angeles and other ports are evident. Blank sailings have reached multi-year record highs as container shipping volumes on both the import and export sides of the ledger have fallen by as much as one-third. Of course, freight rates are mostly plunging in response.

Matson management's earnings announcement for the fourth quarter of 2019, which predated most of the trouble, was positive but still officially warned of negative effects ahead in terms of lower volumes and rates across its businesses. CEO Matt Cox advised analysts to expect a 15 million dollar hit to operating income for the Ocean transportation component in first quarter of 2020 attributable to coronavirus impact. CMA-CGM has indicated a "challenging environment" and industry press has suggested that the Company, one of the largest container shipping companies in the world, may have difficulty servicing its debt.

Pursuant to Presidential Executive Orders, as well policy by many departments in the federal government, all ships including U.S. flag ships seeking U.S. port entry are subject to 14 day at sea quarantine and clearance as well as isolation for any symptomatic crew.

There are several important operational considerations for the Union. First, a healthy and prepared membership is a precondition to our success and members are urged to take extra caution to stay well for their own sake but also as a function of Union readiness. Stay away from sick people, and take protective measures including frequent washing of hands, recognizing the symptoms (especially fever, cough, shortness of breath), monitoring self-care and seeking medical care if sickness progresses, disinfecting surfaces, avoiding hands to face contact. As always members must also maintain readiness in their credentials; mindful of expirations, renewing with plenty of time, planning for possible processing delays, and remembering that increased focus on immigration issues may uncover documentation problems.

Second, members who are sick or not feeling well should not be working at sea or ashore, and should stay away from the hiring halls. Members recently in Asian ports, or other known outbreak "hot spots" such as Iran and Italy, should a "self-quarantine" for a minimum of 14 days from departure with or without symptoms. Any member with symptoms independent of travel history should also "self-quarantine" (unless conditions worsen and then should seek immediate medical attention) and avoid visiting any hiring hall. Members in either category shall be allowed to register by phone by adoption of this rule under the emergency provisions of the shipping rules. The SIU and MFOV have taken similar action.

Third, the Union's trust funds offices and medical clinics deserve the same consideration as our hiring halls. One clinic recently refused service to SUP and MFOV members based on misperceived exposure risk.

SUP President’s Report continued

Working with Seafarer’s Medical Center Administrator Michelle Chang, we successfully intervened first to initiate the backup clinic and then to restore and maintain service. Members should avoid unnecessary visits to the SUP Welfare Plan offices and related trust offices, in any case, and members who are subject to exposure risk should “self-quarantine” and conduct business over the phone or by other means. Members departing ships and seeking to file claims for Supplemental Benefits can and should send copies of their discharges to Union Agents for processing and forwarding to Plan staff for payment. To maintain the viability of our rotary shipping system we must respect the health and safety of the system’s employees; doing so will be in part an exercise of self-imposed quarantine. The Union stands ready to assist in that effort.

Fourth, members have been advised, in this report last month and in dozens of emails, phone calls and meetings since then, restrictions to ship claims directly related to this crisis are not payable. Matson and APL management have in several cases shown uniform refusal to pay and the language of our collective bargaining agreement supports that position in the emergency exemption clause. Moreover, language to the contrary is preempted by the life and death nature of the pandemic, suspending the normal restriction requirements, especially the foreign government written order clause. The collective bargaining intent and purpose of that written order is to prevent arbitrary restriction that is so evidently not the case here. At the same time, we have insisted to management that they live up to the letter and the spirit of our agreements, despite the crisis. We reiterated our normal right to shore leave, and warned them that we will evaluate each restriction claim on the merits so that there are no arbitrary, retaliatory, or discriminatory denials of legitimate claims. If delegates conclude that despite all of the foregoing the restriction is still arbitrary, they are advised to record and collect the information, make the claim and submit documentation to SUP Headquarters for evaluation as per the grievance procedure.

Finally, in this slow moving emergency the Union has taken and will continue to take steps to protect its members, agents, and staff, while at the same time maintain the continuity of its hiring hall and other operations. Those steps include a variety of measure, policies, and contingency plans.

