



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, September 17, 2021

U.S. Customs Slams Phony Canadian "Railway" Scheme

Jones Act Evaders Busted: \$350 Million in Fines

A YouTube video shows a truck on railcar moving roughly 100 feet in reverse, then forward back to its original position. It could be shot from a cell phone; the sound quality is bad. It could be the most boring and pointless YouTube video ever. Except it is an exhibit in a massive scheme to circumvent the Jones Act and U.S.-flag shipping.

American Seafoods Company and its logistics affiliate Alaska Reefer Management allegedly used a 100-foot-long "railway" in New Brunswick, Canada, as part of a foreign-flag shipping route between two U.S. markets. The on-site rail line takes advantage of an obscure grandfather clause in the Jones Act: This so-called "Third Proviso" allows foreign-flag ships to carry cargo in U.S. domestic trade if a properly registered Canadian railway is part of the shipment route.

Using this clause, ARM-chartered foreign vessels load ASC's pollock in Dutch Harbor, Alaska, then deliver it to a terminal in New Brunswick, Canada, passing through the Panama Canal.

At the Bayside terminal in New Brunswick, the cargo is offloaded into truck trailers and "processed" through the on-site Bayside Canadian Railway. The "BCR" consists of two flat-deck rail cars and a shunt engine on a short track. In operation, this railway carries each truckload of ASC's fish to the end of the track and back again, making a one-minute Canadian rail journey of about 200 feet. After this rail segment, trucks drive the product to the Maine border and deliver it to the Eastern United States, completing a foreign-flag shipment of cargo between two U.S. points. With the rail segment, ASC and ARM believe that the route complies with the Jones Act.

The CBP court filing reads in part that "Plaintiffs devised a scheme whereby instead of using an established Canadian railway that would transport their product from one destination to another, they decided to utilize a specially-built mini-railtrack, approximately 100 feet in length, that goes nowhere. Plaintiffs' product travels the length of the track and back, after which the product is driven by truck to the United States.

CBP is the plaintiffs in this particular action, since the defendants against the enforcement action have sue the U.S. government for injunctive relief. According to CBP, this special railway, "called the Bayside Canadian Railway ("BCR") is utilized for the "transportation" of their product over a "through route." CBP disagrees, and therefore has issued Notices of Penalty to Plaintiffs for millions of dollars in Jones Act penalties, because Plaintiffs did not use coastwise-qualified vessels to transport their product from Alaska. The potential penalties are large because Plaintiffs have been engaged in this illegal conduct for many years."

The case is known as Kloosterboer v. United States, et al. (Case No. 3:21-cv-00198-SLG). The main defendant is American Seafoods Company (and affiliates) a Washington-based fishing vessel operator with a leading position in the Alaska pollock fishery. It

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AFL-CIO Marches On with Shuler, Redmond and Gebre at the lead

Liz Shuler will build upon the legacy of Richard Trumka and advance the labor movement forward as the AFL-CIO's new President. The Federation's Executive Council elected the longtime Secretary-Treasurer to take over for Trumka following his unexpected death earlier this month. The 51-year old Shuler becomes the first woman and the youngest person to lead the AFL-CIO.

The Executive Council also elected United Steelworkers (USW) International Vice President Fred Redmond to succeed Shuler as Secretary-Treasurer, the first African American to hold the "number two" office. Tefere Gebre will continue as Executive Vice President, rounding out the most diverse team of officers ever to lead the AFL-CIO.

"I am humbled, honored and ready to guide this federation forward," President Shuler said after her election. "I believe in my bones the labor movement is the single greatest organized force for progress. This is a moment for us to lead societal



transformations — to leverage our power to bring women and people of color from the margins to the center — at work, in our unions and in our economy, and to be the center of gravity for incubating new ideas that will unleash unprecedented union growth."

Transportation Trades Dept. (AFL-CIO) President Greg Regan & TTD Secretary-Treasurer

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MARAD Turbo Activations Big Success

The Maritime Administration gave credit ship managers, labor unions, and merchant mariners for making the recent Ready Reserve Force turbo activations a resounding success, despite the obstacles. SUP deck gangs turned to in the no-notice missions aboard four RRF vessels following job orders last month that tested the readiness of the fleet.

The advancing age of the fleet was only one problem. The RRF fleet is an average age of 46 years old.

In an email sent to involved maritime unions

and ship managers, Kevin Tokarski, MarAd's Associate Administrator for Strategic Sealift (and Acting Executive Director), said that the RRF is even older today than it was in 1976, the year the RRF fleet was created using World War II ships. "The challenges of activating and operating these vessels is more difficult each year and we do not take for granted the significant efforts your personnel muster to get this done," he said.

Tokarski pointed out that the execution of the

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Gov. Newsom Defeats Recall In Landslide Labor Key to Turnout

California Gov. Gavin Newsom on Tuesday emphatically defeated a recall aimed at kicking him out of office early, a contest the Democrat and others framed as part of a national political referendum on the pandemic and politics.

"No" is not the only thing that was expressed tonight," Newsom said. "I want to focus on what we said 'yes' to as a state: We said yes to science, we said yes to vaccines, we said yes to ending this pandemic."

With an estimated two-thirds of ballots counted, "no" on the question of whether to recall Newsom was ahead by a landslide 30-point margin. That lead was built on votes cast by mail and in advance of Tuesday's in-person balloting, with

a strong showing by Democrats. While likely to shrink somewhat in the days ahead as votes cast at polling places are counted, Newsom's lead couldn't be overcome.

Newsom's decisive victory had strong turnout in the overwhelmingly Democratic state. High-profile campaign visits included President Joe Biden and Vice-President Kamala Harris. Also visiting California was the new leader of the AFL-CIO, Liz Shuler, who knocked on doors in Oakland. The Newsom campaign benefited greatly from the practiced political ground game of the California Labor Federation.

Federation Executive-Secretary Treasurer Art Pulaski credited rank and file union members. "Working people didn't just vote in large num-

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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
Steve Swinton	BK #7513

Political Fund

Frank Peters.....	\$80
Dave Connolly	\$300
Cory Edgil	\$50
Martin Machado	\$20
Archie Bickford	\$100
Vince O'Halloran	\$200
Gil Manipon	\$30
Michael Shimojo.....	\$50
Faith Matas.....	\$20
Abraham Acosta.....	\$20
Nick Hoogendam.....	\$40
Nick Manessiotis	\$100
Benjamin Linn	\$50
Cesar Runatay	\$50
Mahon Gandy.....	\$50
Dale Gibson	\$50
Archie Bickford	\$100
Ariel Odion.....	\$50

West Coast Sailors

Frank Peters.....	\$20
Teofilo Rojas	\$40
Michael Shimojo.....	\$50
Faith Matas.....	\$20
Adul Mohamed.....	\$20
Thomas Tynan	\$50
Abraham Acosta.....	\$20
Michael Pfleegor.....	\$50
(In Memory of Arthur Thanash)	

Organization/ General Fund

Venerando Ramos	\$20
Mark Hargus	\$100
Norman Kurtz.....	\$100
(In Memory of Art Thanash & Tommy James)	
Faith Matas.....	\$20
Abraham Acosta.....	\$20

Notice of Nominations for SUP Election:

Under Article XII Section 2 of the SUP Constitution the nomination of regular officers shall be made at Headquarters and Branches in the regular meetings held in September. Written notice of this fact shall be published in the August issue of the West Coast Sailors. Any eligible member may place his/her own name in nomination for any regular office or may be nominated by another member. Nomination may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received.

The names and membership numbers of the nominees shall be recorded in the minutes. The Balloting Committee shall prepare a list of names and nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All nominees shall be notified by mail of their nomination and such notice shall be mailed within five working days after the nominating meeting.

The regular meetings will be held at Headquarters at 450 Harrison St, San Francisco CA at 11:00 a.m. on September 13th and the Branches on September 20th at 11:00 a.m in Seattle, WA, 11:30 a.m. in Wilmington CA, and Honolulu, HI at 10:30 a.m. at the addresses listed adjacently herein. Balloting will be conducted by an impartial agent approved by the membership. The positions open for nomination are President, Vice-President, Business Agent, each at San Francisco. Also to be nominated are three Branch Agents, one each in Seattle, Honolulu, and Wilmington. Five SUP Building Corp Trustees will also be nominated, along with delegates to the SIUNA Convention.

For more on nominations and the election please see the SUP President's Report on page 10 of this issue and postings in the Halls and on the Union website www.sailors.org.

Membership and Ratings Committee

The Committee met on September 2, 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
Timothy Tynan	B-19693	1 yr.	O.S.	B
Jacob Narkiewicz	B-19694	1 yr.	A.B.	B
Jonathan Robinson	B-19695	1 yr.	A.B.	B
Michael Bailey	B-19696	1 yr	A.B.	B
Kenneth Speas	C-2876	30 Days	A.B.	C
Gildon Icito	C-2877	30 Day	O.S.	C
Lois Black	C-2878	30 Days	O.S.	C
Cesar Runatay	C-2879	30 Days	A.B.	C
Michael Beeson	C-2880	30 Day	O.S.	C

Ratings: Bosun Stamp

Hamilton Parone	Bk #3883
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Membership and Ratings Committee's Report: Saher Ali, B-19348, Ali Gahaleb, C-6405, Dennis Sumague, Bk 7530

SUP Welfare Plan Notes

New SUP Members

New SUP Members will receive various forms in the mail from the Plans Office that must be completed to ensure you have coverage for all of the benefits available to you.

The SUP Welfare Plan will mail new Members beneficiary forms for the \$25,000.00 death benefit and beneficiary forms for the Money Purchase Pension Plan. All active sailors who meet eligibility requirements are eligible for these benefits. Beneficiary forms for the optional 401(k) Plan will also be mailed to new members. In addition, investment choice and fund allocation forms for the Money Purchase Pension Plan and 401(k) Plan will be provided to new Members.

Continuing Members are advised to update their beneficiaries since your personal situation may have changed since you first enrolled.

New Members will also receive enrollment forms for the Medical and Dental Plans available to you when you become eligible for coverage. It is important to be aware of the various benefits available and be sure to file the completed forms with the Plans Office.

Update your address with the Plans Office

Be sure to keep the SUP Welfare Plan

informed of changes in your family status including marriage, birth, death, or divorce, and changes in your address. Important notifications will be mailed to you at the address we have on file. Most mailings will be informational and not require a response from you. When you do receive a request from the Plans Office for information, be sure to respond so that we can best serve your interests.

Michelle Chang, Administrator
mcsupsiupd@sbcglobal.net
Patty Martin, MPP & 401(k) Plans, Death Benefits
martinpatty59@sbcglobal.net
Gina Jew, Claims
gina@marinersbenefits.org
Michael Jacyna, Eligibility
mjacyna67@sbcglobal.net

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

SUP Meetings

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

SUP HQ	Branches
October 12	October 18
November 8	November 15
December 13	December 20

Final Departures

Jack Carpenter, Book No. 3794. Born in Oklahoma in 1926. Joined SUP in 1945. Died on June 29, 2019. (Pensioner)

Carrol Heick, Book No. 5882. Born in North Dakota in 1950. Joined SUP in 1998. Died on June 18, 2021. (Pensioner)

Arthur Thanash, Book No. 3249. Born in New York in 1932. Joined SUP in 1954. Died in San Francisco, California, August 7, 2021. (Pensioner)

Jack Milano, Book No. 6482. Born in New York in 1932. Joined SUP in 1967. Died in Medford, New Jersey, August 17, 2021. (Pensioner)

Arne Jakobsen, Book No. 4265. Born in Denmark in 1924. Joined SUP in 1949. Died August 24, 2021. (Pensioner)

West Coast Sailors

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World Supply Chain Keeps Getting Worse

The supply chain stress that was supposed to be temporary and dependent on this equipment or that port shutdown, now looks like it will last well into next year as the surging delta variant affected factory production in Asia and disrupts ships and shipping.

