

New CDC Rules on Masks Come With Questions

New federal guidance from the Centers for Disease Control and Prevention was issued on May 13, 2021. It cleared the way for people in the United States who are fully vaccinated against the coronavirus to not wear masks, but it came with plenty of caveats and confusion for Americans. It sent state and local officials, as well as private companies, scrambling to decide whether and when to update their own rules.

There was plenty of cause for celebration, too, for many Americans weary of restrictions and traumatized by more than a year of a pandemic that has killed more than 583,000 people in the United States and more than 3.3 million around the world.

"We have all longed for this moment," Dr. Rochelle P. Walensky, the director of the Centers for Disease Control and Prevention, said at the announcement. But fully vaccinated people are still told to cover their faces when flying or taking public transit, in all modes of commercial transportation including ships, as well as when visiting health care facilities, and in congregate settings such as homeless shelters, as well as prisons.

At publication, the U. S. Coast Guard had not changed its prior

requirement to continue to require masks on all commercial vessels. In fact, the Coast Guard issued new guidance that said that the prevention measures applied to all travelers and traveling workers including those that were vaccinated.

There was no guidance on how to distinguish the fully vaccinated from the partially or unvaccinated.

The recommendations came as a surprise to many people in public health. They offered a stark contrast with the views of many epidemiologists including a large survey done by the New York Times. In summary they said that until many more Americans were vaccinated, there would be too many chances for vaccines, which are not 100 percent effective, to fail.

"Unless the vaccination rates increase to 80 or 90 percent over the next few months, we should wear masks in large public indoor settings," said Vivian Towe, a program officer at the Patient-Centered Outcomes Research Institute, an independent nonprofit organization in Washington, D.C.

The new recommendations also caught state officials and businesses by surprise and raised a host of difficult questions about how the guidelines would be carried out. Some states lifted mask mandates immediately, while others took a more cautious approach. The governors of New Jersey, New York, North Carolina and Virginia, and the mayors of New York City and Washington, D.C., all said that they were taking the new guidance under advisement before adopting it. Los Angeles County also said that it and the State of California were reviewing the new guidelines. In deference to local authorities, the C.D.C. said vaccinated people must continue to abide by existing state, local or tribal laws and regulations, and to follow local rules for businesses and workplaces.

The nation's leading infectious disease expert Dr. Anthony Fauci, later said that "I think people

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Pipeline Cyber-Attack Causes Fuel Shortages Temporary, Targeted, Jones Act Waiver Issued

A key pipeline from Houston to New York for refined fuels was crippled by a ransomware cyber-attack. The operator of the pipeline, Colonial Pipeline, was forced to suspend operations for nearly a week until May 12, causing fuel shortages and panic buying throughout the southeastern United States.

As part of its response, the U.S. government relaxed application of the Jones Act protection of domestic shipping, in a focused, targeted and temporary waiver, to transport gasoline and diesel to certain East Coast ports.

The pipeline network was targeted by what the FBI said was a shadowy criminal group called DarkSide. Colonial reportedly paid a \$5 million ransom but the system was not restored by the criminals.

Maritime Administration officials reached out to discuss and review the situation with maritime labor before the waiver was issued. At that time the SUP and other maritime unions went on record opposed to the waiver as unnecessary before it was granted by the Administration. Shortly thereafter, the coalition group American Maritime Partnership said that, "It is expected that any tanker delivery will take five to six days to arrive, and the voyage from Houston to New York Harbor is even longer (approximately eight days). The industry questions the need for such a waiver as not a single Jones Act tanker or ATB has been diverted to address shortages on the East Coast."

An over-reliance on pipeline transport of refined products

has concentrated the logistical vulnerability. Before pipeline use and infrastructure became widespread a robust domestic U.S.-flag Jones Act fleet carried much of the nation's fuel supply to market. The flexibility of ships add resiliency to the national distribution system but readiness decays without investment. Efforts to improve the negative logistics created by the cyber-attack on Colonial may have been slowed because shipowners have mothballed U.S.-flagged oil tankers that can make coastal voyages.

The Jones Act, which first became the law as the Merchant Marine Act of 1920, requires goods moved between U.S. ports to be carried by ships owned by Americans, built domestically,

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Decreased Union Representation Costs Workers at Least \$3,000 per Year

The middle class in the United States is collapsing. The reason? The unionization rate has been rapidly declining over the last 40 years. This means that US workers lose out on collective bargaining and improved benefits. It also means that their take-home pay has suffered. These assertions are supported by a new study by the Economic Policy Institute which shows that

if unionization hadn't declined, the median hourly wage of US workers would be \$21.27. But the decline of unions has suppressed wages, costing the typical full-time worker more than \$3,000 each year.

The EPI report by economist Lawrence Mishel emphasized this point. "A major factor depressing wage growth for middle earners and driving the growth

of wage inequality over the last four decades has been the erosion of collective bargaining," he writes. The research also shows that the share of workers covered by a collective bargaining agreement fell from 27 percent in 1979 to just 11.6 percent in 2019.

In other words, more than 1 in 4 US workers used to be in a union. Now, however, the num-

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Passenger Vessel Waiver Clears Senate

The enemies of American shipping continue to take advantage of the pandemic to chip away at bedrock U.S. cabotage law. They achieved a milestone with the Senate passage on May 18 of a bill that would allow a foreign-flag cruise vessel to operate between Washington State and the State of Alaska without having to stop in Canada.

The Alaska Tourism Restoration Act was introduced by Alaska Senators Lisa Murkowski and Dan Sullivan after Canada extended its ban on large cruise ships until February 2022 because of the coronavirus pandemic.

The law in question, the Passenger Vessel Services Act, requires that foreign-flag cruise ships make at least one stop in a foreign port before traveling between another US port and Alaska. It is a foundational component of the American maritime law.

Large cruise ships traditionally have sailed either from the port of Vancouver, Canada, or Seattle, Wash.

The closing of the Canadian ports and Canada's refusal to allow even technical calls, when a ship stops in the port but does not disembark passengers, was effectively blocking the cruise

lines from Alaska this year.

The state's Congressional delegation argues that a limited waiver of US cabotage law is necessary to prevent further damage to the state's economy, which has been hit particularly hard by the halt to cruising.

The legislation approved by the Senate states simply that a round-trip voyage transporting passengers between a port or place in Alaska and a port or place in Washington is deemed a foreign voyage for purposes of the law of the United States.

The measure goes to the House of Representatives next.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari..... BK#2251
Hannu Kurppa BK#3162
Gunnar Lundeborg..... BK#4090
Duane Nash BK#2437
Vince O'Halloran..... BK#2463
John Perez..... BK#3810
James Savage..... BK#7488
Arthur Thanash..... BK#3249
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Political Fund

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Philip Romei..... \$100
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Christopher Go..... \$100
Abraham Acosta.....\$50
Rico Ecalnir.....\$50
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Terrence O'Neill..... \$1,200
Matt Henning..... \$50

West Coast Sailors

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Frank Portanier..... \$50
Teofilo Rojas \$50

Organization/ General Fund

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Abraham Acosta..... \$50
Dale Gibson \$50
Reginald Clark \$100
Rodolfo Bautista..... \$70

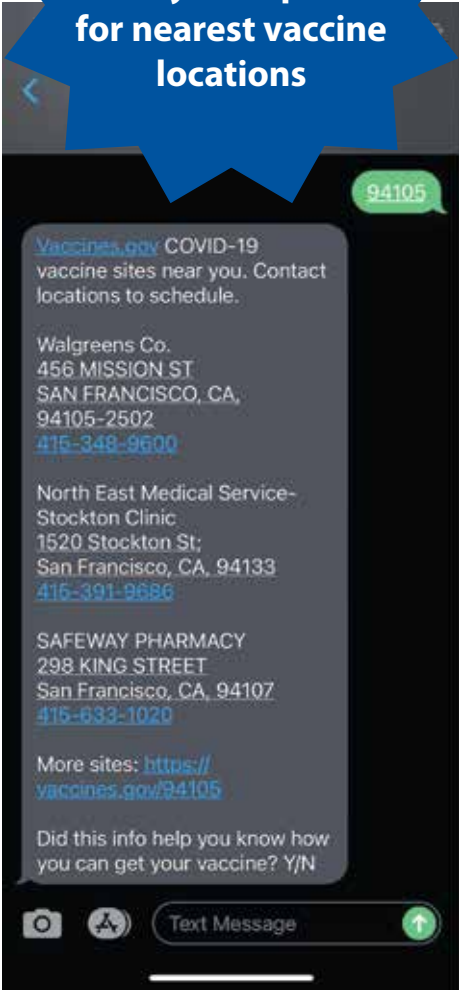


AB James Salera, Bk # 7531, takes the oath of obligation at the Headquarters meeting in San Francisco on May 10, 2021.



SUP Pensioner Joe Moniz Jr. enjoying a safe and secure retirement, outside SUP HQ on April 21, 2021.

TEXT 438829
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Membership and Ratings Committee

Membership and Ratings Committee met on May 6, 2021 and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership	Number	Seatime	Rating	Seniority
Rogelio Timoteo	Bk # 3308	6 yr	AB	A
Christopher Go	Bk # 3044	6 yr	AB	A
Andy Facundo	Bk # 2262	6 yr	AB	A
Zbigniew Lewandowski	Bk # 4129	6 yr	AB	A
John Barut	B-19684	1 yr	AB	B
Allen Ajoste	B-19685	1 yr	AB	B
Clint Sieber	B-19686	1 yr	AB	B
James Ericson	B-19687	1 yr	AB	B
Manfred Olsen	C-2861	30 days	O.S.	C
Andre Haywood	C-2862	30 days	O.S.	C

Ratings: Bosun Stamp

Isagani Cruz Bk #4825
Zbigniew Lewandowski Bk #4129

Membership and Ratings Committee's Report: Paul Fuentes, #2239, Eric Weintraub, #3648, Dennis Sumague, #7530.

M/S (White, several) to approve. Carried.



The fully vaccinated SUP Membership and Ratings Committee met on May 6 2021 at Headquarters to review the applications for upgrades and rating stamps. From left to right is Eric Weintraub, Paul Fuentes, and Dennis Sumague. Photo Roy Tufono

SUP Meetings

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

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

Final Departures

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

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

West Coast Sailors

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Robert Reed gets the shot from a registered nurse at a COVID vaccination clinic in the SUP Library in San Francisco. —Photo Matt Henning

Biden Orders Task Force to Strengthen Labor Rights

In April the White House announced that by Executive Order President Biden will establish a Task Force to help empower workers. Vice President Kamala Harris is charged with heading up the Task Force which will be comprised of a long list of cabinet members and top policy advisers. They will make recommendations on how to encourage worker organizing and collective bargaining. Labor Secretary Marty Walsh was chosen as the Vice Chair of the new group.

