




# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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## Pandemic Abates as Outbreaks Spark Second China Lockdown

As President Biden declared a qualified end to the pandemic in the United States, the lockdowns meant to stop the spread of COVID-19 in China, that earlier this year caused worldwide economic panic and upended the shipping world, are back.

A new wave of coronavirus outbreaks has forced authorities to again respond with the lockdowns and mass testing that has come to define the country's "zero-COVID" policy. With cases recorded in the past week in nearly every province, infections are increasing, but still relatively small with about an average of only 1500 new cases a day. Testing regimens began even in low incidence areas and domestic travel was sharply limited.

Whatever the reality, scenes of uncertainty and anxiety are playing out again across China. Since August 20, at least 74 cities with a combined population of 313 million have imposed lockdowns that cover entire cities, districts or multiple neighborhoods. They include 15 provincial capitals and Tianjin, a provincial-level municipality. Many of the restrictions are still in place. According to Chinese financial magazine Caixin, 33 cities are currently under partial or full lockdowns.

Experts say more cities are likely to be added in the coming weeks. Chinese media puts the number at only 60 million people. But does acknowledge that it is widespread from the southern economic powerhouse of Shenzhen to the oil-producing city of Daqing near Russia.

Chengdu, a mega city of 21 million people in the south, entered lockdown on September 1. There were reports of panic buying and some districts have banned home deliveries from online orders.

The challenges in enforcing such extensive controls are daunting, perhaps more so now than at any other point in the pandemic. Nearly three years of on-and-off lockdowns have lashed the economy, sending unemployment soaring, especially among young people. The country is increasingly isolated, as the rest of the world relaxes or abandons Covid restrictions. Despite this, new subvariants are even more transmissible than before and fuel to the restriction fire. Many Chinese people have openly objected based at times on a lack of access to food and medicine. Yet some cities race to put the lockdown in place as a sign of loyalty to leader Xi Xin Ping. Even an 6.8 earthquake in Sichuan that killed at least 74 people, did not force a change in the restrictions.

China says it is saving lives. Health officials have cited the relatively low elderly vaccination rate and inadequate rural healthcare as hurdles to relaxing restrictions, but Chinese public health experts say political factors have played a role, too. Xi, a staunch advocate for the country's uncompromising zero-Covid strategy, is poised to be anointed as the country's top leader for another five years at the 20th Party Congress, scheduled to start on October 16. A severe outbreak risks undermining a triumphant image of control over the virus, experts say.

It appears that Chinese authorities are trying to imple-

*continued on page 11*

## SAILORS PASS STRIKE RESOLUTION

SUP sailors in coastwise meetings in September voted unanimously to support a strike resolution. Like other essential workers across the transportation supply chain, they stand ready to either withdraw their labor or get the recognition they deserve. In particular, SUP members sent a strong message a main employer, APL Marine Services, and to all employers that they are fed up with worsening conditions and stagnant or declining pay.

Sailors have shouldered the enormous burdens of pandemic conditions, including extreme risk and unique hardship of virus exposure, yet real wages have declined just as corporate profits of shipping companies have soared. In the last two years mandatory vaccinations, quarantines, infections, isolation, testing, restriction to ship, and relief uncertainty among other troubles have changed the nature the trade. Speaking as part of a unified group of unlicensed Unions making up the Seafarer's International Union, Pacific District, including the Marine Firemen's Union, and the Seafarer's International Union Atlantic and Gulf, SUP sailors demanded a raise.

The existing two-year agreement, bargained during great economic uncertainty, took none of this into account. Now, says the resolution "APL

has an obligation to fairly compensate the employees behind the profits, especially its American unlicensed mariners."

In addition to the record setting profits of APL's corporate parent, CMA-CGM, APL benefits from membership in the Maritime Security Program, a tax subsidy program designed to offset higher American operating costs to maintain a U.S.-flag presence in the international trades. The MSP, as it is called, now ensures \$5 million year per ship stipend for each of its nine ships that participate.

The resolution comes as bargaining opens with APL near the end of September and covering the General Rules, the SUP Work Rules and SUP Maintenance agreements. The action to endorse the resolution is not without considerable precedent and stretching back decades. It is not itself a strike, nor a call for a strike, but empowers the Negotiating Committees to use all legal and available means to achieve a fair settlement including to advise a strike, if necessary to achieve its goals, and places the authority to actually do so with presidents of each Union. Some initial documentation has been exchanged, and bargaining is expected in late September. The contract expires on September 30, 2022.

## Rail Labor Deal Awaits Ratification Vote

President Joe Biden's administration secured a tentative deal on Thursday to avert a railway strike that could have wreaked havoc on the U.S. economy, but union members angered by tough work conditions have yet to ratify the agreement.

A deal between major U.S. railroads and unions representing tens of thousands of workers was reached after about 20 hours of talks brokered by Labor Secretary Marty Walsh. Workers agreed not to strike while votes are tallied over the next several weeks, avoiding a stoppage that could have started on September 16.

Delivering remarks in the White House Rose Garden, Biden called the deal a "big win for America" and promised more worker-company agreements in the future. Averting a strike helped the Democratic leader avoid fresh supply chain shortages and inflation hikes ahead of November's midterm elections.

"I'm optimistic that we can do this in other fields as well," Biden said. "Unions and management can work together for the benefit of everyone."

Walsh held the contract talks in Washington *continued on page 11*

## Hurricane Fiona Rips Through Puerto Rico

Hurricane Fiona struck Puerto Rico's southwest coast on Sunday unleashing landslides, knocking out power and causing trouble everywhere. Hundreds of people were evacuated or rescued as floodwaters rose swiftly. Rushing rivers of brown water enveloped cars, first floors and even an airport runway in the island's southern region.

Forecasters said the storm threatened to dump "historic" levels of rain on Sunday and Monday, with up to 30 inches (76 centimeters) possible in eastern and southern Puerto Rico.

"The damages that we are seeing are catastrophic," said Gov. Pedro Pierluisi. The storm washed away a bridge in the central mountain town of Utuado that police say was installed by the National Guard after Hurricane Maria hit in 2017. Large landslides also were reported, with water rushing down big slabs of broken asphalt and into gullies.

Fiona struck Puerto Rico on the anniversary of

Hurricane Hugo, which came ashore in Puerto Rico 33 years ago as a Category 3 storm. It also arrived just two days before the anniversary of Hurricane Maria, a devastating Category 4 storm that struck on Sept. 20, 2017, destroying the power grid and causing nearly 3,000 deaths.

U.S. President Joe Biden declared a state of emergency in the U.S. territory. Power was out across the island. Health centers were running on generators — and some of those had failed.

"I think all of us Puerto Ricans who lived through Maria have that post-traumatic stress of, 'What is going to happen, how long is it going to last and what needs might we face?'" said Danny Hernández, who works in the capital of San Juan.

"What worries me most is the rain," said forecaster Ernesto Morales with the National Weather Service in San Juan. American shipping companies and merchant mariners were already on their way to assist

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# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Alexander Castillo .....BK#4791
- Joseph Ginez.....BK#3026
- Hannu Kurppa ..... BK #3162
- Gunnar Lundeborg.....BK#4090
- Duane Nash .....BK#2437
- Vince O'Halloran .....BK#2463
- Alexander Earle .....BK#1885
- Terry Lane .....BK#4107
- Michael Sposeto.....BK#7503
- Michael Worth.....BK#3929

## Political Fund

- Ron Reed..... \$50
- Peter Winter ..... \$200
- Teofilo Rojas ..... \$50
- Nestor Pascual..... \$10
- Norman Kurtz..... \$50
- Dave Connolly ..... \$200
- Ronnel Sugui ..... \$30
- Arsenio Purganan ..... \$100
- Jonathan Anderson-Kaisa..... \$45
- Pete Schuetz..... \$20
- Martin Machado ..... \$20
- Joe Mantanona ..... \$50
- Gil Manipon ..... \$20
- Leighton Gandy..... \$50
- Leopoldo Martinez..... \$50
- Ariel Odion..... \$25
- Ron Reed..... \$50
- Adian Minty ..... \$50

## West Coast Sailors

- Peter Winter ..... \$100
- Teofilo Rojas ..... \$50
- Norman Kurtz..... \$50
- Jonathan Anderson-Kaisa..... \$10
- Pete Schuetz..... \$20
- Leighton Gandy..... \$50
- Leopoldo Martinez..... \$50

## SUP Meetings

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

SUP HQ	Branches
October 11	October 17
November 14	November 21
December 12	December 19

## Final Departures

**Manuel Rodriguez, Book No. 3130.** Born in New Mexico in 1933. Joined SUP in 1951. Died in Bullhead City, Arizona, August 6, 2022. (Pensioner)

**William Bruce, Book No. 5732.** Born in Massachusetts in 1945. Joined SUP in 1970. Died in Washington, August 3, 2022. (Pensioner)



## Organization/General Fund

- Ron Reed..... \$50
- Peter Winter ..... \$100
- Steve Messenger..... \$5
- Cliff Toralba ..... \$20
- Norman Kurtz..... \$50
- Jonathan Anderson-Kaisa..... \$25
- Ron Reed..... \$50
- Leo Moore..... \$100

## Membership and Ratings Committee

The Committee met on September 1, 2022 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership Number	Seatime	Rating	Seniority
Filemu Pule Unutoa Bk #187	6 yrs.	AB	A
Chris Halberg Bk #5891	6 yrs.	AB	A
Sean Bane Bk #5768	6 yrs	AB	A
Nils Dobszinsky B-19729	1 yr.	AB	B
Erick Villalobos B-19730	1 yr.	AB	B
Elliot Smith B-19731	1 yr.	OS	B
Almario Sison C-2930	30 days	AB	C
Jerome Pope, Jr. C-2931	30 days	OS	C
Dean Crisotomo C-2932	30 days	AB	C
Nasser Kassim C-2933	30 days	AB	C
Montana Knight C-2934	30 days	AB	C
Mikko Rex Relajo C-2935	30 days	OS	C
Abdulahamed Musa C-2936	30 days	AB	C

### Ratings: Bosun Stamp

Filemu Pule Unutoa Bk #3187

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



In the East China Sea, a salvage tug attempts to pass a messenger line to the tanker *Shinyo Sawako* in heavy seas. . ©E.R. MarineTraffic.com

## Super-Typhoon Pounds Japan

A powerful typhoon hit southern Japan and pounded the region with strong winds and heavy rain, causing blackouts, paralyzed ground and air transportation and the evacuation of thousands of people.

city of Ponce with maximum sustained winds near 130 kilometers per hour, clearing the threshold for Category 1 hurricane strength, the National Hurricane Center said.

After tearing through the western Pacific, the Japan Meteorological Agency said on September 18 that Typhoon Nanmadol passed over the southern island of Yakushima, packing maximum surface winds of 162 kilometers (101 miles) per hour, as it slowly headed north to the country's main southern island of Kyushu. Nanmadol is forecast to turn east and hit Tokyo and sweep through the entire country.

The 14th typhoon of the season had winds at the center of the storm at 198km/h and gusting up to 270km/h or more than 160 miles per hour.

Nanmadol, classified as a super typhoon by the US Navy's Joint Typhoon Warning Centre, has the potential to be the most destructive tropical storm to strike Japan in decades.