Shortages of parts, equipment, and labor, as well as higher raw material and energy costs are driving manufacturers crazy, and forcing bidding wars for space on ships. That is pushing freight rates to record highs and prompting some exporters to raise prices or simply cancel shipments altogether.

“We can’t get enough components, we can’t get containers, costs have been driven up tremendously,” said Christo-

pher Tse, chief executive officer of Hong Kong-based Musical Electronics, which makes consumer products.

China’s determination to stamp out Covid has meant even a small number of cases can cause major disruptions to trade. This month the government temporarily closed part of the world’s third-busiest container port at Ningbo for two weeks after a single dockworker was found to have the delta variant. Earlier this year, wharves in Shenzhen were idled after the discovery of a handful of coronavirus cases.

“Port congestion and a shortage of container shipping capacity may last into the fourth quarter or even mid-2022,” said Hsieh Huey-Chuan, president of

Taiwan-based Evergreen Marine Corp., the world’s seventh-biggest container liner, at an investor briefing on Aug. 20. “If the pandemic cannot be effectively contained, port congestion may become a new normal.”

The cost of sending a container from Asia to Europe is about 10 times higher than in May 2020, while the cost from Shanghai to Los Angeles has grown more than sixfold, according to the Drewry World Container Index. The global supply chain has become so fragile that a single, small accident “could easily have its effects compounded,” HSBC Holdings Plc. said in a note.

In the U.S., forecasters have lowered growth projections for this year and lifted inflation expectations into 2022, according to Bloomberg’s latest monthly survey of economists. Compared to a year earlier, the personal consumption expenditures price index is now expected to rise 4% in the third quarter and 4.1% in the fourth, double the Federal Reserve’s 2% goal.

The spread of the delta variant, especially in Southeast Asia, is making it difficult for many factories to operate at all. In Vietnam, the world’s second-largest producer of footwear and clothing, the government has ordered manufacturers to allow workers to sleep in their factories to try to keep exports moving.

Even mighty Toyota Motor Corp. is affected. The automaker warned this month it will suspend output at 14 plants

across Japan and slash production by 40% due to supply disruptions including chip shortages.

On the other side of the planet, companies in the U.K. are grappling with record low levels of stock and retail selling prices are rising at the fastest pace since November 2017.

Germany’s recovery is also under threat. A key measure of business confidence in Europe’s largest economy, released on Wednesday by the Munich-based Ifo institute, fell by more than economists had predicted with the drop blamed parts and materials shortages.

Big retailers tend to have long-term contracts with container lines, but Asian production relies on networks of tens of thousands of small and medium-sized producers who often arrange shipping through logistics firms and freight forwarders. They in turn have been struggling to secure space for clients as vessel owners sell to the highest bidders. Some big shippers are chartering ships on their own, taking supply off the market and driving up costs.

“Now container liners don’t sign long-term agreements, and most deals are done by spot prices,” said Jason Lo, CEO of Taiwanese gym equipment maker Johnson Health Tech Co. He said it was becoming impossible to estimate shipping costs and do financial planning, but “we have no choice.”



NOTHING TO LOSE BUT YOUR SUPPLY CHAINS; Essential workerss AB’s Corey Burton and Sam Worth with bosun Angelito Lopez in *President Kennedy* arriving in San Francisco Bay on September 1, 2021.

CMA CGM Joins Other Lines in Profitability

CMA CGM in August became the latest container line to announce record second-quarter earnings as consumer demand continued to outstrip available capacity, sending freight rates skyward. The Marseille-based carrier owns and operates nine ships in the U.S. Maritime Security Program crewed by the SUP. It also became the latest shipping company to warn customers that supply chain disruptions related to the COVID-19 pandemic — from stalled factory production in southern Vietnam to port and inland intermodal congestion in the US — will continue through the end of the year.

“Constraints on effective container shipping capacity for the transport of consumer goods, experienced since the summer of 2020, are expected to con-

tinue until the first half of 2022,” CMA CGM said in a statement accompanying the release.

The company’s earnings before interest, tax, depreciation, and amortization (EBITDA) rose 280 percent year over year to \$4.6 billion, with \$4.3 billion of that profit coming directly from container shipping activities. Average revenue per TEU rose to \$1,757 in the second quarter, up from \$1,104 in the same period last year.

Total revenue for CMA CGM rose 77.2 percent year over year to \$12.4 billion in the quarter, driven by container shipping revenue that jumped 89.4 percent to \$10 billion. The carrier noted the year-ago figures were depressed by the pandemic-linked downturn in demand in the

second quarter of 2020.

CMA CGM joins its competitors in reporting a significant increase in Q2 and first-half profitability. CMA CGM, the second-largest publicly traded carrier by fleet capacity, will add \$23.1 billion in revenue and nearly \$6.3 billion in EBIT to that first-half total.

Carriers expect another increase in profit in the second half of the year as a lack of available vessel capacity and port and landside congestion, particularly in North America and Asia, continues to push rates up.

Since the start of 2021, the container line said it has added eight newbuild vessels to its fleet, including the last five of nine liquefied natural gas-powered, 23,000 TEU vessels to be deployed on

the Asia-North Europe trade. It has also chartered a 15,000 TEU vessel and 15 second-hand vessels on the trade. The company fleet went up by 13 percent over the past year, an addition of more than 520,000 boxes, and plans to add a fifth air freighter by the end of the year to its existing fleet of four Airbus A330-200Fs, with more equipment to come in 2022.

“The group will continue to invest in reinforcing and upgrading its shipping and logistics network,” the company said.

That includes the addition of three new chartered 15,000 TEU vessels, including the first two of an order of six intended for the China-US West Coast routes, 17 second-hand vessels, and six new owned 15,000 TEU vessels.

Merchant Ships Once Again Targets of War

The recent attack on the Israeli-operated tanker Mercer Street off Oman left a Romanian captain and a British security guard dead, killed by a drone packed with military-grade explosives. Besides the new technology, it is evidence of the old tactic: merchant shipping as targets of opportunity

The G7 group of nations condemned the Iranians for the attack, emphasizing their joint “commitment to maritime security and the protection of commercial shipping.” Iran rejected responsibility and complained that it is the real victim of terrorism.

A few days later, the Panama-flagged tanker Asphalt Princess was entering the Strait of Hormuz when she was boarded by six armed men. They instructed the captain to sail to Iran, but the crew shut down the engines, leaving the vessel to drift powerless in the currents. The hijackers abandoned the vessel before Omani and British commando forces arrived on scene, and the vessel’s crew was unharmed.

Shipping experts are keenly aware there is an undeclared war going on between Iran and Israel throughout the Mediterranean Sea, Red Sea, Arabian Sea, and the Indian Ocean. The back-and-forth attacks have been going on for years, and Israeli forces have attacked at least

a dozen Iranian tankers since 2019, according to the Wall Street Journal.

This February, Israeli officials accused the Iranian tanker Emerald of deliberately releasing crude at sea, spoiling almost 100 miles of Israeli beaches with a thick tar. On August 4, based on Iranian media accounts, an Israeli Dolphin-class submarine was detected transiting the Red Sea in the company of two destroyers, a rare deployment that sends a clear signal to Tehran.

The G7 nations have warned Iran not to interfere with commercial shipping, especially in the Strait of Hormuz, which handles about 188 million barrels of crude per day. The strait is only 21 miles wide and is considered the jugular vein for crude oil transportation for most of the world.

The United States imposed crippling sanctions on the Iranian oil industry in 2019, but Iran has managed to keep the taps open. In fact, the Iranians have been moving large amounts of crude to China, and India has



Damage to an upper deck, probably the wheelhouse, of the tanker Mercer Street, caused by a drone attack. (Courtesy CENTCOM)

signaled its readiness to buy Iranian oil when sanctions ease. Iran’s huge \$2 billion investment in Jask Port, Hormozgan Province - which lies strategically below the Strait of Hormuz and exports about 1 million barrels of crude per day has eased some of the military and commercial pressure on the Strait itself.

Delta Skelta: Case Spike Strains Travel and Hospitals in Hawaii

Governor David Ige recently told tourists to delay vacation plans in Hawaii and come back later.

Rising COVID-19 cases in the state are straining resources. The governor said that “now is not the time to visit the islands,” noting that hospitals are reaching capacity and intensive-care units are filling up. The state has averaged about 720 new cases a day over the past week, up from a daily average near 50 around July 1, according to Johns Hopkins University data.

After shutting down to tourists earlier in the pandemic, Hawaii has seen a surge in visitors this summer as many airlines added nonstop routes there. The recent rebound has nearly matched record visitation levels in 2019, when more than 10 million people traveled to the state before the public-health crisis hit the U.S. Last month, hotel occupancy was just 1% lower in Maui County than in July 2019, and levels across the islands were only about 3% short of that period’s, according to data from the Hawaii Tourism Authority.

Technically, Mr. Ige, a Democrat, hasn’t curtailed travel to the Islands, but is asking visitors to delay their trips voluntarily through the end of October.

One traveler estimated that if he and his partner canceled their plans, they would lose about \$3,500, which includes the costs of a nonrefundable Airbnb in Maui, some pre-booked activities and a partial refund on a rental car. The couple also list their mainland home on Airbnb when they go on vacation and hesitate to



cancel those bookings. They plan to keep monitoring the situation. “We want to do the right thing, and with the governor speaking up, it does add a new layer to this dynamic,” he said.

Travel agents say they have been inundated with questions from would-be vacationers about how to approach their trips. One agent said that the warning is one thing but “It all depends on what additional restrictions are going to come down. If they decide to close beaches and parks, that’s going to be” something different.

Earlier in August, the state limited indoor capacity in bars, restaurants and gyms to 50%. Starting in August, all large gatherings on Oahu were limited to 10 people indoors and 25 people outdoors.

Many vacationers and travel agents point to data from the Hawaii Department of Health, which shows that only about 1% of the recent positive Covid-19 cases are among nonresident travelers, with most in-

fections attributed to community spread. Brooks Baehr, a pandemic-response administrative assistant for the health department, said there are more nonresident travel-related cases than the data reflect. That is because not all travelers—even those who are symptomatic — get tested for Covid-19, out of fear of being put into quarantine, Mr. Baehr said.

Beginning in October last year, Hawaii required U.S. travelers to present a negative test result within 72 hours of departure to bypass a mandatory quarantine. In early July, the state said fully vaccinated travelers from the U.S. and its territories didn’t need to show a negative test, and those who are unvaccinated could bypass the 10-day quarantine by submitting a negative test taken within 72 hours of departure.