The Executive Order states, “Substantial evidence shows that union membership increases wages, the likelihood of receiving employer-provided benefits, and job security. Union membership also gives workers the means to build the power to ensure that their voices are heard in their workplaces,

Gig Workers Misclassification Called Out; Amazon Reaction

A lot of gig workers in the United States should be classified as “employees” who deserve work benefits, President Biden’s labor secretary said on Thursday, suggesting a shift in policy that is likely to raise costs for companies that depend on contractors such as Uber and Lyft.

Labor Secretary Marty Walsh, a son of Irish immigrants and a former union member, has been expected to boost the Biden Administration’s efforts to expand workers’ protections and deliver a win for the country’s organized labor movement.

“We are looking at it but in a lot of cases gig workers should be classified as employees... in some cases they are treated respectfully and in some cases they are not and I think it has to be consistent across the board,” Walsh told Reuters in an interview, expressing his view on the topic for the first time.

Walsh’s work at the Department of Labor is expected to have a major impact on U.S. workplace laws and regulations, including vigorous enforcement of occupational safety and health rules, overtime payments and proper administration of employee benefit plans.

As many as 55 million people in the United States were gig workers— or 34% of the workforce — in 2017, according to the International Labor Organization, and the total was projected to rise to 43% in 2020.

Walsh’s views on the issue could usher in new rulings from the department, which sets legal guidelines for how employers treat workers. Before his appointment, the Labor Department’s Wage and Hour Division proposed rescinding a rule adopted in January that would have made it easier to classify workers as independent contractors.

Walsh said the Department will have conversations with companies that employ gig labor in the coming months to make sure workers have access to consistent wages, sick time, health care and “all of the things that an average employee in America can access.”

The Department’s decision could have far-reaching implications on ride-hailing services such as Uber Inc, Lyft and food delivery apps such as Grubhub Doordash and Postmates.

An Uber spokesman said the United States should be advancing policies to improve independent work and not eliminating it. The company said an overwhelming majority of app-based workers want to stay independent, because it allows them to work when, where and how they want with

their communities, and in the Nation.” The mission of the Task Force will be to mobilize the federal government’s policies, programs and practices to empower workers to organize and bargain successfully with their employers.

After years of attack or neglect, it is yet another remarkable attempt to improve the outlook for American labor. The AFL-CIO applauded the new E.O. and said that “unionism is the single most effective tool we have for building a fairer economy and a more just society.” AFL-CIO President Richard Trumka noted that the newly created Task Force “will put organizing and collective bargaining at the center of the federal government — part of their steadfast commitment to worker empowerment.”

flexibility no traditional job can match. Gig workers are independent contractors who perform on-demand services, including as drivers, delivering groceries or providing childcare - and are one-third more likely to be Black or Latino, according to an Edison Research poll.

Walsh also spoke about the risks that result from not having gig companies paying unemployment insurance for such workers - a scenario that has played out during the pandemic, leaving the U.S. government to foot the bill.

“If the federal government didn’t cover the gig economy workers, those workers would not only have lost their job, but they wouldn’t have had any unemployment benefits to keep their family moving forward. We’d have a lot more difficult situation all across the country,” he said.

WORKPLACE SAFETY

Walsh said the labor department’s workplace safety arm, the Occupational Safety & Health Administration (OSHA), is also planning to hire 160 federal inspectors to step up checks and enforcement around the country.

“OSHA, over the last four years has been decimated,” he said.

There are currently has 760 federal inspectors and the latest hiring plan represents a sizable jump at a time when the department has been losing inspectors every year.

OSHA and the Department of Labor have been heavily criticized for applying scant oversight and negligible penalties despite outbreaks of the coronavirus at workplaces such as factories and warehouses around the country.

Walsh is also part of a White House taskforce that was recently set up by President Biden to help promote unions and labor organizing around the country. He said the first taskforce meeting will be in a couple of weeks.

Walsh spoke at length about the work organized labor must do to reintroduce itself to America’s younger generation. He also said the recent push to unionize an Amazon.com Inc. facility in Alabama, which the union did not win, is not a loss for the labor movement.

“The labor movement is like a political campaign. I think the younger generation in America seems to have a new interest in the labor movement,” he said, adding that the Amazon campaign is an opportunity for unions and labor groups to discuss what organized labor is all about.

On Workers Memorial Day, Honoring Those We’ve Lost

By Secretary Marty Walsh • April 28, 2021

When you grow up in a blue-collar community and work construction like I did, people you know get hurt, sick, and lose their lives on the job. And it’s such a hard thing for everyone. A loved one leaves the house in the morning, like any other day — but then they don’t come home. Instead, the phone rings. And instantly, a family is shattered, and a community is consumed by grief.

On Workers’ Memorial Day, we honor the working people who lost their lives on the job and mourn with the families and friends left behind.

Workplace injuries and illnesses are entirely preventable. And employers have a legal – and moral – responsibility to do what they can do to prevent workplace hazards from taking the lives of those just showing up to do their jobs. We have to do better.

Not a single, solitary worker should ever lose their life, get injured or contract a serious illness on the job, and not a single family should ever get that call. That’s my belief, our department’s commitment, and the Occupational Safety and Health Administration’s mission of ensuring every worker returns home safe at the end of the day. We owe it to the fallen workers, we owe it to their families, we owe it to those laboring today all across the nation, and we owe it to future generations.

Mary Harris ‘Mother’ Jones once said, we remember the dead, and we fight for the living. Today and every day that call to arms holds true for our nation’s workers and their families. Because a safe workplace isn’t a privilege; it’s every worker’s right.

Marty Walsh is the Secretary of Labor.

Memorial Day For Workers 2021

Workers Memorial Day, a day to honor workers who have died on the job, was observed by American labor unions on April 28, 2021.

In this time of extreme risk tied to the pandemic, many “normal” job hazards remain unregulated and uncontrolled. Some employers cut corners and violate the law, putting in serious danger the workforce. Workers who report job hazards or job injuries are fired or disciplined. Employers contract out dangerous work to try to avoid responsibility. As a result, each year thousands of workers are killed and millions more injured or diseased because of their jobs.

Greg Regan, president of the Transportation Trades Department, AFL-CIO (TTD), said that as we remember those injured and killed on the job, “we are reminded in the starkest ways that safety in the workplace doesn’t simply happen.

It is created through bold, collective action, including strong union contracts, thoughtful policy solutions, and federal leaders who are willing to meet the needs of working people.”

“As we begin to recover from this public health and economic crisis, our work is far from over. Ensuring the safety of our frontline transportation workforce – and all working people” is critical, Regan said. “That is why TTD and our 33 unions renew our collective commitment to secure strong safety and health protections for our members, and ensure our transportation system is safe, secure, and capable of meeting this country’s economic needs.”

No one goes to work to pay the ultimate sacrifice. The fight for a safe workplace is elemental to the purpose of Unions. American transportation labor, and maritime especially, recommits to a safe, secure, and healthy workplace.

Positive Fishermen Break Quarantine, Face Fines

Local officials in Dutch Harbor are considering fines for a number of fishermen who were exposed to COVID-19, broke quarantine, visited a local bar and later tested positive for the virus. They exposed an unknown number of citizens who were at the bar after 2200 on April 10, forcing the city of Unalaska to reinstitute risk guidelines which had just been lifted in March.

At least 26 out of the 51 crewmembers of the factory trawler *Seafreeze America* have tested positive for the virus so far. After the first few cases were detected, the ship returned to port in Dutch Harbor and the crew was sequestered in on-shore quarantine quarters as a precautionary measure. Despite knowledge that they could have COVID-19, an undisclosed number of the crewmembers snuck out of quarantine without permission to visit the Norwegian Rat Saloon — and exposed local citizens to coronavirus.

In response, the City of Unalaska

revised the risk level for coronavirus infection to "high," indicating more stringent social distancing requirements. The city's response plan calls for closing public buildings and recommending the suspension of non-essential activities when a state of "high" risk is declared. Unalaska's schools will remain open for now, and once two weeks with no additional community spread cases have passed, the city may give consideration to stepping back down to "medium risk."

Individuals who were at the bar have been asked to get tested for COVID-19, unless they have already been vaccinated or have recovered from the disease in the last three months.

According to local public media outlet KUCB, the chief operating officer of U.S. Seafoods has issued an apology for breach of quarantine. "We regret that these individuals made terrible decisions, put a lot of people at risk..." U.S. Seafoods COO Dave Wood said.

Transportation Labor Unites Behind Aggressive New Maritime Agenda

The leaders of the America’s transportation unions united behind maritime labor to push an aggressive new agenda. In a suddenly pro-worker era, the members of the AFL-CIO Transportation Trades Dept. adopted ambitious policy goals that aligned trends and forces towards a transformational moment for the U.S.-flag merchant marine. The position, excerpted below, builds on decades of work that shored up the foundations of maritime law, and prepared for what could be a resurgence not seen during peacetime for generations.

Entitled “**A Turning Point for the U.S. Flag Fleet,**” the policy noted first that “The strength of the U.S.-flagged, U.S.-crewed merchant marine fleet continues to be an essential linchpin for economic security, military readiness, and the availability of good jobs... However, for decades, the U.S. fleet and U.S. mariners have been buffeted by Flag of Convenience shipping models, shifting economic and military climates, and missed policy opportunities. Bold decisions and investments will be necessary to guarantee growth in the U.S. maritime sector. With strong leadership from the Biden administration and recent Congressional action, it is apparent that we have arrived at a unique opportunity for transformational growth and increased ability to compete for a larger share of America’s foreign trade.

Within days of assuming office, President Biden issued an Executive Order (E.O.) entitled “Made in America,” which broadly sought to ensure that federal spending

Maritime Tragedy: Seacor Power Keels Over In Severe Weather

The offshore supply lift boat *Seacor Power* capsized in heavy weather on April 13 in heavy weather eight miles south of Port Fourchon.

The U.S. Coast Guard and others searched for a cumulative 175 hours over 9200 square nautical miles without success. Of a crew and passengers aboard totaling 19, only six were rescued and 13 perished. Like other recent casualties, it is another maritime tragedy of terrible proportions. The top-heavy boat capsized during the storm, and pictures of the wreck suggest the crew attempted to stabilize the vessel by lowering its legs.

