




West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Monday, September 21, 2020

U.S. Toll of COVID-19 Passes Grim Marker

More than 200,000 deaths from novel coronavirus were recorded in September, a devastating milestone that comes eight months after the pathogen was first confirmed on American soil.

With only 4% of the world's population, the nation accounts for 21% of global coronavirus deaths. The disparity underscores America's failure to contain a virus that blazed through populous states like Texas, Florida and California this summer.

With a population of 330 million, the U.S. reached 100,000 COVID-19 deaths on May 27, four months after the first recorded case. It has taken another four months to reach the 200,000 mark in late September, according to Johns Hopkins University. Brazil ranks second in deaths, with almost 135,000 in a nation of 210 million.

As the presidential election on Nov. 3 nears, the U.S. virus response has become a key issue for voters, along with the economy, which the pandemic has deeply scarred. President Donald Trump has said that the worst is now past, and claimed that a vaccine will be available within weeks. Democratic presidential nominee Joseph

Biden has criticized Trump for his handling of the pandemic and tying scientists' hunt for an inoculation to the election calendar.

Data show U.S. virus deaths have occurred disproportionately among people in at-risk categories, including individuals age 65 and older, people of color and those with other health conditions. It is also clear that deaths are concentrated in certain parts of the country, with more than 70% reported in 12 states.

Reaching 200,000 fatalities is "a reflection of just how extensive the transmission of this virus has been in this country and how ineffective our public health approach has been to containing and stopping the spread," said Josh Michaud, associate director for global health policy at the Kaiser Family Foundation.

Without widespread testing and contact tracing, plus rigorous quarantine and isolation policies, "we're just kind of collectively limping along with this response, hoping it'll get better in many cases when we haven't done the work to make sure it will get better," he said.

It is also almost certainly a significant undercount of the true human toll of the pandemic, since not all virus cases are likely captured in official counts. Uncertainty abounds, but experts warn that conditions are ripe for further spread, with schools, universities and more workplaces reopening and colder weather forcing more socializing indoors. One prediction, from the Institute for Health Metrics and Evaluation at the University of Washington, expects there could be 415,090 Covid-19 deaths by year-end.

Meanwhile, Europe was bracing for a second-wave, with France reporting a spike in new cases of almost 13,000 per day. In the U.K., authorities announced the highest positivity rate since May, and officials began warning of lockdown resummptions.

Biden's "Made In America" Plan Includes U.S. Merchant Marine

Democratic presidential nominee Joe Biden and his campaign nailed an important "Ship American" plank to their platform this month. Biden again declared unequivocal support for the American workers dedicated to the U.S. Merchant Marine and backed it up with strong statements that indicate serious commitment.

"The U.S.-flag Merchant Marine fleet and the men and women who operate U.S.-flag ships are crucial to America's national security, our international trade relationships, and economic development." With just a

month to go before the election, Biden's "Made In America" plan is intended to ensure all American workers benefit from the economy. "Biden believes that American workers can out-compete anyone, and does not accept the defeatist view that the forces of automation or globalization render us helpless to retain good union jobs, and to create more of them here in America."

It is so far the most emphatic statement of support by either candidate for the laws and programs that support American maritime jobs. The full plan

can be accessed at joebiden.com/made-in-america/#.

The official position also reiterates Biden's previous support for the Jones Act. It notes his record "as a strong and consistent advocate" of the Jones Act and its mandate that only U.S.-flag vessels carry cargo between U.S. ports." The same policy statement makes reference to cargo preference in pledging that "he will take steps to ensure that American cargo is carried in U.S.-flag ships, leading to additional demand for American-made ship and U.S. merchant mariners."

Transportation Unions Demand COVID Relief Action From Congress

The leaders of America's transportation unions have once again insisted that Congress to take immediate measures to mitigate the threat that the Covid-19 pandemic poses to the livelihoods of America's transport workers.

Pounding the table, the leaders of the affiliates of the AFL-CIO Transportation Trades Department including the SUP, demanded that the House and Senate quickly fix the revenue

shortfall that threatens to undermine the entire US transportation sector and other parts of the economy.

"As the elected leaders of labor organizations that represent transportation workers across every segment of the industry, we urge you to use this September congressional session to pass an economic relief package that our nation and frontline working people urgently need," the union presidents wrote in

a Sept. 14 letter. "In the public sector and the private sector, everywhere from hospitals to grocery stores, working people are putting themselves at risk for the benefit of all."

"Transportation workers have been at the center of these efforts, making sure that the goods and people that keep our country healthy get where they need to be. It would be unacceptable to close this fiscal year without

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No Safe Haven: Maersk Etienne Punished for Rescue of Migrants in Maritime Distress

The captain and crew of the tanker *Maersk Etienne* did what mariners have been doing for centuries: render aid to those in peril on the sea. They rescued 27 African migrants from a sinking fishing boat on August 4, 2020 in the Mediterranean Sea at the request of the government of Malta. Maltese authorities, as well as nearby Tunisia, then denied the ship entry into their ports to discharge the migrants.

The captain, Volodymyr Yershkin, said via social media that the ship could not accommodate more than the 21 crew members it was designed for, and requested immediate assistance. On Labor Day weekend, three of the migrants jumped overboard in

response worsening conditions, forcing the crew to rescue them a second time.

The ship is operated by Maersk Tankers, part of A.P. Moller Holding, the parent company of shipping giant A.P. Moller-Maersk. Those rescued include a pregnant woman and a child. Crew has struggled to feed, house and give medical treatment despite a lack of stores, accommodation spaces, and medical qualification.

The Safety Of Life At Sea (SOLAS) Convention, an international maritime law, obliges vessels to help others in distress and then take the passengers to the nearest safe port, but longstanding tensions in the

European Union over migrant waves, and newer concerns over COVID exposure, are likely contributors to the standoff. Many Northern European countries are reluctant admit migrants, leaving thousands stranded in overcrowded camps in Southern Europe.

Mediterranean countries including Italy, Malta, Greece and Spain have received hundreds of thousands of refugees on small boats from the North African coast. This year more than 44,000 migrants have arrived in Europe, according to the United Nations High Commissioner for Refugees.

Some Southern European

continued on page 7



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Kaj E. Kristensen..... BK#3120
- Hannu Kurppa BK#3162
- Gunnar Lundeberg.....BK#4090
- Duane NashBK#2437
- Vince O'Halloran.....BK#2463
- John Perez..... BK#3810
- Alex RomoBK#3093
- James Savage.....BK#7488
- David Shands..... BK#7483
- Arthur Thanash.....BK#3249
- Mark HurleyBK#5870
- Walter Price.....BK#3870
- Grant WeggerBK#3637
- Knut Rasmussen..... BK#3175
- Donald CushingBK#4777
- Alexander Earle..... BK#1885

West Coast Sailors

- Abe Acosta..... \$50.00
- Rod Purganan \$50.00
- Nick Manessiotis \$100.00

(In memory in of Jim Kenny)

Final Departures

- Philip L. Howell, Book No. 5869.** Born in Honduras in 1953. Joined SUP in 1990. Died in Orlando, Florida, August 18, 2020 (Pensioner)
- James K. Kula, Book No. 2994.** Born in Hawaii in 1927. Joined SUP in 1945. Died in Hawaii, September 7, 2020. (Pensioner)
- Richard O. Blossom, Book No. 5647.** Born in Washington in 1928. Joined SUP in 1955. Died July 25, 2020. (Pensioner)

Political Fund

- Christopher Bartolo..... \$20.00
- Rogelio Berioso \$20.00
- Abe Acosta..... \$50.00
- Mohamed El Mobdy \$50.00
- Jeffrey Baccay \$50.00
- Peter Winter \$200.00
- Antonio Respicio..... \$40.00
- Ben Braceros..... \$100.00
- Archie Bickford \$100.00
- Leo Endries..... \$150.00
- Dave Connolly... \$200.00
- Arthur Kardinal..... \$100.00
- Jesper Pfeil..... \$50.00
- Eduardo Zepeda... \$20.00
- Steve Swinson \$25.00
- Camilo Moreno \$40.00
- Gonzalo Sarra..... \$50.00
- Gunnar Lundeberg... \$50.00
- Matt Henning \$40.00

Organization/General Fund

- Christopher Bartolo..... \$20.00
- Abe Acosta..... \$50.00
- Frank Portanier..... \$50.00
- (In Memory Of Dave Larsen)
- Leo Endries..... \$25.00
- Gonzalo Sarra..... \$50.00

SUP Meetings

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

	Hdqtrs.	Branch
October	Tues 13	19
November	9	16
December	14	21

Welfare Notes

August 2020

SUP Money Purchase Pension and 401(k) Plans

You will be receiving a notification in the mail with the following information pertaining to important amendments to the SUP Money Purchase Pension Plan and the SUP 401(k) Plan. Please file the notice with your Plans records for future reference.

Waiver of Requirement to Take 2020 Required Minimum Distributions (RMDs)

In accordance with the CARES Act, the requirement to take a required minimum distribution (an "RMD") for 2020 has been waived. If you are receiving RMDs, your 2020 RMD will be automatically waived unless you choose to receive it. If you would like to receive a distribution of your 2020 RMD, please contact The Standard at 1-800-858-5420.

New RMD Age for Participants Who Turn Age 70½ after December 31, 2019

In accordance with the SECURE Act, the date by which RMDs must begin has changed to April 1 of the calendar year following the later of the year in which you attain age 72 (an increase from age 70½) or the year that you retire. This new rule only applies to you if you were born on or after July 1, 1949. If you were born before July 1, 1949, the age 70½ rule still applies to you.