Meanwhile in the Caribbean, the tropical storm Fiona was upgraded to a category 1 hurricane and likely to Hurricane Fiona was barreling toward Puerto Rico on Sunday, threatening to slam the U.S. territory with life-threatening flash floods and mudslides, while already knocking out a third of the island's fragile power grid.

The storm was about 80 km south of the

## MEMORABLE SHIPS OF THE PAST

# Star of India Still Sailing



## The Star of India, underway in San Diego Bay

Originally the full-rigged windjammer *Euterpe*, the iron-hulled *Star of India* was rigged as a barque for the Alaska Packer Association, based in San Francisco, hauling salmon from Alaska to California. The ship was built in 1863 and is the fourth oldest ship afloat in the United States, after the 1797 USS Constitution, the 1841 Charles W. Morgan, and the 1854 USS Constellation. Unlike the others, she still sails regularly, and her hull, cabins and equipment are nearly all original.

## West Coast Sailors

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## Renew Your TWIC Online

The Transportation Security Administration (TSA) enhanced the renewal process for the TWIC to help support critical transportation workers. Starting August 11, 2022, TSA enabled the ability for current TWIC holders to renew their credentials online, which eliminates the need to go to an enrollment center and makes the five-year renewal process more convenient.

TWIC is required by the Maritime Transportation Security Act for mariners and workers who need access to secure areas of the nation's maritime facilities and vessels. Jointly administered by TSA and the U.S. Coast Guard, TSA conducts a background check to determine a person's eligibility and issues the credential. The Coast Guard regulates the use of TWIC in the maritime environment. U.S. citizens, lawful permanent residents, naturalized citizens, asylum seekers, refugees, and nonimmigrants in lawful status may apply for the TWIC credential.

Nearly 60 percent of TWIC holders renew their card every five years. Renewing online eliminates the need to go to an enrollment center, supports U.S. critical infrastructure and supply chain workers, and saves travel time and expenses associated with being away from work. Most eligible applicants receive their TWIC card in less than 10 days. Those applicants with more complex cases may require 60 days or longer for processing. Applicants may check their TWIC status online at any time.

**Apply online at <https://www.tsa.gov/for-industry/twic>.**

Most applicants, including U.S. citizens, nationals, and lawful permanent residents, will be able to renew online without the need to visit an enrollment center. Please visit TSA's enrollment provider website for information on TWIC enrollments and renewals. If applicants encounter difficulty renewing online, they may contact customer service at (855) 347-8371. For more information on the TWIC program, visit the TSA TWIC website or the Coast Guard TWIC website.



The N/S Savannah in the Golden Gate in 1960. Part of the Atoms for Peace program developed during the Eisenhower administration, the Savannah was the first nuclear powered commercial ship. She is currently in Baltimore decommissioning the plant before becoming a museum ship.

## New Studies on Nuclear Commercial Ships Launched

As a global environmental concerns focus on ship emissions, the U.S. Department of Energy has awarded ABS a contract to research barriers to the adoption of advanced nuclear propulsion on commercial vessels.

The \$800,000 research project, which was awarded by the DOE's Office of Nuclear Energy, will address the challenges of adopting new reactor technology in commercial maritime applications. ABS will develop an industry advisory on the commercial use of modern nuclear power.

While nuclear power was viewed to have great potential for the maritime industry in the 1950s, it failed to develop due to safety concerns globally and the challenges of operating the systems aboard ships. Navies around the world successfully adopted nuclear propulsion, but despite numerous studies and a project supported by U.S. President Dwight Eisenhower, the U.S. only built one demonstration commercial ship the N/S Savannah.

Support for the new project will be provided by the Department of Energy's National Reactor Innovation Center (NRIC), based at Idaho National Laboratory. NRIC will provide the advanced reactor framework to help propose how a maritime nuclear demonstration could take place.

"The national lab system has powerful capabilities – when we partner with industry, we can jointly apply those to our

energy challenges, and NRIC was created to make that happen faster," said NRIC director Ashley Finan. "There's a tremendous opportunity to reduce emissions in shipping, as well as growing interest from both the maritime and advanced nuclear sectors, and we're pleased to be a part of this important work."

One of the technologies that have drawn a lot of attention are the concepts for molten salt reactors. In a separate, smaller award, the DOE has also contracted ABS to support research into molten salt reactors being carried out by the University of Texas.

"Modern nuclear technologies are increasingly suggested as a potential solution to shipping's decarbonization challenge," said Patrick Ryan, ABS Senior Vice President, Global Engineering and Technology. "The technology certainly has potential both in terms of its contribution to emissions reduction and for U.S. shipyards and their supply chains to leverage national investment in terrestrial nuclear energy development. Nevertheless, many questions need to be answered and it is critical the industry is able to evaluate these technologies with a laser focus on safety."

ABS did not announce the duration of the project. They, however, noted that their work with maritime nuclear energy sources dates back to 1959 with the NS Savannah, which was the first merchant ship powered by a nuclear reactor.

## Huge Application Volume Slows TWIC Process

The Transportation Security Administration has acknowledged delays in issuing the Transportation Worker Identification Credential or TWIC. To meet high demand TSA has introduced a new online renewal option for those who already hold a TWIC.

As of Aug. 11, the agency has eliminated the need to go to an enrollment center for pre-existing holders of a TWIC (renewals). That application can be accessed at UES - TWIC® Renewal ([dhs.gov](https://dhs.gov))

The agency says that most eligible applicants receive their TWIC card in less than 10 days but that in some cases, it can take significantly longer.

For this reason, it's a good idea to start the renewal process early. If applicants encounter difficulty renewing online, they can contact customer service at (855) 347-8371.

For more information on the TWIC program, visit the TSA TWIC website at [www.tsa.gov/for-industry/twic](https://www.tsa.gov/for-industry/twic) or the Coast Guard TWIC website.

## Med Cert Application Can Now Go Directly to NMC

The Coast Guard has an established option for submission of medical certificate applications (CG[1]719K and CG-719K/E forms). Mariners may submit medical certificate only applications directly to the National Maritime Center (NMC). Regional Examination Centers will accept medical certificate application submissions as well, but, for faster processing, it is recommended to submit a CG-719K or CG-719K/E directly to the NMC. The CG-719K and CG-719 K/E forms can be sent directly to the NMC via e-mail at

MEDAIP@uscg.mil. Electronic submission requirements can be found on the NMC website. Direct submission to the NMC is only for the medical certificate application. Applications for a Merchant Mariner Credential (CG-719B/MMC) cannot be submitted directly to the NMC. If you have any questions, please contact the NMC Customer Service Center by e-mailing [IASKNMC@USCG.mil](mailto:IASKNMC@USCG.mil), by calling 1-888-IASKNMC (427-5662), via their online chat system, or by visiting the website at <https://www.dco.uscg.mil>



## SUP Mariner Documents and Application

Credentialed professional merchant mariners are welcome to apply for registration with the Sailors' Union of the Pacific.

**Now is an excellent time to get started.**

Mariners with the Merchant Mariner Credential (MMC), the Transportation Worker Identification Credential (TWIC), a U.S. Passport, a U.S. Coast Guard medical certificate without limitations, and with the following international STCW endorsements on the MMC:

1. Able Seafarer/Deck (AS/D)
2. Basic Safety Training (BST)
3. Proficiency in Survival Craft (PSC)
4. Vessel Personnel with Designated Security Duties (VPDSD)
5. Tankerman Assistant (DL) or higher and Basic Oil Tanker Cargo Operations on the Merchant Mariner Credential

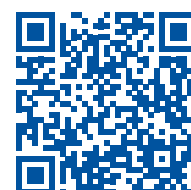
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*Please call, contact and send your mariner documents to*

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**SUP MEMBERSHIP APPLICATION**

<https://sites.google.com/sailors.org/sup/home>



## CMA-CGM Heads Off Windfall Profit Tax With French Discounts

Responding to political pressures and the threat of a windfall profits tax, CMA CGM Group announced it will expand its discounts for French shippers and exporters in an effort the shipping giant says is designed to support the purchasing power of French households. Today's announcement expands previously announced discounts from the carrier and was after the company's chairman and CEO spent two hours before a committee from the French Senate defending his company.

Attention has centered on the CMA CGM which reported a net profit of nearly \$18 billion in 2021 followed by a tripling of its net profit in the first quarter to \$7.2 billion while France like most of the developed world is struggling with rampant inflation and the effects from the Russian invasion of Ukraine. Government officials had singled out CMA CGM, TotalEnergies, and Engie saying that the time had come for a temporary windfall profits tax as high as 25 percent to help out struggling French households.

Last month, France's Finance Minister Bruno Le Maire went on TV discussing the merits of a windfall profit tax. He highlighted that "A small number of companies have during the crisis made profits in sectors such energy or transport ... I want them to give me strong proposals so that they give back a part of their profits to the French people."

Rodolphe Saade, Chairman and CEO of CMA CGM spent two hours on Wednesday, July 20, speaking before the Commissions for Economic Affairs and Regional Planning and Development sharing his vision of the maritime and logistics industry according to the company. Media reports however said he was forced to defend the company and its profits emphasizing the strategic importance of the shipping group to France. He reportedly told the lawmakers that a profits tax would place pressure on the company as it seeks to invest in its operations for the good of France. He emphasized the actions of the company while saying they should be looking at his competitors as the tax would make CMA CGM less competitive in the world markets.

"Faced with the current context of inflation, the group has decided to strengthen its commitment made on June 30 to directly support the French economy and French households," CMA CGM Group said in an announcement released in France on Friday, July 22. The company is increasing both the scope and size of the previously announced discounts as well as offering an additional discount for exporters.

The initial plan offered France's 14 largest retail chains



a reduction on freight rates for 40-foot containers of €500 on all imports from Asia and a similar discount for all imports into France's overseas territories. The company said it would amount to a 10 percent discount for imports into France and 10 to 20 percent depending on the destination in the overseas territories.

Faced with political pressure, public sentiment, and further negotiations brokered by Le Maire, CMA CGM announced today that the discounts will be expanded to €750 per container for all imports by all customers into France and for imports into the overseas territories. In addition, they also announced a reduction of €100 for each 40-foot container of French exports. The company said this represents a discount of up to 25 percent. The program begins on August 1 and continues for one year.

## West Coast Container Volume and Ship Queue Decline

The number of containers ships awaiting a berth at the ports of Los Angeles and Long Beach in late August reached single digits: only 8 ships were delayed, the lowest tally since the early stages of consumers' COVID-era buying spree. The epic container ship traffic jam that was emblematic of the supply chain crisis has now almost vanished.

It's a different story for North America as a whole, however. The number of container vessels waiting offshore of all ports has remained roughly steady at an extremely elevated level throughout this month, at around 130 ships.

"The last day we had eight container ships [waiting off Los Angeles/Long Beach] was Nov. 15, 2020, in the early days of the backup," said Kip Louttit, ex-

ecutive director of the Marine Exchange of Southern California.

The norm before the pandemic was for almost no ships waiting. The queue first began to climb in October 2020.

The number of ships off Los Angeles and Long Beach hit an all-time high of 109 on Jan. 9. At this time last year, there were 48 container vessels waiting offshore, almost six times more than there are now.