The boat was operated by Houston-based SEACOR Marine Holdings Inc. which provides transportation services to offshore energy facilities. The company’s website shows the *Seacor Power* to be a lift boat built in 2002 with jacking capability of 244 feet, and can work at a depth of 195 feet. It has three legs total of about 250-feet each and has room for 12 crew members and 36 passengers. A lift boat is like a jack up rig designed to provide a stable surface to work on oil and wind farms offshore. It was headed towards a Talos Energy oil platform when it capsized.

Port Fourchon is Louisiana’s southernmost port, located on the southern tip of Lafourche Parish, on the Gulf of Mexico. It is a seaport, with significant petroleum industry traffic from offshore Gulf oil platforms and drilling rigs.

Suspending the search, Capt. Will Watson, commander of Coast Guard Sector New Orleans said: “Our crews searched continuously over the past six days with the hope of bringing the missing crewmembers home to their loved ones. I would like to extend my deepest and most sincere condolences to the families, friends and loved ones—all those impacted by this terrible tragedy. I know that this is an immensely difficult time for you all, and for the entire maritime community.”

UPDATE: On May 18 the NTSB issued a preliminary report. The investigation revealed that as the *Seacor Power* transited the open waters of the Gulf, a squall passed over the liftboat. With visibility dropping and winds increasing significantly, the crew decided to lower the *Seacor Power*’s legs to the seafloor to hold the vessel in position until the storm passed. The crewmember at the helm attempted to turn the *Seacor Power* into the wind as the legs began to descend. Before the turn was completed, the liftboat heeled to starboard and capsized.

NTSB investigators also learned several people were able to escape onto the exposed, port side of the *Seacor Power* deckhouse. High winds and seas that had built to 10 to 12 feet prevented rescuers from reaching those who remained on the liftboat. Some were washed into the water and six were eventually rescued, with one survivor suffering a serious injury.

would benefit U.S. workers to the greatest extent possible, particularly through existing federal preference programs. On domestic preference for maritime transport, the E.O. made clear that “The President will continue to be a strong advocate for the Jones Act,” a foundational tenet of the industry.

The E.O. also establishes increased transparency and consideration in waiver processes, and requires suspending, revising, or rescinding existing agency actions that are inconsistent with the Order’s intent. Historically, maritime labor has argued against the poorly reasoned granting of certain Jones Act waivers, and compliance by federal agencies with cargo preference requirements is a persistent challenge.

Again, the core policy goal that will secure the future of the industry is to increase the totality and availability of cargoes to U.S. flag vessels, which will ultimately result in a larger fleet and pool of qualified U.S. mariners. To this end, labor calls on Congress and the administration to take several common-sense actions to strengthen the maritime industry:

- Increase the percentage of non-defense U.S. impelled cargoes that must travel on U.S.-flag ships from 50% to 100%, bringing non-defense cargo requirements in line with long-standing thresholds for defense cargoes.
- Augment the amount of goods traveling on U.S. vessels by entering into agreements with international trade partners to guarantee that a portion of the trade between the nations takes place on U.S. flagged ships with U.S. mariners.
- Provide tax incentives to companies who eschew Flag of Convenience models and flag their vessels domestically. Such financial incentives could help disincentivize the pursuit of substandard foreign-flagged vessels with foreign citizen crews.
- Fully fund the Maritime Security Program (MSP) at currently authorized levels. The stipend vessel owners receive through MSP is critical in narrowing the cost gap between foreign and domestic vessels and ensuring that these vessels continue to operate under the U.S. flag with U.S. crews.
- Provide inaugural funding for the Tanker Security Program. The National Defense Authorization Act for FY’ 2021 created a new program that operates similarly to the MSP, with oil tankers as the only eligible vessel. The program is necessitated by an increasingly dire lack of U.S.-flagged tankers, which presents a direct threat and logistical challenge to military operations and readiness. When the program is funded, operations on these vessels will create new jobs for U.S. mariners, which is why we call for full funding as soon as it is practicable.

The enactment of these proposals would have a dramatic and positive impact on the U.S. maritime industry, strengthening national security and creating good jobs at the same time. The early actions of the Biden administration, and by the bipartisan and bicameral support from Congress in recent years have emboldened labor to move forward on an aggressive pro-U.S. flag fleet agenda.

Policy Statement No. S21-01
The Transportation Trades Department of the AFL-CIO is a coalition of 33 unions including the Sailors’ Union of the Pacific

Senseless Attacks on Jones Act Keep Coming

Senator Mike Lee (R-UT) resumed his baseless attacks on the Jones Act during debate last week on unrelated cruise vessel legislation in the Senate.

During the debate, Senator Lee used to his time on the floor pressing for a waiver of the cruise ship law to reaffirm in general his opposition to the Jones Act. stating “I don’t like the Jones Act...” Claiming a knowledge that was evidently lacking he said: “I understand with respect to the Jones Act what the arguments are about why we want to keep [it] intact.”

He didn’t elaborate on the necessary aspects of maritime cabotage, or the pro-

tections it gives to American business and workers. Citing instead disproven myths, he said, “I strongly disagree with them [arguments in favor of the Jones Act] and believe US consumers pay for them dearly especially in places like Puerto Rico, parts of Hawaii, parts of New England, other places where they have more limited access to the goods that they might otherwise have access to in the absence of the Jones Act.”

Although Lee’s opposition gained no ground, he has emerged as the leading voice against the Jones Act and the foundations of American maritime law supporting the U.S. merchant marine.

Sen. Manchin Signs on to Pro Act

Senator Joe Manchin has announced that he will co-sponsor the landmark labor rights legislation called Protecting the Right to Organize (PRO) Act, saying it will “level the playing field” for working families. Manchin is widely seen as a key swing vote on many issues.

AFL-CIO President Richard Trumka has called the PRO Act, which has already passed the House of Representatives, a “game-changer.” “The PRO Act would protect and empower workers to exercise our freedom to organize and bargain,” Trumka said. “If you really want to correct inequality in this country — wages and wealth inequality, opportunity and

inequality of power — passing the PRO Act is absolutely essential to doing that.” The PRO Act would also block “right-to-work” laws, which allow free riders who don’t pay dues to benefit from union-negotiated pay and benefits.

It would also increase penalties on companies using tactics such as mandatory closed-door meetings to defeat union organizing campaigns.

Senate Majority Leader Chuck Schumer has said that he will bring the measure to the Senate floor when there are 50 cosponsors.

President Biden has said he supports the legislation.



Matson Posts Huge Profits for 1Q 2021

Matson Inc. is making money. The Company earned an enormous first-quarter profit that was surprising even to itself, having released lower expectations recently.

Hawaii’s largest ocean cargo transportation firm reported profits of \$87.2 million in the first three months of this year, compared with \$3.8 million in the same period last year. That amount is higher than its entire 2019 profit of \$83 million. Citing profitability across the board, Company CEO Matt Cox said it’s

China service helped Matson earn \$193 million last year, more than double its \$83 million 2019 profit.

Cox said he expects heightened demand for goods from China, attributed mainly to consumer behaviors related to the pandemic, will continue into late October. He also noted that significant supply chain congestion exists at California ports.

Matson’s January-March profit also exceeded the expectation, announced April 15, to earn between \$80 million and \$85 million in the quarter. Cox

somewhat characteristically understated the first-quarter financial performance, calling it a “strong start” to the year.

“Our financial performance in the China service was the primary driver of the increase in consolidated operating income year-over-year,” he said.

Honolulu-based Matson has capitalized on the vast increase in consumer demand for cargo shipped from China to the mainland since the outset of the pandemic.

The company, which has served China for about 15 years, began broadening its

existing U.S.-flag service there in May using chartered ships before leasing six ships that now run weekly and command premium cargo rates driven by strong customer demand for goods including personal protective equipment, cleaning products, home improvement supplies, electronics for working from home and many e-commerce goods.

The Company also added stops in Alaska to pick up seafood for delivery in Asia as a way to make more money on the return trip to China from California.

Salute to Congress Event Honors Adm. Buzby, Rep. DeFazio

The global COVID-19 pandemic continues affecting most if not all parts of life, and it prominently figured in the respective remarks of this year’s Salute to Congress honorees.

The annual event, sponsored by the Propeller Club of the United States, is considered one of the maritime industry’s most prestigious gatherings. This year’s honorees are U.S. Rep. Peter DeFazio (D-Oregon) and Rear Adm. (ret) Mark Buzby, who recently retired as head of the U.S. Maritime Administration. They were recognized in a well-attended Zoom meeting April 1.

Rep. DeFazio, who chairs the House Transportation Committee, said the pan-

demic has underscored the importance of the U.S. maritime industry. “People are waking up after this COVID crisis and saying, ‘Wait a minute, we don’t have N-95 masks? We don’t have gowns? Why?’ Because it’s all been offshored,” DeFazio said. “Then they realize we’re having trouble moving the goods because we’re depending on foreign carriers. We need to be much more self-sufficient, including having a very robust maritime industry, and not just a one-way maritime industry (that only imports goods).”

DeFazio said that maintaining a strong U.S.-flag fleet with American crews “is about really good jobs, it’s about national security, and it’s absolutely critical to the

nation. In a time of crisis, are we going to call on the Chinese to transport our troops?”

He expressed great confidence in the new administration and stated that, after successfully fending off attacks on the Jones Act in recent years, “now we’re going to build on it.” The congressman also said America must immediately move forward with rebuilding its infrastructure. “The world is leaving us behind in the dust or the concrete and the leaking water mains, or the obsolete ports that can’t handle [newer ships],” he said. “There are ways to fund this.... We’ve got to get this done.”

Admiral Buzby, speaking with a World War II U.S. Merchant Marine poster directly behind him, said that when the pandemic began more than a year ago, “I don’t think one of us knew what direction it would take.... The rapidity ... was eye-watering for us all. But a great team backed me up at MARAD. We came together early in all of this and [identified] agency’s role. Sitting back was not an option.”

He applauded all segments of the industry for quickly getting together (usually via phone or video conference) “to share

what we knew and what we could do. What evolved was a tremendous forum that allowed information to be shared in real time. We shared resources in a way that I think really cut through red tape to an extent I have not seen before.”

Buzby repeatedly credited maritime unions for their efforts, and said the overall response to the pandemic-related challenges “shined a good light on how strong and close our industry is and how well we work together. This was a level of cooperation I’ve never seen before.”

Both he and DeFazio pointed out that the maritime industry didn’t get any financial relief from the various packages enacted by Congress. “Yet we were able to keep the goods flowing and never stopped, when other industries were brought to their knees,” Buzby said. “That was happening on the backs of people working on the piers and working on ships. They have the same steely determination on their faces today” as the one seen on the World War II poster.

