



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXIV No. 10



SAN FRANCISCO, CALIFORNIA

Wednesday, August 20, 2021

## Vaccination Deadline Looms For Government Contractors

The White House on October 1, 2021 said that millions of federal contractors must be vaccinated against COVID-19 by Dec. 8 and that the administration will add clauses to future government contracts mandating inoculations. President Joe Biden signed an executive order on Sept. 9 requiring federal contractors to mandate vaccinations, but many U.S. companies with federal contracts have awaited formal guidance from the White House before moving forward.

U.S. airlines were among the industries awaiting confirmation, as they sometimes hold contracts to sell tickets to government employees. The deadline of Dec. 8 was first reported by Reuters.

Jason Miller, deputy White House Office of Management and Budget director, said on Friday in a blog post the "guidance issued today advances one of the main goals of this science-based plan: getting more people vaccinated." Miller said the vaccination policy for contractors "will decrease worker absence, reduce labor costs, and improve the efficiency of contractors and subcontractors performing work for the Federal Government." An

administration official said it was interpreting the vaccination requirements for contractors "broadly," saying they extend beyond those who work in federal buildings.

Steve Cave, a King & Spalding attorney who specializes in government contracts, said he expects the order will impact tens of millions of U.S. workers or more.

For example, if a federal contractor goes to work at another office in their company, then the employees in that second office will also need to be vaccinated, even if they are not working on a government contract, said Cave. "The tentacles are far reaching," Cave said. "The number touched by this will be huge. It's probably in the upper tens of millions." The new guidance says that contractor employees covered by the rules "must be fully vaccinated no later than December 8" and adds that after that date for future contracts employees must be vaccinated by the first day of performance on a new or extended contract. The guidance adds that contractor employees "working on a covered contract from their residence also must comply with the vaccination requirement."

A federal official told Reuters that procurement contracts with the government in general are covered, especially for service contracts. The requirements are also expected to apply to government contracts for manufacturing specific products for the government, like defense contracts, rather than off-the-shelf products, the official said.

The government said all covered contractors must be vaccinated "except in limited circumstances where an employee is legally entitled to an accommodation." Contractors must review covered employees' documentation to prove vaccination status. In September, the White House said most federal employees must be fully vaccinated against COVID-19 no later than Nov. 22.

Last week major defense con-

*continued on page 6*

## Alaska Senator Seeks Permanent Exemption From U.S. Maritime Law

### Proposed Cruise Ship Waiver Widens Crack in Cabotage

In another inch/mile case of U.S. maritime law erosion, U.S. Senator Lisa Murkowski (R-AK) has officially introduced new legislation carving out a permanent exemption from the Passenger Vessel Services Act for foreign flag-of-convenience cruises to Alaska.

The Cruising for Alaska's Workforce Act would apply to ships transporting more than 1,000 passengers to Alaska from the United States, especially the U.S. West Coast. In May, Congress passed bipartisan legislation, known as the Alaska Tourism Restoration Act, to temporarily waive the PVSA in the COVID-driven economic emergency brought on by the Canadian ban of cruise ship port calls. The foreign port call provision, itself a loophole designed to evade the intent of the PVSA, is now viewed as an unnecessary constraint on business. Thus, the enemies of the U.S. maritime industry, seek to make the loophole to the loophole a permanent fixture.

"A few months ago, we were able to move the

[waiver legislation] over the finish line, providing a temporary legislative fix to the PVSA to help bring tourism back to a number of Alaskan communities that rely on the hundreds of thousands of visitors who come to the state by way of cruise ships. While the PVSA still serves its purpose in the Lower 48, it unintentionally put many Alaskan businesses at the mercy of the Canadian government when Canada closed its borders, including ports," said Senator Murkowski. "The inability for cruises to travel to Alaska nearly wiped out our economies in Southeast—communities like Skagway for example saw an 80 percent drop in business revenues," said Senator Murkowski.

But the law wasn't broken and didn't need to be fixed, even by the estimate of its enemies, who have long used the foreign port call as the tactic of evasion. The communities that relied on tourism have often seen their native industries abandoned or sidelined by tourism. Economists have argued that the business revenue from cruise ships was inflated in such communities, reaching artificial levels pressuring infrastructure and the environment, and reaching far beyond their organic

*continued on page 4*

## Matson Returns to South Pacific

Matson Navigation Co. has started a new direct shuttle service between Shanghai and Auckland in New Zealand. Half of the two-ship string is the geared container/break-bulk CV-700 *Kamokuiki* covered by SUP contract.

As an export-oriented island nation, New Zealand has en-

during shortages and delays presented by shipping problems experience in port states around the world. The decline in port calls there has induced some exporters to press for the creation of a national shipping line. As it has signaled to investors and customers over the course of the pandemic, Matson clearly views

the disruption as an opportunity.

The new service, called the China Auckland Express or CAX, builds on some existing Auckland connections but is now attempting to fill in gaps caused by Chinese shipping disruption and congestion. Called China Auckland Express (CAX), it is using two Matson-owned vessels.

The foreign-flagged 516 teu *Papa Mau*, and the U.S.-flagged 707 teu *Kamokuiki* with SUP sailors on board. Matson sailings from Auckland are about every 2.5 weeks.

In January 2013, after the acquisition of Reef Shipping Co., Matson expanded its presence in the Pacific with a new South Pacific service. Matson's service offerings include the core trade lanes from New Zealand and Australia to the island nations of Tonga, Fiji, Samoa, American Samoa,

*continued on page 5*



SUP deck gang aboard *Kamokuiki*: Bosun Isagani Cruz, AB Chris Bunheriao, AB Bryon Coby and AB Clinton Seiber all helped to firmly re-establish SUP jurisdiction in the fabled South Pacific.





# 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  
Grant Wegger .....BK#3637  
Alexander Earle.....BK#1885  
Frank Portanier.....BK#3835  
Emmert Holloway .....BK#5875  
Terry Lane .....BK#4107  
Juan Magana.....BK#6332  
John Drolla ..... BK #2751

## Political Fund

Joe Mantanona ..... \$50  
Manny Rezada ..... \$60  
Noel Isumaru ..... \$60  
Patrick Weisbarth ..... \$50  
(In Memory of Art Thanash)  
Rodolfo Bautista..... \$20  
Valeriy Goncharov ..... \$50  
Gunnar Lundeborg..... \$50  
Eric Weintraub ..... \$100  
Ariel Odion..... \$50  
Vincent O’Halloran ..... \$200  
Brendan Bohannon ..... \$50  
Cesar Runatay ..... \$35  
Steven Browning ..... \$10  
Noel Rezada..... \$50  
Isnin Idris ..... \$200  
Juancho Gutierrez ..... \$100  
Norhaslan Idris ..... \$50  
Adian Minty ..... \$10  
Bruce Thompson ..... \$100  
(In Memory of Singapore Sid)  
Steve Swinson ..... \$25  
Joseph Ginez..... \$10  
Giancarlo Thomae..... \$200  
Dave Connolly ..... \$200

## West Coast Sailors

Remoni Tufono..... \$10

## Organization/ General Fund

Rodolfo Bautista..... \$30  
Ivan Ocson..... \$10

### SUP Membership Change of Address Form

Name (print) \_\_\_\_\_ Book No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_ Country \_\_\_\_\_

E-mail \_\_\_\_\_

Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_



**Sailors' Union of the Pacific**  
**450 Harrison Street**  
**San Francisco CA 94105**

## SUP Meetings

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

| SUP HQ      | Branches    |
|-------------|-------------|
| November 8  | November 15 |
| December 13 | December 20 |

## Final Departures

**Vincent Saltarelli, Book No. 7361.**  
Born in New Jersey in 1932. Joined SUP in 1951. Died in Florida, August 27, 2021. (Pensioner)

**Tonni H. Pedersen, Book No. 3823.**  
Born in Denmark in 1933. Joined SUP in 1964. Died in Sonoma, California, September 23, 2021. (Pensioner)

**Douglas W. Crute, Book No.3935.**  
Born in Maine in 1927. Joined SUP in 1944. Died in Camden, Maine, October 2, 2021. (Pensioner)

**Donald L. Erickson, Book No. 1871.**  
Born in Minnesota in 1937. Joined SUP in 1958. Died on August 29, 2021. (Pensioner)

## West Coast Sailors

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## Membership and Ratings Committee

The Committee met on October 7, 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 |
|-----------------------|---------|---------|--------|-----------|
| Hussein Ali           | Bk#3821 | 6 yrs.  | A.B.   | A         |
| Robert Tomas          | Bk#3310 | 6 yrs.  | A.B.   | A         |
| Aaron Wiebe           | Bk#3657 | 6 yrs.  | A.B.   | A         |
| Dennis Acosta         | B-19697 | 1 yr.   | O.S.   | B         |
| Reggie Glover, Ill.   | B-19698 | 1 yr.   | O.S.   | B         |
| Jerry Jones           | B-19699 | 1 yr.   | O.S.   | B         |
| Ronald Jones          | C-2881  | 30 Days | O.S.   | C         |
| Vincente Romano       | C-2882  | 30 Days | A.B.   | C         |
| Cornelio Villano, Jr. | C-2883  | 30 Days | A.B.   | C         |
| Victorino Mendoza     | C-2884  | 30 Days | A.B.   | C         |

### Ratings: Bosun Stamp

Herminio Huavas, Jr. Bk #5888

**Membership and Ratings Committee’s Report:** Paul Fuentes, Bk #2239, Ron Reed, Bk#3188, and Sam Worth B-19320



On October 15, 2021 the Committee on Election met in the SUP Library at Headquarters to review the paperwork associated with the upcoming SUP election. From left is Committee Members Peter Leo, Ron Reed, Allen Gonzalez, John Crockett, Sam (and Lucas) Worth, Roberto Tomas, with SUP Dispatcher and Election Administrator Martha Vizcarra.

## SUP COMMITTEE ON ELECTIONS 2021-2022

October 15, 2021

In accordance with the SUP Constitution, Article XII: Nomination, Election and Term of Officers, the Committee on Election convened at 0900 on October 15, 2021, at Headquarters.

The Committee is charged with “... preparing the ballot” and selecting an Impartial Balloting agent for membership approval.

The Committee recommends that Unilect Election Service be used for this election. Unilect Election Services will print, mail, and count the ballots in accordance with the SUP constitution. The approximate cost will be \$9500.00.

Also, the Committee has the duty to verify the eligibility of candidates for office. In accordance with the Section 3, 4, and 5 of Article XII, all candidates duly nominated (as per Section 2; published in the September 17, 2021, edition of the *West Coast Sailors*), who had returned acceptance letters (as per Section 5) were found eligible.