Example: You are retired and your 70th birthday is July 1, 2020. You were born on or after July 1, 1949, so you are not required to begin RMDs until you reach age 72. Your 72nd birthday will be on July 1, 2023. You must take your first RMD (for 2023) by April 1, 2024, with subsequent RMDs by December 31st annually thereafter.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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SUP Welfare Plan 730 Harrison Street, #415 San Francisco, CA 94107

Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on the September 3, 2020 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Benjamin F. Braceros	Bk#5765	6 yrs.	A.B.	A
Matthew K. Stelpstra	B-19665	1 yr.	O.S	B
Jeffrey Baccay	C-2834	30 Days	O.S	C
Mitch Laskowsky	C-2835	30 Days	A.B.	C
Brian Puhl	C-2836	30 Days	A.B.	C
Edgar Melendez	C-2837	30 Days	A.B.	C
Chase Henderson	C-2838	30 Days	O.S.	C

Ratings: Bosun Stamp

Hermínio Huavas Bk#5888

Membership and Ratings Committee: Terrance Lane, Bk# 4107; Eduardo Zepeda, Bk# 279; Gabriel Moreno, Jr., Bk# b99533



Under the watchful eye of the San Francisco Business Agent Roy Tufono, the SUP Membership and Ratings Committee met on September 3, 2020 in the SUP Library to review the applications for advancement in seniority. From left is Terry Lane, Gabriel Moreno Jr., and Eduardo Zepeda.

Photo Roy Tufono.

Transportation Unions Demand Covid Relief Action From Congress

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enacting substantial, worker-centric economic relief legislation."

"Whether it is in aviation, public transportation, construction, maritime, school and intercity bus service, postal service, passenger and freight rail, ports, or manufacturing, our workers have borne the brunt of the Covid-19 crisis."

"They have worked through the worst of this pandemic with no public health protections from their government. Thousands have paid for that inaction with their health, and thousands more with their lives."

"They have faced down economic uncertainty in their industries every single day, not knowing if or when they may be told to stop coming to work." Unlike many other workplaces, mariners have been both restricted and exposed, domestically and internationally, and despite glowing words of support, bear the burden and stigma of their front-line status.

"But through it all, they have continued to show up and do their jobs," the letter said. The SUP and the rest of maritime labor has written extensively on the specific financial needs for maritime, specifically that "Emergency funding is needed to maintain maritime commerce." This is the additional emergency funding for the Maritime Security Program, covered in the President's Report and the West Coast Sailors many times since the advent of the coronavirus.

Failing an agreement, or a so-called continuing resolution to keep the government operating, "October 1st is the cliff that will force hundreds of thousands of workers into unemployment and send our economy reeling. Lack of immediate Congressional action to meet these needs will ripple throughout our membership, and the effects will be felt across the entire

economy."

"It would be unacceptable, and a slap in the face to the people who are bearing the brunt of this crisis, if Congress were to fail to pass legislation," they said.

The letter was addressed to Speaker of the House Nancy Pelosi, House Minority Leader Kevin McCarthy, Senate Majority Leader Mitch McConnell and Senate Minority Leader Chuck Schumer.

West Coast Sailors

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RRF Turbo Activation Report



During the Turbo Activation beginning in late August, SUP members stood up, protected their work, and demonstrated readiness to the entire U.S. government apparatus. From left to right is OS Demario Dixon, AB and delegate Yvette Cavan, AB Alan O'Neal, AB Brad Cain, and AB Fernando Riganon as they finish off an eyesplice in a mooring line among other deck maintenance in *Cape Henry*.

SUP Crews Answer the Call; Turn to on Deck for the USA

SUP Delivers and Offloads *Cape Hudson*

Matson's *Cape Hudson* arrived in Thailand on the Pacific Defender mission delivering Stryker armored fighting vehicles. Because the Thai stevedores refused to work the ship for fear of exposure to COVID-19, the SUP gang took on the longshoring responsibilities. Below, bosun Phil Coulter calling the shots atop a M1126 Stryker ICV, and AB Jamie McKeller completes the familiarization process.



Cape Horn crew left to right, AB's Anthony Wylie, Langston Holmberg, Mike Smith, Jeff Baccay, Ariel Odion, OS Albert Muscat, with AB and delegate Dennis Sumague and bosun Paul Fuentes. In the forktruck is OS Andre Haywood.



USCG Dolphin-class rescue helicopter conducting emergency operation using the SUP-crewed *Cape Taylor* in Beaumont, Texas.



SUP AB and delegate Andrew Montoya at the wheel offloading the armored personnel carrier in Thailand.



On the *Cape Henry* OS/GVA Efran Vega performs the mission critical task of making fresh coffee for call outs.
Photo: bosun Noel Itsumaru

Crew Relief Crisis Forces Singapore Changes

In a change of policy, Singapore will finally address its crew change commitments, deploying three floatels as dedicated crew facilitation centres at its port. One floatel will house signing on crew and two others will be used for seafarers signing off.

In a series of crew change announcements on August 28, Singapore also announced that crewmembers who have stayed at least 14 days from specific low-risk countries/regions to sign-on to ships in Singapore will either no longer be required to serve a stay-at-home isolation in the originating country or only serve a shorter isolation of seven days prior to departure for Singapore. Crewmembers from other countries will continue to serve an isolation period of 14 days prior to departure.

As a major shipping and crew change hub, Singapore's actions are predicted to have some considerable effect on the worldwide crewing crisis. The city-state has attracted notable criticism for its muted crew change stance in recent months, despite international calls for relaxed restrictions. It has also agreed to help fund research into the solutions for what has become a humanitarian crisis at sea.

The Maritime and Port Authority of Singapore along with the Singapore Shipping Association, Singapore Maritime Officers' Union, and Singapore Organisation of Seamen, will establish a S\$1m (\$735,000) fund to work with stakeholders in seafaring nations on concrete solutions for safe crew changes, such as initiatives on best practices for crew holding facilities and testing centres.



Despite the positive talk from ports, other reports still suggest serious delays and dysfunction throughout the global seafarer relief system. See story below.

Survey: Crew Change Rhetoric Diverges From Travel Reality

An industry survey conducted by the maritime publication Lloyd's List has found that the worldwide crew change crisis has not improved despite five months of intense advocacy work by a variety of organizations and despite relatively intense media focus calling attention to it.

Most international officials and major shipowners surveyed believe efforts to restart the crew change process "have not improved the hidden humanitarian crisis keeping crew at sea" reports Richard Meade in an Aug. 26 article titled "Crew change crisis deepens amid bureaucracy, logistics and cost."

Twelve major shipowners surveyed by Lloyd's List said that the situation overall has deteriorated, and that attempts to ad-

dress it are becoming more complicated and more expensive.

This month, United Nations agencies and the International Maritime Organization will double down on their efforts, with the IMO planning an extraordinary session to address the situation.

Although many ports are technically open for crew change, legal and bureaucratic requirements and pandemic-related travel restrictions are changing on a near daily basis. Industry associations say that globally, fewer than 35 percent of crews are being changed out according to schedule. This means that hundreds of thousands of mariners are still stranded aboard ships for months beyond contracted agreements.

The consequences for shipowners

include a tripling of the expense of handling crew changes, the need to establish large shore-side staffs to manage the situation and the need to reroute ships because crew change plans have fallen through. Government breaks and summer holidays have further hindered efforts to unblock restrictions.

The IMO and the International Labor Organization will spearhead the effort for the UN. Lloyd's List says this approach, "does mark a significant step up in the urgency being applied to the problem and the diplomatic rhetoric being targeted at 'key national decision makers.'"

The new effort will also seek to mobilize support from multinationals and other "businesses by underlining the risk that the logjam poses to the international supply chain."

"This [resurgence in diplomatic efforts] is all well and good, but you will start to see seafarers say 'thank you, but it's time to walk away' because you can't keep people on board like this for months with no hope and no end in sight," Captain Kuba Szymanski, secretary general of the International Ship Managers' Association, was quoted by Lloyd's List as saying.

An international summit held in June by Britain to address the issue concluded that "the inability of ship operators worldwide to conduct ship's crew changes is the single most pressing maritime operational challenge to the safe and effi-

cient movement of global trade," adding that "a part from humanitarian issues, there is an increasing risk that fatigue and mental health issues could lead to serious maritime accidents."

The 13 governments that signed on to the pledge originally have since been joined by the United States, France and Georgia.

One shipowner who was interviewed by Lloyd's List commented that, "some of the conversations we are having on a daily basis with national government representatives are crazy..."

Despite some progress exchanging crews in many locations, another said, "it remains a fight to get people back on time."

"We share the same frustrations as the shipowners," said Stephen Cotton, general secretary of the International Transport Workers' Federation.

"Aside from a notable exception in India where we are seeing some real progress, I completely agree--the general situation is getting worse not better."

"We're getting more calls than ever from frustrated seafarers who are at the end of their tether and asking what they can do to get off."

"We've been using this period of summer downtime in governments to plan what the most impactful strategies are that we can put in place to help seafarers. We have to get this back on the agenda."

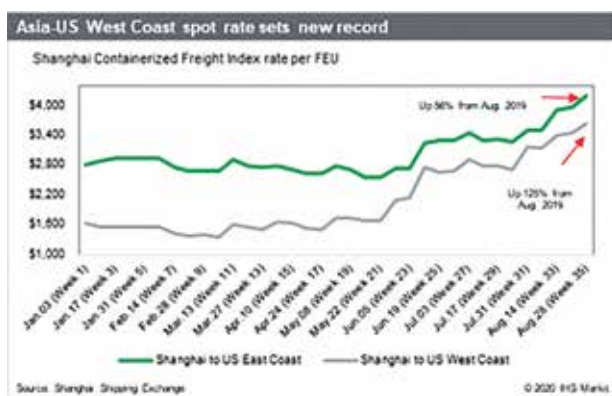
Imports Surge: Seasonal Shipping Patterns May Change with E-Commerce

Like the weather, seasonal shipping patterns were once reliably predictable. Now however, at least in the near term, logistics experts are predicting that U.S. imports will remain at elevated levels through October, as imports continue to increase fueled by e-commerce, the work from home trend, and a continuous demand for personal protective equipment.