Buzby also credited former Secretary of Transportation Elaine L. Chao for being “a stalwart” in defending and promoting the U.S.-flag maritime industry while he served at MARAD.



The hacked Colonial Pipeline runs from Houston to New York. In terms of volume, it is the largest pipeline in the U.S., and critical to the nation’s fuel supply. Before pipelines became widespread, ships were the dominant delivery system for refined products. Today, ships may be harder targets for bad actors being spread out, independent, and flexible.

Colonial Pipeline Cyber-Attack

continued from page 1

and crewed by U.S. mariners. The U.S. government has temporarily lifted U.S. ship requirements to combat fuel shortages, many times in the past, recently after Hurricanes Harvey, Irma and Maria, Superstorm Sandy, and other disasters. In many cases, the waiver expires unused.

The Jones Act is championed by some of the nation’s shipbuilders and ship owners and operators, as well as their allies on Capitol Hill. It also has the steadfast backing of a key Biden constituency in organized labor, maritime labor, including the Sailors’ Union of the Pacific, the Marine Firemen’s Union and the Seafarers International Union. Despite the emergency waivers, Jones Act restrictions are not lifted often. The last waiver was in 2017 when the former administration of President Donald Trump waived it to help get fuel and supplies to storm-hit Puerto Rico.

Colonial said its system was back up and running on May 14 and any shortages, compounded by hoarding, were not expected to last long. Despite

this, maritime labor and its allies was skeptical of the need, and suggested to Administration officials that a disaster arbitrage trade may be a work and requires further scrutiny. Speaking to DOT and DHS officials, the AMP put it like this: “We strongly urge you to ensure that the waiver process is being utilized for the purpose intended — to meet legitimate national defense needs — and not to approve further waivers that undermine our nation’s critical maritime fleet.”

The Jones Act shipping industry responded to the Administration’s waiver with cautious and qualified approval. Companies and Unions warned against fuel traders and refiners who may attempt to “game the system.” But industry stakeholders were repeatedly contacted and consulted, and to some extent kept updated during the first part of the waiver period. They also noted that the Administration’s decision to use targeted, company-specific waivers, as opposed to a blanket waiver, worked to control any negative effects.

Chevron Returns to Profits

Chevron Corporation in April reported earnings of \$1.4 billion (\$0.72 per share - diluted) for first quarter 2021, compared with \$3.6 billion (\$1.93 per share – diluted) in first quarter 2020, but much better than more recent quarters. In the fourth quarter of 2020, the company lost \$665 million, mainly due to lower oil prices.

Sales and other operating revenues in first quarter 2021 were \$31 billion, compared to \$30 billion in the year-ago period. “Earnings strengthened primarily due to higher oil prices as the economy recovers,” said Mike Wirth, Chevron’s chairman and chief executive officer. “Results were down from a year ago due in part to ongoing downstream margin and volume effects resulting from the pandemic and the impacts of winter storm Uri.”

“We maintained capital discipline with capital spending down 43 percent from last year,” Wirth added. “We realized cost efficiencies from last year’s restructuring and the integration of Noble Energy.” As a result, free cash flow excluding working capital was \$3.4 billion in the first quarter 2021, and the Board approved a 4 percent dividend increase that was announced earlier this week.

“We took action to advance a lower-carbon future by announcing plans with partners to develop carbon negative bioenergy and commercially viable, large-scale businesses in hydrogen,” Wirth continued. The company also invested in developing new technologies for geothermal power, floating offshore wind turbines and green ammonia.

Indonesian Submarine Sinks and Breaks Apart, Killing 53

Indonesia’s navy said a diesel-electric attack submarine that went missing on April 21 in the Bali Sea had been located in pieces and that the 53 sailors on board had died. It had probably sunk to a depth of 600-700 meters, much deeper than its collapse depth of 200 meters, at which point the water pressure would have been greater than the hull could withstand.

A naval spokesperson said the 44-year-old submarine, KRI NANGGALA-402, had been found broken into three parts: the hull, the stern, and the main section,

which had cracked open.

Rescuers also found objects, including a life vest and a prayer rug, that they believe belonged to those aboard the vessel. Participating in the search for the vessel and its 53-person crew were a P-8 Poseidon US reconnaissance plane, 20 Indonesian ships, a sonar-equipped Australian warship, four Indonesian aircraft and rescue vessels from India, Singapore and Malaysia.

The crew missed a scheduled reporting call a dive about 60 miles north of the island of Bali.

SUP Retirement Benefits and Resources

SUP Welfare Plan and SIU-PD Pension Plan Notes

Active Participants Changing Dentists

If you want to change your dentist, please contact your Dental Plan carrier. Dental Plans have a waiting period for coverage of major work, so it is better to change to another dentist within your Plan if you are not satisfied with your current dentist. If you change Dental Plans, you may delay your coverage for major work if it is needed. Also, be sure that major dental work is pre-approved before the work is begun.

Pensioner Burial and Widow’s Benefits

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

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

Eligible Widow’s will receive a monthly benefit equal to the SIU Pacific District Pension Plan pensioner’s benefit amount that the Pensioner would have received. The benefit is payable for 12 months or, if sooner, until death.

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

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berittrainrep@sbcglobal.net

SUP Welfare Plan 730 Harrison Street, #415, San Francisco, CA 94107
Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
SIU-PD Pension Plan 415-764-4987 SIU-PD
Supplemental Benefits Fund 415-764-4991
Seafarers’ Medical Center 415-392-3611

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

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,683,441 as of July 31, 2020, compared to \$1,611,056 as of August 1, 2019. During the plan year the plan experienced an increase in its net assets of \$72,385. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan’s assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$14,547,692, including employer contributions of \$14,465,757, realized gains of \$856 from the sale of assets, earnings from investments of \$79,624 and other income of \$1,455.

Plan expenses were \$14,475,307. These expenses included \$363,389 in administrative expenses and \$14,111,918 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan’s administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$6.75 for the full annual report, or \$0.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.



SUP PENSIONERS MEDICAL BENEFITS

The SUP Welfare Plan provides two main pensioner medical benefits available for eligible members as follows:

1. Annual Medical and Hospital Benefit — The maximum benefit is **\$2,000.00** (Pensioners with less than 20 years of service receive a pro-rata benefit amount)

2. Special Medical Pensioners Benefit — The maximum benefit is **\$7,000.00** (Pensioners with less than 20 years of service receive a pro-rata benefit amount)¹

THEY BOTH COMBINE FOR A TOTAL ANNUAL BENEFIT OF \$9,000.00

The \$2,000.00 Annual Medical and Hospital Benefit pays all claims² without category cap.

This benefit can be used to pay claims for medical, prescription drugs, dental or vision services, or be used to reimburse for medical premiums, including Medicare Parts B & D and supplements to Medicare coverage.

The \$7,000.00 Special Medical Pensioners Benefit pays claims² by category as follows:

- **Medical & Dental Premiums** – The Plan pays up to **\$4,000.00 per benefit year³**
 - **Prescription Drugs** – The Plan pays up to **\$1,000.00 per benefit year³**
 - **Other Expenses** – The Plan pays up to **\$2,000.00 per benefit year³**
- for copays, hearing aids, dental and/or vision**

¹ Eligibility for the Special Medical Pensioners Benefit is determined by shipping days prior to August 1, 2000, within one year of retirement, and at least 5 vested years as of July 31, 2000 as established by the Trustees and determined by Plan documents.

² Claims for reimbursement **MUST** include patient’s name, date of service, description of service, the amount charged for services and proof of payment and must be received within 180 days from the date of service to qualify for reimbursement.

³ The benefit year is from August 1st to July 31st.

Summary Annual Report For SIU Pacific District Seafarers’ Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers’ Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$45,678 as of June 30, 2020 compared to \$108,088 as of July 1, 2019. During the plan year the plan experienced a decrease in its net assets of \$62,410. During the plan year, the plan had total income of \$702,654, including employer contributions of \$701,638, earnings from investments of \$38 and other income of \$978.

Plan expenses were \$765,064. These expenses included \$248,909 in administrative expenses and \$516,155 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers’ Medical Center Fund, the plan’s administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.75 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

National Maritime Day Celebration: May 22

The Maritime Administration celebrated the 88th observance of National Maritime Day on May 22, 2021. This year’s theme — “America’s Maritime Workforce: Connecting the Nation and the World,” — reflects the U.S. maritime industry’s unwavering support of the nation, especially during the current challenge of COVID-19. The event was mostly virtual on YouTube. While the agency acknowledged that once again joining in person was not possible, it still made an effort to honor our nation’s maritime heritage, recognize the need to weather this current storm together, and commit to an even stronger future for America’s maritime industry.

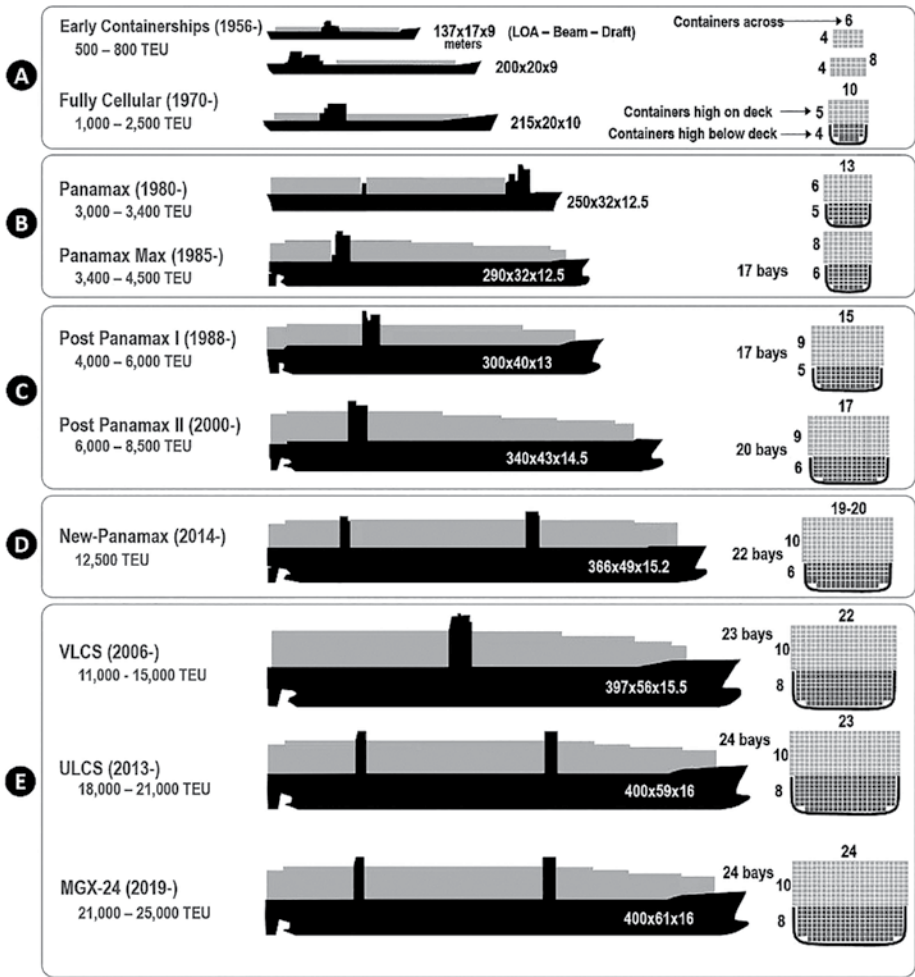
This is the 51st observance of Maritime Day by the Maritime Administration and the 88th since Congress designated each May 22nd as National Maritime Day in 1933. Each year, on May 22nd, the United States celebrates National Maritime Day, a holiday in observance of the contributions of the men and women of the U.S. merchant marine, as well as the U.S. maritime industry and the benefits it brings to the country in terms of transportation, jobs, goods, recreation and national security.