Although conditions off the shores of Southern California are approaching pre-COVID normality, conditions at the terminals are not. Landside conditions are improved versus the peak, but the numbers are still unusually high.

As of Monday, there were 50,176 empty containers at the Port of Los Angeles. That's well below a short-lived spike to

90,397 in late November, but it's same number of empties as in late February.

There were 66,467 loaded import containers at the port's terminals, down from June and late October 2021 but still on par with levels in late November. Of the total, 31,150 were waiting to load on railcars. Normally, there would be around 9,000. There were 20,710 rail-bound containers that had been waiting nine or more days. Normally, none would dwell that long.

At the Port of Long Beach, there were still 14,877 containers dwelling nine days or more as of Monday. That's well below highs seen in July and October 2021 but still above levels recorded in the first quarter.

The unwinding of the queue in Los Angeles/Long Beach appears driven in part by both easing demand and a shift in volumes to East and Gulf coast ports. That shift is believed to be driven by shipper concerns over peak season congestion in Southern California and the expiring West Coast port labor contract. "Some of them are looking foolish for having hit the panic button too early," a freight forwarder told Platts this week.

As a result of the coastal shift, shippers

are paying higher rates for transport that's taking longer than scheduled due to port queues.

The Freightos Baltic Daily Index for China-West Coast spot cargo has fallen 29% over the past two months. The China-East Coast spot index has dropped only 10%.

When the Los Angeles/Long Beach queue peaked in January, the North American total was around 150. As waiting ships in Southern California declined, the North American total fell to around 90 in June.

But when volumes moved away from the West Coast, queues started to grow on the East and Gulf coasts. That pushed the North American total back up past 130 in mid-July. The total peaked at just over 150 ships later that month. In August, the total has pulled back to around 130 and stayed fairly steady.

On the last day of August there were still 130 vessels waiting: 41 off Savannah; 24 off Houston; 19 off New York/New Jersey; 14 off Vancouver, British Columbia; 13 off Oakland, California; eight off Los Angeles/Long Beach; seven off Virginia; and four off other ports. West Coast ports accounted for only 27% of the total.



The commercial dive boat *Conception* at sunrise prior to sinking, September 2, 2019. (Source: Ventura County Fire Department)

## Judge Tosses Criminal Charge Against *Conception* Captain

A federal judge in Los Angeles on Sept. 2nd dismissed the criminal indictment against a dive boat captain charged with manslaughter in the deaths of 34 people when the vessel caught fire and sank off the California coast three years ago.

The 75-foot (23-meter) *Conception* caught fire while most of those onboard were sleeping, killing 33 passengers and a crew member. It is considered one of California's worst maritime disasters.

U.S. District Judge George Wu said in a ruling that the indictment, handed down on December 2020 against captain Jerry Nehl Boylan by a federal grand jury, must be thrown out because prosecutors had failed to accuse him of gross negligence.

The indictment accused Boylan of

causing the deaths through "misconduct, negligence, and inattention to his duties." The U.S. District Court grand jury cited three federal safety violations — failure to assign a night watch or roving patrol aboard the boat, to conduct sufficient crew training or to conduct adequate fire drills. An appeal of the decision is expected.

The victims had been sleeping below deck when the boat went up in flames while anchored near Santa Cruz Island, off the Santa Barbara coast, during a sport diving expedition. They included a family of five, a teacher and his daughter, a diving instructor and marine biologist. Smoke inhalation was determined by the coroner to be the cause of death

## Pirates Raid Oil Rig in Gulf of Mexico

Armed pirates struck another platform operated by Pemex last week, forcing the crew to help them cart off stolen goods before departing again.

A group of 10 armed robbers boarded a platform at the Re-bombeo pumping complex in the Bay of Campeche last Tuesday evening, workers told local media. The attackers stayed for about three hours, and they took tools, SCBAs and materials from the platform. None of the crew were injured, but the pirates forced them to carry the goods and help load three getaway boats.

The Repompeo platform is a re-pumping station for three major oil pipelines. It has a nameplate capacity of 800,000 barrels per day, and it is a central spot for Pemex's offshore operations.

Piracy and armed robbery are a frequent problem for Pemex in the Gulf of Mexico. Criminal gangs target platforms as well as offshore support vessels on a regular basis; the number of actual in-



cidents is believed to be greater than the number reported.

In late May, armed pirates boarded an offshore vessel near an oil field off Tabasco, making off with thousands of dollars worth of equipment - notably 35 SCBAs. They fired shots into the air to compel the seafarers to stay out of their way, departing after about 45 minutes of looting.

In late January, another group of pirates robbed the Ku Sierra platform the same area. They made off with 25 SCBAs, communications equipment, tools and other gear.

# Crude Awakening: U.S. is the New Swing Oil Producer

US crude sales overseas are set to hit fresh records through next year as American oil increasingly takes market share in Europe.

Earlier this month, weekly government figures showed an unprecedented 5 million barrels a day of US crude being exported. Shipments are poised to average over 4 million barrels a day over the next few months and into next year, according to the most optimistic in the oil industry.

In a world grappling with one of the worst energy crises in history, the US is steadily becoming the go-to supplier of incremental barrels. This is what used to be known as the “swing producer” and the U.S. is likely to remain as such as long as OPEC+ spare capacity is limited. Meanwhile, the EU looks to wind down most Russian crude purchases in December. Fuel prices soared after Russia’s invasion of Ukraine upended flows, while “extreme” volatility in the oil futures market as a result of low liquidity has prompted Saudi Arabia’s oil minister in late August to consider further supply cuts despite shortages in consuming nations.

US suppliers that have captured market share across Europe will likely hold onto it over the next two years as other produc-

ers, including those in the North Sea and West Africa, have not been growing their output as steadily, said Conor McFadden, head of oil for Europe at Trafigura, among the biggest exporters of US crude.

While the end of American reserve oil releases this fall might slow exports briefly, it’s unlikely to dent these mammoth outflows long term, according to a poll of industry analysts. US drillers have been growing production, even if at moderate rates, and the country’s refining capacity is not expected to expand, leaving more oil for export. In fact, weekly exports have exceeded 4 million barrels a day for consecutive weeks for the first time since the export ban was lifted at the end of 2015, according to the latest Energy Information Administration data released Wednesday.

Annual US crude shipments abroad are expected to average from 3.3 million barrels a day to as high as 3.6 million barrels a day this year, from nearly 3 million in 2021, according to oil analysts at ESAI Energy, Rapidan Energy Group and Kpler. Outflows are likely to average as much as 4.3 million next year, according to ESAI oil analyst Elisabeth Murphy.

Much of that will cater to Europeans drawing new supply lines ahead of the December boycott of Russian energy by the region’s trade bloc. Currently, the US accounts for only about 16% of Europe’s waterborne crude imports, up slightly from 15.3% before the war, said Vortexa senior oil market analyst Rohit Rathod.

More Russian market share is open. “EU-27 countries are still taking about 1.1 million barrels a day of Russian seaborne crude,” said oil analyst Matt Smith.

It’s not just about filling Europe’s gaping energy hole left behind by Russia either. American flows already are replacing barrels from other traditional suppliers to Europe, including Kazakhstan where its flagship CPC crude has seen multiple export disruptions because of technical problems.

US volumes are cutting into West Africa’s market share in Europe as well as helping offset disrupted crude flows from Libya due to politically-driven production outages, said Hunter Kornfeind, another analyst.

European refiners have become more comfortable using American oil that is shipped reliably and stably, Trafigura’s

McFadden said. “When the world’s energy supply chains got so stressed, this was the crude that filled the hole. When Europe didn’t know who they were gonna buy from they went to Midland because they know it will arrive,” he said.

The influx of US barrels has also pressured regional European crudes. At the start of the week, Ekofisk crude, a light-sweet grade in the North Sea that competes with US supplies, was trading about \$3.50 above Dated Brent. That compared with about \$7 a month earlier. Meanwhile Forties crude, another North Sea grade, was trading at a discount of 70 cents to Dated Brent compared with a premium of more than \$5 a month prior.

Looking ahead, purchases from Asia are also key in keeping US crude exports elevated. Over the past two months, Asian countries have scooped up large volumes of American oil, as competition with Middle Eastern supplies heats up. Even so, greater volumes of Russian oil are still headed to China and India since the invasion of Ukraine.

“The long-term trend in a world that needs more oil is that the US is going to be exporting more,” McFadden said.

## Major League Baseball Players Join AFL-CIO

The Major League Baseball Players Association is joining the AFL-CIO, the nation’s largest labor federation that includes unions representing a total of 12.5 million members.

The MLBPA is fairly small (1200 members) but it is one of the nation’s highest profile unions and it is aiming to grow. Recently, it announced plans to add about 5,400 minor league players, the majority of whom have signed cards requesting union representation.

Tony Clark, a retired Major League player and executive director of the players union, and Liz Shuler, president of the AFL-CIO announced the affiliation. “The MLBPA has a proud, 56-year history of success rooted in unity and a highly engaged membership,” Clark said. “We look forward to bringing that history and experience to bear as a more formal part of the movement.”

Aligning the players with the AFL-CIO could be a boost to other unions that represent workers in the sports industry, such as television crews and stadium vendors, many of whom are already unionized at

numerous ballparks.

But joining the larger organization doesn’t mean that the players would refuse to play in stadiums where other workers might go on strike. Clark said the MLBPA’s current contract does not give players the right to refuse to cross picket lines. But given the public attention athletes receive, the potential of having players simply voice support for striking workers — or perhaps join them on picket lines — could make a difference in the dynamics of negotiations, Schuler said.

Other sports-related unions cheered the MLBPA’s decision to join the federation. “We look forward to working in solidarity with the MLBPA to improve both the fan experience and the work lives of our members,” the International Alliance of Theatrical and Stage Employees, an AFL-CIO affiliated union that represents many of the camera crews broadcasting games, said in a statement.

The MLBPA is one of the most successful unions when it comes to negotiating better pay and employment terms for its members. It was an early leader in fighting

for free agency, which allows players with a certain number of years in the league to negotiate with any team, and not just the one with which they had their previous contract. The union also won the right to binding salary arbitration for players who haven’t yet qualified for free agency.

Those victories allowed for massive increases in player pay over the last 55 years, from an average of \$19,000 in 1967, the year players first collectively bargained with team owners, to \$4.4 million this season. Even adjusted for inflation, that \$19,000 average would be worth roughly \$170,000 today — one-quarter of the current minimum MLB salary of \$700,000.

The league had gone 20 years without a work stoppage before the owners locked out players late last year and into this year. A deal ending the lockout was reached in March but caused a one-week delay to

the start of the season. The new contract increased minimum pay for players along with other changes.

The MLBPA will join several other sports unions in the AFL-CIO, including the National Football League Players Association, the National Women’s Soccer League Players Association, and the United Football Players Association, recently organized by the Steelworkers to represent members of the upstart US Football League.

Most of the nation’s largest and most powerful unions are members of the AFL-CIO, but there are some notable exceptions, including the 1.2 million member Teamsters union, the National Education Association, which represents 3 million teachers and the Service Employees International Union, which has 2 million members.