Of the U.S. government we have demanded fairness and respect about quarantines and shore leave procedure, freedom to embark and disembark in U.S. ports, and exemption from a sweeping occupational discrimination that could easily arise against us given the migratory cross-borders nature of our work. Of the employers we have demanded a safe workplace, protective policies and gear, no arbitrary restrictions to ship, and policies that limit exposure to contagion, among other things. Remarkably, these demands have so far been met. The uncertainty of the duration and spread of the virus is compounded by a natural fear built in to such situations. We are determined to be prepared, and come what may, in war and peace and pestilence, the SUP will withstand the crisis.

HOLIDAYS

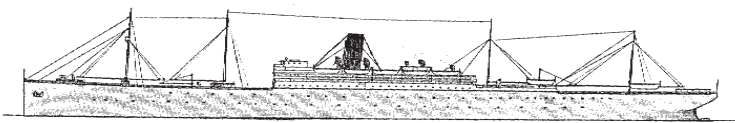
Cesar Chavez Day: All SUP Halls on the West Coast will be closed on Tuesday, March 31, 2020, in observance of Cesar Chavez’s Birthday, which is an ILWU holiday and a recognized holiday under SUP agreements with the San Francisco Bar Pilots, as well as Matson and APL for their ships in West Coast ports.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

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

Good Friday: All SUP halls will be closed at noon on Friday April 10, in observance of Good Friday. Under our Agreements with Matson and APL, unlicensed personnel shall be granted a three-hour holiday between noon and 3:00 PM and overtime will be paid if required to work during those hours. The Honolulu Branch will be closed on April 10, as it is an ILWU Local 142 holiday. Therefore, it is a holiday for Matson ships in port and for those working under the SUP/Matson Maintenance and Extra Maintenance Agreements.

MARCH 6, 1885

The month of March is the sailors’ month. This year the Union celebrates its 134th anniversary of its founding at a meeting of sailors at the progenitor of today’s meeting on a lumber pile on a wharf at the foot of Folsom Street on San Francisco’s Embarcadero on March 6, 1885. March is also the birthday month of the two leaders of the SUP, Andrew Furuseth on March 5, 1854 and Harry Lundeberg on March 25, 1901, both luminaries of American labor history. It is also the month of the passage of the Seamen’s Act, signed into law by President Woodrow Wilson on March 4, 1915 after a 20-year struggle by Furuseth to free seamen from indentured servitude. Later this year we will also celebrate the 100th year of the Merchant Marine Act of 1920, also known as the Jones Act. As venerable and long lasting as the Jones Act is, it’s instructive to remember that the SUP was already 35 years old at that point, and had emerged from violent union-busting attacks, conducted several major strikes, coordinated hundreds of smaller job actions all the while successfully organizing dozens of companies and helping to enact three other major pieces of national legislation favorable to the U.S. merchant marine. All that is only part of an astonishing overall record of success, and worthy of proud celebration. Happy Birthday to the SUP.



VICE PRESIDENT’S REPORT

Worked in the Front Office and checked the following ships:

President Kennedy: Jennifer Corner, delegate. Ship running smooth with no major beefs. David Ibarra, bosun.

President Cleveland: Reginald Clark, delegate. Clarification regarding delayed sailing. Marc Calairo, bosun.

President Truman: Gabriel Sipin, delegate. In and out of Oakland with no major beefs. Dale Gibson, bosun.

APL Gulf Express: Cody Clark, delegate. Continuing run in Persian Gulf. Rolando Mendoza, bosun.

APL Guam- Ben Ashton, delegate. Clarification with pay due to drills exceeding one hour.

USNS Sisler: Jonnell Hodges, delegate. No major beefs. Jon Clark, bosun.

USNS Dahl- Eduardo Rojas, delegate. At anchor in Saipan with Saul Townsend relieving Xerxes Cunanan, bosun.

USNS Watson- Dominic Metz, delegate. At anchor in Diego Garcia. Juancho Gutierrez relieving Chris Cupan, Bosun.

Cape Vincent: Back in Beaumont Texas. In good hand with Jordan Polon, Bosun.

Cape Horn: Robert Leeper, bosun. ROS status in San Francisco.

Cape Henry- ROS status in San Francisco. Yvette Cavan, bosun.