The date May 22 is significant because it marks the day that the SS Savannah in 1819 departed on the first successful voyage by a steam-powered ship across the Atlantic, quietly sparking a new age of maritime travel and transport.

An illustration of the combination sailing ship and steam-powered sidewheeler SS Savannah, whose first successful steam powered voyage across the Atlantic in 1819, was the outset of a long conversion from sail to steam. It was roughly seventy years later in the 1890’s when another marriage of sail and steam, the merger of Coast Seamen’s Union with the Steamship Sailors Union, gave birth to the Sailors’ Union of the Pacific.

Growth of Containerships



Ever Larger Evergreen Building Largest Ship Ever

Evergreen’s 23,992 TEU *Ever Ace* will deliver from Samsung Heavy Industries in July, making it the world’s largest boxship by just 28 teu. This record has been broken on an annual basis for the last five years.

The ship will be deployed on Evergreen’s service connecting Asia with North Europe.

Despite the many problems of megamax ships, such as the recent Suez grounding of the *Ever Given* that brought world trade to a halt, shipowners continue to add capacity across their fleets. The *Ever Ace* is the first of 10 in a series that Evergreen will receive from Samsung Heavy in South Korea and as well as a yard in China this year and next. Megamax ships have been implicated as adding to congestion problems throughout world ports, since only a few ports can accom-



modate the ships.

The *Ever Ace* features a new bulbless design and a hull with a bright green color. Alphaliner describes the new Evergreen ship as coming with a highly-flared bow and a full width of 24 container rows in the first bay. Lashing bridges reach four tiers high with so-called Mickey Mouse ears into the fifth tier.

Containership size records have repeatedly been broken in recent years, climbing above the 20,000 TEU mark for the first time in 2017. Boxships have more than tripled in size in terms of carrying capacity since the start of the century



Bosun Art Thanash shows the ropes to Don Johnson and Cheech Marin on the *Jeremiah O'Brien*. Johnson and Marin were on board as part of a re-make of the nineties TV show ‘Nash Bridges’ being filmed in San Francisco.

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American Maritime Heroes: *President Eisenhower*

ALL HANDS TURN TO AND SAVE THE SHIP IN SANTA BARBARA CHANNEL

“THIS IS NOT A DRILL”

The general alarm sounded around 0200, and AB Toney Sawyer rocketed out of the rack, pulled on his boots, and stepped into the passageway.

AB Keith Gomer was already there, knocking on doors and calling out over the alarm: “This is not a drill, report to muster stations, fire in the engine room, this is not a drill!”

At the muster stations for Emergency Team 1 there was no hesitation in the order to “dress out” or suit up for fire. Sawyer hauled on his gear including the critically important fire-and-heat resistant jacket, but his pants were made for someone half his size. He heaved them up

anyway, and donned the air pack. Later he laughed: “I went with short pants into the fire.”

With black smoke at the U-deck, the first fire team entered the engine space fully suited on air with charged hoses. They immediately extinguished two smaller fires. “It was hot,” said Sawyer, “then got really hot with the steam,” created by the cool water on hot surfaces. In the main engine space they descended into the blaze, blasting flames, dousing hotspots, staying low, and steering together as a chain through the gloom. With visibility nearly gone, they backed out and up, heaving out the gear.

In so doing, flame stages did not



progress into the flashover growth phase of a fully developed fire, and allowed the ship’s automatic fire-fighting systems to finish the job. Fire inspectors later said the fire lasted only 14 minutes from ignition to extin-



With hoses, Scott Air packs, and other gear, the No. 1 Fire Team AB Toney Sawyer, 1st A/E Mike Glessing, 2nd A/E Conor Golden & AB Keith Gomer, on the main deck after the fire was out.

guishment, roundly praising the crew for the professional and total response from the bridge to the deck plates.

Sawyer noted the importance of the “muscle memory” created by repeated fire and boat drills, and advised that taking them seriously made it possible to override the stress of the moment in the real situation.

The *President Eisenhower* lost power and propulsion as a result of the fire. Crew

made ready for every contingency until a large, oceangoing tug arrived for tow back to Los Angeles.

The 7,500 TEU containership, which sails for APL Maritime as part of the Maritime Security Program, has been sidelined from service to undergo repairs.

The *Manulani* also experienced an engine room fire last month, also extinguished by SUP crew. More on that as it becomes available.

Decline of Unions Costs Typical US Worker \$3,000/Year

continued from page 1

ber is around 1 in 9.

The suppression of collective bargaining has ushered in a new era of inequality—one that impacts all workers, not just union members.

The conclusion reached by organized labor and many other is that Congress must act to strengthen unions and help

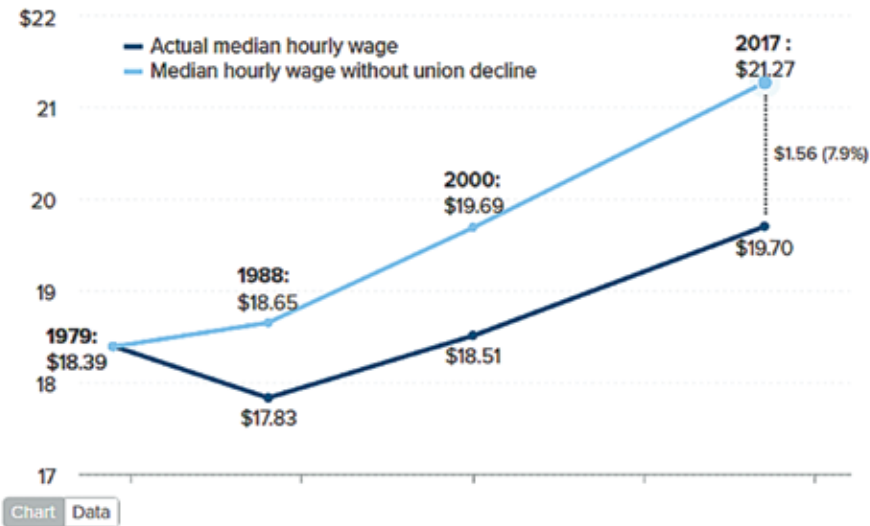
rebuild the middle class.

The landmark labor legislation known as the Protecting the Right to Organize (PRO) Act is still pending in the Senate.

If you haven’t written to your senators yet to call for passage of the PRO Act, please go to <https://aflcio.org/> today and click on “Lend Your Support.”

FIGURE A

Median hourly wage, actual and without eroded collective bargaining, 1979–2017 (2020\$)



Note: Totals may not sum due to rounding.

Source: Author’s analysis of unpublished tabulations from Thomas Lemieux (2021) using model in Fortin, Lemieux, and Lloyd (2021).

Economic Policy Institute

New CDC Rules on Masks

continued from page 1

are misinterpreting, thinking that this is a removal of a mask mandate for everyone. It’s not,” Fauci clarified the position on May 18. “It’s an assurance to those who are vaccinated that they can feel safe, be they outdoors or indoors.”

Some members of the public are incorrectly under the assumption, Fauci said,

“that we’re saying: ‘You don’t need the mask anymore.’”

“That’s not what the CDC [Centers for Disease Control and Prevention] said,” he added. “They said: ‘If you are vaccinated, you can feel safe — that you will not get infected either outdoors or indoors.’ It did not explicitly say that unvaccinated people should abandon their masks.”

US Calls For Zero Ship Emissions by 2050

The shipping industry has long expected stricter environmental regulation. Now, John Kerry, President Joe Biden’s climate envoy, is calling for the International Maritime Organization (IMO) to guide the industry towards zero emissions by 2050.

Speaking at a conference Kerry said: “I want to announce that in support of global efforts to achieve net zero by no later than 2050, the United States is committing to work with countries in the International Maritime Organization to adopt the goal of achieving zero emissions from international shipping by 2050.”

Current IMO goals calls for emission cuts of at least 50% by 2050 compared

to 2008 levels. These targets are up for revision at the UN body in two years’ time. The methods of achieving the goal, are uncertain but probably depend on the rapid development and deployment of alternative fuels.

Kerry told the conference that the US will help deploy the technologies needed to rapidly reduce the sector’s emissions, which he said are “known to us” and will require investment to scale up.

Japanese transport ministry official Saito Hideaki, who chairs the IMO’s Marine Environment Protection Committee (MEPC), which meets in June, indicated that the IMO will work to establish higher targets and effective rules.

US Approves First Wind Farm Project

The US government this month approved the construction and operation of the country’s first large-scale offshore wind project off the coast of Massachusetts.

The 800 MW project is a joint venture between Vineyard Wind and Avangrid Renewables. The wind farm will be located 15 miles off the coast of Martha’s Vineyard, and will provide enough electricity to power more than 400,000 homes and businesses in Massachusetts.

According to the developers, the project will create 3,600 jobs, and could reduce electricity rates by \$1.4bn over 20 years and is intended to reduce carbon emissions by more than 1.6m mt per year.