Many states and countries are grappling with the travel problems presented by the Delta surge, both from a health and economic point of view. Travelers too are forced to contend with nonrefundable bookings, health risks, and some don’t see themselves as part of the problem. It can make for tough decisions. Richard Wilson and his wife in

April booked a honeymoon to Hawaii. Since then, Mr. Wilson, an engineer in New York City, has been keeping an eye on Covid-19 cases there. They plan to depart Saturday. The pair began looking into refunds about two weeks ago due to rising Covid-19 cases. Because they are already vaccinated, Mr. Wilson says, “we feel — even though there’s not so much of a risk to us directly — we don’t want to burden the hospital system there.”

And the hospital system is struggling, as hospital beds and oxygen is in short supply, strained by new coronavirus infections. Demand is up 250% in August. Medical authorities are asking people to postpone elective surgeries and the state’s 223 I.C.U. beds have dwindled to 16 available, said Hilton R. Raethel, the president and chief executive of the Healthcare Association of Hawaii. “The most critical point for Hawaii that we’ve experienced during this entire pandemic is right now,” he said. Since July 1, Hawaii has been battling its highest surge in virus infections and hospitalizations, with the seven-day average of reported cases reaching 884 on 8/31.



Biden Calls the Shot: Vaccine Mandates for Workers

President Joe Biden on September 9 imposed stringent and sweeping new vaccine rules on federal workers, large employers and health care workers. in a sweeping attempt to contain the latest surge of Covid-19. It is a far-reaching assertion of presidential authority, and the new requirements could apply to as many as 100 million Americans – almost two-thirds of the American workforce.

“We’ve been patient, but our patience is wearing thin, and your refusal has cost all of us,” Biden said, in his most ambitious vaccination effort yet. The tone was noticeably tougher toward Americans who refuse the vaccine despite some considerable evidence of their safety and full FDA approval of one — the Pfizer-BioNTech Covid-19 vaccine.

There are two main parts to Biden’s new plan. The first is directing the Labor Department to require all businesses with 100 or more employees ensure their workers are either vaccinated or tested once a week, an expansive step the President took after consultation with administration health officials and lawyers. Companies could face thousands of dollars in fines

per employee if they don’t comply.

More strict is second part. Biden issued executive orders that requires all government employees be vaccinated against Covid-19, with no option of being regularly tested to opt out. Another order directing the same standard be applied to employees of contractors who do business with the federal government was also signed. Finally, Biden announced he would require the 17 million health care workers at facilities receiving funds from Medicare and Medicaid to be fully vaccinated, expanding the mandate to hospitals, home care facilities and dialysis centers around the country.

The new rules amount to the most dramatic steps to date to get more Americans vaccinated. Once cautious of vaccine mandates, the Biden administration is now wholly embracing them as vaccine hesitancy persists among certain groups.

Administration officials acknowledged the requirement for large employers could be challenged in court. They said they hoped the federal rules will allow to businesses to do the same for employees.

The new rules come as the Delta variant

tears through communities across the country, causing upticks in hospitalizations and deaths particularly in areas where vaccination rates remain low.

A wide swath of the American workforce could be impacted by the new rules. The new “emergency temporary standard” from the Labor Department will require large employers to give their workers paid time off to get vaccinated. If businesses don’t comply, the government will “take enforcement actions,” which could include “substantial fines up to nearly \$14,000 per violation, according to officials.

Biden said vaccinated America was growing “frustrated” with the 80 million people who have not received shots and are fueling the spread of the virus. But he also acknowledged the new steps would not provide a quick fix.

“While America is in much better shape than it was seven months ago when I took office, I need to tell you a second fact: We’re in a tough stretch and it could last for awhile,” Biden said in an early evening speech from the White House.

Officials said the standard was a “min-

imum,” and some companies may choose to go further, including by mandating the vaccine instead of offering a test-out alternative.

“Each employer will decide exactly what they want to do, but what we’re saying through the Department of Labor rule making process is a minimum of testing once a week or full vaccination,” a senior administration official said.

The new announcements move beyond what Biden announced earlier this summer, when he required federal workers be vaccinated but allowed for those who opted out to be subject to stringent mitigation measures. Now, federal employees will have 75 days to get vaccinated or risk being fired.

“The expectation is if you want to work in the federal government or want to be a contractor, you need to be vaccinated,” press secretary Jen Psaki said, adding the number of unvaccinated federal workers was still being compiled. Officials said limited exemptions would apply to workers claiming medical or religious reasons for not getting vaccinated.

East Coast Longshore Union Opposes Automation

Recent testing and pilot programs of autonomous ships have compelled the International Longshoremen’s Association to declare that it won’t be part of it: its members won’t load or unload crewless ships. “Workers around the world are under assault from the threat of automation by greedy companies only interested in making money and eliminating workers who helped them build their success and companies, said ILA President Harold Daggett. “It’s got to stop, and my ILA will do what it needs to do to save our jobs and the jobs of maritime workers around the world.”

Norwegian company Yara Interna-

tional is currently test-sailing a zero-emission autonomous cargo ship. The electric ship, the YARA BIRKELAND, features a 7 MWh battery capacity, powering two 900 kW Azipull pods, as well as two 700 kW tunnel thrusters, with a top speed of 13 knots. Nippon Yusen Kaisha (NYK Line) has also made news recently by testing an autonomous cargo ship in heavily trafficked waters and recently completed the construction of a fleet operation center to provide onshore support for crewless ships.

ILA has been a steady opponent of automation at sea and at the terminals and even included anti-automation language

for ILA ports in their current agreement with employer U.S. Maritime Alliance Ltd. (USMX). “The ILA will not work a container ship without a crew aboard,” said Daggett. “Already one company developing these automated ships are also plans for automated loading and unloading of cargo from these crew-less ships without workers. That’s not going to happen under my watch.” “We will continue to negotiate for no automation, or automated equipment at ILA ports,” he continued. “And we are going to demand no semi-automated equipment be allowed. The ILA has learned that even allowing semi-automated

equipment is the path for companies to slowly eliminate our jobs. Now more than ever, dockworkers from around the world, joined by all maritime workers must unite to fight this important battle against automation.”

The West Coast Sailors recently reported on the satellite launch company SpaceX and its autonomous operation of recovery barges. Automation of ships in the U.S. may be so far limited, but the speed of adoption of autonomous operations of other modes of transportation is remarkable. A reckoning looms for U.S. maritime labor.

Turbo Activation of the Ready Reserve Force

American Maritime Heroes

Adm. Wm. M. Callaghan's Half Century of Service

Built in 1967 for the predecessor of today's Military Sealift Command, the Military Sea Transportation Service or MSTs, the ship was named for Admiral William M. Callaghan who was the commissioning captain on USS Missouri. Later, he became the first commander of the MSTs from 1949-1952. Callaghan's brother, Daniel J. Callaghan also a USN admiral, was killed in action by enemy fire on the bridge of his flagship USS San Francisco in 1942. William Callaghan is remembered in part for ordering, despite some objection, that an honorable burial at sea be held for an enemy pilot who died during a suicide attack on Missouri in 1945. Following World War II, he directed the US Navy's transportation service and filled senior command roles in eastern Asia, including leadership of the US Pacific Fleet's Amphibious Force during the Korean War. He retired from the US Navy at the rank of vice admiral in 1957 and worked in civilian maritime transport before retiring to Maryland.

Although primarily employed as a Ro/Ro, ADM Callaghan is also fitted with conventional cargo gear for lift-on/lift-off operations. The ship is fitted with two 120-

ton capacity booms and 12 five-to-ten ton capacity booms serving the cargo holds. The ship has 167,537 square feet of vehicle space on several decks, internal ramps and large watertight doors. Vehicles are loaded and unloaded through four side ports and the stern ramp, with a throughput of approximately 750 vehicles per day with a service speed of over 20 knots.

ADM Callaghan was one of 78 RRF vessels that were activated to support Operations Desert Shield/Desert Storm. More than seventy-five percent of the RRF provided sealift to support the U.S. effort's in the Persian Gulf between August 1990 and April 1991. The ships transported 750,000 short tons of dry cargo, which was one-fifth of the total dry cargo sealifted during the conflict. The Ro-Ros proved to be the most effective vessels and they delivered nearly twenty percent of Central Command's material and other support during the first phase of the operations. Having participated in several operations and exercises since Desert Shield, ADM Callaghan remains an active vessel in MARAD's RRF in Alameda, California.



CALLAGHAN ENDURANCE: The civilian SUP merchant mariners of the nation's Ready Reserve Force at sea aboard the venerable *GTS Adm Wm. M. Callaghan* during the recent turbo-activation of 17 surge sealift ships. From left: Paul Fuentes, Abdul Mohamed, Bosun Matt Dulay, Brandon Hubbard, Corey Edgil, Robert White, Mike Bay and Mike Smith.



The SUP gang aboard the *CAPE Trinity*. From Left: Dennis Sumague, Vermilo Visaya, Cody Clark, Jose Rallos, Jeffrey Baccay, Tyrone Leonard, Abdul Shabain, Forbes Gumapac, Cleo Reed.

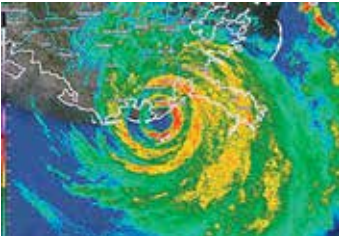


In Beaumont Texas, the Ready Reserve Force crew of the *Cape Vincent* gathered on the bow before letting go for sea in another turbo activation test of SUP readiness. Members across the country stepped up to the call including from left to right OS Vincento Punjabi, AB Erica Andrews, AB Aniceto Ocampo, OS Chris Watkins, AB Reggie Clark, OS Vic Ocampo, and bosun Chris Bunheirao.



From left: Eric Weintraub, M. Olsen, and Robert Jenkins, Ariel Odion, Anthony Wylie, bosun Ian Serra, Brandon Box, George Babbins, and John Springfield in *Cape Henry* arrived back in San Francisco.

During the activation, sixteen years to the day after Hurricane Katrina wiped out New Orleans, Hurricane Ida came roaring ashore as a Category 4 storm at Port Fourchon. Widespread devastation and flooding was the result from the Gulf to New York City.



Turbo Activations Big Success

continued from page 1

Government exercise was even more impressive because of the continued pandemic as well as the onset of Hurricane Ida that necessitated some of the activated vessels to carry out storm avoidance. He praised the partnership of labor, Government and ship managers and thanked participants for their excellent exercise response.

"We recognize the separation, hardship, and rapidly-changing schedule of events for every activation, and note our success in spite of older ships, pandemics, holiday activations, and late-year activities. Our

success is shared with and enabled by your members and staff and we remain grateful for their continued service, and unwavering organizational support."

SUP contracted Patriot Contract Services managed the vessels involved in this exercise. A variety of COVID-19 protocols that were place were put to the test, and SUP crews not only handled the multi-step process of complex dispatch, last minute coordination, and pandemic travel but also the various problems of deficiencies encountered aboard ship. Then add a category IV hurricane.

Busted: Jones Act Enforcer Detects Violation

Moments after launching a new Jones Act enforcement program, the Offshore Marine Service Association (OMSA) discovered and reported a violator.

OMSA, which represents entities that own and operate marine service vessels, recently chartered a vessel, known as the *Jones Act Enforcer*, to help keep the offshore service industry honest by collecting video and photographic evidence of violators. But it was a social media tip that led OMSA to track down a Chinese-built, Vanuatu-flagged vessel called the *Epic Hedron* that was transporting merchandise between points off the coast of Louisiana in violation of the Jones Act.