The Asia-US West Coast container rates reflect this expectation as rates reached \$3,639 per Forty-foot Equivalent Unit, up over 125% from the same week in 2019 according to the Shanghai Containerized Freight Index. The rate from China to the US East Coast stood at \$4,207 per FEU, by comparison, up 56.3 percent year over year. See rate chart below.

Last month it industry observers predicted strength through September, now they are extending that vision as online shopping continues during the COVID-19 crisis. "We can see demand strength through October," Jon Monroe, a consultant to NVOs, said in his weekly newsletter on Wednesday. PPE shipments, which contributed to the surge in July, remain strong due to large-volume purchases by federal and state governments, he said.

The import surge is also based on a broad new range of e-commerce. Analysts say the growing role of e-commerce imports could be changing the timing of peak-season shipping patterns in the



eastbound trans-Pacific. "E-commerce is replacing in-store shopping. The entire Black Friday shopping scene ain't going to happen," a industry expert recently observed.

There is however also a lot of demand for inventory replenishment of traditional retailers, especially big-box retailers. That inventory that was burned off when the US emerged from COVID-19 lockdowns. The two trends together, plus equipment shortages that are created by a

Meanwhile, US imports from Southeast Asia, especially Vietnam, are setting new records. Imports from Vietnam in July were up 39 percent from June. July was the best month ever for imports from Vietnam through the West Coast and in order to meet growing demand for premium services from Vietnam, APL Logistics announced recently that it will add Haiphong to its existing Vietnam string, which already included Ho Chi Minh City.

Monroe added that the two tightest trade lanes in Asia in terms of vessel capacity are Ho Chi Minh and Yantian, China, to Los Angeles and Long Beach.

APL Reports Higher Earnings and Better Outlook

Container shipping group CMA CGM, parent of American President Lines, on September 3rd reported higher second-quarter profits. The global shipping behemoth said it expects results to improve again in the current quarter as the shipping sector appears to be recovering quickly from disruption caused by the coronavirus pandemic.

The French-based outfit recorded a net profit of \$136 million for the second quarter compared with a year-earlier \$109 million loss.

Core earnings went up 26% to \$1.2 billion as good freight rates and reduced



costs, linked to lower oil prices and an efficiency program, offset a drop in sales caused by the coronavirus crisis.

Shipped volumes fell 13.3% compared with the year-earlier quarter but the decline was less than the 15% drop CMA CGM had initially forecast.

Meanwhile, as the WCS goes to press, the SUP Negotiating Committee began negotiations with the Company.

UNDERWAY

By J.K. Russell, Bk 3197

Turning our stern landward
 The shivering ship swings
 Toward the open water
 Her steel flanks trembling
 The long white tail of her wake
 Tossing from side to side
 In the undulatory waves.

Fare thee well troubled landmen
 I have heard enough of
 your sniveling
 Enough of you whining
 and wailing,
 Superficial smiles
 And stories of self accumulation.
 I wish you all well
 Snouts to the ground
 Grunting and grubbing in the dirt
 Frantic for another dollar.

We misfits of the world
 Mount our faithful sea stallions
 Rear back high and
 wave goodbye,
 Gallop quickly out of town
 To the blue and far flung plains
 Of the vast and open ocean.

Along the way great herds
 Surface and sound
 In the blue green pastures.
 And look there!
 Between the
 snowcapped mountains
 Of the moving sea
 The white plumes of the albatross
 Shining in the noonday sun

We make no camp
 Under the waning moon at night
 But move continuously on

Polaris, Pleiades and Pegasus
 The winged horse
 Follow patiently in the night sky,

And Sirius the dog
 Wags and waits expectantly
 By the shimmering trail
 Of the Milky Way.

Wait not long
 My nighttime companion
 We come in good time
 And rise on imaginary wings
 To seek our rightful place
 Among the stars.



Molokai Channel

By Joseph Russell

It was aboard the old *Hawaiian Citizen*. She was a relic and I was a 20 year old on his first trip to sea in 1976. We had departed Honolulu around midnight and come left to steer northeast through the Molokai Channel, as the dark shape of Diamond Head slowly eclipsed the lights of Waikiki, falling away off the port quarter. Ahead to the mainland it seemed the sea was smooth as glass.

Night surrounded me as I stood the bow lookout. At some point, my relief appeared beside me and we stood shoulder to shoulder as if in a dream — for you see the night produced the most amazing scene. It was as if the heavens had opened, and I could reach to hold the stars. I struggled with weight of awesome spectacle until my partner said “Joe, I’ve been at sea for 25 years and never seen such a wondrous sight.” The only sound was the bow wave 30 feet below as we steamed into the starlit black vastness of the Pacific Ocean.

His name was “Diamond Jim” Liana. He was a native Hawaiian who grew up on the Parker Ranch on the Big Island of Hawaii. He was 6 foot three and look like a dark-skinned Chuck Connors. He was cut like a rock and moved about like a panther.

He showed me the ropes. When the old sailors would tease me in the chow hall he would tell them to “lay off the kid” and the ugly talk stopped just like that, for Jim was tough as they come. In 1950 he was a paratrooper in the Battle of the Chosin Reservoir in North Korea where the Chinese had surrounded the 1st Marine Division. Jim told me about the fight out of the Chosin trap and said it was so cold they used dynamite to blow holes in the frozen earth to bury their dead. When we got back to Coast, we parted ways.

Maybe ten years later, headed to the bar in San Francisco and passing through the lobby of the old “Apostleship of the Sea” someone called my name. With his body and face ravaged by cancer, his chiseled physique in a freefall of emaciated flesh, it took too long to say “Hello, Diamond Jim.” In the handshake I knew my best shipmate was on his final voyage.

He explained he was there on a day pass from the hospital. Said he had no one to visit him there and asked if I would come to see him. I gave my word, and a few weeks later I took the bus out to the Marine Hospital. I told him jokes when I found him, and he got a smile on his face. And then visiting was over and I said I’d be back soon. I stepped back but he grabbed my hand and said how grateful he was. I was his only visitor.

“Joe? Do you remember that night steaming through the Molokai Channel?”

“Of course, Jim, it’s burned into my memory,” I said at the door. “I’ll see you next weekend.”

“I’ll see you on the bow lookout,” he said.

The next weekend at the reception desk they said he was gone, his body returning to the Hawaiian Islands for burial. I tried not cry but tears broke through and I thought of that night in the Molokai Channel and how I would wait to see my friend Diamond Jim.

The Hawaiian Citizen was a Matson break-bulk freighter that was the first in the Pacific converted into a full containership in 1960. The author is currently serving a life sentence in California State Prison.



Cape Texas Weathers the Storm in Beaumont

A rare convergence of hurricanes, Marco and Laura, was projected in August to converge on the Gulf Coast at almost the same time. Not seen for more than 100 years, the storms came at the same time as a major activation of Ready Reserved ships was planned. As it worked out, the storms separated by both time and space, and military planners decided against Gulf Coast ship activations, but Laura built into a dangerous Category 4 storm, and widespread damages were sustained west of New Orleans and east of Houston.

The U.S. Maritime Administration’s Ready Reserve Force ship *Cape Texas*, homeported in Beaumont Texas, weathered the dangerous hurricane Laura while in ROS (reduced operating status) with minor damage. The Category 4 storm was forecast to pass directly over the ship but in the final hours before landfall the hurricane shifted to the East about 40 miles. That shift spared the ship from the worst 140 mph winds and the highest recorded gust on board was 81 MPH (70 knots).

During the storm and in its aftermath, the ship served as an emergency logistics base loaded with various Coast Guard rescue equipment and boats. When the storm passed around 7am, *Cape Texas* crew lowered its ramp and the Coast Guard started their work to responding to nearby

Louisiana where the storm hit hardest.

The *Cape Texas* is moored with her sister ship the *Cape Trinity* and the *Cape Taylor* near by in downtown Beaumont. Lower on the river are moored the *Cape Victory* and *Cape Vincent*. All five of the ships are owned by the U.S. government and managed by Patriot Contact Services with SUP onboard.

Hurricane Sally shortly followed these storms causing further historic flooding and damage east of New Orleans. Still another storm, Beta, threatens the East Texas Gulf Coast as the WCS goes to press.

In foreground is GVA Edward Moody and GUDE Lemau "Moe" Moalitele as they secure *Cape Texas* in Beaumont TX in preparation for Hurricane Laura.

Photo by Bosun James King.





Dredged Pipeline Kills Four Mariners in Corpus Christi

By The Maritime Executive
08-23-2020 07:13:00

The U.S. Coast Guard has called off the search for two missing crewmembers from the dredger *Waymon L. Boyd*, which caught fire and sank at the Port of Corpus Christi on Friday. The bodies of all four deceased crewmember were found and recovered

19 people were on board at the time of the explosion and fire, and six were hospitalized, according to emergency response agencies.

The fire broke out at about 0800 hours on Friday, when Sector Corpus Christi received bystander reports of a blaze on the Corpus Christi Ship Channel. A USCG helicopter crew rescued two injured crewmembers from the scene and transferred them to Corpus Christi Medical Center for treatment. First responders rescued a dozen more survivors, including four who were hospitalized; four more remained missing.

The pipeline was secured Friday and the blaze on the dredger was out by 2200 hours. The vessel broke up and sank shortly after, and two additional bodies were found at 0200 hours and 1045 hours on Saturday morning. The search for the last two missing crewmembers was suspended later in the day.