The following candidates accepted the nomination and will appear on the ballot:

President/Secretary-Treasurer  
David Connolly

Vice President/Assistant Secretary-Treasurer  
Matthew Henning

San Francisco Business Agent  
Roy Tufono

Seattle Branch Agent  
Brendan Bohannon

Wilmington Branch Agent  
Leighton Gandy  
Leopoldo Martinez

Honolulu Branch Agent  
Nick Mannesiotis  
Patrick Weisbarth

Building Corp. Trustees  
David Connolly  
Paul Fuentes  
Matthew Henning  
Roy Tufono  
Mike Worth  
(Five to be elected)

SIUNA Convention Delegate  
David Connolly  
Leighton Gandy  
Paul Fuentes  
Matthew Henning  
Leopoldo Martinez  
Mike Worth  
Roy Tufono  
(Three to be elected)

In addition, this Committee reviewed the report of the Committee on Constitution which met at SUP Headquarters on July 7, 2021, to consider the proposals of the membership for Constitutional amendments. They noted that only one proposed amendment was adopted by the Committee, as amended, and ratified by the membership at the July meetings as per Article XXVIII of the SUP Constitution. That proposal was for a dues increase as follows: **“There shall be an increase in dues of the \$25.00 beginning on April 1 2022, for a total of One Hundred and Seventy-Five (\$175.00) per quarter with another increase of \$25.00 payable on April 1, 2023, for a total dues cost of Two Hundred Dollars (\$200.00) per quarter, payable in advance.”** The Committee on Election confirmed the proposal and directed the Impartial Balloting agent to include it with the candidates on the SUP ballot.

Its work complete the Committee adjourned

In Solidarity,

*John Crockett #4193*  
*Sam Worth B-19320*

*Allen A. Gonzalez #306*  
*Ron Reed #3188*

The membership will vote on the Committee’s report at the November Union meetings.

Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the *West Coast Sailors* that will be published in November. The statements and photos should be sent to the editor of the *West Coast Sailors* prior to the November 14, for inclusion in the election supplement. Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for on legal-size page (8 1/2” x 14”) on a first-come first-served basis.



# Vietnam Factory Shutdowns Add to Supply Chain Problems: Beware the Bullwhip Effect

Widespread COVID-19 lockdowns have shut down a significant portion of factory production in southern Vietnam, delaying inventory and adding further pressure on trans-Pacific supply chains.

Footwear and apparel giant Nike, for example, reported that up to 80 percent of its factories in southern Vietnam are currently closed because of government-mandated lockdowns that have been extended through September. "Through this week that means we've already lost 10 weeks of production, and that gap will continue until factories are able to reopen and produce products at normal capacity," Nike CEO John Donahoe said on an earnings call September 23.

The downturn in the Vietnamese manufacturing sector intensified through August amid the worst outbreak in Vietnam since the pandemic began, according to industry sources including HIS Markit. The manufacturing hub of Ho Chi Minh City has been under Vietnamese army control since Aug. 23 with only limited groups allowed out, provided they hold travel passes issued by the police, SEKO Logistics noted in a customer advisory this week.

Freight forwarders are reporting vessel delays and unstable schedules, with the Ho Chi Minh City port of Tan Cang Cat Lai the worst affected. Seko Logistics said the number of export containers delivered

to the port by early September had fallen 28 percent compared with three months earlier.

Donahoe said on top of the factory closures in Vietnam, the already long transit times worsened in the quarter ending Aug. 31 and were having a significant impact on the company's business. Transit times of 40 days from Asia to North America prior to the pandemic had doubled to 80 days through August.

Peter Sand, chief shipping analyst at BIMCO, said the US trade dispute with China during the Trump administration had led to a significant shift in manufacturing to Vietnam, and the factory closures were increasing the disruption

to global networks.

"A lot of investment went to Vietnam, but apparently it wasn't enough to make a fully resilient supply chain because COVID-19 is taking its toll also in Vietnam right now," Sand told JOC.com.

The full shutdown effect on shipping is not well understood, but there is likely a "bullwhip effect" coming, where the recovery of Vietnam will cause ship bunching and cargo coagulation on the U.S. West Coast. Meanwhile, manufacturers such as Nike are trying to mitigate the production losses in Vietnam by temporary increasing production in other Asian countries such as China or Indonesia, as well as turning to air freight.

## Port Congestion Expected to Last at Least Into Next Year

Slowdowns at ports in the US, Asia and Europe are expected to last into at least the beginning of 2022, said shipping industry executives. "We advise customers to plan their supply chains well ahead, particularly for the upcoming holiday rush," Maersk wrote in its Sept. 27 Asia Pacific market update.

"Disruptions continue at every node of the supply chain," said Gene Seroka, executive director of the Port of Los Angeles.

Seroka also said that despite the fact that capacity has increased 30 percent on the major trans-Pacific routes and vessel productivity in the port is up 50 percent, "dwell time" for containers at ports and warehouses has increased. He added that the problems will continue

in coming months because "significant volume [is] headed our way throughout this year and into 2022."

Seroka said truck capacity at the port has only risen eight percent since the surge began and as many as a third of truck reservations are going unused. A pilot program at the Port of Long Beach offering truckers the option of picking up containers between 3 and 7 am has not attracted any takers, according to a spokesperson for TTI, a large terminal operator.

Maersk said it has been working to improve schedules and reposition empty containers. It also plans to reduce the number of port calls on some routes. But the company sees little cause for optimism in the short-term. "Inventory levels



in Europe and the US remain at their lowest levels on record, leading to stock outs on some products," a spokesperson said. "This means even once retail demand declines, we will see cargo volumes

continue to remain strong as inventory levels need to be rebuilt."

As with other things in the pandemic, it could take longer than expected to get back to normal.

## COVID Toll Surpasses Spanish Flu

COVID-19 has now killed approximately 700,000 Americans, about as many perished by the Spanish flu pandemic back in 1918-19 in raw numbers.

The U.S. population a century ago was just one-third of what it is today, meaning the flu cut a much bigger, more lethal swath through the country. But the COVID-19 crisis is by any measure a colossal tragedy in its own right, especially given the incredible advances in scientific knowledge since then and the failure to take maximum advantage of the vaccines available this time. "Big pockets of American society — and, worse, their leaders — have thrown this away," medical historian Dr. Howard

Markel of the University of Michigan said of the opportunity to vaccinate everyone eligible by now.

Like the Spanish flu, the coronavirus may never entirely disappear from our midst. Instead, scientists hope it becomes a mild seasonal bug as human immunity strengthens through vaccination and repeated infection. That could take time.

"We hope it will be like getting a cold, but there's no guarantee," said Emory University biologist Ruston Antia, who suggests an optimistic scenario in which this could happen over a few years.

For now, the pandemic still has the United States and other parts of the world firmly in its jaws. The Delta-fueled

surge in infections may have peaked, but U.S. deaths are running at over 1,900 a day on average, the highest level since early March. And although the country's overall toll topped 675,000 today the real number is believed to be higher. Another grim winter appears possible, with the University of Washington's influential model projecting an additional 100,000 or so Americans will die of COVID-19 by Jan. 1, which would bring the overall U.S. toll to 776,000.

The 1918-19 influenza pandemic killed 50 million victims globally at a time when the world had one-quarter the population it does now. Global deaths from COVID-19 now stand at more than

4.6 million.

The Spanish flu's U.S. death toll is a rough guess, given the incomplete records of the era and the poor scientific understanding of what caused the illness. The 675,000 figure comes from the U.S. Centers for Disease Control and Prevention.

The ebbing of COVID-19 could happen if the virus progressively weakens as it mutates and more and more humans' immune systems learn to attack it. Vaccination and surviving infection are the main ways the immune system improves. Breast-fed infants also gain some immunity from their mothers.

## Airline Issues First Vaccine Exemption Policy

United Airlines, citing protection of workers and customers from COVID-19, has told employees seeking religious or medical exemptions to the company's vaccine mandate that even if the exemption is approved, they will be put on temporary leave starting Oct. 2 while the company works to institute safety measures for unvaccinated employees.

Employees granted religious exemptions will be placed on temporary, unpaid personal leave, and those granted medical exemptions will be placed on temporary medical leave, according to an internal memo.

The memo does not specify how long the leave will last. Employees in "operational customer-facing roles," including pilots, flight attendants and customer service agents were told, "Once the pandemic meaningfully recedes, you will be welcomed back to the team on active status." Some employees in non-customer-facing roles may be required to undergo weekly testing for COVID-19

and to wear a mask at all times including outdoors, the memo said.

Employees whose requests for exemptions are denied will be terminated if they do not get their first shot by Sept. 27 or are not fully vaccinated within five weeks of the date of their denial notice.

United Airlines imposed a vaccine requirement on U.S.-based employees in early August as cases of the delta variant began to soar, becoming the first U.S. airline to mandate a COVID-19 vaccine. Employees are required to upload a vaccine card showing proof of vaccination by Sept. 27, which is five weeks since the FDA's full approval of the Pfizer COVID-19 vaccine.

In early August, when United first announced its vaccine mandate, it said about 90% of pilots and 80% of flight attendants were already vaccinated. The company



now says more than half of its employees who were unvaccinated on the day of the announcement have since gotten vaccinated and reports 97% vaccinations.



# Matson Revenue and Profits Soar

As the global supply chain tries to untangle itself from the coronavirus market crash, top-ranked ocean carrier Matson Navigation Company is seeing rising sales and triple-digit profit growth. Prospects for further growth look good as the economy rebounds. Matson reported preliminary results on October 11 covering the previous nine months ending September 30, 2021.

Earnings grew 388% last quarter to \$3.71 per share. Earnings per share over the prior two quarters rose at enormous rates while, revenue grew 67% in its most recent quarter, to \$874.9 million. That was its fourth quarter in a row of double-digit, ascending sales growth. The shipping company plans to announce third quarter earnings results after the market close on Nov. 3.

"The strong economic and business trends we saw in the second quarter continued in the third quarter resulting in solid performance in both Ocean Transportation and Logistics," said Chairman and Chief Executive Officer Matt Cox. "Within Ocean Transportation, our China service continued to see significant demand for its expedited ocean services, including the new CCX service, as volume for e-commerce, garments and other goods remained elevated heading into the peak season."

Cox added that continued strong demand for the China service was the "primary driver" of the increase in income. He said that supply chain congestion continues in the Transpacific tradelane with "the combination of inventory restocking, peak season and ongoing elevated consumption trends. We expect these conditions to remain largely in place at least through mid-year 2022." The domestic tradelane also profited, with increase volumes despite the negative impact on freight rates related to the Delta variant.

# ITF Bargains Increase For International Seafarers

Seafarers on international flag-of-convenience ships will be getting a pay raise in January of 2022 of 3.0% followed by another increase in January of 2023 of 1.5% after striking a deal with maritime employers represented by the Joint Negotiating Group (JNG). The increase included other compensation.

The International Bargaining Forum (IBF), which brings together the seafarers represented by the International Transport Workers' Federation (ITF) and the JNG agreed to the deal last month. The agreement was also reached for an increase in JNG members' rebate from the ITF Welfare Fund to 20% as part of a contribution to an IBF Seafarers Support Fund.

Unions and employers were to meet in March 2020 to agree an uplift in seafarer wages for 2021-2022, but the onset of the Covid-19 pandemic led to an agreed deferment of the talks until September 2021.

"The negotiations were particularly challenging due to the profit variations in the industry, as well as the increased operational costs due to the pandemic. However, both parties acknowledged the need to recognize the sacrifices that seafarers have made during the pandemic, continuing to keep global trade moving whilst unable to return home following the expiry of their contracts, and receiving no wage increase in 2021," ITF said in a statement.