## Starbucks Faces New NLRB Charges for Firing Organizers

On August 25, 2022, the Washington Post reported that Starbucks had illegally withheld wages and benefits from thousands of unionized baristas, as was alleged by the National Labor Relations Board in a complaint. The NLRB seeks back payments and benefits for unionized workers since May and to require interim CEO Howard Schultz to read a statement to workers about their union rights. The board, which is tasked with enforcing labor laws that protect union rights, said Starbucks’s denial of benefits and raises to union workers was intended to discourage union organizing.

Separately, more than 85 workers at Starbucks who were heavily involved in union organizing efforts at the giant multi-national coffee chain have been fired over the past several months, according to the workers group Starbucks Workers United. Workers have filed numerous un-

fair labor practice charges over the firings and a federal judge recently ordered the reinstatement of seven workers in Memphis, Tennessee, who were fired in February, a ruling Starbucks has said it disagrees with and intends to appeal. Starbucks CEO Howard Schultz has told media sources including Bloomberg that he is not anti-union but that they “lessen the customer experiences” and believes instead that more can be accomplished “working side by side than at the bargaining table.” A leaked video in April reportedly showed Schultz imploring store managers to step up union busting activities, which if true is prohibited by law.



Howard Schultz



Part of the SUP contingent marching in the Los Angeles Labor Day parade along with the rest of maritime labor including the ILWU, MEBA, MMP, SIU and MFOU. The Wilmington Branch SUP banner is carried by Carey Floyd with Gary Gelfgren, Dale Gibson, and Elisabeth Bishop to the right. On the left is Mark Littlejohn, Leopoldo Martinez, unknown MFOU member.

# California Labor Federation 2022 COPE Endorsement Recommendations

of the Pre-General Election COPE Convention California Labor Federation, AFL-CIO — San Francisco, July 27, 2022

## STATE CONSTITUTIONAL OFFICES

**Governor**  
Gavin Newsom (D)

**Lieutenant Governor**  
Eleni Kounalakis (D)

**Secretary of State**  
Dr. Shirley Weber (D)

**Attorney General**  
Rob Bonta (D)

**Controller**  
Malia Cohen (D)

**Treasurer**  
Fiona Ma (D)

**Insurance Commissioner**  
Ricardo Lara (D)

**Superintendent of Public Instruction**  
Tony Thurmond

**United States Senate**  
U.S. Senate  
Alex Padilla (D)

**Board of Equalization**  
District 1  
Jose Altamirano (D)  
District 2  
Sally Lieber (D)  
District 3  
Tony Vasquez (D)  
District 4  
David Dodson (D)

## U.S. REPRESENTATIVES IN CONGRESS

District	Candidate	District	Candidate
1	Max Steiner (D)	27	Christy Smith (D)
2	Jared Huffman (D)	28	Judy Chu (D)
3	Kermit Jones (D)	29	Tony Cardenas (D)t
4	Mike Thompson (D)	30	Adam Schiff (D)
5	Mike Barkley (D)	31	Grace Napolitano (D)
6	Ami Bera (D)	32	Brad Sherman (D)
7	Doris Matsui (D)	33	Pete Aguilar (D) )
8	John Garamendi (D)	34	Jimmy Gomez (D)
9	Josh Harder (D)	35	No Recommendation
10	Mark DeSaulnier (D)	36	Ted Lieu (D)
11	Nancy Pelosi (D)	37	Sydney Kamlager (D)
12	Barbara Lee (D)	38	Linda Sanchez (D)
13	Adam Gray (D)	39	Mark Takano (D)
14	Eric Swalwell (D)	40	Asif Mahmood (D)
15	Kevin Mullin (D))	41	Will Rollins (D)
16	Anna Eshoo (D)	42	Robert Garcia (D)
17	Ro Khanna (D))	43	Maxine Waters (D)
18	Zoe Lofgren (D))	44	Nanette Barragan (D)
19	Jimmy Panetta (D))	45	Jay Chen (D)
20	Marisa Wood (D))	46	Lou Correa (D)
21	Jim Costa (D)	47	Katie Porter (D)
22	Rudy Salas (D)	48	No Endorsement
23	Derek Marshall (D))	49	Mike Levin (D)
24	Salud Carbajal (D)	50	No Endorsement
25	Refer to Executive Council)	51	Sara Jacobs (D)
26	Julia Brownley (D)	52	Juan Vargas (D)

## Ballot Measures

**Proposition 1:** Provides a state constitutional right to reproductive freedom, including the right to an abortion. **Recommend: Vote YES**

**Proposition 26:** Legalizes sports betting at American Indian gaming casinos and licensed racetracks. **No Recommendation**

**Proposition 27:** Legalizes mobile sports betting and dedicates revenue to the California Solutions to Homelessness and Mental Health Support. **No Recommendation**

**Proposition 28:** Provides additional funding for K-12 art and music education. **Recommend: Vote YES**

**Proposition 29:** Enacts staffing requirements, reporting requirements, ownership disclosure, and closing requirements for dialysis clinics. **Recommend: Vote YES**

**Proposition 30:** Increases tax on income above \$2 million for zero-emission vehicle projects and wildfire prevention programs. **No Recommendation**

**Proposition 31:** Upholds the ban on flavored tobacco sales. **Recommend: Vote YES**



SUP endorsed candidate Sergio Alcubilla was defeated in the primary, but an energized rank-and-file sent a clear message to the political establishment. Ed Case in point: Hands off the Jones Act!

# Hawaii State AFL-CIO 2022 Primary Election Endorsements

**U.S. Senator**  
Brian Schatz

**Governor**  
Josh Green

**U.S. Representative**  
District 1  
District 2 Jill Tokuda

# Washington State Labor Council 2022 Endorsements

## CONGRESS

U.S. Senate - Patty Murray  
1st CD - Suzan Del Bene  
2nd CD - Rick Larsen  
3rd CD - Marie Gluesenkamp Perez  
5th CD - Natasha Hill  
6th CD - Derek Kilmer  
7th CD - Pramila Jayapai  
8th CD - Kim Schrier  
9th CD - Adam Smith  
10th CD - Marilyn Strickland

## STATEWIDE

Secretary of State - Steve Hobbs

## JUDICIAL

### STATE SUPREME COURT

Pos. 1- Mary Yu  
Pos. 5 - Barbara Madsen  
Pos. 6 - G. Helen Whitener

## BALLOT MEASURES

**OPPOSE** Initiative 1929, which would repeal Washington's tax on extraordinary capital gains

# SUP Seattle Branch Rises In Support of the Jones Act



Resolution passed by the delegates to the Washington State Labor Council Convention in late July, and introduced by Berit Eriksson, delegate.

The delegates to the Washington State Labor Council convention met in late July to discuss, debate and act upon resolutions submitted by the affiliated union locals and councils. These resolutions establish policy, programs and action for the WSLC. The following were passed by delegates at the WSLC's 2022 Constitutional Convention held July 19-21.

Resolution #2022.06

Submitted by the Sailors' Union of the Pacific

WHEREAS, the Merchant Marine Act of 1920, known as the Jones Act after Senator Wesley Jones of Washington, and codified in Title 46 of the United States Code, provides for all cargo carried by water between two United States ports be on U.S.-crewed, U.S.-built, and U.S.-owned vessels; and

WHEREAS, Washington State is home to 22,500 maritime jobs supported by the Jones Act, the sixth highest among all states, that generate \$1,500,000,000 in labor income through the design, construction, operation, and maintenance of ferries, work boats, fishing vessels, and cargo vessels; and

WHEREAS, the United States domestic fleet operating under the Jones Act pumps nearly \$150 billion annually into the American economy, including more than \$4 billion in direct wages to U.S. citizens; and

WHEREAS, this fleet includes more than 40,000 vessels and provides direct or indirect employment for over 650,000 American citizens, which results in over \$41 billion in labor compensation; and

WHEREAS, the Jones Act ensures U.S. vessels navigating our coastal and inland waterways abide by U.S. labor and environmental laws and operate under the oversight of the U.S. government helping to assure our regional waters are consistently the safest in the nation and affording the U.S. a high standard of safety and environmental performance that minimizes dangers and damage to persons, property, wildlife, and the natural environment from vessel operations; and

WHEREAS, while our nation's shipyards are recognized for building state-of-the-art oil tankers, and the first in the world LNG powered container ships, Washington State is noted for firms that are designing and purchasing vessels on the leading edge of environmental performance and impact, such as promoting vessel decarbonization through alternative fuels or zero-emission systems and innovative ballast water treatment systems; and

WHEREAS, the Jones Act fleet provides consistent and reliable service at a stable cost to American consumers and businesses; and

WHEREAS, the U.S. domestic merchant fleet provides significant and cost-effective national security benefits in peace and war at no cost to the U.S. taxpayer; and

WHEREAS, cabotage laws like the Jones Act exist throughout the world and, with some variations, in many other U.S. industries including aviation, rail, trucking, utilities, and communications; and

WHEREAS, a coalition of lobbyists and foreign and domestic entities, is again attempting to repeal America's cabotage laws and has been flooding the media, state legislators and Congress with misinformation aimed at destroying the U.S. domestic merchant marine, either through ignorance of the economic consequences or from greed; now, therefore be it

RESOLVED, that the Washington State Labor Council, AFL-CIO, reaffirms its long-standing support for the Jones Act and denounces the ongoing effort to repeal U.S. cabotage laws as detrimental to the interests of the American worker and U.S. security; and, be it finally

RESOLVED, that the WSLC shall transmit this resolution to all members of the Washington State Legislature and all members of the Washington State Congressional delegation.

# New Study Finds Puerto Rico Benefits From Jones Act

A study conducted by multinational professional services firm Ernst & Young has found that the Jones Act provides affordable and reliable shipping, along with substantial economic benefits, to residents of Puerto Rico.

The Jones Act requires that goods transported between US ports be shipped on vessels that are US built, owned, operated and crewed.

The Ernst & Young study was commissioned by the Transportation Institute, a Washington, DC-based non-profit working to strengthen and preserve the American maritime industry.

The researchers compared the Jones Act trade serving Puerto Rico to non-Jones-Act operations on comparable international routes in the Caribbean (such as Jamaica and the Dominican Republic).

They looked at freight rates, container availability, port congestion, and carrier performance and compared variables for Jones Act and non-Jones Act service to global averages.

To capture data from the Covid-19 pandemic, which was characterized by significant freight movement volatility, they focused on the period between January 2019 and December 2021.

Shippers overwhelmingly reported that

Jones Act carriers delivered better service, leading to both stability and security.

In terms of economics, the researchers concluded that the Jones Act supports more than 2,000 jobs, \$96 million in wages, and \$221 million in annual gross economic output.

“Jones Act carriers are dedicated to Puerto Rico and help local businesses make goods more affordable and the supply chain more reliable compared to our global competitors,” said TI Chairman and President James L. Henry in announcing the study’s results.

“While the entire global supply chain was disrupted during the pandemic, our Jones Act carriers proved to be 27 times more affordable and eight times more reliable than non-Jones Act carriers.”

The findings of the new study were in many respects similar to those of a 2013 analysis conducted by the Government Accountability Office.