According to the Texas Commission on Environmental Quality, the source of the explosion and fire was a ruptured underwater propane pipeline. At the time, the dredger was working for a private port tenant, not for the port's harbor deepening project, according to the Port of Corpus Christi Authority.

"While the search and rescue mission for the lost crewmen of the *Waymon L. Boyd* has concluded, the suffering of the injured crew members and the families of those lost still endures. Our heartfelt prayers are with them all," said Sean Strawbridge, CEO of Port of Corpus Christi.



Dredger fire Corpus Christi Blast and fire aboard the *Waymon L. Boyd*, August 21
(Image courtesy USCG)

Berit Eriksson Honored by U.S. Coast Guard at MERPAC

Public Service Commendation

Berit Eriksson

The Commandant of the United States Coast Guard takes great pleasure in presenting the Coast Guard Public Service Commendation to Ms. Berit Eriksson for service as a member of the Merchant Marine Personnel Advisory Committee (MERPAC) beginning in July 2014. During this period, Ms. Eriksson was an active part of a diverse group of highly talented experts who provided outstanding recommendations to the Coast Guard on matters related to personnel in the merchant marine, including training qualifications, certification, documentation, and fitness standards. Her active participation as a member of the Committee resulted in a positive working relationship between the Coast Guard and the maritime industry. During her tenure, the Committee provided sound, valuable recommendations on numerous rulemaking initiatives,

associated policy projects and safety issues related to merchant vessel personnel activities. Specifically, her expertise on subjects related to qualified ratings, particularly able bodied seamen, led to recommendations submitted by the Committee that assisted the Coast Guard in its efforts to ensure maritime safety. Her longstanding work as chair of the subcommittee for the initiative to identify requirements for members of the armed services (Military to Mariner) to transition to the U.S. Merchant Marine has been enthusiastic and thorough; recommendations from this work continue to lead to improvements in the Merchant Mariner Credentialing program and increase opportunities for members of the armed services. Ms. Eriksson's dedication to MERPAC and her to work with the Coast Guard in promoting safety in the marine industry are heartily commended and are in keeping with the highest traditions of the United States Coast Guard.



IMO: Stop the Crew Change Crisis

At the outset of there United Nations General Assembly, the International Maritime Organization issued another stark warning: the breakdown of the crew change process is endangering the health of the world's seafarers and putting the safety of shipping at risk.

IMO Secretary-General Kitack Lim has called on world governments to resolve the crisis, which is affecting more than 600,000 seafarers: 300,000 who are stranded at sea and a similar number who stopped from relieving those on ships.

As the West Coast Sailors and many other industry journals have been reporting for months, now joined by mainstream news sources, the collapse of the crew change process has reached humanitarian crisis levels. It has been caused by a range of pandemic-related factors: restrictions on travel and embarkation/disembarkation in ports; quarantine measures; reductions in the number of available flights; and limits on visas and passports.

Some seafarers have been at sea for more than 17 months, far over the 11-month limit established by the Maritime Labor Convention; many have been denied access to medical care and shore leave, also in breach of their rights under the MLC.

"Overly fatigued and mentally exhausted seafarers are being asked to continue

operating vessels, increasing the risk of shipping casualties," Lim said. "If the crew change crisis is not resolved soon, ships will no longer be able to operate safely pursuant to IMO regulations and guidelines, further exacerbating the economic impacts of the Covid-19 pandemic. Seafarers cannot remain at sea indefinitely."

Crew change in the far-flung ports of the world still pose great problems for U.S. mariners for the much the same reasons. The SUP and the other U.S. maritime Unions, however, with the help of U.S. government agencies, have dealt with the issue with much better results than the flags-of-convenience owners, operators and flag states that are part of the problem.

This is the latest push for action by the IMO. It follows months of public statements, meetings with international leaders, bilateral diplomatic efforts and the establishment of the Seafarer Crisis Action team to directly help stranded seafarers.

While significant progress has been made by many countries in allowing for crew change, the rate of progress is not keeping pace with the backlog. Lim has asked IMO member states to raise the issue during the upcoming High-Level Week of the 75th session of the United Nations General Assembly, which begins in September.

California Approves \$900 in New Unemployment Benefits

California's unemployment department on Monday began sending \$900 in federal benefits to millions of jobless workers — about two weeks after the Golden State's application to President Donald Trump's program was approved. The payment covers three installments of a \$300 weekly benefit retroactive to the week that ended Aug. 1. Workers will later receive a \$600 payment for an additional two weeks of benefits. To be eligible for the federal benefits, workers must be receiving at least \$100 weekly in state benefits and have certified their unemployment is related to COVID-19.

The lump-sum payment covers three weeks of benefits retroactive to the week that ended Aug. 1 at the rate of \$300 per week and is paid for by the federal government.

The two-week turnaround time seems to represent progress for California's beleaguered unemployment department, which in August said it could take up to 20 weeks to process new federal benefits. However, lawmakers on Thursday approved an emergency audit of the department amid reports of fraudulent claims — even as another 1 million remain backlogged.

An earlier federal program provided a \$600 weekly supplemental benefit on top of normal state unemployment checks, but that program expired in July.

With Congress deadlocked over a proposal to extend that \$600 benefit, an executive order by President Trump last month authorized \$300 in weekly supplements, but with no guarantee of continuing beyond three weeks.



Matson's second *Kanaloa*-class *Matsonia* shortly before launching last month. The ship is 91% finished and appears on track for a late third quarter delivery and entry into service in the Hawaiian trade.



San Francisco



Oakland



Seattle

September 9, 2020

Wildfires in the West have burned 3.2 million acres in California, a million acres in Oregon, and about 700,000 acres in Washington in one of the worst fire seasons ever. The fires have killed at least 33 with many unaccounted for, and

incinerated thousands of homes and businesses. The fires are also to blame for ghastly scorched landscapes, foreboding days of dark orange, and unhealthy and hazardous air quality from San Diego to Seattle.

Union Man Puts Out Fire With Beer

Union member Chad Little stayed home to defend his home in the raging California wildfires last month. As the LNU Lightning Complex Fire burned onto his property near Fairfield, running out of time and resources, he fought fire with beer.

Little said he and his family had anticipated the fire reaching their home had already begun packing their things. When the fire arrived, Little got out of the car and told his family he wasn't leaving.

"I had a lot of friends and family trying to fight with me to get me to leave, but I wasn't gonna do it," he said.

The reason Little stayed was to protect his property, especially because he had lost his home in a fire five years prior. After nearly five years of dealing with insurance, litigation, and mediation, Little was finally able to start rebuilding his home.

When the fire came, and Little decided at the last minute remain and fight. "I spent five years getting to this point," he said. "I'm not going to start over from ground one."

As the fire got closer, Little said he had plenty of water pressure, with working fire hoses and fire hydrants, so he felt confident in being able to extinguish the fire. Not long after, however, the water was shut off.

"Then I got scared," he said. "It was

kind of like an eye-opening that I could be in trouble."

Little kept raking, shoveling and using the half-full buckets of water to fend off the fire, but it wasn't doing much. When the fire began heading toward his workshop, where he conducts business for UA Local 342 as a steamfitter and welder, that became a major area of concern.

Little then grabbed the nearest and largest source of liquid he could find: a 30-pack case of Bud Light.

"That was the only thing I had that I had a lot of, and it was wet," he said. "Luckily, I had a bunch of cases of the Bud Light and I was able to get it out" before the fire consumed it.

With the beer staged for deployment, Little ripped up the sheet metal on the side of his workshop, and found a nail sticking out. It struck him then to use the nail to puncture holes in the cans.

"When I first grabbed the cans of beer and ran down there, I was shaking them up and opening them up but it was just dispersing too quick," he said. "When I saw that nail, I would just puncture a hole and shake as I was going, and I could aim it and concentrate on the bad parts (of the fire)."

When a firetruck came through the neighborhood, Little said he breathed "a sigh of relief" and they helped with a fire that had ignited at his carport which



Chad Little, a Union steamfitter in Vacaville, fended off a wildfire with a 30 pack of Bud Light.

ultimately burned to the ground. The house, however, was not damaged.

Little has since remained on fire watch and as a pipefitter also helped his neighbors rig water lines to protect their properties as well as put out hot spots

California's wildfires, sparked by lightning, have brought danger, harmful air quality and for some complete devastation across the state. Amid a season of catastrophe, he brought hope, cheer, and beer to a happy hour.

New Gallup Poll Puts Approval of Labor Unions at Highest Level in 17 Years

The number of Americans saying they approve of unions has risen to 65 percent, the highest it has been since 2003. Union support has been rising steadily since 2009. "Americans know union members love this country—a country built by unions," said AFL-CIO President Richard Trumka in a Labor Day message.

The first time Gallup polled the public's support for labor unions was in 1936, when the approval rate was 72 percent. Approval hit its peak at 75 percent in 1953 and again in 1957. The lowest ratings have generally been reported in times of economic weakness, including the late 1970s and the early to mid-1980s, when support

fell below 60 percent for the first time.

Americans' reported membership in a labor union remains similar to recent years, with 10 percent of respondents saying they are a union member and 16 percent saying there is a union member in their household. Not all that favor Unions are able to form or join one, however and the disconnect between the approval and membership percentages is widely traced to lack of legal protections exploited by the union prevention industry.

In fact, Union protections and decades of settled law has been recently overturned by an anti-labor NLRB, continuing a long-term trend..

Maersk Etienne Punished for Good Deed

continued from page 1

countries have been denying entry in recent months to migrants picked up by commercial vessels. The bars against entry have grown stronger under the coronavirus pandemic, with authorities in the region saying they risk allowing infected migrants to enter their countries.