Cape Hudson- Mark Relojo, bosun. Currently on Pacific Pathways mission off-loading equipment in Thailand in support of exercise Cobra Gold.

Mississippi Voyager: Rory Alexander, delegate. In and out of Richmond Long Wharf with no beefs. Mat Frazier, bosun.

Texas Voyager: Chris Thorsen, delegate. Continuing run between Ft Lauderdale, FL and Pascagoula, MS. Romio Racoma, bosun.

California Voyager: Larry Moses, delegate. Continuing run between Florida and Texas. New ship is in great condition and running smooth. Scott Oliphant, bosun.

Please check your documents for impending expirations and ask questions if you are not sure. With COVID-19 please be responsible and limit your time in the hall to job call. Most membership services can be set up/completed by phone or email. Stay safe.

Matt Henning



In the crew lounge of the mess deck of the Chevron tanker *Mississippi Voyager* at Richmond Long Wharf in late February stands AB Cliff Toralba with new member OS Kawan Weaver holding their up-to-date SUP membership certificates. SUP members earlier in the month ratified the new Chevron collective bargaining agreement. Photo: Matt Henning

LIVE BETTER
WORK UNION

SUP BRANCH REPORTS

WILMINGTON

SEATTLE

February 2020

Shipping: Bosun: 3, AB/W: 14, AB/D: 6, OS/STOS: 0, GVA/GUDE: 1, and standby: 39 for a total of 63 jobs shipped.

Registered: A: 28 B: 47 C: 6 D: 9

Ships checked: *Maunalei, Lurline, Manukai, Manoa, Kaimana Hila, President Wilson, President Cleveland, President Kennedy.*

Shipping at a steady pace here in Wilmington although the amount of cargo and the numbers of ships making port calls has slowed due to the corononavirus. Crew members need to follow all safety precautions and information being provided onboard for your own health and safety. Information on coronavirus is everchanging and evolving. Keep your dues current and be sure to check your documents. MM, PPP TWIC CG Medical, Basic Safety, Annual Physical, Drug Card, dues and other documents must be current to ship.

Leighton Gandy, Branch Agent

HONOLULU

February 2020

Shipped the following jobs in the month of February: 2 steady bosuns, 1 AB Day steady, 0 AB Watch steady, 1 AB Watch return, 1 AB Maintenance and 0 OS steady. The shipping jobs were filled by 5A cards, 1 B card and 0 C cards.

Shipped 6 standby jobs. The standby jobs were filled by 0 A cards, 3 B cards, 1 C cards and 2 D-cards. Registered in Honolulu: 12 A cards; 32 B cards; 8 C cards; 9 D cards.

Ships checked: I visited the *RJ Pfeiffer, Manukai, Maunalei, Manoa, Mokihana, Mahimahi, Matsonia, Kamokuiki, Maunawili, Kaimana Hila, DK Inouye* and the Paint and Rigging gang. All are running with few or minor beefs.

APL Guam-no major beefs, *APL Saipan*-no major beefs, *USNS Charlton*-no major beefs, *USNS Watson*-no major beefs.

I represented the SUP at the Hawaii Ports Maritime Council meeting, and the Hawaii AFL-CIO executive board meeting.

I had a lot of complaints about dirty quarters being left by departing crew members. New crew members: if you find a dirty room when you get to the ship please let me know as soon as possible, take pictures and show to other SUP members onboard before you clean the room. This will help when fining the offending member. It's up to us to fix this, the companies will not help.

Shipping has really slowed down as Honolulu has lost 11 jobs that were called here in the past 2 months with the Mokihana, Kamokuiki, and Pfeiffer layup (Pfeiffer will call back on departure from yard).

Remember to always check your documents and anything with less than six months to expiration you should start the renewal process immediately. This is especially true if you are thinking about shipping on the APL shuttle ships or the Patiro LMSR ships.

Michael Dirksen, Branch Agent

February 2020

Patriot called for 1 Boatswain, 6 AB, and 3 OS, filled by 8 B and 2 D cards. 5 No standbys were called for the month in Seattle. Registered: 1 A card for a total of 8; 6 B cards for a total of 28; 2 C cards for a total of 3; 1 D cards for a total of 5.