The JNG consists of the International Maritime Employers' Council (IMEC), the International Mariners Management Association of Japan (IMMAJ), the Korean Shipowners Association (KSA) and Taiwanese carrier Evergreen.

"The pay agreement locks in stability in the seafarer wage market going forward, allowing employers to better weather the volatilities in demand being experienced in various shipping markets since 2020," stated the chairman of JNG and IMMAJ, Toshihito Inoue.

"From the initial risk the pandemic posed to seafarers, to the ongoing challenge of seafarers sometimes being denied emergency medical treatment by port states, to the global scandal that is the crew change crisis: through the last 18 months seafarers have shown exceptional professionalism and commitment. Therefore, we are proud we have managed to deliver increases to seafarers' income. Their daily sacrifices to keep supply chains moving, delivering the goods critical to our recovery to billions of consumers and businesses is recognised," said ITF Seafarers' section chair David Heindel.

The IBF framework deal between the ITF and the JNG sets the terms, conditions and pay for the world's international seafarers working aboard vessels flying the flag of an open register designated as the flag of convenience by the ITF.

# Alaska Senator Seeks Permanent Exemption From U.S. Maritime Law

*continued from page 1*

self-sustaining capacities.

The same foreign business entities that benefited from the original loophole, which was to include a foreign port in the itinerary, earlier this year fought to turn a pandemic problem into opportunity. The problem was Canada's COVID based refusal to accept cruise ships in Canadian ports, in part because of the well-known health risks of cruising.

Having seized that opportunity with the temporary waiver, anti-U.S. flag shipping and anti-labor forces now seek the permanent waiver. It comes as no surprise, since the entire industry is already based on evasion of the intent of the law, which was to reserve coastwise maritime jobs for Americans.

The Passenger Vessel Services Act of 1886, (PVSA) is part of a set of laws reaching back to George Washington, known as cabotage. These laws, like the Jones Act and cargo preference, reserve American shipping for Americans. The PVSA reserves coastwise passenger ships to those that employ Americans.

For Alaska-bound cruises operated by the world's largest cruise companies like Carnival, Royal Caribbean

and Norwegian, who do not register their vessels in the United States, this has meant stopover in Canada for its West Coast-based ships.

To use the pandemic to force a wished for waiver on a temporary basis is one thing, but to now claim the only way forward for Alaskan communities hit hard by the pandemic is to make laws that protect the American maritime workforce is another. It is opportunism that is characteristic of the flag-of-convenience cruise lines, but it is strange for a U.S. senator to seek support for the corrosive flag-of-convenience shipping system, a routine abusers of workers' rights, in exchange for cruise ship port calls. Interestingly, Senator Murkowski says the waiver will end once there is a U.S.-built ship that carries more than 1,000 passengers, yet it is exactly these cracks in cabotage that prevent the dedication of huge investment capital in U.S. built ships. Betting on the U.S. protecting itself from the ravages of foreign

capital does not carry a high probability of return on capital employed.

And as the cynical Washington operatives often say: "Don't let a good emergency go to waste." Cruise ship companies and their vast lobby are not missing the boat as they try to use the hardship and pain of the pandemic to improve their deceptive and predatory businesses for the long run.

# SUP Welfare Plan Notes

**Active Eligibility and Enrollment**

Active members initially become eligible for coverage in the month after they work 120 mandays within a 12-month period. Once a member becomes eligible, the member must **enroll** in a health plan for coverage. Medical and dental plan choices are dependent on your residence or the port from which you ship.

After initial eligibility requirements have been met, **continuing eligibility** requires that the member work at least 60 mandays within the eligibility period in order to roll eligibility for coverage forward. If an active member fails to work sufficient time during the eligibility period, eligibility and coverage will terminate.

Remember that, since you must work the required time for extension of eligibility and coverage *before* the end of your eligibility period, you may lose your coverage (Kaiser, Health Net, and the dental plans) even while you are on a ship.

If coverage is terminated, you must **re-enroll** after you regain eligibility. You can **email new enrollment forms** to the Plan Office if you are away on a ship and will work the required time to satisfy your eligibility requirements. Emailing enrollment forms is the quickest means of contact and will ensure that your coverage lasts for the greatest length of time. If you will not be shipping for a number of months, contact the Plan Office in order to check on your eligibility status.

When submitting enrollment forms by email or contacting the Plan Office, do not indicate social security numbers or dates of birth. We will get that information from our records or contact you if we need additional information. Also, please keep the Plan Office informed of address and dependent changes.

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Training Representative Berit Eriksson 206-551-1870 [berittrainrep@sbcglobal.net](mailto:berittrainrep@sbcglobal.net)  
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SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991  
Seafarers Medical Center 415-392-3611

# How to Digitize a Vaccine Card

**On iPhones:** use the built-in scanner function in the Notes App  
Create a new note, tap the camera icon and select Scan Documents.  
Name the note "Covid-19 Vaccine Card" so it's easy to search for.  
You can pin the note to stay on top of the screen by tapping the three dots in the right corner.

**On Android phones:** Open Google Drive, tap Add, then Scan.  
Take a photo of the document, and Google Drive will auto-crop the area and save the scan as a PDF file.  
For easy access, tap the three dots in the upper left corner of the image to add it to Starred documents, and download it for off line access.



A foreign-flag cruise ship in the Port of Juneau, Alaska.



# Judge Rejects Attempt to Continue Jones Act Scheme; Leaves Door Open on Merits of "Third Proviso" Case

Based on a technicality, a federal judge denied a petition to block new Jones Act penalties for American Seafoods Company's controversial "Canadian railway" program. The paperwork that ASC used in connection with its unique rail operation is incorrect, the judge ruled.

ASC and its partners face federal fines totaling \$350 million for alleged violations of the Jones Act. Since 2017, U.S. Customs and Border Protection has been investigating a unique logistical arrangement that ASC created for transporting pollock from Alaska to Maine. An ASC subsidiary, Alaska Reefer Management (ARM), charters foreign-flag reefer ships to transport fish from Dutch Harbor to New Brunswick, Canada via the Panama Canal. At Bayside, New Brunswick, the fish is offloaded at a terminal (operated by ARM subsidiary Kloosterboer) and then loaded into truck trailers and driven onto a two-car, one-track train. This miniature onsite rail line carries each laden truck 100 feet to the south, then 100 feet back north, completing a round-

trip "Canadian rail journey."

The Jones Act ordinarily bans foreign-flag vessels from transporting cargo in U.S. coastwise trade, but the obscure clause called the "Third Proviso" exempts shipment routes that are "in part over Canadian rail lines." According to ARM, the railway is small but is indeed a "Canadian rail line" for the purposes of compliance. U.S. CBP disagrees and issued massive fines to participants in the "program."

On Sept 27, U.S. District Judge Sharon L. Gleason denied their petition. In ARM's attempts to precisely match the letter of the Third Proviso, it forgot to dot its i's and cross its t's, she ruled. The company relied on outdated railroad "rate tariff" paperwork from 2006. The Third Proviso requires that the rail route used must be "recognized" by the U.S. Surface Transportation Board (STB) and that rate tariffs for the route must have been filed with the STB.

Her decision means CBP could impose more penalties if American Seafoods

continues to move fish on the route. But she also left the door open for ARM and Kloosterboer to renew their request for an injunction after they properly register the rate tariffs they charge themselves for the use of their own miniature Canadian railroad, as required by the Third Proviso.

She also found that they might succeed on the merits in later litigation. "As CBP stated in one of its letter rulings in 2004, 'We have long held that "in part

over Canadian rail lines" is any use of Canadian rail,'" she noted. "Clearly, the BCR Route includes, in part, the use of a rail in Canada. At least in terms of functionality, the BCR rail line would appear to be substantially identical to other Canadian rail lines on which merchandise is carried solely to comply with the Third Proviso." The gyrations of capital to evade the intent of a law designed to protect American workers and business is on view here. Stay tuned.

## Oakland Adds Fourth First-Call Service

The Port of Oakland has announced that another major shipping line is bringing first-call service. Mediterranean Shipping Co. (MSC) will launch an Oakland route to Southeast Asia beginning in November. MSC said its weekly service would link Oakland with ports in Malaysia, Singapore, Thailand and Vietnam.

The announcement signals an upgrade in Oakland's business with Southeast Asia at a time when a trade boom is constricting vessel space.

The port's Maritime Director Bryan Brandes said: "We're gratified that the shipping industry continues to acknowledge Oakland's role in world trade by adding more and more capacity."

The new call is the fourth first-call service introduced at Oakland this year.

MSC's new service follows first-calls introduced in Oakland this year by CMA CGM, Matson, and Wan Hai Lines.

Imports make up 55 percent of the port's loaded container volume in 2021. Traditionally, Oakland reports a 50-50 split between imports and exports. The change reflects Oakland's growing first-call business, the port said. Carriers have introduced new services to meet soaring U.S. consumer demand for overseas products.

Shippers in both directions have faced challenges finding vessel space for their cargo. The crunch is delaying shipments and driving all-time high freight rates. MSC's large vessels, capable of carrying more than 10,000 20-foot containers, should reduce pressure, the port said.



## Fata Morgana

Off the coast of Cornwall in England a hovering ship appears to defy gravity in one of the finest images of a mirage ever captured. Known also as the "fata morgana" or a complex "superior" mirage, it occurs because of a temperature inversion. Cold dense air close to the sea bends the light when viewed from a distance and lifts the refracted image. The Italian term "fata morgana" translates the name of the Arthurian sorceress Morgan le Fay, based on the fact that such mirages were often seen first in the Strait of Messina between Italy and Sicily and they showed castles in the air. Castles in the air had to be built on false land which could only be conjured witchcraft and serving no purpose but to lure ships on to the rocks and sailors to their deaths.



From deep within the major hurricane Sam, the NOAA saildrone *Explorer 1045* sent this picture. Hurricane force winds of 145 mph were recorded making it a Category IV storm, and waves measured at 50 ft. The uncertainty of scale makes the shot no less dramatic however as the piling up of sea upon sea in streaks of foam indicates extreme danger. The drone is designed to stand up to punishing winds and waves due to its special "hurricane wing," according to NOAA. Sam passed 630 miles NE of the Leeward Islands in the Atlantic Ocean on a northerly track and was not expected to make landfall.



## Matson Returns to South Pacific

*continued from page 1*

Cook Islands, Niue, and Nauru. In addition, Matson offers service connections from the U.S. West Coast and Hawaii to American Samoa, Samoa and Tahiti.

In the CAX, Matson is competing against at least one foreign operator. Taiwanese carrier TS Lines recently announced a dedicated liner service between China and New Zealand.

Historically, Matson vessels, including both freighters and luxury passenger ships, served the South Pacific for five decades, beginning in the 1920s. The company's return to South Pacific operations, and with a U.S.-flag ship in the mix, is a significant development. Matson on its website notes that it is a leading carrier in the Pacific serving island economies for more than 135 years.