OMSA issued a report detailing how the *Epic Hedron*, a derrick barge with a history of safety violations, routinely failed to utilize its Automatic Identification System (AIS) and flouted the Jones Act by transporting oil platform components throughout the Gulf of Mexico. “The *Epic Hedron* has racked up a shocking number of violations, and in each case, it seems they were told ‘just don’t do it again,” said OMSA President Aaron Smith. “If that were a U.S.-flagged vessel, the U.S. Coast Guard would have prevented it from leaving the dock and the crew might even face criminal penalties. Foreign-flagged vessels should play be the same rules.

The *Epic Hedron* is a derrick barge with a heavy-lift

crane that is capable of lifting large pieces of equipment. In the report, OMSA asserts that the barge used its crane to pick up old oil platform jackets weighing thousands of tons; transported the jackets suspended in the air on multi-mile trips; and delivered them to designated reefing locations for disposal. “The *Epic Hedron* could have placed each jacket onto a coastwise-qualified barge, towed by a coastwise-qualified tug, to provide a Jones Act compliant means of transport. Instead, the vessel operator chose to repeatedly transport jackets on the vessel’s hook. These activities prevented the employment of a U.S. shipyard workers and mariners,” OMSA wrote in a letter to the U.S. Coast Guard and Customs and Border Protection.

OMSA asserts that the crane barge’s movements during the time period in question are difficult to determine because it appears to have turned off its AIS transponder.

Satellite AIS records provided by Pole Star confirm long gaps in *Epic Hedron*’s AIS transmissions. The data appear to show her departing Port Fourchon in May and again in June. Transmissions from the crane barge were rarely detected by Pole Star’s AIS data service provider



The Chinese-built, Vanuatu-flagged crane barge named *Epic Hedron* (also known as *Triton Hedron*, *DB Hedron*), which was allegedly transporting cargo between U.S. points off the coast of Louisiana.

during the periods when she was under way in the Gulf of Mexico. Her last transmission was received on June 30. AIS transmission is not required for non-self-propelled barges like *Epic Hedron*, but OMSA has asked the Coast Guard to change its rules to ensure that large crane vessels must broadcast their positions.

A Super-Majority of Americans Approve of Unions

68% is the highest approval rating since 1965

The current results are from Gallup’s annual Work and Education poll conducted Aug. 2-17, 2021.

Democrats' Approval of Labor Unions Hits 20-Year High

Approval has increased among nearly all major demographic subgroups since 2016. One exception is labor union members, whose approval has been no lower than 75% since 2001. Currently, 86% of union members approve of unions, down from the recent high of 93% in 2019.

In addition to union members, approval is relatively high among young adults aged 18-34 (77%) and those with annual household incomes under \$40,000 (72%).

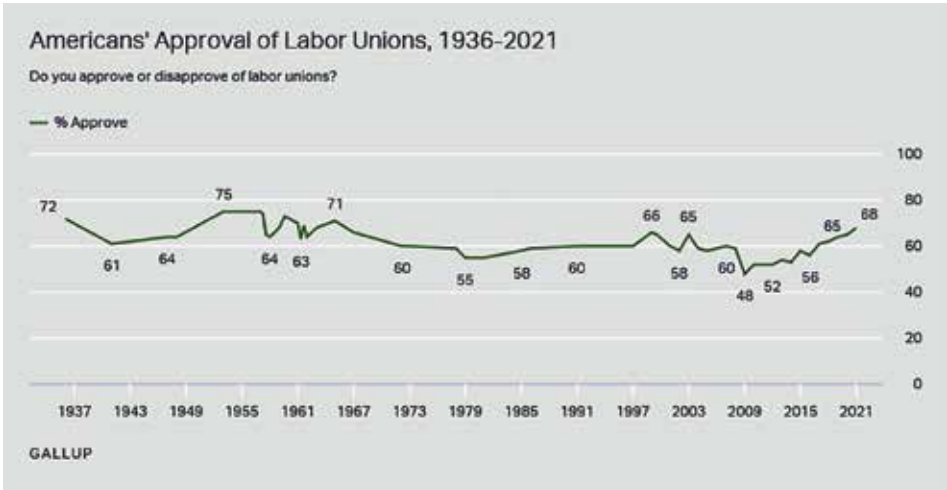
Democrats are the most approving of unions. Their latest approval of 90% is the highest it has been in the past two decades and is up seven points since last year. At the same time, Republicans’ (47%) and independents’ (66%) approval is essentially unchanged. Each partisan group’s current approval of unions is more than 20 points higher than its lowest 2001-2020 rating.

Line graph. Approval of labor unions since 2001 among U.S. partisans. Approval is currently 90% among Democrats, 66% among independents and 47% among

WASHINGTON, D.C. – To paraphrase Mark Twain, news of the death of labor unions may be premature. A respected polling agency found that sixty-eight percent of Americans approve of labor unions. Though statistically similar to last year’s 65%, the current reading is the highest Gallup has measured since 71% in 1965.

Gallup has measured the public’s rating of labor unions periodically beginning in 1936 and then annually since 2001, and more Americans have expressed approval than disapproval in every reading.

Between 1936 and 1967, approval averaged 68% and included record-high 75% approval ratings in 1953 and 1957. Then, from 1972 through 2016, support eased, with few readings over 60%. This included the 48% all-time low recorded in 2009, the only time approval was below the majority level. Since 2016, approval has steadily increased and is now 20 percentage points above the historical low.



20 years.

It is not clear if the 90% union approval among Democrats is the highest measured because Gallup does not have a complete trend by party. However, it is higher now than it was in 1965, as well as when overall union approval was at its highest (1953). In those years, approval among Republicans was significantly greater than today. For their part, independents were at or above the current 66%.

In 1965, the previous high point in the overall trend, 61% of Republicans and 77% of Democrats approved.

In 1953, when overall approval reached the all-time high of 75%, Democrats’ approval was 79% and Republicans’ approval was 64%.

Labor Union Membership Remains Steady

At 9%, U.S. adults’ self-reported membership in a labor union falls within the 7% to 12% range it has occupied over the

past 20 years. Another 8% of Americans live in a household with a union member, meaning 17% of Americans reside in a union household.

Americans' Labor Union Membership

Union members tend to have higher incomes than their nonunion counterparts -- about one in 10 Americans with household incomes of \$40,000 or more are union members. This compares with 5% of those with incomes less than \$40,000.

Bottom Line

Americans’ approval of labor unions has been trending upward in recent years and is now at its highest point in more than half a century. Approval among Democrats, which is nearly unanimous, has risen over the past year as President Joe Biden has said he expects his administration to be one of the most pro-union in history. However, some Republican politicians have begun to support union issues.

	Oct 1953	May 1965	Aug 2021
	%	%	%
U.S. adults	75	71	68
Republicans	64	61	47
Independents	76	68	66
Democrats	79	77	90

GALLUP

Republicans’ approval is their highest recorded in the past

AFL-CIO Sails On with Shuler at the Helm

continued from page 1

Shari Semelsberger issued a statement saying, “Today’s historic election comes during an unprecedented time in history. Working families are still bearing the brunt of a global public health and economic crisis. The introduction of new technologies, combined with the explosive rise of anti-worker business models, threatens to change the nature of work itself. In that challenging environment, Shuler and Redmond bring to the table proven leadership, grit, determination,

and a deep understanding of the unique and complex needs of today’s working families. They will also usher in a new era in the American labor movement – one in which the experience and diversity of our leaders reflect the diverse backgrounds and skillsets of American workers.”

Shuler’s father was a power lineman and longtime member of Electrical Workers (IBEW) Local 125. Liz joined the Local 125 as an organizer and an early victory against Enron Corp. helped reinforce her passion to fight for worker progress even

in the face of overwhelming odds. Her work on a string of successful initiatives, assisted her ascension within the IBEW and eventually led to her election as AFL-CIO Secretary-Treasurer in 2009.

In that position, she also served chief financial officer, turning deficits into surpluses and steering the federation through multiple fiscal crises, including the COVID19 pandemic. In addition to her stewardship of the federation’s finances, Shuler led the AFL-CIO’s initiatives on the future of work, retirement security,

the clean energy economy, public safety reform, workforce development, and empowering women and young workers. She is committed to busting myths about labor, leveraging the labor movement’s diversity for innovative approaches to social justice. Redmond has been a USW member since 1973, working at Reynolds Metals Co. in Chicago. He served as shop steward and eventually vice president, then three terms as local president.

Gig Worker Law Struck Down

Unions Win Battle in Prop 22 War



A law enacted last year by 59% of voters — in a campaign that flattened all California campaign spending records — has been struck down by an Alameda County trial judge.

Last year, Uber, Lyft and other gig economy giants spent a record-obliterating \$206 million to support Proposition 22, an initiative to exempt them from state labor law and allow them to classify their drivers as independent contractors rather than employees.

In late August, Superior Court Judge Frank Roesch laid out why the law violates the state’s constitution: Prop. 22 restricted the Legislature’s ability to define who is covered by the state’s

workers’ compensation law.

Another section of the state constitution gives the Legislature “unlimited” power to regulate workers’ comp. Because the law requires an essentially unattainable seven-eighths super-majority for an amendment, it effectively restricts that power.

Therefore, Roesch wrote, if voters want Prop. 22 to be the law of the land, “they must first do so by initiative constitutional amendment, not by initiative statute.” He also wrote that “the entirety of Proposition 22 is unenforceable.

“I think the judge made a very sound decision in finding that Prop. 22 is unconstitutional because it had some unusual provisions in it,” said Veena Dubal, a

professor at the University of California’s Hastings College of Law who studies the gig economy and filed a brief in the case supporting the drivers’ position. “It was written in such a comprehensive way to prevent the workers from having access to any rights that the Legislature decided.”

Scott Kronland, a lawyer for the drivers, praised Judge Roesch’s decision. “Our position is that he’s exactly right and that his ruling is going to be upheld on appeal,” Mr. Kronland said.

But the gig economy companies argued that the judge had erred by “ignoring a century’s worth of case law requiring the courts to guard the voters’ right of initiative,” said Geoff Vetter, a spokesman

for the Protect App-Based Drivers & Services Coalition, a group that represents gig platforms.

The lawsuit was brought by the Service Employees International Union, one of the main donors to the No on 22 campaign. Opponents from the Yes on 22 campaign filed an appeal and But with the ruling on hold, this fight is far from over.

This is not the first time the judiciary has reversed the will of the California electorate. In 2008, 52% of Californians voted to ban same-sex marriage and in 1994, 59% voted to ban undocumented immigrants from using most public services, including public education. Both laws were struck down.

Quick Takes

The Wreckage of Ida

The Gulf Coast was slammed by Hurricane Ida 16 years to the day after Katrina hit, bring storm surge rain, and hurricane-force winds. The new 14 billion levee system in New Orleans held fast, but power went out across the region and more than a million people were left in the dark and the heat. The “no power” crisis dragged on and a slow recovery was predicted. Ida then moved north causing record rainfall in short periods, killing at least 45 mostly in flash floods in New Jersey. Hurricane Nicholas followed with more rain on the soaked region.