The Maltese government has said the problem belongs to Denmark because the ship is operated by a Danish company. Meanwhile, an ancient maritime legal concept fell into disrepair.

Eventually the 38-day standoff ended for 27 refugees when they were transferred to charity rescue ship Mare Jonio and disembarked in Pozzallo, Sicily.

Container Volumes up in LA and Oakland

Containerized cargo volumes hit a record high at the Port of Los Angeles last month, confirming predictions from retailers and — at least briefly — defying the COVID-19 slump.

LA's total container volume rose nearly 12 percent, hitting more than 960,000 TEU for the month — an all time high. An 18 percent jump in imports drove the gains, moderated by a 10 percent fall in exports. The numbers reflect a sharp change from previous months, and when taken together, the port now expects that its total yearly volumes will decline by nine percent relative to 2019 — a smaller drop than the previous forecast of 15 percent.

"August's cargo is more than double the volume we moved in March, when we dropped sharply with the onset of nationwide shutdowns," said port executive director Gene Seroka in a video address. However, he expressed caution on the outlook. "One month, or even one quarter, does not make a trend," he told Reuters. "Our economy remains in a very precarious position."

According to the National Retail Federation, the spike in imports is driven by U.S. retailers restocking after a long lull, along with their preparations for the holiday season. This is reflected in vessel traffic: the port had only one blanked sailing in August, and it does not expect any cancellations on its liner services in September.

The Port of Oakland announced on Sept 17 that import cargo volume there jumped for the third consecutive month during August.

The port said that containerized import volume jumped nine percent in August, compared to the same month a year ago. Exports were also up, 1.4 percent compared to August 2019.

The Port of Oakland said it is encouraged by the rebound as it enters peak shipping season which runs from August to October.

"We remain cautious because as we have already seen, the coronavirus pandemic has created lots of uncertainty," said Port of Oakland Maritime Director Bryan Brandes. "We're waiting to see how COVID-19 will affect our retail partners."

Oakland also said the boost in imports to retailers restocking their dwindling inventories. Shipments include pandemic-related items such as e-commerce goods, medical equipment and personal protective equipment. The port said the gain in August exports was due to fruit and beverage shipments doing slightly better compared to August 2019. The Port of Oakland said that despite the recent increase its total cargo volume year to date is down five percent through August, compared to the first eight month of 2019, due primarily to a 25.3 percent drop in shipments of empty cargo containers back to origin destinations.

What We Know and Frequently Asked Questions on Coronavirus

Because so little was known at the start (novel coronavirus, of course, came without specific history), and because the facts have both emerged and changed, the task of keeping up to date with the greatest risks takes work. The following information, compiled from a variety of sources including the medical journal *Stat*, the *New York Times*, the CDC, among others, is intended to both answer questions and identify unknowns.

Why is it safer outdoors?

Outdoor gatherings lower risk because wind disperses viral droplets, and sunlight can kill some of the virus. Open spaces prevent the virus from building up in concentrated amounts and being inhaled, which can happen when infected people exhale in a confined space for long stretches of time, said Dr. Julian W. Tang, a virologist at the University of Leicester.

What are the symptoms of coronavirus?

In the beginning, the coronavirus seemed like it was primarily a respiratory illness — many patients had fever and chills, were weak and tired, and coughed a lot, though some people don't show many symptoms at all. Those who seemed sickest had pneumonia or acute respiratory distress syndrome and received supplemental oxygen. By now, doctors have identified many more symptoms and syndromes. In April, the C.D.C. added to the list of early signs sore throat, fever, chills and muscle aches. Gastrointestinal upset, such as diarrhea and nausea, has also been observed. Another telltale sign of infection may be a sudden, profound diminution of one's sense of smell and taste.

Why does standing six feet away help?

The coronavirus spreads primarily through droplets from your mouth and nose, especially when you cough or sneeze. The C.D.C., one of the organizations using that measure, bases its recommendation of six feet on the idea that most large droplets that people expel when they cough or sneeze will fall to the ground within six feet. But six feet has never been a magic number that guarantees complete protection. Sneezes, for instance, can launch droplets a lot farther than six feet, according to a recent study. It's a rule of thumb: You should be safest standing six feet apart outside, especially when it's windy. But keep a mask on at all times, even when you think you're far enough apart.

I have antibodies, am I immune?

As of right now, that seems likely, for at least several months. There have been frightening accounts of people suffering what seems to be a second bout of Covid-19. But experts say these patients may have a drawn-out course of infection, with the virus taking a slow toll weeks to months after initial exposure. People infected with the coronavirus typically produce immune molecules called antibodies, which are protective proteins made in response to an infection. These antibodies may last in the body only two to three months, which may seem worrisome, but that's perfectly normal after an acute infection subsides, said Dr. Michael Mina, an immunologist at Harvard University. It may be possible to get the coronavirus again, but it's highly unlikely that it would be possible in a short window of time from initial infection or make people sicker the second time.

There are safer settings, and more dangerous settings

Research has coalesced on a few key points about what types of setting increase the risk that an infectious person will pass the virus to others.

Essentially, the closer you are to someone infectious and the longer you're in contact with them, the more likely you are to contract the virus, which helps explain why so much transmission occurs within households. Being indoors is worse, particularly in rooms without sufficient ventilation; the more air flow, the faster the virus gets diluted. Everyday face coverings reduce the amount of virus projected, but aren't total blockades.

Viruses on surfaces probably aren't the major transmission route

Throughout the spring, you could barely find hand sanitizer. Fears that viruses lurking on surfaces could infect us with Covid-19 turned most of us into zealous surface cleaners. Some people went so far as to quarantine their mail, not touching it for days as they waited for potential lingering viruses to die.

The general consensus now is that "fomites" — germs on surfaces — aren't the major transmission route for Covid-19. Van Kerkhove of WHO said there hasn't been a case recorded where it's clear someone was infected by fomites alone.

But it's clear from lots of studies that surfaces around infected people can be contaminated with viruses and the viruses can linger. Cleaning surfaces and being prudent about hand hygiene is a risk-lowering step people can take, public health officials agree.

People can test positive for a long time after they recover. It doesn't matter

There was a lot of angst a few months ago about some people who had seemingly recovered from Covid-19 infections continuing to test positive for the virus for weeks. Were they infectious? Should recommendations be changed for how long infected people should be isolated?

It turns out it is an issue of testing. Most testing is conducted using a platform called PCR — polymerase chain reaction — that looks for tiny fragments of the SARS-CoV-2 virus. But the test can't tell if those sections of genetic code are part of actual viruses that can infect someone else, or fragments of viruses that are absolutely no threat.

It's clear now that people who had mild or uncomplicated infections shed active virus for somewhere up to 10 days after their symptoms started. Severely ill patients shed virus for much longer.

What We Don't Know

People seem to be protected from reinfection, but for how long?

The thinking is that a case of Covid-19, like other infections, will confer some immunity against reinfection for some amount of time. But researchers won't know exactly how long that protection lasts until people start getting Covid-19 again.

So far, despite some anecdotal reports, scientists have not confirmed any repeat Covid-19 cases.

All that supports the notion that Covid-19 acts like other viral infections, including illnesses caused by other coronaviruses. Researchers are finding that most infected people mount an immune response involving both antibodies and immune cells that clears the virus, and that persists for some amount of time. Reports of waning antibody levels incited some concern that perhaps protection to SARS-CoV-2 might not last very long, with big implications for the frequency of required vaccine boosts. But immunologists have pointed out that antibodies for other viruses wane as well; their levels surge upon re-exposure to the pathogen and they can still halt reinfection.

When a new pathogen causes illness, the immune system creates memories, so its cells can target and kill the invader if it ever comes back again. Here's how a person becomes develops immunity. Researchers don't know for sure what level of antibodies are required to block the virus from gaining a toehold in cells, and what role pathogen-fighting T cells might have in fending off an infection. People who recover from Covid-19 also produce varying levels of antibodies — it's possible people who generate a weaker initial immune response might not be protected for as long from reinfection.

What happens if or when people start having subsequent infections?

Given that most respiratory viruses are not "one-and-done" infections — they don't induce life-long immunity in the way a virus like measles does — there is a reasonable chance that people could have more than one infection with Covid-19.

Experience with human coronaviruses — which mostly cause colds — supports that idea. A study in the Netherlands followed people for decades, measuring their antibodies to four human coronaviruses at regular intervals and looking for changes that would indicate a new infection. The scientists found that reinfection could occur within a year of the first infection. (The study is a preprint, meaning it hasn't yet been through the peer review process.)

Some scientists have theorized that on subsequent infections, immune systems might mount quicker responses to Covid-19, leading to milder infections. If that's true, the SARS-CoV-2 virus

might transition into a less daunting threat over time. But it's still a big unknown. "We don't know," Van Kerkhove said. "I don't want to speculate."

How much virus does it take to get infected?

Whether you become infected or not when you encounter a pathogen isn't just a question of whether you're susceptible or immune. It depends on how much of the virus (or bacterium) you encounter.

And the amount capable of tipping the balance is what's known as the minimum infectious dose. Some pathogens have a low infectious dose. For example, it doesn't take a lot of *E. coli* 0157, a dangerous bacterium transmitted in food, to make someone sick. How big a dose of SARS-CoV-2 does it take to infect most people? It's one of the burning questions in SARS-CoV-2 research, said Angela Rasmussen, a coronavirus expert at Columbia University. "We don't know the amount that is required to cause an infection, but it seems that it's probably not a really, really small amount, like measles."

How many people have been infected?

There have been 21 million confirmed cases of Covid-19 around the world, and 5.3 million in the United States. Far more people than that have actually had the virus. Problems with testing, and its limited availability, have contributed to that gap, as has the fact that some people have such mild or no symptoms that they don't know they're infected. But researchers don't know just how big of a gulf they're dealing with — how much spread they've missed.