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# Genetic History Shows Pacific Islanders Sailed And Settled Entire Ocean

Beginning more than a millennium ago, ancient mariners starting from a home base in Samoa sailed vast Pacific Ocean expanses in small double-hulled sailing ships to reach nearly the far-flung islands of Polynesia. It was the planet’s last habitable region to be settled by people and covered nearly a third of Earth’s surface.

A genetic study published in September in the scientific journal Nature revealed a common Samoan genetic source and has deciphered the timing and sequence of this exploration and settlement. Spanning an area about a third of Earth’s surface, with Samoa as the starting point while Rapa Nui, also called Easter Island, and other locales known for megalithic statues were among the last to be reached.

“Many of the distances were immense,” said Stanford University computational geneticist Alexander Ioannidis, lead author of the research.

For example, the study found that Rapa Nui (Easter Island) was settled in about 1210 AD after an open-sea voyage covering roughly 1,600 miles (2,575 km). Historians believe that family groups of perhaps 30 to 200 people sailed at a time aboard double-hulled vessels that operated similarly to modern catamarans (swift and stable) and used a lateen-rigged sail.



Genomic data from 430 modern-day people from 21 Pacific-island populations helped unravel Polynesia’s genetic history. “Each living individual retains a genetic record of all the ancestors from whom they inherited their DNA, so by analyzing together hundreds of individuals we can create a genomic network where connections, splitting patterns and dates can be inferred,” said geneticist and study co-author Andres Moreno-Estrada of Mexico’s CINVESTAV network of research centers.

The first voyages were found to have been from Samoa to Fiji and Tonga and then to Rarotonga in the Cook Islands in the 9th century AD. In the 11th century, the islands of Totaiete ma (Society Islands) were next, followed in the 12th century by Tuha’a Pae (Austral Islands) and the Tuamotu Archipelago. Eventually in the 12th and 13th centuries seafarers from Mangareva in the Gambier Islands reached Te Henua ‘Enana (Marquesas Islands), Rapa Nui and Raivavae – places where megaliths like Rapa Nui’s monumental head-and-torso stone statues, known as moai, were created.



There has been an ongoing debate about when the Polynesian islands were settled. “Unraveling these histories is not only a fascinating challenge, but also an incredible demonstration that modern populations are still connected physically to their ancestors’ stories,” Ioannidis said. Navigation may have involved following the paths of long-distance seabirds as well as guidance from the stars, winds, weather, ocean currents and water patterns caused by islands and atolls. It is believed that the Samoa was settled around 800 BC.

“These were initially voyages into the unknown, and it is believed that Polynesians would sail upwind so that if they were unable to find a new island they could return,” Ioannidis added.

Polynesians established sophisticated artistic and cultural traditions in carving, boat ornamentation, religious and social rules, the practice of tattooing and, in Rapa Nui, North Marquesas, South Marquesas and Raivavae, megalithic statues.

The people of the megalith islands were found to be genetically connected, settled from a common Tuamotu origin.

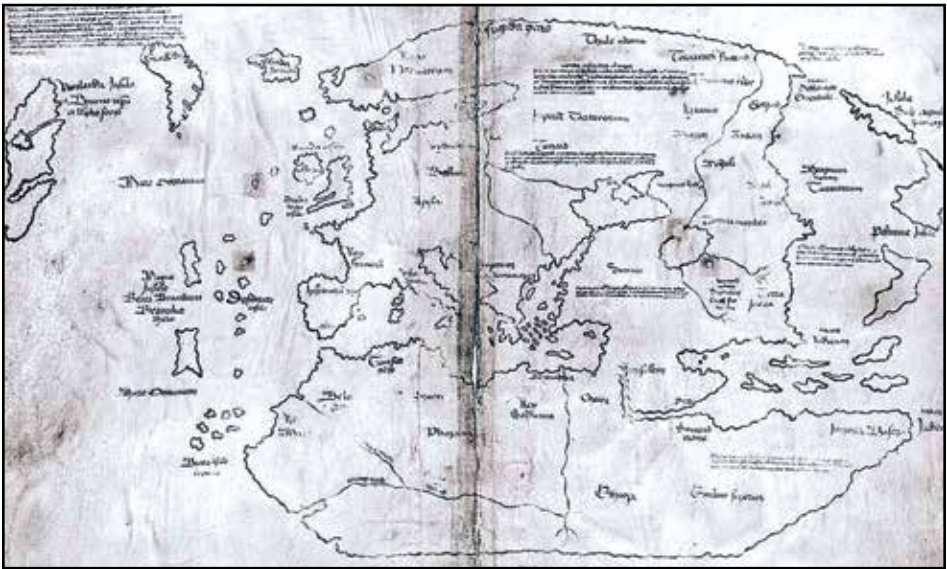
“The discovery of a common genetic source for people on the eastern islands where megalithic sites have been found is not an intuitive connection given how distant and widely dispersed these group of islands are,” Moreno-Estrada said.

## Vaccination Deadline Looms For Government Contractors

*continued from page 1*

tractor Raytheon Technologies Corp (RTX.N), the maker of Tomahawk missiles, mandated that its 125,000 U.S. employees get vaccinated. Boeing and other major corporations followed suit. The order will apply to SUP-contracted Patriot Contract Services as well as APL Marine Services under the “covered contractor” rule.

The Labor Department separately plans to issue an emergency temporary standard requiring employers with more than 100 workers to have them inoculated or tested weekly — a policy expected to cover more than 80 million workers. See SUP President’s Report for more.



## The Vinland Map Found to be False

A map of America, touted as being one of the oldest on record and thought to be the first depicting America, has turned out to be a convincing forgery, according to new studies.

For decades, many believed that the Vinland Map was an important historical artifact that showed an early version of North America. Yale has been the map’s home since the 1960s, but during that time, debate regarding its authenticity has never completely ceased.

A news release issued by the university earlier this month has likely ended that discussion for good. Experts analyzed the map the presence of a “titanium compound” that was not used in ink until the 1920s. Researchers also pointed to a Latin inscription on the back of the map as evidence forgery. “The Vinland Map is a fake,” said Yale librarian Raymond Clemens. “There is no reasonable doubt here.”

Yale unveiled the map in 1965, publishing a book about it at the same time, and its existence seemed to serve as further proof that Vikings explored America before Christopher’s Columbus’ arrival.

Despite the problems with the map, based on other evidence, there is little doubt among historians that Leif Ericsson and other Vikings visited North America 500 years before Columbus.



The SUP deck gang aboard *USNS Charlton*, let go after a New Jersey yard period and sailed for a tropical island in the western Pacific. Bosun Rico Eclanir (white shirt with radio) did a bang up job.



# Quick Takes

## RAdm Ann Phillips (Ret) Nominated As Maritime Administrator

Notice issued from the Biden White House this month that Rear Admiral Ann Phillips (USN ret.) was nominated to be the next U.S. Maritime Administrator.

Phillips served nearly 31 years on active duty prior to becoming the Special Assistant to the Virginia Governor for Coastal Adaptation and Protection. In that role, she coordinated stakeholders and government partners to create equitable strategies to deal with rising waters and climate impact to critical coastal infrastructure assets in Virginia.

She received her commission through the Naval Reserve Officers Training Corps upon graduation from the University of North Carolina in 1983. She served aboard two vessels — the *USS Cape Cod* and the *USS San Jose* — during Operations Desert Shield/Desert Storm. She was the first commanding officer aboard the *USS Mustin*. As the executive assistant to the 6th Fleet Commander, Phillips was involved in the deployment of goods in support of the Pakistani earthquake relief efforts. Prior to her retirement, she was commander of Expeditionary Strike Group Two, which included 14 vessels and 10 subordinate commands — all part of the Amphibious Expeditionary Forces along the U.S. east coast.

Phillips’ nomination now goes before the U.S. Senate for approval. Lucinda Lessley is currently the acting administrator following RADM Mark Buzby (USN ret.), who served during the Trump administration.

The Maritime Trades Department, AFL-CIO and the rest of maritime labor saluted the Biden Administration for the nomination and pledged to work together on a range of issues after confirmation.



Huntington Beach in the 1940’s was also known as “Oil City” and the Huntington Beach High School football team is still known as the Oilers.

A forensic analysis will be performed on the cracked section of pipeline after it is retrieved from 100 feet of water. The Coast Guard will also look for evidence of corrosion that could show negligent operation. Meanwhile, federal, state and local law enforcement officials have launched criminal investigations into pipeline operator Beta Offshore and its parent company, Amplify Energy.

The inquiry follows reports that the operator may have waited more than three hours after the first low-pressure alarm sounded to shut the pipeline down. The first alarm sounded at 0230 on Saturday; the shutdown occurred at 0601; and regulators were notified at 0907. Federal prosecutors have five years to bring felony charges.

The Oil Pollution Act of 1990 requires whoever spills the oil to pay for the cleanup, but there may be several liable parties. Lawsuits stemming from the accident will likely make their way through the court system for years.

## Covid Forgers Caught at Hawaii Entry

Lazar Hayward, a former N.B.A. player, was arrested in Hawaii last week for trying to enter the state with a fake negative Covid test, the authorities said. Mr. Hayward, a first-round draft pick in 2010, and a woman he traveled with, Raven Randle had uploaded the fake documents onto Hawaii’s Safe Travels portal, the Kauai Police Department said in a statement. The state requires unvaccinated travelers to quarantine for 10 days upon arrival unless they present a negative Covid test.

The pair were arrested on Sept. 28 soon after they had flown to Kauai from Los Angeles, the police said. They were immediately sent back to California.

The Safe Travels system flagged the tests, then investigated by the state’s Department of the Attorney General. They were arrested on arrival.

Mr. Hayward, 34, and Ms. Randle, 33, are due in court, but a date has not yet been set.

Mr. Hayward, a standout player at Marquette University, was the 30th-overall pick in the 2010 N.B.A. draft. He spent three seasons in the league, playing for the Minnesota Timberwolves and the Oklahoma City Thunder before he was sent to the N.B.A.’s development league.

Mr. Hayward and Ms. Randle traveled to Hawaii despite the governor’s request in August that tourists stay away to ease the strain on hospitals.

New infections in the state on Sunday were less than a third of the amount a month ago, when the state reached a pandemic high, according to a *New York Times* database. Until recently, Hawaii Covid caseload was at extreme levels and oxygen was in short supply.



## Biden Meets With Transportation Officials to Fight Backlog

President Joe Biden praised the efforts of the transportation industry while also asking business and union leaders to do more to ease shipping backlogs.

At a White House meeting were port officials of Los Angeles, as well as from the International Longshore and Warehouse Union (ILWU), the Teamsters, the AFL-CIO, Wal-Mart, FedEx, UPS, Target, the National Retail Federation, the American Trucking Association, the Pacific Maritime Association, and more.

The Port of Los Angeles is going to around the clock operations to ease the shipping snarl there and at the Port of Long Beach, according to a senior administration official. The Port of Long Beach expanded operations in mid-September.

The ILWU has announced its members are willing to work those extra shifts needed to clear existing backlogs.

In addition, Walmart, FedEx, and UPS plan to work around the clock to accelerate the shipment of goods across the country. Samsung, Home Depot and Target added off-peak work. White House officials, focused on bottlenecks in U.S. ports, highways, and railways, are warning about higher prices and empty shelves this holiday season. “My administration is working around the clock to move more goods faster and strengthen the resiliency of our supply chains,” Biden said in a tweet.