That study also concluded that Jones Act carriers provide Puerto Rico with regularly scheduled and reliable container service, together with a host of other significant economic benefits. “Across multiple metrics, shippers overwhelmingly associated better carrier performance with Jones Act carriers than non- Jones Act ones,” the new

Ernst & Young’s Summary of Jones Act versus Non-Jones Act shipping industry pricing, reliability, and performance from survey

	Jones Act shipping routes	Non-Jones shipping routes
<b>Carrier performance</b>		
Shipper satisfaction with “Ease of Booking”	88%	54%
Shipper satisfaction with “Customer Service”	88%	46%
Shipper satisfaction with “Urgent Change Orders”	74%	42%
Shipper satisfaction with “Major Crisis Situations”	73%	31%
Dwell time increases*	24%	38%
Shippers experiencing delays	30%	32%
Shippers experiencing difficulties finding container availability*	16%	29%
Freight rate increases	21%	24%

Source: EY analysis of survey responses, N=49. Simple averages across Jones and non-Jones Act Shipping lanes. \* EY analysis of Marine Traffic data. \* denotes analysis of Caribbean ports only. Carrier performance refers to the percentage of shippers or business representatives who answered “very” or “mostly” satisfied.

study states. It also concluded that in addition to providing stability and security in the region, the Jones Act shipping industry continues to provide substantial economic benefits to Puerto Rico.

EY engaged in primary data collection through a survey of 49 companies that ship to and from the continental United States and the Caribbean. The survey gathered information from shippers on advantages or impediments that they

experienced while shipping via Jones Act and non-Jones Act carriers with respect to freight and shipping cost, the availability of containers, and the resiliency and adaptability in carrier customer service models to meet the pandemic and supply chain challenges. The study also evaluated the economic contribution of the Jones Act shipping industry in Puerto Rico based on direct, indirect and induced contributions.

## Filipino Manning Agency License Suspended

A Manila-based recruitment agency had its license suspended after the International Transport Workers’ Federation highlighted its illegal practices. The ITF had placed Global Marine Resources on its red list, which is posted on ITFShip-BeSure.org. The site gives seafarers advice on how to avoid recruitment scams and ensure the contract they are asked to sign is legitimate. Subsequently, the Filipino Department of Migrant Workers suspended Global Marine’s license after the ITF presented evidence that four seafarers had been illegally charged placement fees and then sent to ships that were different from those listed in their contracts.

“It’s great that the Filipino government has taken this action and I hope our evidence convinces them to permanently ban Global Marine,” said the ITF’s Steve Trowsdale. “But truthfully, this should never have happened. The manning agency system, which is regulated by the Filipino authorities, is supposed to protect seafarers from unscrupulous employers. In the case of these four seafarers, that system clearly failed. We’re demanding

that the DMW take a tougher line with corrupt agents.”

The four seafarers signed affidavits saying they had been offered contracts on the 2009-built cargo ship CLIVIA in Dubai. But when they arrived in the UAE, they found they had actually been sent to a vessel that was 40 years old and in terrible condition.

One of them had to be repatriated due to illness, which he said had been caused by poor quality drinking water aboard the ship.

All four testified that prior to receiving their contracts, they were forced to pay a placement fee of between \$600 and \$1,000.

Placement fees are prohibited under the Maritime Labor Convention, which the Philippines has ratified. The ITF helped the four get home at the start of July and, after intense pressure, persuaded Global Marine to refund the placement fees. All four are also still owed thousands of dollars in wages.

*The SUP is one of the nearly 700 transport unions in 150 countries that belong to the ITF.*



Aboard the *Daniel K. Inouye* in Long Beach is the SUP deck gang. From left is Aaron Wong (OS), Rodelio Santos (AB), Juan Gonzalez (AB), Manuel Roxas (Bosun), Raul Guillen (AB), Ronnel Sugui (AB), and Jose O. Duran.

## Cape Horn delivers

At the Port of Panjeng in southern Sumatra, Indonesia, the SUP crewed Ready Reserve Ship *Cape Horn* delivered the equipment used for a military simulation known as “Garuda Shield,” a two-week joint exercise between the U.S. Army and the Indonesian Army meant to improve jungle warfare competency.

This year 14 nations participated hence the notation “Super Garuda Shield.” The *Cape Horn* called in Tacoma in July and activated from San Francisco early this year as part of the annual “Pacific Defender” exercise.



# How Inflation Reduction Act Will Help Seniors

## Impact on Medicare Coverage is Significant

Major changes to prescription drug affordability for more than 50 million beneficiaries enrolled in Medicare Part D are on the way because of a new law called the Inflation Reduction Act.

Certain changes will take effect in 2023, while others start as late as 2026. Here's what the Medicare portions of the Inflation Reduction Act will mean for you.

### Medicare will negotiate drug prices

Medicare will start to negotiate prices for qualifying prescription drugs on which it has spent the most money: 10 drugs in 2026, 15 total in 2027, 15 total in 2028 and 20 total each year from 2029 on.

"The Inflation Reduction Act targets the most expensive, most used drugs that have enjoyed limited competition and maximum profit," said Sen. Kirsten Gillibrand. Previously, Medicare was prohibited by law from negotiating prices for prescription drugs.

**What it means for you:** If you are prescribed one of the drugs with negotiated prices, you should see reduced prices starting in 2026. How much you could save depends on which drugs you take and the results of the negotiations. In any case, negotiated drugs will be covered by all plans. If you take a drug with a negotiated price, your Medicare Part D plan has to cover that drug.

### Out-of-pocket spending will be capped at \$2,000

Starting in 2025, out-of-pocket spending for Medicare Part D prescription drugs will be capped at \$2,000. That cap increases in subsequent years based on Medicare's annual spending for covered drugs. If Medicare spends 5% more, for example, the cap for 2026 would be 5% higher: \$2,100. Previously, there was no out-of-pocket

spending cap for Medicare Part D.

**What it means for you:** After you hit the \$2,000 out-of-pocket cap in 2025, you won't pay more for covered drugs

for the rest of the year (in terms of copays or coinsurance -- you'll still have to pay your premiums). After 2025, the cap will be higher but still based on that \$2,000 starting point.

### Catastrophic coverage will no longer require coinsurance

Starting in 2024, beneficiaries won't pay anything out of pocket in the catastrophic phase of Medicare Part D. (In 2022, that means after your qualifying spending reaches \$7,050.)

Previously, beneficiaries paid a 5% coinsurance during this phase, with a minimum of \$3.95 for generic drugs or \$9.85 for brand-name drugs in 2022.

**What it means for you:** If you reach the catastrophic out-of-pocket spending threshold after the start of 2024, you're done with out-of-pocket costs for Medicare Part D for the year. Because the \$2,000 out-of-pocket cap goes into effect in 2025, this provision is really only relevant in 2024.

### Drug price increases can't exceed the rate of inflation

Starting in 2023, drug manufacturers will have to send rebates to Medicare if their prices for most prescription drugs covered by Medicare go up faster than the rate of inflation.

**What it means for you:** Prices for your covered prescription drugs might increase more slowly. According to a February 2022 analysis by the Kaiser Family Foundation, about half of all drugs covered by Medicare had price increases greater than the rate of inflation from 2019 to 2020. Under the new law, those increases would be effectively capped at the rate of inflation.

### Medicare Part D premium increases will be limited

Starting in 2024, the national base beneficiary premium for Medicare Part D plans can't increase by more than 6% per year.

**What it means for you:** Your annual Medicare Part D premiums might not go up as quickly as they otherwise would.

However, the national base beneficiary premium is just one component of what you actually pay. Your premiums will also vary based on location, insurance company and plan.

### Out-of-pocket costs for insulin will be capped

Starting in 2023, monthly out-of-pocket costs for covered insulin products will be capped at \$35. Deductibles won't apply to insulin products.

**What it means for you:** Your plan won't be able to require more than \$35 per month in coinsurance or copays for covered insulin products, even if you haven't yet met your Medicare Part D deductible.

### Adult vaccines will have no cost-sharing requirements

Starting in 2023, there will be no deductible, coinsurance or other

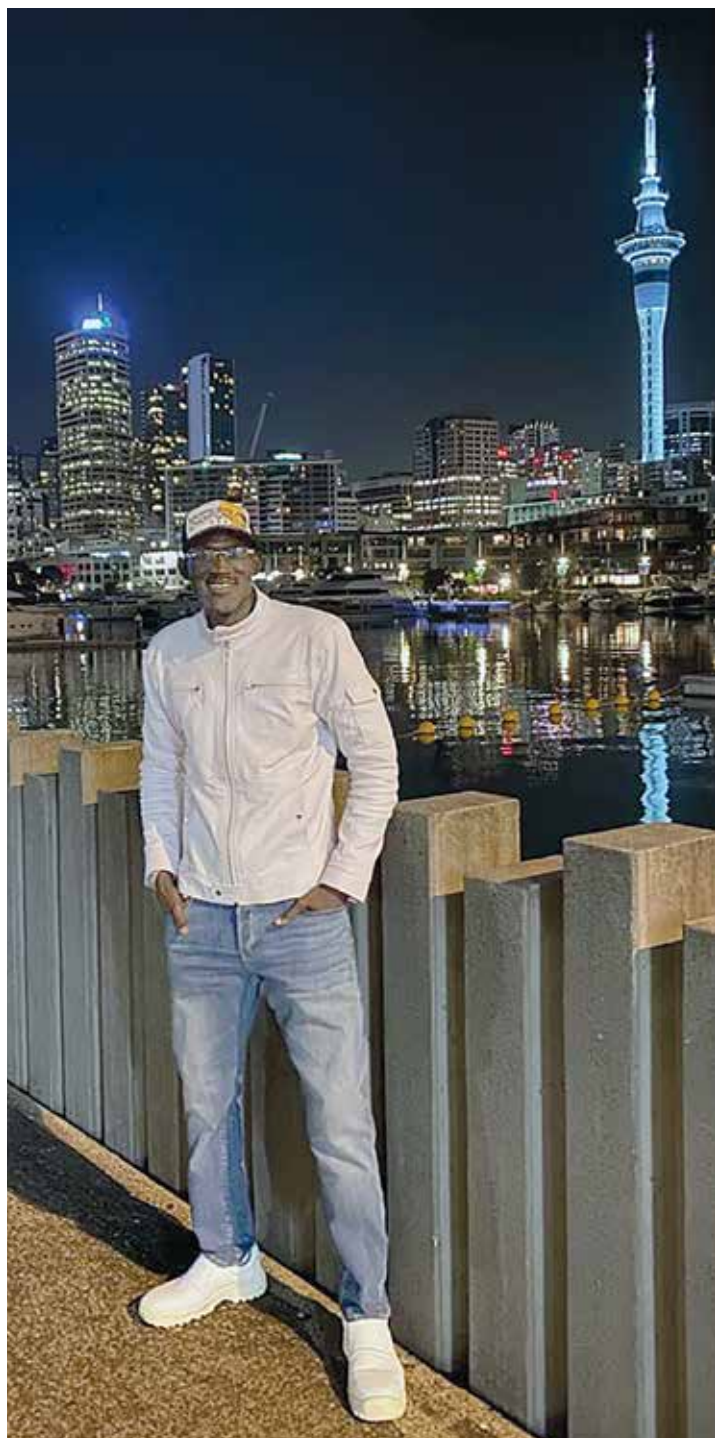
cost-sharing requirements for adult vaccines covered under Medicare Part D.