A recent CDC study of 10 cities and states estimated that in most places, the true number of infections was some 10 times higher than the number of confirmed cases.

Still, that leaves perhaps 20% of people, even in hard-hit communities, with potential immunity to Covid-19. That means that herd immunity — the point at which so many people are immune that the virus can't circulate — remains far off even in areas that have suffered severe outbreaks.

It's not clear why some people get really sick, and some don't

The sheer range of outcomes for people who get Covid-19 — from a truly asymptomatic case, to mild symptoms, to moderate disease leading to months-long complications, to death — has befuddled infectious disease researchers.

There are some clear factors for who faces higher risks of getting severely ill: older people, as well as people with conditions ranging from cancer to obesity to sickle cell disease.

But scientists have postulated that a host of other underlying factors could help dictate why most healthy 30-year-olds shake off the virus after a couple days and some get severely ill. Researchers are studying genetic differences in patients, while others are looking at blood type.

Recent studies have pointed to another potential player. Perhaps up to half the population has immune-system T cells that were initially generated in response to an infection by one of the common cold-causing coronaviruses but that can recognize SARS-CoV-2 as well. These "cross-reactive" T cells could the immune system, but it's not much more than speculation at this point.

Pandemic Puts Telemedicine In Spotlight

The coronavirus pandemic has put the once-niche category of telemedicine in the spotlight and is now driving a flurry of deal activity involving virtual health-care providers.

A telehealth company known as AmWell filed for an initial public offering. MDLive Inc. is preparing for an IPO early next year.

Patients have embraced virtual care as a way to stay in touch with doctors for urgent care or chronic care management without risking exposure to the coronavirus by visiting medical offices. Telemedicine visits are typically conducted between a doctor and patient using videoconferencing or a phone call and are used to address minor ailments like colds as well as management of chronic conditions like diabetes.

Some 28% of consumers surveyed in April were using virtual medical visits in the early months of the year, up from 15% in 2019, according to Deloitte Consulting LLP.

Telehealth was slow to take off before the pandemic because insurers typically paid doctors less per visit than for in-person appointments, a disincentive to usage.

Federal regulatory changes have paved the way for wider telemedicine adoption, including expanded access for Medicare recipients, which are seniors and disabled people. The Trump administration has also said Medicare would cover telemedicine visits during the public health emergency at the same rate as in-person visits.

The host of temporary regulatory changes also broadened the stable of online platforms doctors could use by loosening a federal health-privacy law.

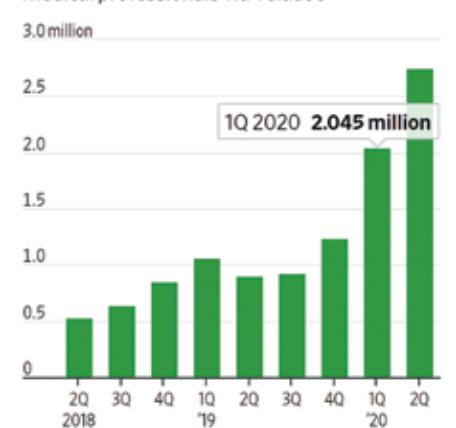
Amwell conducted as many as 40,000 visits a day in April in the early weeks of the pandemic, compared with about 2,900 a day during the same month a year earlier.

Teladoc Health Inc. earlier this month agreed to an \$18.5 billion deal to buy remote chronic care-management service Livongo Health Inc. Teladoc reported that it facilitated 2.76 million visits in the second quarter of 2020, up from 908,000 during the same period a year earlier.

The pandemic has sped up the adoption of telehealth and the role it plays in the health-care system by three years.

Some doctors now use telehealth to triage

Doc Talk
Number of visits between patients and medical professionals via Teladoc



patients before inviting them to the office for an in-person visit, or substitute video appointments for in-person follow-up visits following procedures.

At the start of the pandemic many doctors stopped in-person visits for safety reasons or limited the number of patients they saw each day. Telehealth visits allowed some doctors and behavioral health professionals to stay in touch with patients.

SUP members have Teladoc as a telemedicine benefit option for eligible participants in Health Net. Teladoc gives you 24/7 access to U.S. board certified doctors through the convenience of the web, phone or app. It is an affordable alternative to more costly urgent care and gives treatment for many non-emergency medical conditions, including cold and flu symptoms, allergies, sinus problems, skin problems. Available 24/7 at Teladoc.com or 1 800 Teladoc (835-2362).

Health Net members are also eligible for services at MinuteClinic. These walk in clinics, usually located in CVS stores, provide preventative and basic non-urgent treatment care. Preventative services include vaccinations, health condition monitoring such as high blood pressure, asthma, and diabetes and many other things. Treatment of flu, rash, wounds, abrasions, sprains, blisters, allergies, etc. are provided. Minute Clinics are not intended to replace your primary care physician or specialist but only to provide a convenient option when needed.

Kaiser has comparable remote services at kp.org/care or 866 454 8855. The SUP website has a Welfare Plan page dedicated to telehealth resources at www.sailors.org.



SUP PRESIDENT'S REPORT

Pandemic Response

Still in the grip of the pandemic, the virus continues to command our attention. Whether it is ship operations, shoreside support, credentials, medical clearances, communications, dispatching, politics, restrictions, negotiations, there is little that is unchanged in the COVID-19 era. It's no ordinary problem.

Coronavirus can jump species, travel continents, and kill with treacherous efficiency while spreading by human interaction as benign as a simple conversation. From there it replicates, with seemingly minor symptoms or with no symptoms at all. In fact, research now shows that shed virus spikes (increasing contagiousness) in the days shortly before symptoms appear. In some ways its deceit worse than its lethality because the way to immediately and reliably separate the healthy from the sick eludes us. Medieval methods of blunt separation like quarantine is still among the best methods of prevention available. Testing is, or should be, the light on this darkness. Without a free, widely available, simple, and rapid test for the virus, the pre-symptomatic and/or asymptomatic spread rolls us back to the viral cataclysms of plague, smallpox, and Spanish flu.

We need another round of public funding, we need a therapeutic medicine, and of course, a vaccine. But even if a safe, abundant, and effective vaccine is available by year end, we'll still need continuous testing in the reality of the workplace. Better testing to separate the healthy from the sick more quickly in real-world conditions. Not a silver bullet, the improvements near term will come from a more refined day-to-day diagnosis, a layering of health and safety protocols, a frustrating continuance where we are. Do what you can with what you have where you are, said Teddy Roosevelt. So we rattle the walls for better tests as we keep on taking them, (sometimes several times in a single dispatch), we self-quarantine, and if the test is positive, immediately isolate, treat, contact trace, and take the steps to return to duty. If negative, we maintain a self-quarantine all the way down to the ship and go forward with precautions. A vaccine is coming, says the government, but when and to what effect is another matter of uncertainty and doubt. The immediate fix is still prevention, testing, operational caution, and care: a many-layered long march in a grueling campaign.

Despite all that is not known about the virus we have reached a point in the pandemic where there are practical behaviors and equipment that experts say lower the risk of both transmission and infection. Respiratory and hand hygiene is foremost now, especially the wearing of masks. Keeping distance between people to a minimum of six feet has been updated to include reducing the duration of contacts in general since it appears that there is a threshold of virus needed to achieve infection. Shorter exposure means lower risk. It is now known that good airflow dilutes the virus which is why outdoors is safer than indoors, especially where there are more than a few people in the room and for a prolonged time. There will be much more in the September issue of the *West Coast Sailors* and the SUP website has a lot of the latest information on a dedicated COVID-19 webpage. Urge all hands to check it out at www.sailors.org.

Situation Hawaii: On September 1, 2020, in response to a spike of COVID infections, the State of Hawaii issued new restrictions on arriving travelers that include the existing mandatory 14-day self-quarantine but now come with new enforcement procedures. Government officials and members traveling to Hawaii have both advised a new and aggressive human program, supported by hotels, (that report missing guests and deactivate room keys among other things), putatively to control the spread of the virus. SUP Honolulu Branch Agent Mike Dirksen has warned about the issue repeatedly in his monthly report.

The September 1 restrictions were of a different and more onerous order than before, and so to protect our hiring hall in Hawaii, I contacted Nancy Pomerleau, of the Cyber Infrastructure Security Agency (CISA), within the Department of Homeland Security. CISA had just released an update to its Essential Critical Infrastructure Workers guidance attempting to reflect the changing landscape of the COVID-19 national response. Pomerleau and CISA have been helpful and responsive and have repeatedly characterized merchant mariners as critical infrastructure workers to be accorded fluid travel for work. The legal jurisdiction for public health matters including COVID-19 restrictions rests almost entirely with the states and local municipalities (a subject of great confusion and inefficiency) and so it was Branch Agent Dirksen on the ground in Honolulu who secured the first effective improvement for members traveling to Hawaii. As befitting a bureaucratic matter it came as government form, specifically application for an essential worker COVID exemption form. The form contains general contact information, nature of the CISA endorsed work ("maritime transportation worker") and temporary address of residence and work. It allows for a member to break self-quarantine "while performing work in a federal CISA critical infrastructure sector." It is available at covidexemption@hawaii.gov and Mike has successfully guided members through the process that allows attendance at the Honolulu Hall job calls and to go to the Matson Terminal at Sand Island to work standbys during the mandatory 14 day quarantine. It should only be used by members who are actually planning travel to Hawaii to work under SUP contract and for no other purpose.