Shipping in Seattle was slow this month with only ten jobs shipped and made worse by Seattle sailors having expired training certs or other documentation. Several jobs went open from here and will return in four to six months.

I have had a few complaints about dirty quarters being left by departing crew, so remember this is a violation under Article XIX, Section 9 of the SUP Constitution and By-laws. If you are returning crew and after investigation have been found to have left an unclean space, you can expect to be fined upon registration.

Brendan Bohannon, Branch Agent

Dispatcher's Report

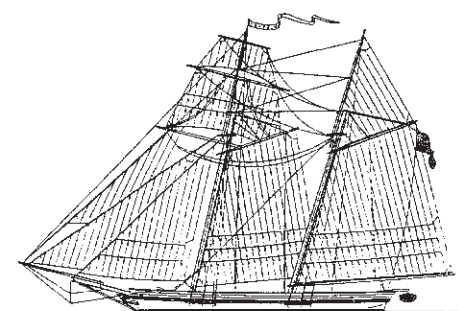
Headquarters—February 2020

Deck	
Bosun	3
Carpenter.....	0
MM	4
AB	9
OS	9
Standby	14
Total Deck Jobs Shipped.....	39
Total Deck B, C, D Shipped.....	31
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler.....	0
Wiper	0
Steward	0
Cook.....	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, D Shipped	0
Total Jobs Shipped - All Depts.	39
Total B, C, D Shipped-All Depts.	31
Total Registered "A"	22
Total Registered "B"	41
Total Registered "C"	7
Total Registered "D"	10



A good sailor is always a good union man.

--Harry Lundeberg



BUSINESS

AGENT'S REPORT

February, 2020

Daniel K. Jnouye: Dave Erikson, Delegate. Teo Rojas, Bosun. In and out of Oakland 62. Ship sailed with no issues on the southern triangle for awhile now. Members taking trips off should leave rooms clean and soogie it out. Especially if you' re a smoker, that's common courtesy and good seamanship. New standby rules protect the crew: stay out of the house, bring lunch and water.

Mahimahi: Gerry Marshall, Delegate. Mike Worth, Bosun. Quick turnaround. No beefs.

Mokihana: Ian Serra, Delegate. Saher Ali, Bosun. Expected long-term layup no good; called back crew registered to return for fast 10 day breakout to replace the Maunawili which will be laid up briefly in Seattle.

Admiral Callaghan: Dennis Sumague, Bosun. Continued maintenance work. Ready to activate if needed.

Cape Orlando: Taufiq Wasel, Bosun. On-going maintenance work to keep her ready to activate at any given time.

Cape Horn: Robert Leeper, Bosun. In at Pier#50. Keeping up the Maintenance work ready to activate if needed. Vendor house access limitation raised and worked on with the Co.

Cape Henry: Yvette Cavan, Bosun. Continuing maintenance work getting her back up to standards since the fire last year. There's talk of activating in a month.

President Eisenhower: Michael Weber, Delegate. Dave Reiking, Bosun. In at Oakland #56 SSA Terminal. In from a 42 day trip. Clarification on overtime, in good hands.

President Wilson: Dimitri Seleznev, Bosun. In at Oakland #56 SSA terminal. Ship sailed for the Far East with no beefs.

San Francisco Bar Pilots: Big Mike Koller, Delegate. Leo Moore, Bosun. Running smooth at Pier #9.

Unless otherwise assigned, standbys to remain outside the house. Worked in the front office and dispatched. M/S (Coulter, several) to concur in the balance of the Business Agent's report. Carried unanimously.

Roy Tufono



A scab is a two-legged animal with a cork-screw soul, a water-logged brain, a combination backbone of jelly and glue. Where others have hearts, he carries a tumor of rotten principles.

When a scab comes down the street, men turn their backs and angels weep in heaven, and the Devil shuts the gates of Hell to keep him out.

No man has a right to scab so long as there is a pool of water to drown his carcass in, or a rope long enough to hang his body with.

Esau was a traitor to himself; Judas Iscariot was a traitor to his God; Benedict Arnold was a traitor to his country; a strikebreaker is a traitor to his God, his country, his wife, his family and his class.

-- Jack London, Ode to a Scab, 1915