Boarding Sea Strikes Down Sailors Off Cape Horn

The bosun and the chief mate aboard a VLCC (Very Large Crude Carrier) tank-ship rounding Cape Horn were killed on deck September 11th by a large wave. The incident happened in the large sea and swell of bad weather aboard the fully-laden MT Arafura enroute Long Beach, California from Brazil. Both seamen were Indian nationals. They were investigating an alarm in the forward part of the vessel when struck by a large wave.

MT Arafura has altered course for Valparaiso, Chile and arrival is expected on September 18th. Northern Marine Management, the crewing agency, said it was working to get the deceased ashore and repatriated in Chile. “Following discussions with the Chilean Maritime Authorities it is hoped that some crew changes will be possible at the same time,” the company said. MT Arafura is a 298,991 dwt, Belgian-flagged crude oil tanker that is owned by the Belgian tanker company Euronav. A full investigation will be conducted into the incident..



Canadian “Railway” Phony Scheme

continued from page 1

also includes tens of millions in fines for foreign-flag shipowners.

Now Four American shipowners are supporting the Jones Act enforcement action filing briefs of their own. They include Coastal Transportation, Matson, Samson Tug and Barge and Alaska Marine Lines, and all say that ASC’s Bayside program has cost them business and cut into the number of cargoes that are legally reserved for Jones Act vessel operators.

“Coastal has been harmed over many years by the scheme to ship cargoes on foreign-flag vessels from Alaska to destinations in the United States . . . via use of a contrived Canadian rail apparatus, abuses of through

shipment and storage in a foreign cold storage,” wrote Coastal founder and owner Peter Strong. Strong welcomed CBP’s enforcement action and said that it appears to be working: Alaskan fishing operators are now giving the Seattle-based shipping line “substantially” more cargo volume.

Coastal and the other lines said that they believe that U.S. Jones Act carriers “will be able to carry all future catches of Alaska seafood intended for the lower 48 states to Washington State” if CBP’s penalty decision holds. From Washington, containers of seafood would be transported overland to their final destinations by U.S. railroads or trucking.

Afghanistan Exit

In a Hasty and Deadly Exit after 20 years of war in Afghanistan, U.S. troops officially departed on August 30. As the departure operations began, a rapid collapse of the country allowed ISIS terrorists to target American forces and civilians. In the chaos, the U.S. military and diplomatic corps staged an historic airlift that exfiltrated more than 100,000 people since August 1, making it the largest evacuation ever by U.S. military. In a single day, despite threats, attacks and the rush of civilians, USAF crews airlifted more than 19,000 to safety. The U.S. Transportation Command played a central role and Army Gen. Stephen R. Lyons, TRANSCOM commander said, “These incredible achievements, this historic airlift, speaks to the humanity of our troops in this mission.” More than 100 people were killed in terrorist attacks during the airlift, including 13 U.S. service members.

Health Care Rationed Out in Hard Hit States

Because of more coronavirus cases than hospitals can handle, the state of Idaho announced a “crisis in standards of care.” A week later, Alaska did the same. The move allows hospitals to allot scarce resources like intensive care unit rooms to patients most likely to survive and make other dramatic changes. Some patients will still receive care, but they may be placed in hospital classrooms or conference rooms rather than traditional hospital rooms or go without some life-saving medical equipment. In Kentucky, monoclonal antibody treatment is being administered in parking lot tents. In Hawaii, some doctors have also warned about a growing shortage of hospital beds and oxygen. Before July, Hawaii reported a seven-day average of 46 daily cases. In early September that number stood at 881. And even as hospitals fill up and morgues bring in portable containers for bodies, no major changes in policy have yet emerged. The governor recently suggested that people stop traveling to Hawaii until the end of October, but he didn’t change any official travel rules

FDA Issues Full Use Authorization of Pfizer Vaccine Comirnaty

On August 23, 2021, the U.S. Food and Drug Administration (FDA) fully approved the Pfizer-BioNTech coronavirus vaccine. This licensing could help increase inoculation rates and is likely to encourage the already growing wave of vaccine mandates by employers, universities, states, municipalities, workplaces, concerts and other venues.

The Pfizer-BioNTech vaccine is the first licensed vaccine for coronavirus. This means that the vaccine has been approved for use outside of emergency use authorization. Rebranded Comirnaty, the Pfizer-BioNTech vaccine has been approved for two doses, three weeks apart, for individuals 16 and older. The vaccine is also available to adolescents ages 12 to 15 and certain immunocompromised individuals are now eligible for a third dose under emergency authorization.

The vaccine is composed of messenger RNA (mRNA), a kind of genetic material that is used by the body to mimic one of the proteins in the virus that causes COVID-19. The vaccine causes the individual’s immune system to react defensively to the virus that causes COVID-19. According to the FDA, the mRNA in the vaccine is only present in the body for a short period of time and does not alter or impact an individual’s genetic material. Over 200 million Americans have already received the vaccine.

Some critics of the agency have been pushing the FDA to move faster with the approval process, claiming that the emergency authorization of the vaccine demonstrated the safety and effectiveness of the shot. Despite the criticism, the approval process for the Pfizer-BioNTech vaccine was the fastest in FDA history. The vaccine was approved less than four months after Pfizer filed for licensing in May of this year. Unless a previously unobserved side effect develops, the FDA approval of the vaccine will last indefinitely.

The Center for Disease Control’s vaccine advisory committee is expected to meet soon to decide on recommending the approved vaccine. The advisory committee has already recommended the Pfizer-BioNTech vaccine for use in an emergency capacity, so it is almost certain that they will recommend the licensed product. Pfizer-BioNTech has also submitted early-stage data to the FDA for its booster licensing application.

There may be an increase in vaccination rates with the federal approval of the vaccinations. However, this could also be attributed to the spike in cases of the Delta variant.



The stern view of the *Golden Ray* six hours after the heeling event. Flame and smoke emanate from cargo decks on the starboard side of the vessel. (Photo courtesy of the U.S. Coast Guard)

NTSB Finds Data Entry Error Caused *Golden Ray* Capsize

Inaccurate stability calculations was at fault for the capsizing of vehicle carrier *Golden Ray* that resulted in \$200 million worth of damages, the National Transportation Safety Board said on September 14, 2021.

The foreign-flag ro/ro roll over happened as it transited outbound from Brunswick Georgia. All 23 crew members and a pilot were rescued, including four members of the engine department who were trapped for more than 40 hours. The ship worth about 62 million was a total loss as well as all of its cargo of more than 4,100 vehicles worth about \$142 million.

Less than 40 minutes after leaving port, the 656-foot-long *Golden Ray* began to heel rapidly to port during a 68-degree turn to starboard. Despite attempts by the pilot and crew to counter the heel, the rate of turn to starboard increased, and the vessel reached a heel of 60 degrees to port in under a minute before it grounded outside of the channel.

The NTSB determined the probable cause of the capsizing of the *Golden Ray* was the chief officer’s error entering ballast quantities into the stability calculation program, which led to his incorrect determination of the vessel’s stability and resulted in the *Golden Ray* having an insufficient righting arm to counteract the forces developed during a turn. Contributing to the accident was G-Marine Service Co. Ltd.’s (the vessel’s operator) lack of effective procedures in their safety system for verifying calculations.

According to the NTSB, after the vessel capsized, open watertight doors allowed

flooding into the vessel, which blocked the primary egress from the engine room, where four crewmembers were trapped. Two watertight doors had been left open for almost two hours before the accident. No one on the bridge ensured that the doors were closed before departing the port.

“The circumstances of this accident show that even when transiting in protected waters, watertight integrity is critical to the safety of the vessel and its crew,” the report said. “It is essential that the operator ensure that crews verify that all watertight doors are closed in accordance with safety management system procedures.”

The wreck of the *Golden Ray* is still being removed by salvors. Garbage in; garbage out.

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Transportation Unions Honor Frontline Workers

The Transportation Trades Department, AFL-CIO (TTD) along with the Department of Transportation joined forces on Labor Day to extend appreciation to frontline transportation workers for their service and sacrifice. SUP is member of the TTD which represents 33 unions in the maritime, aviation, rail, transit, trucking, highway, longshore, and related industries.

You can watch a quick tribute video posted on YouTube at <https://www.youtube.com/watch?v=KDyZz9Mimsk> Transportation unions are encouraging the general public, elected leaders, and members of transportation and infrastructure community to join the campaign by following and engaging with the hashtag #EssentialAlways on Twitter, Facebook, and LinkedIn, and to watch and share this video explaining the important role

transportation workers played before and during the pandemic, and the role they will play for years to come.


“Frontline transportation workers power the most advanced economy in the world by operating, maintaining, and building the most complex transportation network on earth,” said TTD President Greg Regan. “Whether they’re helping people get to home, work, or school, moving the goods and raw materials we all rely on, delivering our mail, seeing us through a crisis, or building transportation projects of the future, these dedicated professionals have always been essential to the fabric of America, and they always will be.”

The SUP participated in the #EssentialAlways campaign as part of the Labor Day celebration.

SUP Remembers September 11, 2001

Two decades ago, when the second plane hit the South Tower, the sudden horror of the attack came with an unmistakable clarity that the world had changed forever. The SUP honors the sacrifice of the victims and their families, the heroic efforts of the first responders, and all their pain and resilience. 9/11 forced a national transformation, and the U.S. merchant marine adapted to entirely new systems of security, credentialing, training and much more. Soon America’s maritime Unions including the SUP would answer the call as we were plunged into the many missions of a long war. And on that tragic day in New York, boat operators were the first wave of maritime response, spontaneously delivering what became the largest waterborne rescue in history. Read more and watch the video about the Great Boatlift of 9/11 here: <https://www.youtube.watch?v=18lsxFcDrjo>





U.S. Department of State
Passport Services

UPDATED NOTICE TO MARINERS WITH INTERNATIONAL VOYAGES
Effective August 25, 2021

The COVID-19 pandemic continues to hamper Passport Services. To better serve mariners during this time we are updating our temporary provisions. These provisions are subject to change once operations are on a more normal footing.

[Instructions for Urgent Assistance with Applying for a Passport](#)

Qualifications

- Be a credentialed merchant mariner;
- Be eligible to apply on a DS-82 application for passport renewal. (Check eligibility at <https://travel.state.gov/content/travel/en/passports/have-passport/renew.html>); and
- Have a current passport that is expired or expiring in 7 months or less.

Application and Mailing Instructions

1. Applicants must submit the following:

- DS-82 application completed, signed, and dated;
- Passport photograph taken within the past six months;
- Current passport;
- Copy of Merchant Mariner Credential (MCC), front and back.
- A check or money order in the amount of \$187.56 made payable to U.S. Department of State. This amount includes the passport fee, expedite fee, and 1-2 day delivery fee (for information regarding passport fees, please visit travel.state.gov).
- Letter from supervisor on company letterhead or your U.S. mariner’s union.

2. The supervisor letter should include the following details:

- Applicant’s full name;
- Printed name and title of applicant’s supervisor or mariners’ union representative;
- Supervisor’s or union representative’s signature; and
- Date the letter was issued.

3. Applications must be sent by traceable overnight delivery service to:

El Paso Passport Agency
303 N. Oregon St., Suite 700
El Paso, TX 79901
Attention: Mariner Program

Service Expectations

Completed passports will be mailed using a 1-2 day delivery service. **Please be sure the application includes a physical mailing address and not a P.O. Box.**

Every effort will be made to process the passport application in about one week of receipt. For instance, applications received on Monday may be completed and sent out by Friday of the same week.