The supply crisis is driven in part by the global COVID-19 pandemic, as sales of durable goods jumped amid worker shortages and transportation hub slowdowns.

Thousands of shipping containers are on cargo ships offshore waiting to be off-loaded at the ports of Los Angeles and Long Beach. Similar backlogs exist at ports in New York and Savannah. A shortage of warehouse workers and truck drivers adds to the problem.

## CMA CGM Hacked Again

Containership giant CMA CGM has been hit by another cyber-attack, just under one year since its last big breach. This one does not yet appear to be as malicious or widespread.

The French company told customers today that it had suffered a leak of data on limited customer information involving first and last names, employer, position, email address and phone number. CMA CGM said its IT teams have immediately developed and installed security patches. CMA CGM advised clients not to share their account passwords or any personal information and check the authenticity of an email requesting to log in to the carrier’s platforms, especially if requested to reset a password.

In September of 2020, CMA CGM was hit by a ransomware attack that froze its entire IT system. All the world’s top liner companies — Maersk, MSC, Cosco and CMA CGM — have sustained similar breaches in recent years, leading to major problems.

## Pipeline Spill Off Huntington Beach

An oil spill in Southern California originated from a pipeline failure. The Coast Guard’s investigators now say there is evidence that the Oct. 1 incident was the result of one or more anchor strikes that took place several months to a year before the pipe was ruptured. As a result, investigators will examine more than a year of information on ship movements in the vicinity of the break, focusing on large cargo ships that were in the area during a Jan. 24-25 storm.



START SPREADING THE NEWS: In New York Harbor a West Coast SUP deck gang mustered topside in crisp air of late September to record the safe delivery of *USNS Soderman* to the shipyard. From left is AB Ty Leonard, AB Casey Fitzgerald, Bosun Frank Duffin, AB Alex Sapien, AB Tim Tess.



# Two-Tiered Wages Systems Emerge as Flashpoint; Workers Challenge Unequal Pay For Equal Work

Best known for its bathtubs and kitchen fixtures, Kohler has been turning out solid products and solid jobs near the Sheboygan River in Wisconsin for nearly 150 years. Courtney Hering joined a family tradition and went to work for the company after a stint in the Marine Corps. She got a job in Kohler's distribution center, moving finished faucets and unfinished brass. Her starting pay was about \$11.50 an hour.

It was only after she'd been working there for a couple of years that Hering realized that many co-workers doing exactly the same work were paid nearly twice as much as she was.

That gap was a hangover from the Great Recession, when workers lost negotiating power and companies found a way to reduce wages. It's also one of the pieces of the puzzle that help explain why wages stagnated for years, even as the economy came roaring back.

In 2010, Kohler adopted a two-tiered wage scale, and workers like Hering, who were hired after that, were stuck for years on a much lower track for both pay and benefits.

A lot of companies made similar moves during the recession — most notably the big U.S. automakers. With the economy in free-fall, workers were in a defensive posture.

Workers from a Kellogg cereal plant pick-

et outside a company facility on October 6 in Omaha Nebraska.

Now, at Kellogg cereal plants in Michigan, Tennessee, Pennsylvania and Nebraska, 1,400 workers have been on strike since Oct. 5. Among their complaints: Kellogg's proposal of a two-tier system that would give newer hires lower wages and fewer retirement benefits than legacy workers. They say Kellogg can afford good wages and benefits for everyone, given the profits it has raked in throughout the pandemic. Kellogg counters that its workers enjoy industry-leading pay and benefits and that the proposed contract maintains that.

At John Deere, which already has a two-tier retirement system in place, union workers resoundingly rejected a contract that would have further eroded retirement benefits for anyone hired after Nov. 1. More than 10,000 John Deere workers are on strike across the Midwest, demanding a better deal for all workers.

On the West Coast, nurses and other health care workers at Kaiser Permanente are also decrying a proposed two-tier system under which new hires would be paid wages significantly under current levels. They too are pointing to their employer's profits during the pandemic to argue that this is no time to shortchange workers.



Workers from a Kellogg cereal plant picket outside a company facility on October 6 in Omaha Nebraska.

The Unions have objected and threatened to strike, though no date has yet been set.

Under Kaiser's proposal, people hired after Jan. 1, 2023, would make 26% less than current levels. The company said the change will help it "address future costs" while still ensuring that new employees are paid above-market wages on average.

But workers remain unconvinced.

Two-tier wage systems are not new. They proliferated in the 1980s and made a comeback in the Great Recession when unemployment was high. In tough times, companies say moving new hires to a lower pay scale and scaling back benefits is critical to staying afloat.

But at a time when companies are profitable and workers are in high demand, two-tier systems are a much harder sell.

Workers simply see them as a union-busting tactic that will hurt not just future employees but their own livelihoods as well.

When a two-tier wage and benefit structure was adopted by Ford, General Motors and Chrysler in 2007, it was hailed by auto executives as "revolutionary" and "a major step forward."

Union workers, represented by United Auto Workers, voted to approve the change, which did not impact their wages or generous benefit packages but dramatically slashed those for new hires. At the time, it was seen as a necessity. "The survival of the industry was at stake," says Kristin Dzikew, senior vice president of research at the Center for Automotive Research.

But with the two-tier system came morale issues and other problems. Both the car companies and the unions said it created an unhealthy environment of two classes of workers doing the same job. Newer workers had no path to the top wages paid to veteran employees. They felt ripped off.

In 2015, Fiat Chrysler CEO Sergio Marchionne called it unsustainable. "We need to design a career path for people who come into this business that tells them that if they work hard they can get there," he said. Eventually, two-tier wages were negotiated out of the contracts for production-floor workers.

## Repeat of La Nina Weather Pattern Likely

A La Niña has developed and will extend through the second winter in a row, according to NOAA's Climate Prediction Center, a division of NOAA's National Weather Service.

La Niña is a natural ocean-atmospheric phenomenon marked by cooler-than-average sea surface temperatures across the central and eastern Pacific Ocean near the equator.

La Nina is one part of the El Niño Southern Oscillation (ENSO) cycle, which is characterized by opposing warm and cool phases of oceanic and atmospheric conditions in the tropical Pacific Ocean.

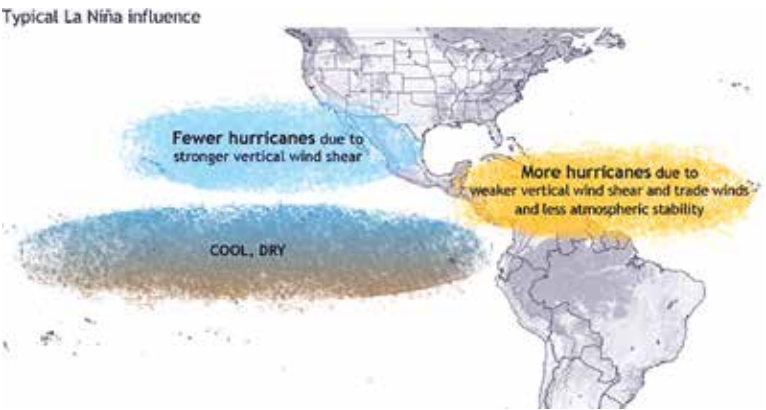
Consecutive La Ninas, or "double-dip" La Niñas, follow a transition through ENSO neutral conditions and are not uncommon. In 2020, La Niña developed during the month of August and then dissipated in April 2021 as ENSO-neutral conditions returned.

Typical influence of La Niña on Pacific and Atlantic

seasonal hurricane activity.

During La Niña, cold waters in the Pacific push the jet stream northward, which tends to lead to drought in the southern U.S. and heavy rains and flooding in the Pacific Northwest and Canada. La Niña can also lead to a more severe Atlantic hurricane season, but typically suppresses hurricane activity in the central and eastern Pacific basins due to stronger vertical wind shear.

"Our scientists have been tracking the potential development of a La Niña since this summer, and it was a factor in the above-normal hurricane season forecast, which we have seen unfold," said Mike Halpert, deputy director of NOAA's Climate Prediction Center. "La Niña also influences weather across the country during the winter, and it will influence our upcoming temperature and precipitation outlooks."



This latest La Niña is expected to last through the early spring 2022. For the upcoming winter season, which extends from December 2021 through February 2022, there is an 87% chance of La Niña. Previous La Niñas occurred during the winter of 2020-2021 and 2017-2018, and an El Nino developed in 2018-2019. When neither climate pattern is present, ENSO is neutral and does not influence global climate patterns.

## Amazon Chartered Bulker Delivers Containers to Houston

With the expectations that the supply chain disruptions and shortage of containers and ships will continue through this year's holiday season, and possibly well into 2022, retailers are continuing to seek alternatives to maintain the flow of merchandise from Asia. Executives from Home Depot said that the idea of chartering ships was said jokingly in a meeting, but soon the company, along with suppliers for Wal-Mart, IKEA, Costco, and others, were all engaging the charter market.

Chartered general cargo ship alongside in Houston offloading Amazon containers.

The 50,700 dwt general cargo ship, not normally carrying containers, shows that

retailers are having some success chartering their own tonnage. Amazon, the world's largest online retailer, which has its own Chinese logistics company, has been increasingly engaging its own shipments. Like others retailers unable to find containership space, they have engaged general cargo ships to carry their boxes and are avoiding the congestion at the West Coast ports using other destinations such as Houston.

Earlier in the month, beverage company Coca-Cola also began using bulkers to transport raw materials to its bottlers. The company said it had resorted to bulk cargo when it could not find containers or containerships to transport the materials.

With efforts such as those announced by the Biden administration expected to take months to begin to reduce the backlog, more of the large retailers and shippers



Chartered general cargo ship alongside in Houston offloading Amazon containers.

## Spot Container Freight Rates

The spot container freight rates to both the west and east coast showed a second week of declines by some averages including the Freightos Baltic Index (FBX). The China-US west coast route near the end of September stood at \$19,173 per 40ft, down from the \$20,143 last week and the record high of \$20,586 per 40ft on 10 September. It was a similar picture on the China-US east coast leg, which today recorded a rate of \$21,697 per 40ft, compared to \$21,823 last week and the record high of \$22,173 on 10 September.

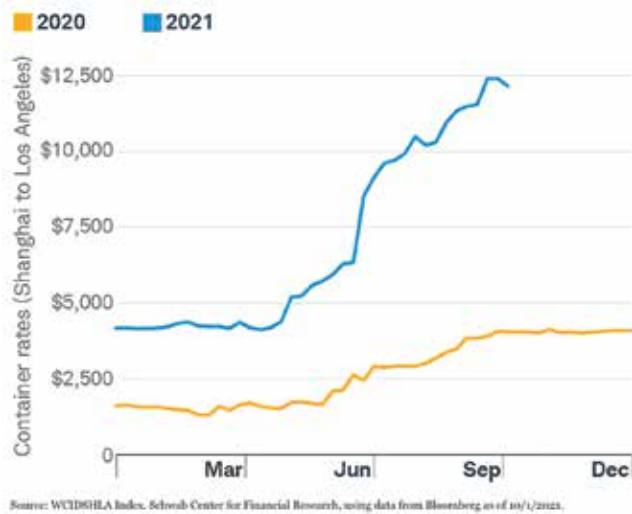
Despite the marginal decline in spot

pricing, US importers are still reeling from unprecedented congestion levels, particularly on the west coast.