**What it means for you:** You can get any vaccine covered by Medicare Part D without any out-of-pocket costs.

### Medicare premium and deductible cost subsidies

People with incomes between 135 percent and 150 percent of the federal poverty level (\$18,347 to \$20,385 for a single person) will receive more assistance with Medicare costs starting in 2024. This will reduce costs for an estimated 400,000 disproportionately Black and Hispanic beneficiaries.

**What it means for you:** If you qualify the cost of Medicare will be lower than ever before on many levels -- prescription drugs, premiums, deductibles, cost sharing, among others.



M/V Kamokuiki Able Seaman Alhagie Touray ashore in Auckland. To the right is the Sky Tower, the tallest building in New Zealand.

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# SUP PRESIDENT'S REPORT

## SIUNA CONVENTION

On August 11, 2022, I attended a meeting of the Executive Committee of the Seafarers International Union of North America, which met online to discuss a range of issues. The primary question was whether to hold the Convention in Piney Point, MD on September 13 and 14. Because of a high case rate of COVID-19 infections in the Washington DC and Maryland areas, and because of travel issues, the Committee agreed to hold the Convention virtually on the same dates. Acting as the Rules Committee of the Convention, the EC members ratified that action and other procedures. The Executive Committee also heard the reports from the President on the general and generally favorable status of the International and its relationship to organized labor within the AFL-CIO. Members also heard from the Secretary-Treasurer on the status of affiliates, from legal counsel on a variety of issues, and acted on other routine business. More on the topics will be reported following the Convention.

## PATRIOT CONTRACT SERVICES

**Surge LMSR** — Contacted by Borianna Farrar, Vice-President and Chief Legal Officer of Patriot Contract Services, and Cindy Kumar, Chief Financial Officer, the Union was requested to provide a proposal package for the operation and maintenance of the USNS SEAY and USNS PILILAAU under Solicitation No. N3220522R4119, two Bob Hope-class of Large Medium Speed Roll on/Roll offs that are kept in Full Operating Status in service to the U.S. Marine Corps. The expected deployment is one ship in the Indian Ocean and the other in the Western Pacific. The Union's work in preparing a competitive bid continues as per Memorandum of Understanding and in compliance with the Service Contract Act's required Wage Determination. The final wage and benefit schedule for FOS and ROS will be submitted for membership ratification when complete.

**SDT Tanker Continuity Clause** — On August 4, the Union was notified by Patriot that the Shallow Draft Tanker MT Haina Patriot went off-hire and laid up on August 7 at Busan, South Korea, with crew dismissed. The company later proposed a "continuity clause" for returning crew, to incentivize retention, that would be effective retroactively from August 8 through the date of the new charter which is expected to commence on September 23. I asked for and received a Letter of Understanding on the topic. [Attached in Communications.] The letter and accompanying email state the terms of the clause as follows: \$100.00 per day will be paid to returning crew after a layup provided that said crew members respond within two (2) days of contact. The standby compensation is retroactive to August 8 when the HAINA PATRIOT came off hire by reaching the end of its charter agreement. The new charter is expected to commence on September 23, 2022. Mr. Chairman, I recommend ratification of the standby "continuity" compensation agreement as set forth in the Letter of Understanding.

## MATSON RESTRICTION

On September 5, the Union received notice from Matson of a new round of restrictions-to-ship. In COVID Update 56 entitled "Shore Leave Temporarily Restricted for CLX Ships" [attached in Communications] and read:

In response to the continuing spread of the COVID-19 virus and recent volume of COVID-19 cases aboard Matson's U.S.-flag China service vessels directly impacting port calls in China, shore leave is temporarily suspended for ships operating on the China to Long Beach Express route (CLX). Crewmembers on CLX ships are required to remain aboard the ship while in port in Long Beach, Honolulu, and Guam. Shore leave in Chinese and Japanese ports is not permitted as per local government rules. The only persons allowed aboard CLX ships are those necessary to keep the ship safe and operational. The duration of this temporary shore leave restriction is unknown at this time. Matson management will closely monitor the infection rate status and will lift the restriction when safety warrants.

In a separate communication, the Company announced that the policy would be consistent with recent compliance with the compensation offset laid out Section 18 of the Offshore Agreement. Management said "This [meaning the restriction] only applies to the 5 CLX vessels (Daniel K Inouye, Kaimana Hila, Manulani, Maunawili, and Manukai). We will be authorizing payment of contractual restriction to ship claims in LGB, HON & Guam during port time hours while off duty (not already working on OT)." SUP delegates in CLX ships take note.

## APL SAFETY POLICY

Responding to crew and Union questions and feedback about APL personal protection equipment (PPE), the SUP along with the other Unions received on August 7, the Union received a safety policy memo from Executive Vice President Gregory Doyle on the topic. His main points are as follows:

1. Shipboard safety requires everyone's effort. Many crew members are not following the safety matrix for PPE.
2. The onboard smoking policy was identified as inconsistent and not in compliance with government regulations and union agreements. As a result, a new policy was issued removing all smoking from the accommodation spaces and identifying approved smoking locations. These changes will protect non-smokers from second-hand smoke but allow those who choose to smoke to do so.
3. Eye injuries are the most damaging and preventable injuries in the industry. Safety glasses are now required to be worn any time outside of the accommodation spaces. Scandia will now provide high-quality safety glasses in both clear and darkened versions. Crew members who wear prescription glasses are

encouraged to obtain safety versions or wear side shields.

4. As some crew members prefer to wear slip-on shoes, laced-up shoes are no longer required. However, all work shoes must meet ANSI standard.
5. The requirement to wear hard hats in the engine room has been removed, except when lifting loads or when the Chief Engineer identifies any hazard requiring their use. Hard hats are still required on deck or outside of machinery spaces or accommodation spaces.

The company has switched to Scandia as its safety clothing provider. Scandia will provide a pant and shirt option that meets the same safety standard as coveralls.

## OAKLAND BALLPARK

As the membership will recall, the Union joined with the rest of maritime labor to oppose waterfront ballpark real estate development at Howard's Terminal which will forever damage the Port of Oakland and cost maritime jobs. The Alameda County Supervisors, Bay Conservation and Development Corporation, and the Oakland City Council, however, ultimately voted not to impede the project. But now that this giant 12-billion-dollar real estate deal, masquerading as a public project advances, it emerges that the City of Oakland needs hundreds of millions of dollars to pay for necessary improvements indirectly associated with the ballpark for walkways, bridges, and many other things. Federal grant dollars, intended to pay for port improvements not diminishments, are the targeted funds for this work, exposing again the exploitative nature of the project. Public money for the private good is bad enough, but public money designated port improvement that support good maritime jobs diverted instead to assist billionaires to get richer is as repugnant as it is outrageous.

As we have for the last four years of opposition to the project, the SUP endorsed another coalition letter, this time to Secretary of Transportation Pete Buttigieg that registers fresh objection with particular focus on the misuse of federal funds. [Attached in Communications.]

## COVID UPDATES

As President Biden declared an "end" to the pandemic, the post-pandemic adjustments continued in ways that were sometimes hard to straighten out. Generally, the Union still struggles with wide range of COVID-related problems, but the handling of the virus is an operational issue, now as much as health and safety issue. There are also important specific changes to recognize.

**Vaccines:** Urge all hands to update their vaccination record with boosters as eligible. The latest model just approved by the FDA is Omicron-specific, and could begin the transition to a flu-like management of protection. Everyone aged 12 or older is eligible but there's catch: you must have already completed a primary COVID vaccine series at least three months ago.

**APL testing Policy:** On Friday September 2, 2022, APL relaxed its overall policy on PCR testing. The trigger event was an announcement by the Korean government on September 1 that the policy requiring 14-day PCR certificates for foreign entrants would be suspended on September 3, 2022. This means that the 72-hour PCR test requirement for joiners sailing from the U.S. West Coast is suspended unless any other country requirements are in place. Because APL's port call sequencing and frequency in other ports the Company is taking the position that such is the policy in all ships and for all joiners in West Coast ports. Testing is still required, just not the PCR test. The company is accepting an Antigen Rapid Test (ART and same as home test) for all joiners as per the current COVID-19 management plan (within 48 hours of joining a vessel). Joiners can obtain their own ART test but an official report from a provider (pharmacy, clinic or doctor) with their name, date of birth, and date of test and result.



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Official Organ of the Sailors' Union of the Pacific

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## SUP President's Report continued

Again, an ART is the same as home test in physical form, but the process is different: it must come via some official source signing off as a witness and filing a form. A photo of a negative home test will not suffice. The Seafarers Medical Center and its participating clinics will be able to administer and assist members, and eventually, this will eliminate the need for Futurecare appointments. If a member needs assistance, the Seafarers Medical Center, APLMS Labor Relations or FutureCare agents will help arrange an ART test for them. Airlines may still require PCR tests for international flights, independent of this policy, so a case-by-case application may be needed depending on the practical realities, such as when traveling overseas to join a ship.

**Matson Policy:** Outbreaks, positive tests, and symptoms that must be reported have continued to bedevil Matson ships. There have been at least three outbreaks recently, many asymptomatic positive tests. Several U.S.-flag Matson ships have been turned around without calling in Asian ports (China mainly) due to testing issues. Because of that, because of shipyard requirements, and because of China lockdowns, Matson's additional three ship U.S.-flag China service run known as the California China Express (CCX) is effectively if temporarily shut down. So while APL relaxes some requirements, Matson

**Honolulu Testing Clinic:** Honolulu Branch Agent Patrick Weisbarth called attention to the dispatching difficulty a delay in the reporting of COVID results from prior clinic at Queen's Hospital. After reporting the problem to management, and providing real time examples of the dysfunction, management suddenly agreed and recognized the need, and contracted with our suggested replacement, Doctors of Waikiki. Now results will be reported in a timely and reliable manner and enable more effective second round dispatching from the Honolulu Hall in the case of positive tests. The procedure for Doctors of Waikiki is slightly different. Dispatched members can go as soon as 24 hours but not more than 72 hours ahead of joining the ship (last minute testing has to be approved by Matson). After dispatch Matson is notified on when the test will take place. Then Matson crewing department will send an authorization form and names to the clinic as well as follow up with clinic on the results. Company still maintains an account with Queen's, retaining that option when it is easier. These are small but significant improvements and the full testing procedure is contained in last month's President's Report and published in the August edition of the *West Coast Sailors*.

### APL NEGOTIATING COMMITTEE

As the membership will recall, our two-year Offshore Agreement with APL expires on September 30th and both sides have acknowledged a duty to re-negotiate the terms and conditions. Empowered by membership action to endorse the strike resolution, and as per Article XVII, Section 5 of the SUP Constitution, a Negotiating Committee, comprised of five members affected by the contract being negotiated will be elected at today's meeting. The Committee will hold its first meeting immediately after this one and in the event all positions cannot be filled today let qualified members be shipped off the deck. Mr. Chairman, I recommend a call for nominations.