Credentialing: On August 20, 2020, the Coast Guard, responding favorably to maritime labor's request, issued the Marine Safety Information Bulletin (MSIB) 8-20 Change 3 that extends Merchant Mariner Credentials and STCW endorsements expiring between March 1, 2020 and September 30, 2020 have been extended until March 31, 2021. Importantly, until July 1, 2021, MMC's that expired between March 1 and Sept 30, 2020, can be renewed without taking Basic Training Revalidation upon demonstration of 360 days of qualifying sea service. Also, take note that STCW Med Certs are extended only until December 31, 2020. This relaxation applies to the expired med cert itself only: the actual medical standards that underpin the med cert remain in place.

The Coast Guard also published on September 10, 2020 an update on the TWIC (MSIB 13-20 CH 1). The TWIC of course is a critical part of our seagoing and sho-

reside work documentation, that is administered by the Transportation Security Administration. The TWIC exemption on expirations that was issued on April 10, 2020 is unchanged. That made expired TWICs valid for 180 days beyond expiration for cards expiring between March 1, 2020 and July 31, 2020. TSA has not published an extension of this exemption. TWICs expiring on or after August 1, 2020 will no longer remain valid and holders must re-enroll if they require a valid TWIC. Contact TSA (TWIC.Issue@tsa.dhs.gov) for more information.

These extensions are not for long periods and even if extended again will not go on forever. Members with expiring documents should begin the renewal process and also carry the expired credential as well as a copy of MSIB Coast Guard notice to maintain compliance. The guidance is available at www.uscg.mil/nmc, in the West Coast Sailors, or on the Shipping Documentation page of the SUP website at www.sailors.org.

COVID Hiring Hall Protocols: At the request of some members, and as part of a continuous internal safety review coordinated with all SUP Agents, I revisited the Union policy of a two-week quarantine related to hall access after departing a ship. Recognizing that situation has changed since the outset of the pandemic it is appropriate now to reset the 14 day quarantine clock before returning to the hall after disembarking from a ship in the foreign trades (EX1 or CLX strings) to start on the day of departure from the last foreign port. This will result in a far shorter delay (maybe 2 or 3 days) in seeking new work (all other hall services available remotely) for sailors just off one of those ships. It is the same policy of the Marine Firemen, consistent with original and follow up intent of the Emergency Committee, and still responsive to the changing situation. It is also important to note that that it is because of the magnificent work Branch Agents that things are safe, efficient, and orderly. They remain authorized to take such actions as are necessary to protect themselves and the membership in their halls, each of which has their own considerations.

SUP Building Corp.

The Trustees of the SUP Building Corp. met on September 11, 2020 to discuss matters related to the Union's 450 Harrison St. Headquarters property. They heard a report from SUP Controller Alice Wong on various financial matters relating to insurance, taxes, maintenance, the individual tenant situation, among other things. Generally, the lease rents have become more important than ever to the Union financial health yet they are down sharply as our occupancy rate has suffered the double-whammy of soaring vacancies related to the pandemic-driven work from home trend and the end of a major construction cycle in the area. Like the last Quarterly Finance Committee, however, the Trustees acknowledged the actual and potential revenue shortfall as serious and took such action as available and appropriate to both protect and potentially grow lease income.

Ms. Wong also reported that both the Union and the SUP Building Corporation were recently audited by Miller-Kaplan, a certified public accounting firm based in San Francisco. Like the audit of the Union as a whole, the Building Corporation had no findings and a clean opinion was issued. Long-time building manager Terry Lane was recognized for his long and faithful service to the Union and the Building Corporation as he approaches retirement. The SUP membership is fortunate to attract and retain such dedicated and professional staff; along with Martha Vizcarra, Michelle Chang and the SUP Welfare and SIU-PD Pension Plan staff, they deserve our ongoing thanks and appreciation.

Ready Reserve Force Turbo-Activation

Government military and transportation leaders, including TRANSCOM commander Adm. Mewbourne and Maritime Administrator Admiral Mark Buzby (ret.), had advised on numerous occasions that a Ready Reserve Activation was pending. Late in the third week of August, SUP HQ received advance notice and required crew on aboard within less than a week. With the hurricanes Marco and Laura gathering in the Gulf of Mexico and the Caribbean, we went to work crewing the *Cape Vincent*, *Cape Victory*, *Cape Trinity*. The USNS *Red Cloud* in its new temporary homeport of Baltimore was activated as part of the same exercise. At the same time Matson got orders for the activations of the *Cape Horn* and then *Cape Henry* and the Union filled those billets.

As Laura built into a Category 4 major hurricane, and a conjoining of the storm with the Category 1 storm Marco was predicted along with landfall near Beaumont Texas, military planners still declined to cancel the activation of the SUP RRF ships.

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SUP President's Report continued

Ultimately the center of the storm came ashore just 40 miles to the east, at Cameron, Louisiana, and the ROS crews in Beaumont had their hands full loading vehicles and gear of emergency personnel and securing the ships for the storm. Laura devastated southwest Louisiana, but the five SUP ships in Beaumont sustained no injuries and small damage despite extremely high winds. Through it all they served as operations platforms for Coast Guard and other emergency services. The crews deserve our commendations for their seamanship and perseverance in extreme weather operations.

Meanwhile, the MARAD and MSC shifted the focus of the Turbo Activation in pandemic conditions from the Gulf to the East and West Coasts. To the Baltimore-based *Red Cloud*, the combination break-bulk/ro-ro Adm. Callaghan in Alameda was activated and SUP members from Los Angeles and Seattle joined with San Francisco crew to both clear COVID testing and report on board for additional quarantining. Likewise, the crews of *Cape Horn* and *Henry* activated and entered the testing and quarantine regimen with fortitude and resolve. All hands – agents and members – deserve recognition for their willingness to get yet another outrageously difficult job done in record time, not because they personally stood to gain anything, but rather to help maintain Union strength and U.S. merchant marine rough conditions readiness.

Patriot Contract Services

SNLC PAX: Effective August 3, 2020, a two percent (2%) wage increase was due and applied to the existing Total Labor Cost (TLC) in the tanker *SNLC Pax*, based on the previous winning bid wages from October 2019. The Company asked for a complete SUP wage and benefit rate sheet which I calculated in both Full Operating Status and Reduced Operating Status, and included the full 2% allocation to wages and wage related items as follows:

The Pax currently operates with three AB watchstanders on a forty (40) hour work week, Monday through Friday, and paid at the AB/Watch straight time rate. Any work on Saturdays, Sundays or holidays or in excess of eight (8) hours is overtime. I urge all members interested in maintaining this important contract as part of the SUP portfolio of job opportunities to contact any Agent about the training required. *Mr. Chairman, I recommend ratification of the 2% increase and allocated to wages, wage related items, and benefits as presented.*

Watson-class: The Union was informed on September 1, 2020 that the Watson-class contract by Patriot General Counsel Tim Gill that MSC intends to extend the current Watson contract for six months, from October 1, 2020 through March 31, 2021. MSC has not formally exercised their option to extend, but they have provided a preliminary notice under the Federal Acquisition Regulations that they intend to do so. The bid process for the new Watson contract continues independent of any extension. This probable extension of the current Watson contract does not change that bid process or timetable. In other words, MSC still could award the new contract prior to March of next year.

In any case, a two-percent (2%) increase to the Total Labor Cost is due in its wage and wage-related item component to the membership employed in all unlicensed deck ratings Patriot's Watson-class ships, as has been published and re-published in the *West Coast Sailors*. *Mr. Chairman, I recommend ratification of the 2% increase and allocated to wages and wage related items.*

American President Lines

Drydocking Schedule: In late August the Union was informed by management that the EX 1 ships *President Wilson* and *President Roosevelt* will be taken out of service for regular service in a Chinese shipyard during August and September. Because China limits entry to ships with crew on board less than 14 days, and because China does not recognize existing travel visas or grant new visas, the West Coast crew changes in San Pedro and Oakland are the last changes possible. Furthermore, crew changes or repatriation while the vessel is in China are not possible and the yard has informed management that all crewmembers will be restricted to ship while in the shipyard facility due to government orders. Crew will be tested for COVID-19 on arrival in the shipyard; work will commence after all tests are returned negative. The *President Wilson* is scheduled to complete the yard period around October 28 and return to San Pedro on November 15, 2020. The *President Roosevelt* is expected to depart the yard on November 18 and return to San Pedro on December 6, 2020, subject to change.

Extension of temporary RTS settlement and policy: As reported last month APL imposed a restriction to ship policy, beginning in the *President Roosevelt*. The increasing pressure for the restriction, over Union objections, was ship detentions, sequestra-



SUP Vice President Matt Henning, Business Agent Roy Tufono and Building Manager Terry Lane before an SUP Building Corporation meeting this month at SUP HQ.

tions, and the COVID-related death of a crew member in the *Maersk Idaho* a U.S.-flag merchant ship. The Union objected and along with all other APL unions we reached a temporary agreement with APL on West Coast restrictions to ship that was shortly thereafter ratified by the membership. Contained within that settlement was the provision to extend on a monthly basis by mutual agreement, and an additional 30 days was offered by the Company in late August. After a review of the conditions with the other Unions, including the ongoing burden and risks, consideration of the alternatives, and some debate about the specific provisions, the SUP along with the MFOW and all the other Unions temporarily agreed to the 30 day extension of the settlement agreement. *Mr. Chairman, I recommend approval of the extension of the previously ratified temporary agreement on APL restrictions covering August to September 30, 2020.*

Negotiations: The two-year agreement between APL and the SUP, MFOW, and SIU (bargaining as the SIU-Pacific District) expires on September 30, 2020. Until last week it was unclear whether or not APL was in a position to bargain in the traditional format or via Zoom or some other means. But on September 4th and again on September 8th APL Director of Labor Relations John Dragone, responding to the SIU-PD's request to bargain, informed the Unions that a hybrid in person and video conference was possible. The SIU PD proposed and the Company agreed to a compressed bargaining schedule beginning during the final full week of September. All members are invited to send proposals on all aspects of employment for improvements to the collective bargaining agreements. As noted last month in this report and as per our past practice and Article X of the SUP Constitution, we must elect a Negotiations Committee to bargain a new contract with APL. *Mr. Chairman, I recommend a call for nominations.*

Matson Navigation Co.