"Transpacific demand remains in high gear, and carriers continue to add capacity in response," said Judah Levine, Freightos head of research.

"Unfortunately, that transpacific capacity is increasingly stuck waiting at US destinations like LA/Long Beach. Though the main West Coast gateway announced extended gate hours for trucks to collect containers and speed operations, a new record of more than 70 ships are currently waiting an average of nine days for a berth to open up.

"Overwhelmed trucking, warehouse and rail logistics services are also contributing to the port delays, and to the overall slog in end-to-end supply chains. Freightos.com marketplace data showed China-US ocean shipments are taking an average of 73 days to arrive at their final destination, 83% longer than in September 2019," he added.



Source: WCI/DISHLA Index, Schwab Center for Financial Research, using data from Bloomberg as of 10/1/2021.





# SUP PRESIDENT'S REPORT

## GOVERNMENT UPDATE

**Maritime Security Program:** As of today's meeting, the budget machinations in Washington are in full swing. With roughly \$3.5 trillion in a so-called "reconciliation" bill and another \$1.7 trillion in an infrastructure bill, (not to mention a Surface Transportation authorization that runs only through October 18) under debate the financial support for the National Defense Authorization Act (NDAA), which is where the funding for MSP resides, is unclear. A Continuing Resolution will government open through December 3 and the debt ceiling question is also delayed to that date. Whatever the outcome on the massive federal spending projects, the MSP does not appear in danger unless there is a government closure or default on the debt.

**Maritime Administration:** At the request of Acting Maritime Administrator Lucinda Lessley, I attended a meeting on sexual harassment at sea with others from maritime labor. The meeting was part of a response to new or resurfaced allegations of a terrible sexual assault and harassment aboard a ship enrolled in Maritime Security Program involving a cadet. The matter is under investigation and the ship involved was not under SUP contract. But because of the sensitivity of the issue and the similarities of the workplace, we have an obligation to confront the issue once again. The industry as a whole has to improve on the ability to live and work together productively while sharing confined spaces for long periods of time when there is extreme physical danger. Without developing that skill, support for our profession could be compromised just when we need it most.

The SUP opposes unfairness, violence, and discrimination in all its forms. We have a collective responsibility to do everything we can to ensure a harassment-free environment in an evolving workplace. Internally, the Union has zero-tolerance and specific Sexual Abuse, Assault, and Harassment Policy. We regularly provide sexual harassment training of agents, staff and increasingly, members. Our collective bargaining agreements all contain strong non-discrimination clauses which we take seriously. But this incident is a repeat of prior problems, suggesting that something else is necessary, that merely opposing discrimination is inadequate. A "no blame" reporting structure, a characteristic of advanced safety cultures, is a critical if difficult area ripe for improvement. With experience in defending members against sexual harassment and gender discrimination the SUP has worked to enable a blame-free vehicle of investigation — through the careful and faithful use of the grievance procedure where both victims and the unfairly accused deserve and gain respect and due process. There will likely be additional information, training, and materials in support of zero-tolerance for sexual harassment at sea. Generally, taking on the responsibility for maintaining and improving the psychological as well as the physical safety of the workplace should be built into our seagoing awareness. It is a professional skill and a standard feature of maritime safety to practice non-discrimination and actively prevent of sexual abuse, assault, and harassment.

## PORT OF OAKLAND HOWARD TERMINAL PROPOSAL

As the membership will recall, a luxury condominium and retail project with a ballpark attached proposed for Howard's Terminal in the Port of Oakland met with the unified opposition of maritime labor in the past. The SUP again joined forces with the Marine Firemen's Union (MFW), the International Longshore and Warehousemen's Union (ILWU), the Inlandboatmen's Union (IBU), the Marine Engineers Beneficial Organization (MEBA), and the International Organization of Masters, Mates and Pilots (MMP) to fight against the development of rare industrial waterfront property that diminishes the port. The A's have employed a divide and conquer strategy against labor while threatening to move the team to another location if it doesn't get its way. Now as the process nears a new juncture of regulatory approval, maritime labor defended its interests. The letter states in part that "Unlike construction and service work jobs that can exist regardless of where a new baseball stadium might be built, the long-term jobs supported by the maritime industry are unique to the port's location at the waterfront and cannot be relocated. Once port land is lost to commercial development, it is gone forever, along with the jobs it supports and the opportunity for future growth." It further asks the Alameda County supervisors to "do the right thing for the tens of thousands of workers in the maritime industry at the Oakland seaport, including members of our unions, and refuse to contribute county tax dollars to the A's Howard Terminal project." The position of the letter is consistent with those taken by the SUP on this project and many others over the years that would diminish the ports of our employment. See the SUP website for the complete letter.

## UFCW LOCAL 5

**Vaccination Policy:** As with other SUP-contracted employers, UFCW Local 5 desired a vaccination policy for its employees. Although the considerations were similar, the working conditions are unique. Alerted to the pending implementation of a policy that left much uncertain, I contacted President John Nunes in Hayward with questions and discussion ensued. Eventually we reached tentative agreement on the following policy in accordance with UFCW Local 5's duty to provide and maintain a workplace free of known hazards, and the Union's desire for conditions to remain consistent with the intent of the collective bargaining agreement.

1. **Overview:** Effective during the first (1<sup>st</sup>) full week after this Letter of Understanding is executed, all unvaccinated employees shall be required to produce the negative results of a PCR COVID-19 test before accessing any Local 5 workplace. Such testing shall be done by employees on their regular Local 5 working hours or during periods of non-working hours. On November 1, 2021, all employees covered under the collective bargaining agreement shall either begin a vaccination cycle or take weekly tests as provided below.

2. **Procedure and Documentation:** Effective November 1, 2021, COVID-19 proof of vaccination or the continuation, as described above, of evidence of a negative polymerase chain reaction or PCR tests will be required on a weekly basis. Proof of vaccination shall be in the form of a CDC COVID-19 Vaccination Card. Lab test results shall be in writing shall be sent via electronic mail to [nlanderson@ufcw5.org](mailto:nlanderson@ufcw5.org). All employees must complete and return the UFCW Local 5 self-certification form on vaccination status. Questions and clarifications can be directed to the same office at 408 625 5630.
3. **Exemptions:** Medical or religious exemptions from vaccination must be based on legitimate reasons with support from medical or religious authorities, standards, and practice, and must be requested in writing to Nancy L. Anderson, Human Resources Manager, and shall be handled on a case-by-case basis subject to the grievance procedure. Evidence shall be provided by employees but Local 5 reserves the right to evaluate such evidence. There shall be no exemption from testing unless fully vaccinated. Eligible exemptions may be subject to face-covering rules or other risk mitigations as necessary.
4. **Sick leave:** Sick leave used due any immediate reaction caused by the vaccination shall not be deducted from employee's sick leave bank on request.
5. **Additional Reporting:** Employees shall not report to work if symptomatic for COVID-19, e.g., fever or temperature over 100.7, dry cough, loss of taste or smell, etc. If an employee is symptomatic prior to reporting for work, or becomes symptomatic while at the workplace, they shall immediately inform their supervisor, seek medical treatment if necessary, and isolate at home pending instructions from Human Resources.

This policy was distributed to the entire Local 5 membership for review. There were some questions and clarifications but no objections. And so, Mr. Chairman, because this policy maintains employment while at the same time safeguards the health of our members at Local 5, allows for some flexibility in terms of vaccination or testing, because sick leave use related to vaccinations will not be deducted from the member's account, as well as other administrative reliability and fairness, and because it provides access to dispute resolution through the grievance procedure, I recommend ratification.

**Preparation for Collective Bargaining:** the SUP/UFCW Local 5 Agreement expires on December 31, 2021. By letter dated October 4, 2021, I advised Local 5 of our intention to bargain a new contract. SUP HQ, already engaged with UFCW 5 membership on various representational matters will continue to do so in the context of bargaining. Accordingly, I'm calling all members working under that Agreement to submit written proposals for our collective consideration to improve the Agreement.

## VACCINATIONS

With the Biden Administration's vaccine mandate deadline quickly approaching, (more on that later), states, cities, and counties, (most recently Los Angeles), have imposed new mandates and over the last month with increasing momentum. More than 100 large American companies and universities have done so, although a wide variety of programs makes for different definitions of mandates. Where legal objections have been raised and decisions issued – some are still pending – all so far have come down in support of legal right of employers to impose mandates. On September 30, a judge upheld the University of California's vaccine requirement against a challenge by a professor who alleged he was immune to COVID-19 due to a prior coronavirus infection, a defense known as natural immunity. The U.S. District Court judge overseeing the case said the university system acted rationally to protect public health by mandating the vaccine and not granting exemptions because of some level of natural immunity. As is already the case with health care and airline workers, many unvaccinated American workers could soon lose their jobs if they do not comply with inoculation requirements.

It appears that some shore-based employers are willing to allow for religious or medical exemptions from the vaccine, if other safety protocols in the workplace are sufficient. But offshore maritime employers have so far argued successfully that exemptions will cause undue hardship on their respective operations based in part on the following:

- The workplace is also the living space in commercial ships, and living and working in a congregate setting, sharing quarters, workspaces and a common ventilation system for extended periods poses extraordinary risks for mariners.
- Shipboard employment means in locations remote from any medical care more sophisticated than first aid. There is neither the equipment, drugs, nor expertise to intubate and treat afflicted mariners on board and medevac options are limited.
- Arrival at a port for timely medical care depends on clearance for both the ship and the infected mariner; entry in such conditions has in fact been denied in recent experience.
- Maritime employers have incurred substantial costs to safeguard mariners and create health protections or citadels on board their vessels. Some of the costs include mariner salaries, payroll overlap, travel, and accommodations to as part of quarantine rules before they arrive on board, direct and indirect testing costs, personal protective gear and vessel decontamination costs. When a ship is idle due to quarantine requirements or re-directed to comply with various government regulations around the world there is an lost revenue consideration.

The U.S. maritime industry also now operates in the realm of a precedent setting arbitration that allows vaccine mandates, a fact that any future arbitrator or judge must take into account in dispute resolution. This is neither to argue or adopt the Company position, but rather to weigh the likelihood of success of a reasonable objection to vaccine mandates, and leaving aside, for the sake of argument, what could be the greatest responsibility and most powerful justification — the safety of everyone on the ship.

**APL Marine Services:** As the membership is aware, effective October 1, 2021,



# SUP President’s Report continued

mandatory COVID vaccinations became required for SUP personnel dispatched to Matson offshore, standby and shoreside billets. As reported in September, APL had contacted its Unions with an incomplete proposal for roughly the same vaccination terms and conditions as Matson. Through continuous discussion, most uncertainties were resolved and a LOU styled on Matson’s was imminent. APL however pulled back near the end due to undisclosed concerns of its parent company CMA-CGM.