### Holidays

**Columbus Day (Indigenous Peoples' Day)** — SUP Halls will be closed on October 10, for Columbus Day, a holiday in most SUP contracts. The SUP HQ general membership meeting will be held on Tuesday, October 11, 2022.

### ACTION TAKEN

M/S (Crockett, several) to approve Letter of Understanding between SUP and Patriot on *Haina Patriot* continuity clause. Carried.

M/S (Oliphant, several) to elect nominated members to the APL Negotiating Committee (Schor, Reed, Fuentes, Tufono, S. Worth). Carried.

M/S (Fuentes, several) to concur in the balance of the President's Report. Carried unanimously.

M/S to concur in the Business Agent's Report. (Johnson, several). Carried.

Dave Connolly



**ON THE SHUTTLE RUN:** the APL *Heradote* crew gathers by the port rail before arrival in Busan, Korea. From left is Bosun Kahu laea , AB Rico Ecalnir , AB Dominador Hugo, Delegate Andrew Montoya. In the back row is AB-Dieg Rizan, and AB John "Fearless" Fearon.

# Judge Finds Crew Guilty of Loading Cargo in Dubai

## Container Malfunction Causes Explosion

Setting a new low for criminalization of mariners and extended liability, a court in Dubai has issued a suspended jail sentence and a \$28,000 fine to five crewmembers of the container feeder *Ocean Trader*, which suffered a cargo container explosion at Jebel Ali last year.

On June 27, 2021, three containers of organic peroxides arrived in Jebel Ali from China and were stored in a terminal yard. Organic peroxides are a known hazardous cargo with a risk of thermal runaway, and summertime temperatures in Dubai are high. More than a week later, on the night of July 7, the containers were loaded aboard the *Trader*. One of the containers began fuming and exploded aboard the vessel shortly after it had been hoisted on deck. The blast was heard throughout the emirate and five sustained minor injuries, according to prosecutors.

Though the cargo had only just been loaded, and the initiating events occurred on the pier, local prosecutors brought charges against the vessel's captain and four crewmembers over the blast. Prosecutors contended that the master's responsibility for stowing the containers made him liable, even though he played no role in the cargo's open pierside storage. The Dubai Misdemeanour Court found that the container involved in the blast had been left in the sun on shore for 12 days, resulting in the decomposition and heating of the cargo inside, and found all five crewmembers guilty.

The master denied that he would have accepted the cargo if he had known how it had been stored, and noted that he safely evacuated the ship and informed authorities when the hazardous containers began emitting fumes.

Five companies connected to the ship and the shipment were also fined \$28,000 each.



A peroxide container, left untended on the dock for 12 days, exploded on board the *Ocean Trader*. Crew was found guilty by allowing the container to be loaded.



The still smoking aftermath of the explosion aboard *Ocean Trader* in Jebel Ali on July 8, 2022

# Rail Labor Deal Awaits Ratification Vote

*continued from page 1*

between unions representing 115,000 workers and railroads including Union Pacific, BNSF, CSX, Norfolk Southern and Kansas City Southern.

If they accept the deal that was announced at about 5 a.m. (0900 GMT), workers whose pay had been frozen would win double-digit increases and would be allowed to seek certain types of medical care without fear of being punished, union leaders said. The agreement also includes an immediate 14.1% wage rise, the railroads said.

Workers have gone three years without a raise amid the contract dispute, with talks stalling over attendance, sick time and scheduling issues. Only two of 12 unions – representing less than 10% of the workforce – are known to have ratified new contracts with freight railroads. The unions represent about 60,000 workers. Negotiations on an agreement had stretched for more than two years, leading Biden to appoint an emergency board in July to help break the impasse.

A rail shutdown could have frozen almost 30% of U.S. cargo shipments by weight, stoked inflation, cost the American economy as much as \$2 billion per day and unleashed a cascade of transport woes affecting U.S. energy, agriculture, manufacturing, healthcare and retail sectors. The impact of a shutdown would have stretched beyond U.S. borders because trains link the United States to Canada and Mexico and provide vital connections to massive ships that ferry goods from around the globe.

Amtrak, which runs U.S. passenger rail, said it will resume normal service on Friday after canceling long-distance trains in anticipation of a strike.

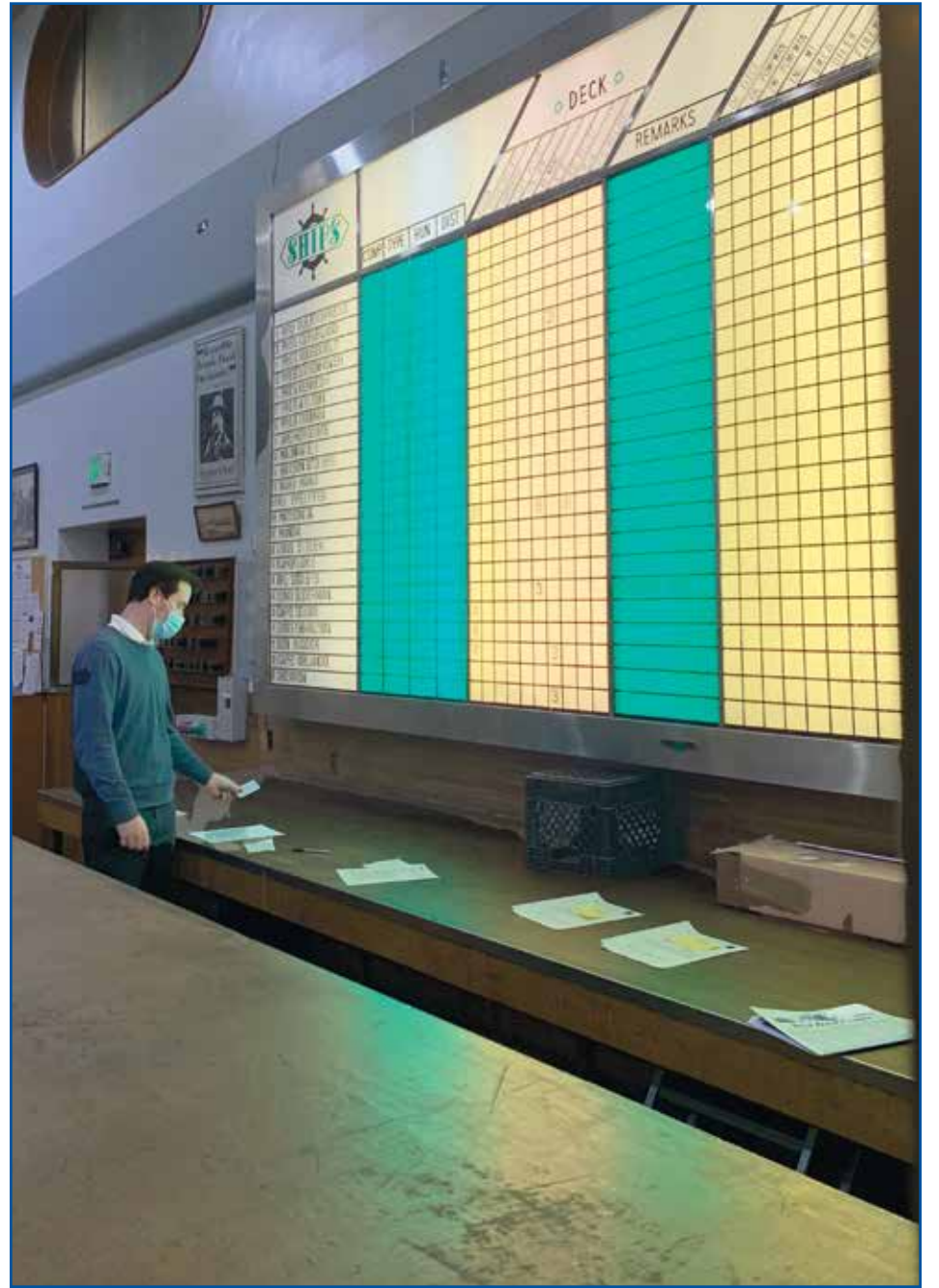
The railroad industry slashed almost 30% of its workforce over the past six years, cutting pay and other costs as companies increased profits, stock buybacks and dividends for investors.

Profits at BNSF, owned by billionaire Warren Buffett's Berkshire Hathaway, rose 9.8% in the quarter ending June 30 to \$1.66 billion.

The number of U.S. railway workers has dropped from more than 600,000 in 1970 to about 150,000 in 2022, according to the Bureau of Labor Statistics, due to technology and cost-cutting. The result is that many industry workers are on call at all hours, waiting to respond at short notice to work for days at a time.

Thursday's deal follows some earlier recommendations of the president's emergency mediators. It includes a 24% percent wage increase over a five-year period from 2020 through 2024 as well \$1,000 lump sum payments in each of the next five years.

Biden, who has criticized companies for raking in "excessive" profits, faces other supply-chain labor issues. Some 22,000 union workers at 29 West Coast ports that handle almost 40% of U.S. imports are also engaged in bargaining. The SUP along with the MFOW and the SIU-AGLIW bargaining as the SIU-Pacific District will similarly begin negotiations this month.



At SUP HQ: Vice-President Matt Henning evaluates the job orders of the day.

# New COVID Outbreaks Spark Second China Lockdown

*continued from page 1*

ment less restrictive lockdowns based on a reduced time periods depending on testing results. But the lockdown measures extend to the ports, where previous measure that loosened are now tightened up again. If a ship is forced to quarantine during a lockdown, due to positive testing or violation of the entry rules, its clearance to sail from quarantine anchorage will be a Chinese decision that could take weeks. The lockdown is likely to slow deliveries to key ports such as Shanghai, causing ship schedule headaches for transpacific liners.

Meanwhile, in an appearance on CBS' "60 Minutes" President Biden said the US still has a "problem" with the virus that has killed more than 1 million Americans.

"The pandemic is over. We still have a problem with Covid. We're still doing a lot of work on it. It's — but the pandemic is over," Biden said.

The US government still designates Covid-19 a Public Health Emergency and the World Health Organization says it remains a Public Health Emergency of International Concern. But the President's comments follow other hopeful comments from global health leaders.

Tedros Adhanom Ghebreyesus, director-general of the World Health Organization, said in a news briefing last week that the end of the pandemic was in sight. "Last week, the number of weekly reported deaths from Covid-19 was the lowest since March 2020," Ghebreyesus said. "We have never been in a better position to end

the pandemic. We're not there yet, but the end is in sight."

Last month, the US Centers for Disease Control and Prevention adjusted its Covid-19 guidance to urge the nation away from measures such as quarantines and social distancing and instead focus on reducing severe disease from Covid-19. But the agency says some people, including those who are older, immunocompromised, have certain disabilities or underlying health conditions, are at higher risk for serious illness, and may need to take more precautions.

There were about 65,000 new Covid-19 cases reported each day over the past two weeks, data from Johns Hopkins University shows, and reported cases are dropping in almost every state. Across the United States, about 400 people are dying every day from Covid-19. Although official case counts are far from representative of true levels of transmission, forecasts published by the CDC say that new hospitalizations and deaths will hold steady for the next month.