The move, jointly announced by Sec-



retary of the Interior Deb Haaland and Secretary of Commerce Gina Raimondo, will contribute to the Biden administration’s goal of generating 30GW of offshore wind power by 2030. Achieving the goal would result in the creation of many thousands of jobs, Raimondo said. “Today’s offshore wind project announcement demonstrates that we can fight the climate crisis, while creating high-paying jobs and strengthening our competitiveness at home and abroad.”



SUP PRESIDENT’S REPORT

Vaccine Urgency

The good news is at last unquestionably good. The vaccine works and works well. It works not only against the main strain of coronavirus, but also so far against the mutations, as well as against asymptomatic spread of the disease. And because the vaccine works, the new case numbers are in dramatic decline. The pandemic still rages around the world, and remains a concern, but the vaccine has changed the outlook on the U.S. West Coast.

The Union has helped members seeking the protection to get vaccinated first via information on vaccine schedules and sites, then through prioritized access to certain clinics in March, then through vaccination enrollment assistance in mass vaccination sites in April, and now through special localized access sites by Company and unit, and now through a new method: trial clinics in the Union halls. Starting first in San Francisco this week, on May 14, there will be a licensed clinic provider delivering shots to those who work and could work at Matson and have enrolled by today. The next round will be in Wilmington on May 17 depending on participation.

SUP members and their families, agents and staff all deserve congratulations for their resilience and perseverance. We weathered the storm. Now it is all about the vaccine and there is some urgency. For those in need of further research consider this: health experts have proven it safe, and the effectiveness is self-evident. Epidemiologists say that full resumption of normal life is now a race of the vaccine against the mutations. If the virus persists, a difficult vaccine divide may widen, and disparate treatment could be the result. We have by diligence protected individual rights and maintained against all odds dispatching fairness, whether a member has the vaccine or not. That is neither simple nor guaranteed and with a “full use authorization” on the Pfizer vaccine pending before the FDA it could become tougher to defend. In any case, going to sea for living has almost always included inoculations and today the strength and resiliency of the SUP depends to some degree on the uptake rate. Urge all hands to do their part.

Patriot Contract Services

Haina Patriot: On May 1, 2021 the Union was contacted by the Chief Legal Counsel Boriana Farrar at Patriot regarding the Company purchase of the tankship HAINA PATRIOT, ex-AMANI. The HAINA PATRIOT has a length overall of 340 feet and draws 15 feet, putting her in the same Shallow Draft Tanker category as SNLC PAX, and like PAX, management has set the present manning of the HAINA PATRIOT at three AB watchstanders. And although she is listed as a commercial tanker for nominal purposes, management is expecting to bid the ship to MSC charter in the Asia Pacific trades, and the MOU contains a clause that reserves application of the terms of an RFP under which the charter would be made. Accordingly, the Company proposed terms and conditions in a Memorandum of Understanding covering three years, as well as a wage scale consistent with the present Patriot-operated tanker called SNLC PAX.

However, since the proposed HAINA PATRIOT MOU held the general terms and conditions of a military contract, but also expressly stated the present configuration as a commercial enterprise, the MOU held conflicting standards. There is also possibility that the ship could later become enrolled in the fledgling Tanker Security Program, which would vastly change the economics of ship operation. In consultation with the MFOW and the SIU, I sent wage and language counterproposals, but to date there is no definitive response and so the matter is pending.

General Rudder: On May 1, the Union received job orders from Patriot for certain unlicensed deck crew in the training ship *General Rudder*. The SUP in past years has occasionally filled such short-term positions in various training or research ships as a benefit to interested members and sometimes at the request of the federal government. Some uncertainty about payroll and benefits, however, made dispatching problematic and so I indicated to Patriot unless and until a Memorandum of Understanding covering the basic terms and condition of employment was in place, the Union could not fill such job orders. In response Patriot sent a draft Letter of Understanding (included in the communications package) along the following lines:

1. The draft Letter of Understanding between the SUP and PCS. PCS is acting as General Agent for the United States Maritime Administration to provide crew to the Training Ship GENERAL RUDDER, during training cruises of approximately 120 days total, commencing on May 5 2021, and
2. The terms of employment of all deck ratings shall be governed by the SIU-PD PCS Memorandum of Understanding for MarAd Ready Reserve Force vessels (the “RRF MOU”), as it applies to the SUP, and;
3. PCS will pay all deck ratings FOS or ROS wages in accordance with the RRF MOU. PCS will make ROS/FOS contributions into the SUP benefits plans in accordance with the RRF MOU.
4. PCS will have the right of selection of all deck ratings.

Although these jobs can be intermittent, the work is similar to an activation of the military’s Ready Reserve Force ships, and the RRF MOU will provide good operational language and excellent wages and benefits to interested members. Therefore, Mr. Chairman, I recommend ratification subject to the production of a signed Letter of Understanding confirming the above referenced terms.

Matson Navigation Co.

Manulani Emergency: Like the *President Eisenhower*, the M/V *Manulani*, a CV 2600 had departed for Guam when a fire in the engine room required immediate crew response. Donning fire gear and on air, Bosun Paul Harsany and others put out the fire. The ship is presently laid up for repairs in Honolulu. The CV 2500 Mauna Lei, which was scheduled for reserve layup in Tacoma, continued on with embarked crew to fill in. Kudos to all involved.

Gangway Security Watches: Because of longshore gang shortages related to the pandemic, some gangway security watchstanders have gone unfilled, especially in Los Angeles. Past misassignments were under investigation when Matson management disclosed that present security guards were unavailable and the Company had been asked by the ILWU to temporarily fill the jobs using ship’s crew. Because the jurisdiction and past practice for such duties when not covered by the ILWU falls within the intent of our Agreement, because we are qualified for the work given our VPDS (Vessel Personnel with Designated Security Duties) endorsement, I reached agreement on May 3 with Matson management to cover the work. Misassignments in the past notwithstanding, the work shall be offered to the crew first at the applicable overtime rates, and then to SUP standbys payable under the terms and conditions of the Extra Maintenance Agreement.

SUP Matson Negotiating Committee: As reported at the last meeting in this report and as published in the *West Coast Sailors*, the SUP and the SIU-Pacific District Unions notified Matson and the Federal Mediation and Conciliation Service of its desire and intent to bargain a new contract. We expect bargaining to begin following the formal receipt of the SIU-PD Pension Plan’s actuarial report at the trustee meetings in mid-June. To prepare for bargaining however, as this report has mentioned in the past (and published in the *West Coast Sailors*), a Matson Negotiating Committee is open for nominations. In accordance with Article XVII of the SUP Constitution, the committee shall consist of five members from the rank and file who are affected by the contract being negotiated. Mr. Chairman, I recommend that you call for nominations. The Committee will meet immediately afterwards with other meetings as necessary to prepare. In the meantime, as mentioned many times in the past, members who have written proposals for contract improvements at Matson can submit them before the June meeting in writing to SUP HQ for referral to the Committee.

APL Marine Services

President Eisenhower Emergency: On April 28, 2021, off Gaviota, California, in the Santa Barbara Channel, the *President Eisenhower* experienced a disabling engine room fire. The ship lost propulsion while the entire crew, with SUP sailors on the bridge and in the fire squads, rose to the emergency, extinguished the fire, and dealt with its long aftermath. The ship returned to Los Angeles under tow, the fire is under investigation, and extensive repairs are being made. During the repair period, the Company lifted the restriction to ship provisions for the ship but otherwise maintained the regular COVID safety protocols including masking, social distancing, testing and quarantining of joining crew. Kudos to the firefighting bravery and skill of the entire SUP gang.

Restriction to Ship Agreement: As part of the Union’s investigation of complaints related to payment of claims under the RTS Agreement, the SUP, MFOW and SIU, proposed various improvements to APL management. Working in concert with the MMP and MEBA, we reached a tentative settlement, that will extend the agreement another 30 days and maintain the present stipend rate but make it (non-retroactively) payable on arrival in the Los Angeles anchorage independent of any formal clearance by customs. Since this improves the Agreement by closing a loophole, and despite the lifting of the restriction in the Eisenhower no other relief is possible, Mr. Chairman I recommend ratification.

TTD meeting

The semi-annual meeting of the Executive Committee of the Transportation Trades Department, AFL-CIO, was held online on April 21, 2021. There was a strong sense of momentum having emerged from the anxiety and heartbreak of the pandemic. We kept our members employed throughout, and agreed that despite the partisan headwinds, now it is time to press ahead for lasting generational changes and not only in infrastructure. These are not merely dry policy considerations but in fact represent the priorities of this membership. The goals ranged from Buy American, to Fly American, to Ship American in ways that were all aids and not obstacles to American workers.

Maritime has emerged from the shadows in transportation policy, and this period could be a turning point for the U.S.-flag fleet. The good jobs that we have built are critical the national economic and military security. The President acknowledged this at the outset of his Administration and continues to do so. For more on this see this month’s issue of the *West Coast Sailors*.

On legislative matters, the 2.7 trillion-dollar American Jobs Plan, following the 1.9



Crew of the *Lurline* in Oakland on 4/27, AB and delegate Dave Mercer, bosun Pat Weisbarth, AB Jovan Hodges, Dave Erikson. Photo by Ray Tufono

SUP President’s Report continued

trillion-dollar American Rescue Plan, holds maritime money for ports, ferries and waterways, but also for projects not fully identified. Maritime labor is looking ahead to the next appropriations for the Maritime Security Program and the Tanker Security Program which both now seeks funding after authorization. Important to note is that labor’s support for green energy and infrastructure comes with the understanding that American jobs should also be the beneficiary.

On regulatory matters, our opposition to hair follicle drug testing continues and although the Biden Administration is not yet decided on it and it is expected that most prior regulatory initiatives will be either dropped, amended, or delayed. One such example is the Administration’s scrapping of the anti-worker rules on independent contractors, also known as the misclassification issue. Secretary Walsh subsequently took a strong stance in opposition to misclassification, going beyond a mere push to a state-by-state battle. Throughout the vast regulatory framework of the federal government, the tide has turned from anti-worker to pro-worker. Members also heard from the following speakers:

Deputy Secretary of Transportation Polly Trottenberg, the new No. 2 at DOT, acknowledged that for transportation workers the DOT functions as the Department of Labor does for other Unions. She cited the infrastructure bill as transformational for the workforce and transportation labor in particular. She also recognized and thanked maritime labor as the best example of workplace safety during the pandemic.

Rep. Brian Fitzpatrick (R-PA), a member of the House Transportation and Infrastructure Committee, spoke to the Board in support of the PRO Act. It wasn’t lip service: Fitzpatrick worked to get that legislation through the House with some Republican support and has emerged as a key figure in bi-partisan negotiations.