As of today’s meeting, that is still the case, but indications are clear that an APL policy is near, with or without the Union’s agreement. As with Matson, a controlled policy that provides certainty and protection, is better than Company imposed confusion. In practical effect, vaccination status is already required because job orders, themselves dependent on a very unreliable ship schedule due to congestion, are lodged with the Union too late to allow what had previously been a workaround system of compliance related to COVID testing on either end of a 10-day quarantine.

Into this mix goes the Presidential Executive Order requiring vaccinations by November 22<sup>nd</sup> (now likely to be December 8th) that applies not only all federal employees, but also “covered contractors.” The definition of contractor is broadly defined, so much so that the phrase used in guidance issued by the White House COVID Task Force on September 30 is anyone working “in connection with a federal contract.” It includes all federal worksites, including ships. Interestingly, there is no test out option and the covered contractor may still be required to vaccinate if working from a remote location. There are exemptions for authorized medical reasons, or for sincerely held religious beliefs, although the definitions and process are unclear at this time. Since much of our work is either directly or indirectly government work the implications are inescapable. And in fact, on October 6, APL informed me informally that its legal counsel had reached the determination that due to its Maritime Security Program role and its DoD cargo, APL Marine Services is classified as a contractor under the terms of Biden’s executive order. Add to that Patriot’s October 11 notification to its Union of a directive from the Office of Management and Budget that it says firmly registers the Company as a federal contractor, as expected but with far-ranging impact. Vaccination discussion for Patriot continued below. Meanwhile, America’s seagoing unions reiterated their unified position.

**Second Joint Letter of Maritime Labor on COVID-19:** Maritime labor once again spoke with one voice in favor of voluntary member vaccinations as matter of Union strength and job security. This is the second time that labor issued a joint statement but the first since the vaccines were introduced. It said in part that “Our advocacy for a consistent, reliable, and rapid testing regimen for mariners proved to be worthwhile and effective. Now, with the supply chain and military security of the country at risk, we ask that all of our members educate themselves on the vaccines and choose to get vaccinated. This is primarily for the safety of our shipmates and family members, but also to mitigate the effects of COVID-19 on the industry. It is a matter of future industry stability and mariner job security.” For the full text of the letter see the SUP website or the October issue of the *West Coast Sailors*.

## PATRIOT

**Covered contractor and vaccinations:** Lance Bardo, the president of Walnut Creek-based Patriot Contract Services, said by email that covered contractor status applies and the key elements of the preliminary OMB/Patriot guidance on vaccinations are as follows:

- Covered contractor employees must be fully vaccinated no later than December 8, 2021 except in limited circumstances where an employee is legally entitled to an accommodation. This will mean all Patriot employees ashore and on ships. This date could be earlier if the Watson 2.0 contract is awarded before then as the rule says full vaccination is required on the first day of a new contract. Prior COVID-19 infection does not exempt employees from the vaccination requirement. An employee working on a covered contract from their residence is a covered contractor employee, and must comply with the vaccination requirement for covered contractor employees, even if the employee never works at either a covered contractor workplace or Federal workplace.
- Patriot may be required to provide an accommodation to covered contractor employees not vaccinated against COVID-19 because of a disability (which would include medical conditions) or because of sincerely held religious belief, practice, or observance. The specific procedures for administering that accommodation will be consistent with industry practice, CA and EEOC regulations, CDC guidelines and established HR practices, but are not known at this time.
- Patriot will require employees to show or provide one of the following documents: a copy of the record of immunization from a health care provider or pharmacy, a copy of the COVID-19 Vaccination Record Card, a copy of medical records documenting the vaccination, a copy of immunization records from a public health or State immunization information system, or a copy of any other official documentation verifying vaccination with information on the vaccine name, date(s) of administration, and the name of health care professional or clinic site administering vaccine. A digital copy of such records, including, for example, a digital photograph, scanned image, or PDF of such a record may be acceptable.

Patriot management pointed out that some of their government contracts and CBA’s already contain clauses requiring compliance with immunization requirements for mariner assignment. Management also pledged to work closely with labor to ensure fair implementation when such changes are made necessary.

Finally, management is seeking clarification from the government on various questions. They plan to follow the Executive Order requirements as a legal obligation, however, but will apparently wait on immediate implementation until regulatory formalization (likely through the revised Fair Acquisition Regulations) clause in the MSC contract.

**Watson contract status:** On September 30, the Defense Department awarded, to Patriot Contract Services, a \$37,649,881 modification for the fixed-price portion of the previously awarded contract to fund the operation and maintenance of the eight government-owned, contractor operated Watson-class large, medium-speed roll-on/roll-off ships. The ships are the *Charlton*, *Dahl*, *Pomeroy*, *Red Cloud*, *Sisler*, *Soderman*,

*Watkins* and *Watson* and will continue to support Military Sealift Command’s world-wide prepositioning requirements.

The modification is a so-called bridge contract that includes a six-month period of performance. Work under the contract began October 1, 2021, and is expected to be completed by March 31, 2022, by which time the protest on the underlying contract, referred to by management as Watson 2.0, is expected to be decided. The Navy’s Military Sealift Command, of Norfolk, Virginia, is the contracting activity. Although there is some uncertainty about the timing and applicability of a wage increase, probably related to the Congressional budgetary debate, I nevertheless calculated and submitted to the Company a two percent 2% Total Labor Cost increase including wages and wage related items and allocated entirely to wages. As of today’s meeting we awaiting confirmation of those rate increases and the schedule of payment.

**Haina Patriot:** As reported in August, Patriot disclosed in a meeting with its Unions that it had acquired another shallow draft product tanker called the *Haina Patriot*. Similar in size and purpose to *PAX*, the *Haina Patriot* is also expected to bid for government and commercial work in the refined product trades of the western Pacific. For the SUP, the goal of increased manning and improved wages in the bid was rejected by management. Management countered with same rates and manning on the grounds of the uncertain mission, charter rates, and overall commercial viability of the ship. After many exchanges of draft proposals ultimately the 2020-21 wages applicable to the *PAX*, were tentatively agreed to. As a bid for new work the wages are competitive but not sub-standard. Still, with many years of manning experience in the *PAX* as a guide, we expect the same challenges in *Haina Patriot*. Management has indicated that it is open to future allocations as well as a possible retention bonus, but in a fixed cost contract the available financial improvements are limited. Yet the Union is bound by contract to fill the billets. This is not a new problem. In the initial activation phase of the *Bob Hope* LMSR contract, the same situation was alleviated with 2 for 1 seniority acceleration. In this case, a boost to seniority accrual rate could help as well. Here, a rate of one and half day for each day or 1.5 times the normal day-for-day rate to apply to all existing and future crew members for six months through March 31, 2021, unless extended by the membership – could make a difference. The idea is to attract qualified members to these jobs and to aid SUP dispatchers at job call. The Marine Firemen have long established an accelerated seniority for Patriot’s MSC ships along these lines. All seniority upgrades must still receive the full review and approval of the Membership and Ratings Committee. Therefore, Mr. Chairman, I recommend adoption of the modest 1.5 times acceleration of the seniority accrual rate within the limited six month duration period in *PAX* and *Haina Patriot* only to aid Union performance in dispatching.

The draft Memorandum of Understanding for *Haina Patriot* closely follows the template of the *PAX*, but remains a mostly standard military contract with most of the same terms and conditions but covering the employment in *Haina Patriot*. There are some small improvements including a protection on travel cost deductions and a four-hour overtime per day restriction to ship provision. In part because of its projected dual commercial and military status, and for other reasons, final signatures are still pending but will continue to press for expanded and improved job prospects for members. Together with the 2020 *PAX* rate, I also recommend approval of the draft MOU for *Haina Patriot*.

## SUP COMMITTEE ON ELECTION

**As per Article XII of the SUP Constitution, all members nominated for elective office at the September coastwise meetings and who desire to become candidates for the 2022-2025 term of office shall have their acceptance in the office of the Committee on Candidates at Headquarters (450 Harrison Street, San Francisco, CA 94105) prior to midnight Wednesday, October 14, 2021.**

**The acceptance shall be by letter which shall be dated and shall contain the following: a) The name of the candidate; b) His/her home address and mailing address; c) his/her membership number; and d) the title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.**

**No one may be a candidate for more than one office apart from the positions of the Trustee of the SUP Building Corporation and delegate to the SIUNA Convention.**

**Nominees who fail to comply herein with shall be regarded as having declined the nomination.**

Candidates for office may request and require the Union to distribute campaign literature at the candidate’s request, provided that the candidate makes such request at least five working days prior to the intended date of mailing and/or distribution and provided that the candidate pay the actual cost of mailing and/or distribution at the time of each request. The cost of mailing and/or distribution shall be at the hourly rate of the Office and Professional Employees International Union (OPEIU) Local 29. Campaign literature that the candidate requests to be mailed must be ready for mailing; stamped and envelopes stuffed and sealed; or flyers stamped, folded and sealed.

Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the West Coast Sailors that will be published in November. The statements and photos should be sent to the special editor of the West Coast Sailors prior to November 10 for inclusion in the special election supplement.

Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8 ½ x 14) on a first-come, first-served basis.

The secret mail balloting for officers for the 2022-2025 term will begin on December 1, 2021, and end on January 31, 2022. Depending on the recommendation of the Impartial Balloting Agent, we expect the ballots will be counted on January 31, 2022.

**The Committee on Election will turn to at Headquarters at 0900 on October 15 to verify the receipt of nominee acceptances, the findings of the Committee on Candidates on the initial eligibility of the candidates, review the recommendations of the Committee on Constitution, select, and recommend for membership approval an Impartial Balloting Agent and otherwise prepare the ballot. The Committee’s report will be acted upon at the November coastwise meetings. Mr. Chairman,**



SUP President’s Report continued

request that you call for nominations for the Committee on Election to prepare the ballot. Recognizing that in the event that all billets in the Committee cannot be filled today, recommend that Committee positions be shipped off the deck as per past practice.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XXII Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today’s meeting to review the finances for the

third quarter of 2021 and report back to the membership in November meetings. Mr. Chairman, recommend that you call for nominations. If the Committee cannot be filled today recommend that when the quarterly audit of the Union finances is complete, the Committee be shipped off the deck as per past practice. The Committee will turn to on November 8th at 0800.

HOLIDAYS

All SUP Halls will be closed on November 11, 2021 for Veteran’s Day which is a holiday under all SUP agreements. Hiring halls will also be closed on Thanksgiving Day, November 25, 2021.

ACTION TAKEN

- M/S/C to approve the UFCW Local 5 COVID-19 vaccination policy. Carried.
- M/S/C to approve Haina Patriot contract/terms and 1.5 seniority accrual. Carried.
- M/S/C elect a Committee on Election (Ron Reed, Mike Smith, Allen Gonzalez, Peter Leo) to prepare the ballot. Carried unanimously.
- M/S/C to approve UFCW Local 5 policy on vaccinations via Letter of Understanding. Carried.
- M/S/C to concur in the balance of the President’s Report. Carried unanimously.