Requesting a Second Passport

Mariners may wish to apply for a second limited validity passport (4 years). Second passports provide greater flexibility, particularly if mariners need to apply for visas when traveling domestically and overseas. For more information, please see: <https://travel.state.gov/content/travel/en/passports/have-passport/second-passport-book.html>.

Below are the two options for applying for a second passport.

Option 1: Requesting a Second Passport when Renewing a Passport

To apply for a second passport, applicants must also include:

- A second DS-82 application (with photograph) completed, signed, and dated;
- Signed statement describing the need for a second passport. (This is required in addition to the company letter authorizing use of these special procedures); and
- Include payment for both applications in a single check totaling \$375.12. (\$187.56 per application).

Option 2: Requesting a Second Passport without Submitting a Current Valid Passport

If mariners need to use their current (10-year) passport while applying for their second passport, they can apply at a passport acceptance facility using a DS-11 form. They can expect to receive the second passport within the expedited timeframe posted at travel.state.gov. To apply at a passport acceptance facility, applicants need:

- Completed (not signed) DS-11 application;
- Passport photograph;
- Photocopy of their 10-year passport data page;
- Signed statement of need for a second passport as outlined on our website;
- Payment of \$187.56 to the U.S. Department of State, which includes \$60 for expedite service and the additional \$17.56 for 1-2-day return delivery; and
- Additional payment of \$35 to the passport acceptance facility to execute the application.

To locate the nearest passport acceptance facility, see <https://iafdb.travel.state.gov>. Please note that many passport acceptance facilities require customers to schedule an appointment ahead of their visit.

We thank you for your continued understanding and patience during these unprecedented times.



SUP PRESIDENT'S REPORT

TURBO ACTIVATION

The SUP answered the call again in August to provide qualified crews for four Ready Reserve ships in a no-notice Turbo-Activation. We did this despite an industry-wide shortage of qualified labor and the many obstacles and burdens of the pandemic. The *Cape Taylor*, *Cape Vincent*, *Cape Trinity*, and the venerable *GTS Adm W.M. Callaghan* all successfully activated. All participating members and every dispatcher deserves our recognition and acclaim for another job well done in extremely tough conditions.

CREDENTIAL UPDATES

NMC Issuance Delays: The National Maritime Center (NMC) issued a notice informing seafarers of current Merchant Mariner Credential (MMC) and medical certificate processing delays. This is a rare second acknowledgement of a serious time lag deficiency and indicates the widespread nature of the problem. As SUP agents have all urged for years, apply for renewals early and maintain your documentation with steadfast determination.

- NMC offered the following tips to streamline application processing:
- **Apply 90 days in advance** [at least]: Consider applying early and submitting your MMC and/or medical certificate application at least 90 days in advance of when you would anticipate needing a credential. [SUP agents routinely suggest 6 to 9 months or earlier for more realistic advance processing.]
 - **Ensure your application is complete:** Fifty percent of all application submissions result in needing additional information. Verify the file you send to us electronically is also complete, paying particular attention to any double-sided documents in your package.
 - **PDF only:** Submit your MMC and/or medical certificate applications electronically in PDF format only. DO NOT submit pictures of your documentation taken with a smart phone or in other digital formats (jpeg, .png, etc.). These will not be accepted. NOTE: The new size limit for electronic application submissions is 35 MB, so it should take only one file. Also, the NMC cannot now provide an auto-generated response acknowledging receipt of your application.
 - **Include height, weight, and gender:** When applying for an MMC only (no medical certificate application/physical included), these data points are needed to produce your MMC and are omitted from CG-719B application form. Applications are typically processed on a 'first in, first out' basis. After review of the initial submission date, the NMC will consider expediting cases when it is critical to vessel operations or an applicant's employment. To request expedited service, contact the customer service center at IASKMMC@uscg.mil

Mariner Passport Renewal Program: The U.S. State Department's Passport Services division sent new guidance for expedited mariner renewal of passports. Applications for such renewal are for credentialed merchant mariners only and can be processed within a week. The applicant must hold a current U.S. passport that is expiring or expiring in 7 months or less. The application is known as the DS-82 and together with the current passport, a copy of Merchant Mariner Credential, a letter from the Company or the Union, and a check or money order in the amount of \$187.56 made payable to the U.S. Department of State. Applications must be sent by traceable overnight delivery to: El Paso Passport Agency, 303 N. Oregon St., Suite 700, El Paso TX 79901, Attn Mariner Program. For more check out the *West Coast Sailors*. Passports are among the required credentials for all offshore SUP jobs.

MATSON NAVIGATION

Vaccine mandate: As the coronavirus' Delta variant infected a seven-day average of more than 150,000 mostly unvaccinated Americans per day, the U.S. Food and Drug Administration finally issued the "full use authorization" (FUA) of the Pfizer vaccine in August. Vaccine mandates gained steam in the aftermath. President Biden made it compulsory for the enormous federal government and contractor workforce, made even stricter by removing the testing option. State and local governments followed suit, and a cascade of major private employers initiated new mandates.

The SUP and labor unions everywhere held running talks with employers on safeguards, rights protection, and implementation methods. We resisted premature policies as employers everywhere struggled with the changing complex conditions. During the dialogue, the Seafarers International Union challenged a unilateral employer vaccine mandate from the American Maritime Association in an East Coast arbitration. The arbitrator ruled in favor of unilateral implementation of shipboard vaccinations and dismissed labor's objection based on the right to negotiate a mandatory subject of bargaining. This decision is specific to our industry but cited various other decisions, such as one from the Supreme Court dating back to 1905 as well as a very recent Department of Justice determination that nothing in federal law prevents private-sector employers from requiring the vaccination from employees. At the same time the AFL-CIO declared support for the vaccine mandate.

All that paved the way for Matson, APL and Chevron and many other employers to enact or begin to enact compulsory terms. The Union challenged some provisions and gained some protections as laid out below. But despite the packaging, the vaccination requirements amount to unilateral policy designed and implemented by the company. The Union secured improvements to the policy as part of its duty of fair representation, and subject to the grievance procedure, but it was not a negotiation on whether or not to implement.

It is important to note again, that advocating for greater job safety is central to our purpose as a Union. And since the outset of the pandemic our primary goal was a safe workplace. Yet nearly every day, the Union and its agents cope with problems

associated with an unvaccinated member, either during dispatching for quarantine and testing arrangements, or managing the effects and aftermath of new infections. Noting too that the history of our trade is a chronicle of immunization, and consistent with that history, these points are central to the issue:

1. COVID-19 is a pandemic with an ongoing death toll of millions, continuous infections and hospitalizations, and risk persistent despite the vaccine. The safety priorities approved by the membership remain a workplace matter of life and death. The vaccine that prevents the disease, mitigates its effects, and limits its transmission is free, widely available to Americans and to the best of our knowledge safe and far safer than the alternative of no vaccine. No policy can mandate individual vaccination and this policy does not do so: it is an employment condition mandated by the company as part of property and workplace clearance.
2. Federal, state/local governments, the U.S. military, and transportation employers are imposing these or more rigorous terms for its employees and contractors.
3. The Equal Employment and Opportunity Commission (EEOC which holds some legal authority on workplace vaccinations) announced that it will not back a discrimination claim, the Department of Labor is pursuing a mandate rule among private employers, the Department of Justice has determined no feasible prevention of a mandate in law, noting a Supreme Court decision in support of that position that goes back to 1905. International seafarers as part of an ITF union agreement support the mandate and the SIU/AMA arbitration allows it on an industry level as a unilaterally imposed condition *specific to our shipboard workplace*.
4. The Matson policy as designed secures some favorable terms such as incentive payment, exemptions process, present crew assignment continuation rights, and other dispatch and implementation procedures.
5. The policy supports the Union obligation to protect the safety of members in the workplace. The Union must also protect member job security by remaining viable and competitive (relative to the industry) as source of qualified labor. Any continuous and fundamental non-performance of the Union invites employer abrogation of SUP contracts. Such consequences are unacceptable even to contemplate.

Beginning on October 1st, proof of vaccination for all Matson crew, standbys, shoregang workers, and union officials on company property will be required. Members who are aboard a Matson ship on October 1, 2021, will be allowed to complete their assignments regardless of vaccination status. Members who are presently employed will be allowed time off in port during the regular workday to get a COVID-19 vaccination and the Company or captain will help secure the appointment. A case-by-case exemption process, on both medical and religious grounds, is an element of the policy. A Letter of Understanding that sets forth these terms, and protects the rights of employees, as well as secures \$500 incentives (through October 15th) including for those that already have the vaccine, was given to the Unions on August 21, 2021.

Mr. Chairman, the initial industry indecision and the prospect of an improved pandemic situation allowed us in bargaining back in June to decline to accept mandated vaccines, all the while supporting voluntary vaccination. But we understood that in a similar risk environment after both an FUA and the emergence of an industry standard, a mandate was looming. Now it is here and these best terms and conditions available. Accordingly, along with the other Unions, I signed the Letter of Understanding that makes it official, and I recommend the membership approve acknowledgment of the policy.

COVID-19 Policy on Masking: Matson management issued its fiftieth (50) policy update following the USCG issuance of new guidance around masking (MSIB 2-21 Change 3) on ships and within the Maritime Transportation System which states that mariners on "Non-passenger-carrying commercial vessels operated by a team of mar-



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SUP President’s Report continued

iners who all live on the vessel” are exempt from wearing a mask. A mask will still be required when the vessel receives persons who are not part of the team of mariners that live on the vessel.” Matson’s policy adds the clarification that “crew signed-on to the ship are no longer required to wear a mask except when non-crew members are aboard. This includes a) Pilots, b) Port Engineers, c) Port Relief & Standbys, d) Maintenance and Service Vendors, e) Longshoremen, f) Matson Employees (e.g. IT, management), g) P&I Surveyors & Class Auditors & Surveyors, h) Regulatory Personnel (e.g. USCG, state/municipal agencies).” The policy also states that unvaccinated crewmembers (within the terms of the mandatory vaccination policy) returning to the ship from shore leave are required to always wear a mask for five consecutive days upon their return to the ship. They may stop wearing the mask on the sixth day provided they show no signs or symptoms consistent with a COVID-19 infection.

APL MARINE SERVICES

Fleet update: In a call with APL management on August 27, the SIU-PD Unions were notified that the CMA-CGM foreign-flag fleet of vessels suffered three vessel infections and an emergency medevac of a crew member that ultimately resulted in a tragic hospitalization death. Accordingly, the Company’s COVID was policy restated and stiffened. In positive news, management announced that *President Kennedy*, which had endured a major engine room fire, was nearing completed repairs and would return to service. The SUP crew who put out the fire and the standby and repair crews who pushed the boundaries of productivity to get the job done deserve our recognition and respect. Without them, the ship would be lost to the MSP and the Union. In another call with industry group USA Maritime, I received updates on the status of Maritime Security Program and the Tanker Security Program, which in President’s budget receives full funding as part of the National Defense Authorization Act, but which is also bound up in the multi-trillion-dollar government funding legislation now under debate in Congress. Will keep the membership posted.

Vaccination communications: At the same meeting, APL indicated its desire to implement a vaccination requirement for crew, standbys and shore personnel and on September 8, the Company requested the same terms and conditions as Matson. APL strongly resisted any cash vaccination incentive. Discussions on the specific terms are ongoing and depend in part on licensed negotiations on the topic.