Speaker Nancy Pelosi (D-CA), in a remarkably frank exchange spoke to the Board at length on a wide range of topics. She noted that all the talk about the “middle class” cannot lose sight of the Union label on it, and thanked transportation labor for the courage and resilience to keep our economy going. Noting roughly \$200 billion allocated in the last two years for the transportation sector, with another \$600 billion in the latest proposals, she said it was a once in a century chance to build something better.

Government Meetings

On April 30, 2021, along with MFOW President Anthony Poplawski, I attended a brief meeting with Robin Hutchison, deputy Secretary of the Department of Transportation, to hear advance announcement of a continuation of the “masking directive” set to expire on May 12, 2021. The DoT and the TSA, also on the call, extended the mask wearing policy on all public transportation including commercial ships through September 12, 2021.

Other contact with government officials revealed the strong likelihood of an activation of Ready Reserve Force ships this summer. In the midst of the some of the worst days of the pandemic last year there was a no-notice turbo-activation of more than a dozen ships. This year could be larger and for longer, as the military tests readiness in a contested environment against the backdrop of the pending recapitalization of the Ready Reserve fleet. Interested members are urged to get all their documents in order and be ready to ship as early as late July.

AFL-CIO Anti-Discrimination and Anti-Harassment Policy

On March 14, 2017, the Executive Council of the AFL-CIO adopted an updated Anti-Discrimination and Anti-Harassment Policy and recently reconfirmed it for constituent entities. Generally, it condemns and does not tolerate discrimination or harassment, covers important definitions, outlines the standard expected and unacceptable behaviors, and gives guidance to the aggrieved. For the protection of the membership and Union staff, we are advised by Union legal counsel to broadly confirm the intent and adopt the policy consistent with and subject to the considerations of the SUP Constitution. An SUP handbook of relevant policies for agents and employees of the Union is in draft form and the final version will also cover such issues. The policy is in effect a supplementary code that as an affiliate of the AFL-CIO also applies to the Union.

SUP Election

The triennial election of SUP officers and referenda on proposed amendments to the SUP Constitution and Shipping Rules will commence on December 1, 2021 and will concluding on January 31, 2022.

Although nomination for elective office will not occur until September, the membership is reminded that in accordance with Article XXVII of the SUP Constitution, proposed Constitution and Shipping Rule changes must be submitted, in writing, to any Headquarters or Branch meeting by June.

Resolutions submitted will be referred to a rank-and-file Committee on Constitution elected at the June Union meetings. The Committee, as per the Constitution, will consist of three members from headquarters and one member elected at the Seattle, Wilmington, and Honolulu Branch meetings.

Holidays

Memorial Day: All SUP Hiring Halls will be closed on Monday, May 31, 2021 in observance of Memorial Day which is a holiday under all SUP contracts.

Kamehameha Day: All SUP hiring halls will also be closed on Friday June 11, 2021 for Kamehameha Day. In accordance with the contract with Matson Navigation Co., the day is a holiday for all ships in port and at sea, and for the Paint and Rigging gang working under the Maintenance Agreement and Extra Maintenance Agreements.

Action taken

M/S to approve the APL RTS Agreement extension. Carried.

M/S to approve the LOU with Patriot covering T/S *General Rudder* under same wages, benefits and other terms and conditions as the SUP Ready Reserve Force MOU. Carried.

M/S to nominate Paul Fuentes, Robert Reed, James Salera, Mike Worth, and Roy Tufono to the Matson Negotiating Committee. Carried.

M/S to concur in the balance of the President’s Report. Carried.

— Dave Connolly




HELP IS HERE FOR YOU!

How to Access Your Benefits Under President Biden’s American Rescue Plan

It has been a very tough year for all of us. But **Help is Here.** President Biden passed the American Rescue Plan to help all of us during this year of pandemic. See what help you can get below.

Check in Your Pocket – \$1,400 for You	Your Health Insurance
<p>We know you need help making ends meet:</p> <ul style="list-style-type: none">✔ If you are single and make less than \$75k/year✔ If you are the head of a household and make less than \$112,500✔ If you are married and together make less than \$150,000 <p>Access this money by filing your taxes here: IRS.gov</p> <p>Sign up here: Get My Payment Tool or call: (800) 829-1040</p> <p>Up to \$1,400 per eligible family member</p>	<p>Lower your costs and sign up for health care here: Healthcare.gov</p> <p>Call: (800) 318-2596</p> <p>If you lost your insurance, we can help with the cost of COBRA coverage here: DOL.gov/general/topic/health-plans/cobra</p> <p>Call: (866) 487-2365</p>
Do You Have Kids?	Do You Need Help Buying Food?
<ul style="list-style-type: none">✔ Get \$3,000 tax credit per child for children 6 and over✔ Get \$3,600 tax credit per child for children under 6 years old <p>Start accessing this money by filing your taxes here: IRS.gov</p> <p>Or for non-tax filers here: IRS.gov/filing/free-file-do-your-federal-taxes-for-free</p> <p>Need help filing your taxes? If your income is less than \$72,000, file your taxes for free: Free Tax Return Preparation for Qualifying Taxpayers Internal Revenue Service (irs.gov)</p> <p>Call: (800) 829-1040</p>	<p>There is extra money available for food. Find your state’s SNAP* program.</p> <p>Sign up here: SNAP sign up</p> <p>Call: (800) 221-5689</p> <p><i>*Supplemental Nutrition Assistance Program</i></p>
Do You Need a Free COVID-19 Vaccination?	Are You a Renter?
<p>Get an appointment for a free shot near you. Go to: VaccineFinder.org</p>	<p>If you are behind on your rent and at risk of losing your home, apply at a state or local level for emergency rental assistance: HUD.gov/i-want-to/find-rental-assistance</p> <p>Call: (800) 569-4287</p>
	Did You Lose Your Job?
	<p>Get an extra \$300 per week and unemployment benefits extended until 9/6/21</p> <p>Find your state’s Unemployment Benefits and sign up here: DOL.gov/general/location</p> <p>Call: (866) 487-2365</p>



U.S. Department of State Passport Services

NOTICE TO MARINERS WITH INTERNATIONAL VOYAGES Updated May 3, 2021

Due to public health measures to limit the spread of COVID-19, Passport Services continues to have limited operations at our passport agencies and centers. We will assist mariners who urgently need a passport for international voyages, and whose current valid passport expires in 13 months or less.

Instructions for Urgent Assistance with Applying for a Passport:

- Contact the National Passport Information Center at 877-487-2778** and identify yourself as a mariner who urgently needs to apply for (or renew) your U.S. passport.
- The Duty Officer will take your information and schedule an appointment at the nearest passport agency.
- Application Packages** must submit the following:
 - A completed DS 11 or DS 82 passport form, [visit our webpage for form instructions](#);
 - Passport Photograph;
 - Current Passport or evidence of citizenship such as an original or certified birth certificate or an original naturalization certificate;
 - Letter from your supervisor on company letterhead or your U.S. mariner’s union; and
 - A clear copy of your Merchant Mariner Credential (MCC).
- The **Employer’s/U.S. Mariners Union Letter** should include the following details:
 - Your full name;
 - Printed name and title of your supervisor or mariners’ union representative;
 - Signature of your supervisor or mariners’ union representative; and
 - Date the letter was issued.
- Bring your completed application, required documents, and the passport fee that includes the \$60 expedited fee with you to your appointment.**

Instructions for Urgent Assistance if You Have Already Applied for a Passport

If you have already applied for your passport but have not received it, contact the National Passport Information Center at 877-487-2778 and identify yourself as a mariner who has already applied and urgently needs your passport. The Duty Officer will provide further instructions and the passport agency will contact you to coordinate the delivery or pickup of the completed passport.

Applying for a Passport for Personal (Non-Life or Death Emergency) Travel

If you are applying for a passport for personal (non-life or death emergency) travel, please see our website [travel.state.gov](#) for instructions and the most up-to-date processing times.

We regret any inconvenience and look forward to serving you.

The Department of State recently issued this updated guidance to make it easier for U.S. mariners to acquire an expedited passport. It removes the voyage data previously required.

SAILORS’ UNION OF THE PACIFIC
QUARTERLY FINANCE COMMITTEE’S REPORT
FOR THE QUARTER ENDED MARCH 31, 2021

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 12, 2021 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$2,850,315.03
POLITICAL FUND	25,524.34
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS 1st QUARTER 2020	<u><u>\$4,169,570.36</u></u>

GENERAL FUND

INCOME

Dues, Initiation, Assessments	\$127,940.00
Interest	32,247.61
Donations - <i>West Coast Sailors</i>	810.00
Joint Committee & Hiring Hall	93,663.21
Advertising & Promotion	45.00
Miscellaneous Income	1,908.67
Reimbursed Administrative Expenses	30,250.57
Contributions	3,345.00

TOTAL INCOME \$290,210.06

EXPENSE

Auto & Travel	\$845.00
Rent	20,946.15
Postage, Printing & Office	5,800.14
Telephone	5,865.03
<i>West Coast Sailors</i> Publishing Expense	11,981.27
Per Capita Taxes	20,635.00
Salaries & Payroll Taxes	220,904.98
Office Workers Pension	7,760.40
Insurance	43,240.54
Legal	2,625.00
Meeting/Committee & Neg. Conference & Conv.	75.00
Investment Expense	2,380.67
Officials Pension	6,750.00
Subscription	70.00
Accounting	6,177.29
Advertising & Promotion	360.00
Filing Fees	634.60
Bank Charges	113.48

TOTAL EXPENSE \$357,164.55

BUILDING CORPORATION

INCOME

Rents	\$162,821.23
Miscellaneous Income	3,086.37

TOTAL INCOME \$165,907.60

EXPENSE

Building Services & Utilities	\$32,667.95
General Tax Expense	20,160.78
Office Equipment	951.59
Repairs & Maintenance	3,700.42
Accounting	4,000.00
Office	910.10
Advertising & Promotion	10.00

TOTAL EXPENSE \$62,400.84

POLITICAL FUND

INCOME

Contributions	\$ 4,740.00
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TOTAL INCOME \$ 4,470.00

EXPENSE

Contributions	\$ -
CA Filing Fee	50.00
Bank Fee	20.00

TOTAL EXPENSE \$70.00

NET INCOME(LOSS) 3rd QUARTER \$ 41,222.27

REMINDER

Proposals for Matson collective bargaining and SUP Constitutional changes should be submitted to SUP Headquarters in writing to the Matson Negotiating Committee or the Committee on Constitution at 450 Harrison St., San Francisco CA 94105 or to matt@sailors.org, editor@sailors.org or dave@sailors.org.