For people hospitalized for Covid-19, the risk of dying fell to the lowest it's ever been during the Omicron wave, according to a study published last week by the CDC. The researchers suggest that there were several contributing factors to the improved mortality risk: high levels of immunity, both from vaccination and previous infection, advances in treatments and properties of the Omicron subvariants that made them less likely to cause disease.

# MARAD Backs Cargo Preference



## Dispatcher's Report

Headquarters — August 2022

MARAD Administrator Ann Phillips testified before the Subcommittee on Coast Guard and Maritime Transportation, announcing two initiatives intended to support federal compliance with cargo preference requirements.

Cargo Preference is the U.S. laws, regulations and policies that require the use of U.S.-flag vessels for cargo that is owned, procured, furnished, or financed by the U.S. Government.

Cargo preference is not only important for national security and defense, but also critical for sustaining and growing American shipping capacity.

Under current federal cargo preference law, the Department of Defense must move 100 percent of its cargoes on U.S.-flagged vessels. Generally, departments and agencies outside of the Department of Defense must ship at least 50 percent of their cargo on U.S.-flag ships.

Phillips announced that MARAD will get input from all stakeholders on cargo preference requirements and that MARAD will resume publishing comprehensive federal cargo preference data to increase transparency.

"Cargoes paid for by American taxpayers belong on American ships. Cargo preference requirements are not just 'Buy America' requirements, they are requirements that also help to strengthen America," Administrator Phillips testified.

<b>Deck</b>	
Bosun .....	3
Carpenter .....	0
MM .....	8
AB .....	18
OS.....	6
Standby S.F. ....	3
<b>Total Deck Jobs Shipped .....</b>	<b>38</b>
<b>Total Deck B, C &amp; D Shipped.....</b>	<b>20</b>
<b>Engine/Steward</b>	
QMED.....	0
Pumpman .....	0
Oiler.....	0
Wiper .....	0
Steward.....	0
Cook.....	0
Messman.....	0
<b>Total E&amp;S Jobs Shipped .....</b>	<b>0</b>
<b>Total E&amp;S B, C, &amp; D Shipped.....</b>	<b>0</b>
<b>Total Jobs Shipped-All Depts.....</b>	<b>38</b>
<b>Total B, C, &amp; D Shipped-All Depts....</b>	<b>20</b>
<b>Total Registered "A" .....</b>	<b>24</b>
<b>Total Registered "B" .....</b>	<b>35</b>
<b>Total Registered "C" .....</b>	<b>5</b>
<b>Total Registered "D" .....</b>	<b>20</b>

# SUP BRANCH REPORTS

## HONOLULU

August 2022

**Shipping:** The following jobs were dispatched for the month: 3 AB-Day steady, 1 AB-Day relief, 4 AB-Watch steady, AB-Watch relief, 1 USNS AB, 1 AB-Maintenance steady, and 1 AB-Maintenance relief, and 1 USNS OS.

There were 34 Standbys dispatched for the month.

**Registered:**

8 A-Cards, 17 B-Cards, 6 C-Cards, and 8 D-Cards.

**Ships Checked:**

USNS Charlton, USNS Cape Horn, Kamokuiki, Kaimana Hila, Mokihana, Mahimahi, RJ Pfeiffer, Maunawili, Manoa, DK Inouye, Manukai, Matsonia, Manulani, Lurline, and Paint & Rigging. Other than minor issues and a few COVID curveballs, all ships are running smooth. Mahalo to all Delegates for keeping things in good order.

**AGENTS REPORT:**

The primary election in Hawaii had mixed results for the SUP. Our friend, Sergio Alcubilla who ran against "Enemy of the U.S. Merchant Mariner" Ed Case for U.S. Congressional District 1, lost. It could be assumed that Mr. Case's support from anti Jones Act businesses and groups like Grass Roots Hawaii (a conservative think tank, which denounces the Jones Act on a wholesale level) played a significant role in his victory. I saw many Ed Case Commercials running during the local TV news casts. In contrast, I saw 3, maybe 4 Sergio Alcubilla commercials in that same time slot. It's sad that money plays such a crucial role in campaigns and elections, but it does. A big shout out goes to our members who "hit the

bricks" for Sergio, by canvassing their neighborhoods, sign waving, and voicing their support for him. Our guys took the initiative and helping out physically as well as financially. The good news is Jill Tokuda (U.S. Congressional District 2) overcame a vicious negative ad campaign from out of state Super PACs to move onto the General Election in November. As we move closer to the General Election Jill and other Candidates that support U.S. Merchant Mariners and understand how vital protecting the Jones Act is to Hawaii, will need our help. Please donate to the Political Fund and/or be willing to volunteer when and if you can.

As always. If you have 6 months or less to go before your documents expire, be sure to start the renewal process. It's better to have some overlap on your documents, than to be waiting for them and not able to go to work.

**Fraternally Submitted,  
Patrick Max Weisbarth  
Honolulu Branch Agent**

## SEATTLE

August 2022

**Shipping:** 1 Boatswain (A), 2 AB/Day (2 B), 2 AB/W (2 B), 2 Navy AB (2 B), 1 OS (B). Matson called for 20 Standby AB's, filled with 4 A, 10 B, 2 C, 3 D, and 1 MFOW member.

**Registered:** 4 A card for a total of 13; 5 B card for a total of 13; 1 C card for a total of 5; 2 D card for a total of 9

**Agents Report:**

Maunalei- Rhonda Benoit Boatswain. Crew rejoined in Portland after emergency repairs were made. The repairs didn't take, and she is heading back to the blocks mid- September for further work. In the meantime, RJ Pfeiffer will take up the Alaska work and Mahimahi will shift to the Northwest Triangle run.

Due to increased budget scrutiny, Seattle Maritime Academy continues to struggle for survival. Over the years SMA has produced some fine Members and is a major help in our manning efforts. If you know people who are just starting out in the trades, or that are looking for a career change, please mention this school as an option.

When looking at your documents, don't forget that 2023 is just over the horizon. As winter arrives, we may be in for another COVID debacle that could slow down the already backlogged Coast Guard processing. Start your MMC renewal early.

**Fraternally,  
Brendan Bohannon  
Seattle Branch Agent**

# VICE PRESIDENT'S REPORT

August 2022

**Ships checked— September**

**APL President Cleveland** — Ariel Odion, delegate. Ship is running low deck supplies and PPE, hoping for a large delivery upon arrival in San Pedro. Huessein Ali, bosun.

**APL Gulf Express** — Matt Blom, delegate. Successful yard period in Jebel Ali, back on her regular run. Clarification regarding time back. DeMesa, bosun.

**Matson Mokihana** — Robert Reed, delegate. Ship is laying up in Oakland, no plans on crewing back up anytime soon. Haz Idris, bosun.

**USNS Sisler** — John Relojo, delegate. Three new OS's and two new AB's on the Sisler back east. Juancho Gutierrez, bosun.

**USNS Pomeroy** — Noel Matthews, delegate. Ship is in Bayonne Dry Dock and deck gang doing a great job. Ship is scheduled to complete RAV early January then load up and head to Korea. Jeff Nicholas, bosun.

**USNS Dahl** — Kinyta Lewis, delegate. Xerxes Cunnanon is reliving Noel Romero as bosun at end of month.

**USNS Watson** — Kenneth Carradine, delegate. Ship is out of the yard and fully crewed in Baltimore. Prepping for long trip back to DGAR with the potential of Australia. Fernando Rignonan, bosun.

**Cape T's and V's** — All ships back to fully crewed in ROS status in Beaumont, TX.

**Cape Hudson** — Back at her home in San Francisco, ROS status, after a successful yard period. Saher Ali, bosun.

**Chevron** — Chevron recently added a fifth US flag ship. Plenty of job opportunities with Chevron. Some of the benefits; company will fly you from any major US airport, healthcare in every state, great 401k plan, and short dispatches.

I represented SUP at the Alameda Labor Council monthly meeting as well as the San Francisco Labor Council Labor Day Breakfast. The union is starting to see our monthly small arms class fill up ahead of time, which means reliefs are on their way.

Matthew Henning

# BUSINESS AGENT'S REPORT

August 2022

**President Truman** — Chris Bunheirao, delegate. Big turnover: 5 reliefs were called 5 out 5 tested negative for the covid virus clean sweep for the deck department. This is a great start for the trip sailing for Yokohama covid free. Preston Lau time-up as Bosun relieved by Teofilo Rojas.

**President Cleveland** — Delegate Valery Goncharov. Arriving into Oakland #56 with no issues. APL called for two steady ABs reliefs along with 3-Std-bys for 3-days of maintenance work in Oakland. Keep on calling: we will get the work done with Hussein Ali as Bosun.

**APL Heradote** — Delegate Andrew Montoya on the scuttle run ship arrived in Busan Korea next day we were hit by a major typhoon through a 12-hour period. No damage and ship sailed with no issues. Kahu Iaea, Bosun.

**Mokihana** — Robert Reed delegate on his trips off, Matson schedule has us on the southern triangle through the month of October always subject to change. Haz Idris, Bosun.

**Mahi Mahi** — Delegate Phil Romei sent message of possible skip of Oakland and will be back on the 25th. according to Matson schedule always subject to change. Filemu Paule Untoa as Bosun.

**Manoa** — Kim Dulay delegate, back from trips off. Sailed for Honolulu with no issues. In good hands with Duke Maringer, as Bosun.

**RJ Pfeiffer** — Delegate Noel Isumaru on his trips-off, according to Matson schedule it has us relieving the Maunalei on the Tacoma /Alaskan run through October as Maunalei goes into deep lay-up in Tacoma, Washington this what we're hearing on board with Robert Morgan as Bosun.

**Matsonia** — Delegate Cosmo Bigno. Arrived in Oakland to Company announcement on switch to the domestic run southern triangle in October, always subject to change. Mark Relojo, as Bosun.

**Lurline** — Mike Henderson delegate. In Oakland, slated to lay alongside for 7 days awaiting startup of the Southern triangle run at the end of September. Bosun Izzy Idris on his trips off. In good hands with relief Bosun Gabriel Sipin.

San Francisco RRF — **Cape Hudson** back from 45-day shipyard period in Portland, Oregon. Possible activation in late November to relieve the **Cape Horn**. Saher Ali as Bosun.

SFBP Pier#9 — Delegate Big Mike Koller the coronavirus is hitting Pier#9. Operators and deckhands affected. Stay vigilant; take precautions. Leo Moore dock Bosun.

Attend your monthly Meetings, keep up your Docs: MMC, Med cert. TWIC less than 6 months? Start the renewal process. Shipping is at an all-time high — best to take advantage while shipping is great. Helped with dispatching and worked in the front office.

Roy Tufono

## WILMINGTON

August 2022

**Shipping:** Bosun, 2; AB/W, 11; AB/D, 4; OS/STOS, 3; GUDE 0

**Total Jobs Shipped:** 20

**Registrations:** A: 22, B,19; C, 7; D,4.

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

**Agent's Report:**

Shipping has been good here in Wilmington with crews turning over on a regular basis. It's a good time for junior members to ship out and upgrade in seniority.

Members here are vaccinated and we have returned to holding meetings here at the union hall. You must be vaccinated to be dispatched to a crewing or standby job.

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

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

**Fraternally Submitted,  
Leighton Gandy, Book 3021  
Wilmington Branch Agent**