Wage increase: The final year of the two-year SUP agreement with APL calls for an increase of one and a quarter percent (1.25%) to wages and wage related items. The first year provided a three percent (3%) increase. Mr. Chairman, I recommend that the entire amount that is due on October 1, 2021, to wages and wage related items. Under the Matson Offshore Agreement there was a three percent (3%) negotiated increase, and since the wages of SUP officials under Article XV of the SUP Constitution automatically adjust on the same percentage basis of the Offshore Agreements and using the average of the Matson and APL increase as the basis there is a two and an eighth percent (2.125%) increase due to SUP officials. These amounts will be published in the *West Coast Sailors* along with other wages as per Section 3 of same article. Incidentally, as stated in prior versions of this report, all Union officials, either elected, acting or temporary, as well as staff are required to demonstrate proof of vaccination.

SUP ELECTION

Nominations for SUP Election: As previously noticed, 2021-22 marks an election year for the Union. The election begins in December and carries through the end of January 2022. Under Article XII Section 2 of the SUP Constitution the nomination of regular officers shall be made at Headquarters today and at next week’s Branches meetings. in September. Written notice of this fact shall be published in the August issue of the *West Coast Sailors*. Any eligible member may place his/her own name in nomination for any regular office or may be nominated by another member. Nomination may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received. The names and membership numbers of the nominees shall be recorded in the minutes. The Balloting Committee shall prepare a list of names and nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All nominees shall be notified by mail of their nomination and such notice shall be mailed within five working days after the nominating meeting. All nominees who desire to become a candidate shall have the necessary qualifications and acceptance in the office of the Committee on Candidates (c/o Sailors Union of the Pacific, 450 Harrison St, San Francisco CA 94105) prior to midnight of October 14, 2021.

Any member of the Union shall be eligible to be a candidate for and hold any regular office, provided he/she is a member in good standing at the time of nomination, has achieved “B” Seniority as defined in the SUP Shipping Rules; and is not disqualified by law. A member shall not be eligible to be a candidate for and hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

The regular Union offices for the 2021-2022 term shall be in accordance with Article X of the SUP Constitution: one President/Secretary-Treasurer, one Vice President/Assistant Secretary-Treasurer, on Seattle Branch Agent, one Wilmington Branch Agent, on Honolulu Branch Agent, on San Francisco Business Agent, five trustees of the SUP Building Corporation, two of whom do not hold any other Union office, and a presently expected three delegates to the 2022 Seafarer’s International Union of North America Convention (subject to confirmation from SIUNA). In accordance with Article XII of the SUP Constitution, no one may be a candidate for more than one office with the exception of the positions of Trustee of the Building Corporation and delegate to the SIUNA Convention.

Mr. Chairman, notice of this nomination process has been reported here, published

in the August *West Coast Sailors*, and posted in the Union hiring halls. Therefore, I recommend that you open the floor for nominations. Additionally, Committee on Candidates will be elected at today’s Headquarters’ meeting and will convene after today’s meeting and again on Tuesday September 21, to review the list of nominees and mail notification of their nomination. All nominees who desire to become candidates for and hold any regular office shall have the following qualifications:

- He or she is a member in good standing at the time of nomination.
- He or she achieved “B” seniority as defined in the SUP Shipping Rules; and
- He or she is not disqualified by law. A member shall not be eligible to be a candidate for an hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder , rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or II of the Landrum Griffin Act, or conspiracy to commit any such crimes.

In order to begin the process of affirming eligibility of these candidates, Mr. Chairman, I recommend that you call for nominations for a Committee on Candidates to meet after this meeting and again on Tuesday September 21, 2021. Committee members should be members in good standing and not themselves candidates for any office in the election. In the event that such a committee cannot be entirely filled at today’s meeting, recommend that qualified members be shipped off the deck as necessary and as per our past practice.

All nominees who desire to become candidates shall have the necessary qualifications and acceptance of the nomination in the office of the Committee on Candidates at Headquarters 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 with the exception of the position of Trustee of the SUP Building Corporation. Nominees who fail to comply with these provisions shall be regarded as having declined the nomination. The election itself shall be conducted by secret mail ballot from December 1 2021 through January 31, 2022.

CALIFORNIA RECALL ELECTION

On August 31 Gov. Gavin Newsom spoke to a meeting of the California Labor Federation Executive Council. President Katheryn Lybarger correctly noted at the outset that it is not just the Governor’s job, given all the anti-union extremist forces against us, it is all our jobs on the line. Newsom followed that with the observation that California’s success is completely contradictory to the national agenda against Unions. Larry Elder has emerged as the only real challenger and he wants to privatize Social Security, doesn’t believe in a corporate tax, and doesn’t believe in the need for Unions. Vote No on the recall. [Update: See page one on recall victory.]

HEALTH CARE PREMIUMS

The Trustees of the SUP Welfare Plan (Matt Henning and Dave Connolly for the Union; Thomas Percival and John Dragone for the Employers) were recently informed that premiums for SUP health care providers were generally on the increase. Kaiser Southern California raised its rates by 6.85% and Kaiser Northern California raised by 2.65%. In Washington, the former Group Health now Kaiser Washington rates increase by 5.6% and the Kaiser Oregon rates went up by 7.0%. Kaiser Hawaii rates were slightly decreased and Health Net rates went up 3.0%. Welfare Plan Regular Account reserves via careful management have steadily improved in recent years and so these increases were absorbed by a modest surplus. However, the upward pressure on rates may not yet fully reflect the costs of the pandemic, especially as it continues. Will keep the membership informed.

MERPAC APPOINTMENT

The Coast Guard recently announced 18 appointments to the National Merchant Marine Personnel Advisory Committee or MERPAC. Among the appointment was the Andrew Furuseth School of Seamanship’s SUP Training Representative Berit Eriksson. Sister Eriksson was re-appointed to the Committee as a credentialed mariner where she has worked in the past advising the Coast Guard on credentialing and training issues. The term of the appointment is up to three years. Congratulations are due to Sister Eriksson.

HOLIDAYS

All SUP Halls will be closed on October 11, 2021 for Columbus Day which is a holiday under all SUP agreements. Due to the holiday, the Headquarters meeting will be held the following day on October 12, 2021.

ACTION TAKEN

M/S/C to elect a Committee on Candidates (Ron Reed, Mike Smith, Ponciano Siquinia, Peter Leo, Sam Worth) to review and approve initial nominations. Carried unanimously.

M/S/C to approve the Matson policy on vaccinations via Letter of Understanding. Carried unanimously.

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

Dave Connolly

Gov. Newsom Defeats Recall In Landslide

continued from page 1

bers to ensure tonight’s outcome, they volunteered like never before to seal this win. When this campaign began, labor unions set a goal of 10,000 volunteers to get out the vote. In the months since, we more than doubled that in total volunteer shifts, walking more than 8,000 miles in support of Gov. Newsom. This was one of the largest field campaigns the state has ever seen,” he said.

Republican talk radio host Larry Elder almost certainly would have replaced Newsom had the recall succeeded, an outcome that would have brought a polar opposite political worldview to Sacramento.

Many said the recall turned on Newsom’s approach to the pandemic, including vaccine mandates, and Democrats cheered the outcome as evidence voters approve of their approach. The race also was a test of whether opposition to former President Donald Trump and his right-wing politics remains a motivating force for Democrats and independents, as the party looks ahead to midterm elections

next year.

Republicans had hoped for proof that frustrations over months of pandemic precautions would drive voters away from the polls.

A recall election is an imperfect barometer — particularly of national trends. Democrats outnumber Republicans nearly 2-to-1 in California, so the results may not translate to governors in toss-up states or reflect how voters will judge members of Congress next year.

“Democracy is not a football, you don’t throw it around. It’s more like — I don’t know — an antique vase,” Newsom said after his win. “You can drop it, smash it into a million different pieces — and that’s what we’re capable of doing if we don’t stand up to meet the moment and push back.”

He became the second governor in U.S. history to defeat a recall, cementing him as a prominent figure in national Democratic politics and preserving his prospects for a future run. Republican Wisconsin Gov. Scott Walker survived a recall in 2012.

California voters were asked two questions: Should Newsom be recalled, and, if so, who should replace him? Only a handful of the 46 names on the replacement ballot had public recognition, but most failed to gain traction with voters.

Elder entered the race just two months ago and quickly rose to the top of the pack. But that allowed Newsom to turn the campaign into a choice between the two men, rather than a referendum on his performance.

Newsom seized on Elder’s opposition to the minimum wage and abortion rights as evidence he was outside the mainstream in California. The governor branded him “more extreme than Trump,” while President Joe Biden, who campaigned for Newsom, called him “the closest thing to a Trump clone I’ve ever seen.”

Though the contest didn’t quite bring the circus-like element of California’s 2003 recall — when voters replaced Democratic Gov. Gray Davis with Republican movie star Arnold Schwarzenegger — it featured quirky moments of its own.

Reality TV star and former Olympi-

an Caitlyn Jenner entered the race but never gained momentum and left the state to film a reality show in Australia. Businessman John Cox, who lost badly to Newsom in 2018, tried to spice up his campaign by hiring a live bear to join him, branding himself as the “beast” to Newsom’s “beauty.”

Newsom will soon be campaigning again; he’s up for reelection next year.



Dispatcher’s Report

Headquarters — AUGUST 2021

Deck	
Bosun	2
Carpenter	0
MM	7
AB	21
OS.....	4
Standby S.F.	12
Total Deck Jobs Shipped	46
Total Deck B, C & D Shipped.....	26
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler.....	0
Wiper	0
Steward	0
Cook.....	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, & D Shipped.....	0
Total Jobs Shipped-All Depts.....	46
Total B, C, & D Shipped-All Depts....	26
Total Registered “A”	20
Total Registered “B”	26
Total Registered “C”	5
Total Registered “D”	9

APLMS/SUP WAGE AND OVERTIME RATES Effective October 1, 2021

Maritime Security Program: (APL GULF EXPRESS, SAIPAN, HERODOTE,
PRESIDENT CLEVELAND, EISENHOWER, F D ROOSEVELT, KENNEDY, TRUMAN, WILSON)

10/1/2021						
	Wages	Wages	Supplemental	Supplemental	Supplemental	Money Purchase
Rating	Monthly	Daily	Benefit Base	Benefit	Benefit	Pension Plan
Bosun (Bosun/AB)	\$6,172.36	\$205.75	\$6,360.95	\$3,604.75	\$120.16	\$25.00
A.B.	\$4,353.09	\$145.10	\$4,754.02	\$2,694.10	\$89.80	\$25.00
A.B. Watchstander/ Daystander	\$4,353.09	\$145.10	\$4,754.02	\$2,694.10	\$89.80	\$25.00
O.S. (STOS)	\$3,338.91	\$111.30	\$3,731.34	\$2,114.55	\$70.49	\$18.51
OVERTIME RATES						
	The hourly overtime rate for all ratings:		10/1/2021	10/1/2021		
OT01	except the Ordinary Seaman (STOS)		\$35.53	MoneyPurchase		
OT01 (STOS)	Ordinary Seaman (STOS)		\$26.66	Pension Plan		
				Daily		
CARGO RATES						
	The hourly cargo rate for all ratings:					
OT04	Straight Time Hours		\$26.66			
OT05	Overtime Hours		\$43.89			
SHORTHANDED (Section 7 SUP Work Rules)						
Bosun OT03	Bosun		\$60.64			
AB OT03	A.B.		\$45.69			
STOS OT03	STOS		\$34.28			
STANDBY RATES (Section 43 SUP Work Rules)						
Bosun	Straight Time Hours		\$33.93	\$25.00		
	Overtime Hours		\$55.77			
A.B.	Straight Time Hours		\$32.51	\$25.00		
	Overtime Hours		\$53.56			
SHIFT SHIP GANGS (Section 44 SUP Work Rules)						
Bosun	Straight Time Hours		\$30.03	\$25.00		
	Overtime Hours		\$49.97			
A.B.	Straight Time Hours		\$28.35	\$25.00		
	Overtime Hours		\$47.76			
DECK PORT WATCHES (Section 55 SUP Work Rules)						
	Bosun					
Bosun OT02	Straight Time Hours		\$40.44	TIME BACK RATES		
	Overtime Hours		\$60.67	OT07 Bosun	\$25.72	
AB OT02	A.B. and STOS			OT07 AB	\$18.14	
	Straight Time Hours		\$30.46	OT07 STOS	\$13.91	
	Overtime Hours		\$45.69			
FUEL OIL SPILL CLEANUPS						
OT06	Straight Time, all ratings		\$21.70			

SUP Officers’ Wages

Consistent with the full disclosure intent of Article XV, Section 3 of the SUP Constitution and following the ratification of APL wage increases, the following table reflects the Union officer wage scale as required by the Section 1 of the same article of the Constitution.