FIELD OF SCHEMES:
A’s Threaten Oakland

The Oakland Athletics this month said they are beginning to explore potential relocation sites in the event their Howard Terminal proposal is not approved by the City.

Many community commentators viewed the announcement as an attempt to pressure Oakland City Council into approving a controversial project. The SUP and other maritime unions have opposed the project as harmful to maritime commerce.

For years, the Oakland A’s have touted the privately financed ballpark they plan to build to keep the club in the Bay Area. But the latest proposal from the A’s has the ballpark as only a feature of the billion-dollar deal. Built into the proposal are 3,000 residential units (many of them luxury apartments or condos), a hotel, an indoor performance center and 1.8 million square feet of commercial and retail space along the waterfront near Jack London Square.

It is essentially a real estate development deal totaling more than \$12 billion with a \$1 billion ballpark attached. Critics say the ballpark is an enticement, a public distraction and marketing strategy for the larger deal.

Sports franchises in the Bay Area and elsewhere have often promoted what economists have often called a false rationale: that pro sports developments boost local economies. Falling for that claim can be a costly millstone around the neck of a city. One of the best examples is that taxpayers are still paying today for stadium improvements that temporarily brought the Raiders back to Oakland in 1995.

The A’s say the team would provide \$450 million of community benefits. For Brian Beveridge, co-director of the West Oakland Environmental Indicators Project, however, taxpayers, not the A’s, would foot the bill for those benefits. Moreover, the value is minimal because the amount is stretched over 45 years with no adjustment for the lost value due to inflation. “It’s really just raiding the general fund,” said Beveridge.

The team also wants the city to create a massive tax district affecting property owners along a 1½-mile-long swath of land to help fund the city services and infrastructure that would be needed to serve the A’s project. “The A’s contend that the growth in tax revenues attributable to their project will be sufficient to fully fund those investments, and that they will benefit the entire community,” says Justin Berton, spokesman for Mayor Libby Schaaf. “The city is critically examining these claims.” Whatever the tax revenue, it comes with strings attached. Berton also said that “The commitments requested by the A’s would

pre-determine the use of a substantial portion of tax revenue from this part of the city for years to come.”

City officials and residents are not yet persuaded by the A’s “Rooted in Oakland” strategy, now made especially ironic by shopping the team to other cities as part of the political timing. Marcus Thompson II, part of the community coalition opposed said “They did a couple of years of community PR and hung up some Rooted in Oakland” signs and somehow thing they can be the bullies in this situation?”



Dispatcher’s
Report

Headquarters — APRIL 2021

Deck	
Bosun	3
Carpenter	0
MM	9
AB	13
OS.....	2
Standby S.F.....	18
Total Deck Jobs Shipped	45
Total Deck B, C & D Shipped.....	28
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.....	45
Total B, C, & D Shipped-All Depts....	28
Total Registered “A”	19
Total Registered “B”.....	30
Total Registered “C”	3
Total Registered “D”	2

SUP BRANCH REPORTS

HONOLULU

May 2021

Shipping: Shipped the following jobs in the month of April: 2 Bosn steady, 0 Bosn relief, 3 Bosn return, 4 AB Day steady, 0 AB Day relief, 0 AB Day return, 5 AB Watch steady, 0 AB Watch relief, 0 AB Watch return, 1 AB Maint, and 0 OS Watch steady . The shipping jobs were filled by 7A cards, 7 B cards, 1 C card, and 0 D cards. Standby jobs: Shipped 28 standby jobs. The standby jobs were filled by 2 A cards, 25 B cards, 1 C card, and 0 D cards.

Registered in Honolulu: 12 A cards; 19 B cards; 8 C cards; 2 D cards

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

APL Guam-Soon to be re-flagged foreign and crew flown home.

CMA CGM Herodote-Re-flagged to US flag-New crew dispatched.

APL Saipan — no major beefs.

USNS Charlton — ROS.

USNS Watson — no major beefs


Agents Report:

Covid-19 update:As of right now you still need to get a Covid-19 test (with a Hawaii State approved test site) within 72 hours before you fly to Hawaii if you don't want to be quarantined for 10 days.

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

Mahalo, Michael Dirksen

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



SEATTLE

May2021

Shipping: 1 Boatswain to a B member; 7 Navy Ab's to 1 A, 4 B, and 1 C card; 1 Patriot OS went to a D registrant; 2 AB/D, and 1 AB/W taken by 1 A and 2 B card. Matson called for 9 Standby ABs filled with 2 B's, and 7 D's.

Registered: 4 A cards for a total of 5; 14 B cards for a total of 16; 0 C cards for a total of 0; 7 D cards for a total of 11

Agents Report:

This month I represented the membership at the Martin Luther King County Labor Council.

A few months ago, at a job call I made an appeal to the members present to reach out to those they know and tell them about the opportunities that are available in the Maritime Unions. Word of mouth seems to be paying off slowly, as some fine young applicants have come our way. Keep in mind though, if President Bidens labor agenda is fully realized we will be more short handed than now. If you have children in high school, consider going to their school and talking to the career counselor about our industry and the jobs available. A shipping year leaves plenty of time for higher education on the beach and a graduation with no student loans to anchor them down.

Fraternally, Brendan Bohannon

WILMINGTON

May 2021

Shipping: Shipping: Bosun: 4; AB/W: 13; AB/D: 6; OS/ STOS: 1; GVA/GUDE: 0. Standby: 49. Total Jobs Shipped: 73

Registrations: A:24, B:44, C:5, D:10.

Ships Visited: Ships checked by phone and email.

AGENTS REPORT:

Shipping has been great here in Wilmington, daily dispatches of crewing and standby jobs. Cargo volumes have increased sharply in the ports of Los Angeles and Long Beach and there is still a shortage of Longshore labor causing congestion in the ports which makes ship arrival times difficult to predict.

Covid vaccinations are more readily available in Los Angeles and Long Beach.

Keep your dues current and be sure to check your documents, dues and documents must be current to ship.

Fraternally Submitted, Leighton Gandy



In at Oakland in May is the Matson C-9 containership *Manoa* with Emo Aulele, Phil Romei, bosun Remoni Tufono, John Crockett, Mick McHenry and Tom Tynan.
—Photo Matt Henning

VICE PRESIDENT'S REPORT

May 2021

Ships checked

Mokihana — Noel Istumaru delegate, heading for China shipyard crew will transfer over to Mahi Mahi. Haz Idris, bosun.

APL President Wilson — Justin Foster delegate. Things running smoothly with little or no beefs. Dmitri Seleznev, Bosun.

APL President Eisenhower — Rey Clores, delegate. Ship had an engine room fire with crew suiting up on air and putting out. No injuries. Ship in Long Beach for next several months for repairs. Mike Henderson, bosun.

APL President Roosevelt — Javier Rosales, delegate. Several issues with previous Captain unwilling to follow contract and pay according to RTS MOU. Working with company on making sure all sailors are paid for what they are entitled to. Luis Rosas, bosun.

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

USNS Sisler — Dominic Metz, delegate. One AB job not filled for May reliefs. If you are requesting small arms training, you are expected to be going to a ship that requires small arms. Chris Cupan, bosun.

USNS Dahl — Alex Glosenger, delegate. Ship tied up in Norfolk, Virginia. Helo-deck repairs underway ETA for Blount Island May 28th. Kim Dulay, bosun.

USNS Charlton — Benjamin Linn, delegate. Ship is in Philadelphia shipyard for next few months. Jack Forde, bosun.

USNS Watkins — Stephen Alarcon, delegate. Ship called for Guam in early May, all crew offered the J&J vaccine. Cosme Bigno, bosun.

Admiral Callaghan — Andrew Sullivan, delegate. Ship activated and crewed in 72 hours for a four-month mission. Thank you to the members in Wilmington that took the job at a moment's notice and helped the union tremendously. Jonathan Pampilon, bosun.

Cape Henry — Anthony Wylie, delegate. Activated for Pacific Pathways mission. All crew dispatched and cleared medical in less than a week. Ian Serra, bosun.

Cape Texas — Successful trip to the yard; now for the repairs. Arnold Slosson, bosun.

I represented the SUP at the monthly Alameda and San Francisco County Labor Council meetings. Our agents have been working around the clock filling jobs. Shipping is wide open, go the hall, get a job. To those who do not want the covid-19 vaccine, I recommend going to your personal physician and seeking their opinion/ recommendation.

Matt Henning

BUSINESS AGENT'S REPORT

May 2021

Matsonia — Scott Hudson, delegate. Sailed with no issues on the southern triangle running smooth with David Reinking Bosun.

Lurline — Dave Mercer, delegate. In at Oakland#62. Crew called back after a short lay-up for repairs in Oakland. On the southern triangle run with Patrick Weisbarth as Bosun

Mokihana —Noel Itsumaru, delegate. Activated in Oakland. Scheduled Chinese shipyard possible cross-decking over to the Mahimahi to return to the U.S. West Coast. Haz Idris, Bosun.

Manoa — Mick McHenry, delegate. Time up in Oakland, new delegate elected at sea. Remoni Tufono, Bosun.

RJ Pfeiffer — Jim Linderman delegate restriction in Honolulu is ongoing. Art Garrett, Bosun.

President Eisenhower — Rey Clores, delegate. Enroute Oakland, fire alarm sounded in early morning hours. The crew quickly mustered at their stations suited-up, air on, ready to go. We fought, contained and put out the fire. Ship lost power, was towed to berth #46 in Los Angeles. Engine room suffered major damage and there's talk of weeks if not months of repairs. Michael Henderson, relief Bosun.

President Wilson — In at Oakland #56. Justin Foster, delegate. Sailed for Yokohama with no issues. In good hands with Dimtri Selevnez Bosun

President Truman — Manual Davis, delegate. Sailed for Yokohama with no issues in good hands with Gabriel Sipin, Bosun.

President Cleveland — Roberto Tomas, delegate. Time up. Checked in with little or no beefs.

Cape Orlando — Jonathan Pampilon, bosun. Octavio Ortega, delegate. Activated for mission.

Cape Henry — Ariel Odion, delegate. Ian Serra, bosun. Both ship's activating 4-5 month Pathway Pathways mission, Manila, Thailand, Subic Bay.

San Francisco Bar Pilots: Pier#9 —Big Mike Koller delegate — Station boat training continues the bread & butter of the operation. Leo Moore, Dock Bosun.

Reminder to all members if you have any Proposal for Matson Negotiation please submit in a timely manner. Worked in the front office and help dispatch jobs.

Roy Tufono