Remember El Faro: Six Years Ago



On September 29, 2015, the SS El Faro, a United States-flagged, combination roll-on/roll-off and lift-on/lift-off cargo ship crewed by U.S. merchant mariners departed Jacksonville Florida for Puerto Rico. She was lost at sea with all hands on October 1, 2015, near the eyewall of Hurricane Joaquin.



Dispatcher’s Report

Headquarters — SEPTEMBER 2021

|                                  |                                       |    |
|----------------------------------|---------------------------------------|----|
| Deck                             | Steward .....                         | 0  |
| Bosun .....                      | Cook.....                             | 0  |
| Carpenter .....                  | Messman.....                          | 0  |
| MM .....                         | Total E&S Jobs Shipped .....          | 0  |
| AB .....                         | Total E&S B, C, & D Shipped.....      | 0  |
| OS.....                          | Total Jobs Shipped-All Depts.....     | 52 |
| Standby S.F. ....                | Total B, C, & D Shipped-All Depts.... | 41 |
| Total Deck Jobs Shipped .....    | Total Registered “A” .....            | 23 |
| Total Deck B, C & D Shipped..... | Total Registered “B”.....             | 31 |
| Engine/Steward                   | Total Registered “C” .....            | 6  |
| QMED.....                        | Total Registered “D” .....            | 14 |
| Pumpman .....                    |                                       |    |
| Oiler.....                       |                                       |    |
| Wiper .....                      |                                       |    |

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



SUP BRANCH REPORTS

HONOLULU

September 2021

**SHIPPING:** The Following jobs were dispatched during the month of September: 1 Bosun (Steady), 2 AB Maintenance Men (Steady-11 Week), 2 AB Daymen (Steady), 3 AB Watchstanders (Steady), and 1 Ordinary (Navy Bottom-Steady). These jobs were taken by: 3 A cards, 4 B cards, and 2 D cards. I also dispatched 22 Standby jobs.  
**Registered:** 4 A cards, 20 B cards, 5 C cards, 5 D cards

SEATTLE

September 2021

**Shipping:** 1 Navy Boatswain (B), 3 Navy AB (1A, 2B), AB/W (1A, 1B), AB/D (B), OS (D). Matson called for 3 Standby Boatswains & 29 Standby AB's, filled with 5 A, 5 B, 14 C, 5 D's and 3 MFOW member.  
**Registered:** A cards for a total of 9; 8 B cards for a total of 15; 3 C cards for a total of 8; 3 D cards for a total of 3

Agents Report:

Pax continues to be a struggle to crew. Members that are dispatched to Pax now are stretched thin but continue to perform their duties in a professional manner with a positive attitude. With the addition of MT Haina to the fleet, now more than ever we need members to step up and apply for the Tank Assist class. All sailors should take a turn on a tanker. It will add to your overall knowledge of ballast, stability, and bunkering operations. This experience can be applied in countless situations during your career and is priceless during a fire or oil spill on whatever future ship you are on. The pay is fair, and the run is for the most part fair winds. Don't leave our guys hanging.

On behalf of the SUP, I thank the MFOW members that found the time to cover our Standby work for us. You understand the importance of filling the billet.



*At length did cross an albatross  
Thorough the fog it came...*

From the *Rime of the Ancient Mariner*,  
By Samuel Taylor Coleridge

The albatross is a pelagic bird, or a bird that spends a most of its life on the open ocean, rarely venturing close to land except to breed. Pelagic birds may be found hundreds or thousands of miles offshore and are powerful fliers that can remain aloft for hours while gliding or soaring. Albatrosses are tremendous seabirds: they are among the largest flying birds in the world, with enormous 8-12 ft wingspans and long, narrow wings that give them superb lift for easy flight. Unlike many marine birds, albatrosses also walk well on land. There are 22 albatross species in the world, all of which are part of the *Diomedidae* bird family.

**SHIPS CHECKED:** APL Saipan (email) Crew is concerned about the rumored retirement of this ship. Jerwin Ablan Bosun, John Rezada Delegate. USNS Watson: (email) Ship is making its way back to the states. Some concern about crew change after they arrive. All is well. Vernon Hoffman Delegate. USNS Charlton: There's nothing worse than a "Bucko Mate", Except for a "Bucko Captain". I mean seriously, you're going to fire a guy over blankets? I guess that's why you're reserved for ship yards only. Enjoy your new nickname "Captain Blanket", You earned it. Al Stecklar Delegate. Cape Taylor: lots of beefs of all shapes and sizes on this one. All are being looked into. John Hartley Bosun, Kamakakai Lau Delegate. Visited the following ships: RJ Pfeiffer, Mahimahi, Mokihana, Manoa, Manukai, Manulani, Maunawili, Kaimana Hila, DK Inouye, and Paint and Rigging. All are running smooth with few, if any beefs.

AGENTS REPORT:

It was another brisk moth of shipping for Honolulu. There are a lot of Patriot ships on the board, and I would like to thank all of those who have stepped up to take them. I realize how frustrating it can be at times dealing with the bureaucracy of being dispatched to these ships. But know that your patience and effort are appreciated.

Please make sure your all of your documents are in order when you're ready to ship. If you need to renew, give yourself ample time to do so. If you need help, come see me and we'll go over it together.

WILMINGTON

September 2021

**Shipping:** Shipping: Bosun, 3; AB/W, 12; AB/D 7; OS/ STOS, 7; Standby: 68. Total Jobs Shipped: 97.

**Registrations:** A, 36 ; B, 45; C, 6; D, 11.

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

AGENTS REPORT:

Shipping is still good here in Wilmington with Matson and APL ships making regular port calls. Eisenhower Scheduled to sail Monday 20 Sept 2021 Will most likely be under way for sea trials. Union members need to fill all jobs both crewing and standby. Jobs are still hanging. Let's step up as members and keep what is ours, ours.

I urge the membership to please get your vaccination. A Covid 19 vaccination is not a requirement to be dispatched, but companies are routinely asking for proof of vaccination.

Eli Wegger has been holding seaman-ship class here at the hall on Fridays, all those interested sign-up sheets are on the desk.,

Keep your dues current and be sure to check your documents, before you are ready to ship make sure all documents are current in order to be dispatched. USCG extension ends 31 October 2021. If you have not renewed and need to. Get on it.

Thanks to all that attended. If you want to be heard continue to participate in your Union meetings, we need a quorum in order to vote the union is only as strong as its members. Let's show our Strength.

VICE PRESIDENT'S REPORT

September 2021

Ships checked — October.

**Mahi Mahi** — Phil Coulter, delegate. Large crew change in Oakalnd, little or no beefs. Haz Idris, bosun.

**APL President Eisenhower** — Graham Sharpe, delegate. Extensive engine repairs near complete, should be underway back on her regular route by end of month. Luis Rosas, bosun.

**APL Gulf Express** — Robert Lee, delegate. Clarifications on arrival, meal relief, shore leave, investigations with safety ongoing. Marc Calairo, delegate.

**USNS Sisler** — John Relajo, delegate. Possible mission to Europe in upcoming months. Randy Cruz, bosun.

**USNS Dahl** — Alex Glosenger, delegate. Ship is on the hook in Saipan. Saipan is changing quarantine durations and requirements frequently, making dispatching more difficult. Xerxes Cunanan, bosun.

**USNS Charlton** — Ship is underway for Diego Garcia, Early November arrival. Jeff Nicholas, bosun.

**USNS Watson** — Vernon Hoffman, delegate. Ship is off loading in Charleston, SC. Noel Romero, bosun.

**Cape Orlando** — Kenneth Carradine, delegate. Pacific Pathways mission complete, job well done by all. Ship back in ROS status. Jonathan Pampilon, bosun.

**Mississippi Voyager** — Continuing West Coast run, with little or no beefs. Matt Frazier, bosun.

**California Voyager** — Annarose McDaniel, delegate. Deck maintenance ongoing while in Spain Shipyard. Scott Oliphant, bosun.

**Cape T's and Cape V's** — All five ships back in ROS status in Beaumont, TX. Good opportunity for permits to gain union seniority, dispatches are 8 —12 months.

**Cape Horn and Hudson** — Ships recently added six GVA/GUDE's to the crew for extensive deck maintenance projects. Steve Fuentes, bosun.

I represented the SUP at the monthly Alameda County Labor Council meeting. Crewing and keeping ships without empty billets continues to be a grind, thank you to the membership for being patient. If you have friends that are AB's or interested in becoming a mariner please send them my way. Great time to join the SUP.

BUSINESS AGENT'S REPORT

September 2021

**Mahi Mahi** — Rocky Casazza delegate running smooth on the China express run. Clarification on wash down. In good hands with relief Bosun Phil Coulter.

**Manoa** — Phil Romei delegate Sail for Honolulu with no issues, Matson Vaccine Mandate goes into effect on the 15th of October. No surprise knew it was coming. Mark Relajo, relief Bosun.

**Mokihana** — Delegate Noel Itsumaru, sailed for Long Beach issues with Mate taking time back from the Gang. Clarification from headquarters. Next trip Matson scheduled 8 days alongside at Oakland #60. Remoni Tufono as Bosun.

**RJ Pfeiffer** — Jim Linderman delegate sailed for Honolulu, 3 trips straight calls in Oakland with no std-bys with this penny pinching mate. Running steady on the Northern triangle with Robert Morgan as Bosun.

**Matsonia** — Christopher Go delegate. At Oakland #62, in from Shanghai on the China Express service run a 35-day trip with no unexpected delays. Nick Hoogendam, Bosun.

**Lurline** — Cosmo Bigno delegate. In at Oakland#62 via Shanghai on the CCX express run, sailed with no issues with Brandon Keopuhiwa as Bosun.

**Kamokuiki** — Auckland New Zealand delegate Robert Tomas sailed for Guam with no issues relief coming for AB Langston Holmberg. A new delegate to be elected before sailing. With good weather getting the work done. Isagani Cruz as bosun.

**President Wilson** — Eduardo Rojas delegate Last trip after losing our Union Brother John Duran the crew members on board the President Wilson. Would like to send our condolence and prayers out to his family: words can't explain how much he will be missed. Teofila Rojas Bosun.

**President Roosevelt** — Quitting a ship causing the vessel to sail short-handed is uncalled for and will be a fine to pay. Two days later you're off the ship — lucky the company didn't put you on the no hire list.

**President Eisenhower** — In L.A.#127 repairs are to be completed around the 8th. Then sea trails & drills passed with flying colors ship sailed for Oakland due in on the 13th.

**Cape Orlando** — Alameda Pier#3 Andrew Sullivan delegate in from a 4 1/2 month mission. The SUP pulled together and worked hard to make the mission a success. The Gang did a bang up job with Jonathan Pampilon as Bosun.

**Pier#9 SFBP** — Big Mike Koller delegate deck hands. Operators are covered; in search of a relief cook. It's a hard job to fill. But it there's any available cooks that can into something long term register at your local SUP hall. Dock Bosun Leo Moore.

Please send only copies of your discharges when upgrading. After the process is completed we shred all documents. Remember not to congregate after 09:00 and the 11 :00 the job calls.

Once again election time is here. I urge all members to get involved your vote counts! Worked in the front office and helped dispatch.