Weekly Wages for SUP officers
effective October 1, 2021:

President/Secretary-Treasurer	\$1,846.02
Vice President/Assistant Secretary-Treasurer	\$1,724.17
Branch Agents	\$1,724.179
Business Agent	\$1,693.26

Benefits: Medical and dental coverage (SUP Welfare Plan); four weeks vacation per year, participation in the SIU-Pacific District Pension Plan and a \$100 per week auto allowance. SUP officials can contribute to the SUP 401(k) Plan. No contributions are made for SUP officials to the SUP Money Purchase Pension Plan.

SUP BRANCH REPORTS

HONOLULU

August 2021

SHIPPINGThe following jobs were dispatched during the month of August: 1 Bosun (Relief), 3 AB Dayman (Steady), 3 AB Watchstander (Steady), 1 AB Watchstander (Turbo Activation), 1 AB Maintenance Man (Steady), 3 AB Maintenance Men (relief 10 days or less), and 1 Ordinary (Turbo Activation). These jobs were dispatched to: 3 A card, 9 B cards, and 1 D card. **STANDBY JOBS:** Dispatched 22 Casual Standby jobs.

REGISTERED: A Card: 5; B Card: 15; C Card: 4; D Card: 8

SHIPS CHECKED:
APL Herodote (email/text) concerns about potential delayed turnover for a couple of members, looking into possible resolution. Otherwise, running smoothly. Dave Purganan Bosun, Jayar Rezada Delegate. *APL Saipan* (email/text) All is well, post breakdown. Jerwin Ablan Bosun, John Rezada Delegate. *USNS Charlton* (text/email/phone) The gang is working their tails off trying to get out of the shipyard. The Calvary is on their way. Rico Ecalnir Bosun. *USNS Watson* (Text) The ship is running smooth. Noel Romero Bosun, Vernon Hoffman Delegate. *Cape Taylor* (email/text/phone) Some concerns about COVID. But crew is doing a good job of keeping a clean ship. John Hartley Bosun, *Kamakakai* Lau Delegate. Visited Paint & Rigging

SEATTLE

August 2021

Shipping: 1 steady Matson AB/W shipped to a B member; 4 AB's & 1 OS to activation duty, taken by 4 B cards and a D registrant; Matson called for 3 Standby Boat-swains & 31 Standby AB's, filled with 7 A, 12 B, 8 C, 6 D's and 1 MFOW member.

Registered: 3 A cards for a total of 7; 10 B cards for a total of 20; 4 C cards for a total of 8; 2 D cards for a total of 2

Agents Report:
As you can see from my shipping report standby work is way up in Seattle. We are struggling to fill these job orders, and some have gone unfilled. This is unacceptable. If you are registered for work here and physically in this state, you are expected to protect the work we have fought for.

I will reiterate last month's report, there will be two Matson ships every other week and it is imperative that we take control of the standby work being requested. *Mau-nalei* crew will be arriving at their STCW rest limits and will need their required rest period. This is a Seattle only ship for the time being, and there is no other port to service crucial maintenance, storing, and cleaning needs. A dedicated Alaska run is hard one for ships that requires more attention than usual, and the vessels needs are the responsibility of those registered here.

Fraternally, Brendan Bohannon

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



(Questions about 11 week P&R job start date and Missed Assignment. Both are being looked into), *Manukai*, *Matsonia*, *RJ Pfeiffer*, *Manulani*, *Lurline*, *Manoa*, *Kaimana Hila*, *Mokihana*, and *Maun-awili*, *Manoa*, *D.K. Inouye* were checked with little or no beefs. *Mahimahi* (text/phone) Covid precautions prevented me from going aboard. But Haz Idris, Bosun reports all is well.

Agents Report:
We are sad to hear that Art Thanash has passed. He was the Bosun aboard my first ship, and taught me so much about being a sailor. I will miss that beaming smile and gregarious laugh of his. Most of all I will miss his Sea Stories, especially the ones that began with, "Now this is no Bull (S) kid". It was an honor to sail with him.

Covid 19 is still creating big problems here in Honolulu. Hospitals are near, or at capacity when it comes to ICU beds because of the alarming rate of COVID patients (most of whom, are unvaccinated). At this moment, capacity limits of 50% have been implemented to drinking and dining establishments. Indoor gatherings are now limited to 10 (So for now, we will have to find another way to conduct meetings, and dispatches if we have more than 10 members in the hall), and outdoor gatherings limited to 25 people. For those of you that were waiting for "Full FDA Approval", your wait is over! The Pfizer Vaccine has been fully approved. Whatever your position on this topic may be, please try to keep yourself and those around you safe.

Finally, thank you to all the Delegates for doing what might seem at times, a thankless job.

Fraternally, Patrick Max Weisbarth

WILMINGTON

August 2021

Shipping: Bosun: 1, AB/W 7, AB/D 3, OS/ STOS 1, GVA/GUDE 0. Standby: 37. Total Jobs Shipped: 48

Registrations: A:28, B:34, C:6, D:4

Agents Report:
Shipping has picked up here in Wilmington with Matson and APL ships making regular port calls and President Eisenhower undergoing repairs. Will most likely be under way for sea trials September 20, 2021. Union members need to fill all jobs both crewing and standby. We have been having jobs 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.

Leighton Gandy is out with an illness but recovering and we wish him the best. Eli Wegger has been holding seamanship 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.

Participate in your Union meetings to keep informed, we need a quorum in order to vote the union is only as strong as its members.

Fraternally, Leo Martinez

VICE PRESIDENT'S REPORT

August 2021

Ships checked — September.
Mahi Mahi — McKevin Dulay, delegate. Ship is back to full crew, bosun is taking his trip off. Phil Coulter, 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.

USNS Sisler — John Relajo, delegate. Business as usual...nothing new on the horizon. Randy Cruz, bosun.

USNS Dahl — Alex Glosenger, delegate. Ship is back in Saipan on the hook, maintenance projects ongoing. Xerxes Cunnanon, bosun.

USNS Charlton — Ship is in FOS status now. Loading cargo on the East Coast and preparing for the long trip to Diego Garcia. Rico Enclair Jr., bosun.

USNS Watson — Vernon Hoffman, delegate. Getting ready Diego Garcia departure. Should be on East Coast in middle of October. Noel Romero, bosun.

Cape Orlando — Andrew Sullivan, delegate. Pacific Pathway mission near complete. Should be back in ROS status by end of month. Jonathan Pampilon, bosun.

Cape Henry — Anthony Wylie, delegate. Pacific Pathway mission complete. Outstanding job done by entire crew. Ian Serra, bosun.

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

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

Cape T's and Cape V's — Three ships were activated for Turbo Activation end of August. Thank you for all the members that stepped up to fill the billets. Job well done.

Cape Horn — Ship recently added six GVA/GUDE to the crew for extensive deck maintenance projects. Steve Fuentes, bosun.

I represented the SUP at the monthly Alameda County Labor Council meetings via zoom, happy to report the recall election was a failure.

Please remember to bring adequate supply of your medication when signing on a ship. Recently had members run out while on long voyages.

Matt Henning

BUSINESS AGENT'S REPORT

August 2021

Mokihana — Delegate Noel Isumaru. In at Oakland #62 after first trip back since taking over the Mokihana. The gang did a thorough walk through the main deck, store rooms, gear lockers etc. Inspecting the store's crane's, side ports, all to be in good order we sailed for Long Beach with no issue. Remoni Tufono, Bosun.

Mahi Mahi — Delegate McKevin Dulay. Crewmember fell ill, the then another started feeling sick. To prevent potential virus spread, everyone quarantined on ship then the ill sent ashore for treatment and further quarantine. Remaining crew members tested negative later. Sailed for Long Beach, Haz Idris Bosun

RJ Pfeiffer — Delegate Jim Linderman on the Northern triangle enjoying the run and good weather. Running smooth with Robert Morgan Bosun.

Matsonia — Delegate Christopher Go. Sailed for the far east with no beefs switched over to the China express run. In good hands with Nick Hoogendam, Bosun

President Wilson — Eduardo Rojas, delegate. Sailor's head and shower was out of order for three days. I was able to talk to the Captain about the issue we were having and then the engineers were able to find and fix the problem before the ship sailed. Teofila Rojas, Bosun.

Cape Henry — delegate Anthony Wyle. In at Pier 56 San Francisco back from a 4-month mission to Thailand, Japan, Anchorage Alaska, Hawaii just to name a few. The gang did a bang—up job and represented the SUP at its highest level. Make another trip with this gang anytime. Ian Serra, Bosun.

Cape Orlando — On a 4-month mission Andrew Sullivan delegate, Jonathan Pampilon Bosun.

Cape Hudson — Remains in RRF status ready if needed San Francisco Pier#50. (Gva) Marcellus Elder (Gude) Lois Black, and Steve Fuentes as Bosun.

Cape Horn — at San Francisco Pier#50. Ship called for 6 OS/Gude's for two weeks of work — could be ramping for an activation with Manfred Olsen (Gva) and (Gude) Branden Box are the ROS Ordinary's and Dennis Sumague, Bosun.

Admiral Callaghan — Activated for a 20-day turbo sea trial. Members step up to fill these jobs. After activating we shifted to anchorage to test the engines and test both anchors. Once we were completed with the drills and passed with flying colors Next would be heading out on a 2 day sea trial. Engine issues forced return to Alameda. Cory Edgil, delegate. Matt Dulay, Bosun.

San Francisco Bar Pilots — Pier#9 Mike Koller delegate-fully trained deck hands ready to step in at any given time inside run boat or on the station boats. Leo Moore Dock Bosun.

Worked in the front office and helped dispatch. When making the job calls must maintain 6' distance, masks are required in the hiring Hall. No congregating.

Roy Tufono