Pacific Northwest Operations: On August 26th the Union was formally notified by Matson that the company will discontinue its Seattle operations at Terminal 5 and consolidate all its Pacific Northwest cargo operations at the Port of Tacoma. This means that ships in the Hawaii service will now call in Tacoma. (See SUP Seattle Branch Agent Brendan Bohannon's report for more specifics on the new location.) The purpose of the move is to increase operating efficiency and better serve customers for the long term, but the sailing schedules for Hawaii and Alaska remain unchanged. The move comes after years of consideration beginning in 2015 when Matson acquired its Alaska service. Management told us that the current economic environment, as well as uncertainty about accessibility to Seattle's Terminal 5 due to the extended closure of the West Seattle Bridge, as well as a major redevelopment of the terminal as part of a large and complex port plan, requires the consolidation.

Significantly, management acknowledged continued recognition and enforcement of SUP and MFOW work jurisdiction over the ships and the shore support standby work associated with them.

COVID-19 standby protocol update: On August 28, Matson revised again its COVID-19 protocols for standbys. While maintaining the jobs and without impeding the work of shoreside support, all ships are directed to reduce standby access to the ship and to certain living and working spaces to reduce the crew's exposure to the virus. Specifically, port reliefs and standbys shall adhere to the following policies: a) must wear a mask at all times as well as practice social distancing of a minimum of six feet with frequent hand washing and sanitizing, b) shall not be allowed to enter the ship's living spaces (staterooms, mess rooms, ship's offices, lounges, gym, store rooms, interior decks, etc.) in the accommodation structure unless necessary to maintain critical operations; c) shall not enter the galley space; d) shall follow CDC social distancing guidelines to the greatest extent possible; e) shall not take meals in the officer's or crew's dining rooms, f) if shipboard meals are provided steward will prepare box or bagged lunches to be taken away from crew living spaces and standbys should bring own food; g) shall not take coffee with the ship's crew, h) gangway watch standers will sign in personnel and none but watch will touch the logbook or pen; i) use designated sanitary head only k) all interior areas accessed by standbys or port relief will be sanitized daily in accordance with CDC recommendations.

These items are consistent with our goal of a safe workplace, and some of these provisions are new and significant improvements that the Union has advocated for, on behalf of specific requests, to help protect the embarked crew. This policy and others will be available on the SUP website under the COVID-19 page at www.sailors.org.

Maritime Security Program

The Maritime Security Program as contained within the Fiscal Year 2021 National Defense Authorization Act (NDAA) has been passed by both the House and Senate and is presently in conference. It is unlikely however that there is any movement on the NDAA until Congress can agree on an overall coronavirus funding package that remains as of today's meeting in limbo as it has been for months. Last week an attempt in the Senate failed due to divisions within the Republican caucus. Congress has until September 30th to either come up with the relief package and everything associated with it or to fund a stopgap measure, known as a Continuing Resolution (CR), to keep the government open through to the election. The content and the duration of the CR is also a matter of debate, since although a "skinny" or "clean" or mostly non-controversial CR is easier to pass, the length of the CR would defer the next deadline and potential shutdown to a lame-duck session of Congress. Clearly, the election figures heavily into everything and since Congress remains divided at least until the election the probability of delay via a CR that carries through to December is high.

In the meantime, the Union took action via a letter coordinated by the Transportation Trades Department (TTD) of the AFL-CIO addressed to the leaders of Congress. We urged passage of the relief package that would give frontline transportation workers the support they need and deserve. "They have continued to show up and do their jobs because they know that America is counting on them," the September 11 letter said. There was a specific reference to the "emergency funding needed to

SUP President's Report continued

maintain maritime and seaport commerce" which was linked by reference to our earlier letters of increased funding for MSP. "It would be unacceptable, a slap in the face to the people who are bearing the brunt of this crisis, if Congress fails to pass legislation that addresses the need in its totality."

We also took earlier action through the TTD to support the inclusion of the Tanker Security Program (TSP) in the NDAA and recently in an August 28 letter to retain that language in conference. The TSP would authorize 10 privately-owned militarily-useful U.S.-flag product tankers. It would be modeled after the MSP and provide badly needed sealift capacity for fuel products while ensuring that those cargoes are carried on ship owned by U.S citizens, crewed by American mariners and operated under the U.S.-flag. It too is awaiting the larger funding issues pending in Congress.

East Oakland Stadium Alliance

As a member of the East Oakland Stadium Alliance and supporter of the continuing use of existing maritime industrial land for maritime purposes, the SUP joined with others in a letter opposing a new effort to seek City of Oakland support for a Oakland A's lawsuit against a state agency called the Department of Toxic Substances Control. The effort was spearheaded by a shadowy group called "Town Business," apparently to mislead elected City leaders into thinking that there is widespread support for the A's lawsuit. The lawsuit argues that one of Oakland's oldest businesses and maritime employers, Schnitzer Steel, which is adjacent to the Howard's Terminal site of the proposed ballpark, in a highly technical attempt to find Schnitzer's metals recycling operation as a threat to human health or the environment and appears to misrepresent DTSC regulations. The Port of Oakland is one of the very few deepwater ports on the Pacific Coast and therefore should be treated as an irreplaceable national treasure as exempt from unrelated non-maritime development as a national monument or park. Joining the letter is consistent with many previous actions taken by the Union on this topic generally, and issue of Howard's Terminal in particular.

CHEVRON SHIPPING CO.

On August 20, 2020, Chevron management informed the Union that as part of its pandemic response it was introducing a new child care program. The benefit includes a daycare search service, a school support program, a social support network, and eventually \$2000 of financial support for child and school related expenses. All U.S.-flag seagoing employees including SUP members are eligible for the program.

HOLIDAYS

Columbus Day: All SUP hiring halls will be closed on Monday, October 12, a holiday under all SUP agreements. Due to the holiday, the Headquarters meeting will be held on Tuesday, October 13, 2020.

Action taken

M/S (Ortega, several) to approve the SNLC PAX 2% wage increase allocated to wages and wage related items. Carried unanimously.

M/S (Jenkins, Reed) to approve the Watson-class 2% wage increase allocated to wages and wage related items. Carried unanimously.

M/S (Frizzi, Thanash) to approve the renewal of the temporary APL RTS settlement agreement. Carried unanimously.

M/S (De Mesa, several) to elect the nominees of the APL Negotiating Committee (Robert Reed, Mike Worth, Dave Frizzi, Haz Idris, and Roy Tufono). Carried unanimously.

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



Dispatcher's Report

Headquarters — JULY 2020

Deck	
Bosun	5
Carpenter	0
MM	6
AB	26
OS.....	10
Standby S.F.....	14
Total Deck Jobs Shipped	61
Total Deck B, C & D Shipped.....	47
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler.....	0
Wiper	0
Steward	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped	0
Total E&S B, C, & D Shipped.....	0
Total Jobs Shipped-All Depts.....	61
Total B, C, & D Shipped-All Deptts ..	47
Total Registered "A"	20
Total Registered "B".....	34
Total Registered "C"	2
Total Registered "D"	10
Dispatcher's Report — M/S (Narkowitz-several) to accept and publish in West Coast Sailors.	

Patriot Contract Services Wage and Fringe Benefit Rates Year 2, First Anniversary, Aug 3, 2020

RFP N32205-19-R-3504 Shallow Draft Tanker (MT SNLC PAX)

Full Operating Status

Rating	Base Wage Monthly	Base Wage Daily	Supp Wage Base Monthly	Supp Wage Monthly	Supp Wage Daily	Overtime Hourly	Money Purchase Daily	SIU-PD Pension Daily
Bosun	\$5,568.39	\$185.61	\$5,568.39	\$2,598.58	\$86.62	\$27.08	\$20.40	\$20.00
AB Maintenance	\$5,078.04	\$169.27	\$5,078.04	\$2,369.75	\$78.99	\$24.90	\$20.40	\$20.00
AB Watch	\$4,153.03	\$138.43	\$4,153.03	\$1,938.08	\$64.60	\$22.84	\$20.40	\$20.00

Unlicensed personnel shall earn fourteen (14) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

Reduced Operating Status

Rating	Base Wage Weekly	Base Wage Daily	Overtime Hourly	Money Purchase Daily	SIU-PD Pension Daily
Bosun	\$1,714.15	\$244.88	\$27.08	\$21.74	\$20.00
AB/D	\$1,575.50	\$225.07	\$24.90	\$21.74	\$20.00
AB/Watch	\$1,227.15	\$175.31	\$22.84	\$21.74	\$20.00

Unlicensed personnel shall earn one and one half (1.5) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company.

The Hourly Overtime Rates above shall be paid for all work performed in excess of eight (8) hours on any day

Monday through Friday and for all work performed on Saturdays, Sundays and holidays, in FOS and ROS.

In the event that additional ratings are necessary, including bosun, AB maintenance, and Ordinary Seaman the parties agree to establish the appropriate rates based on previous bids

Appendix 1 - SAILORS' UNION OF THE PACIFIC (Effective on Start of Contract)

Patriot Contract Services Wage and Fringe Benefit Rates Watson Class Vessels — Solicitation N32205-19-R-3009

Full Operating Status

Rating	56-Hour Base Wage Monthly	56-Hour Base Wage Daily	Overtime Hourly	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily	Money Purchase Daily
Bosun	\$8,265.83	\$275.53	\$34.79	\$5,732.40	\$2,866.20	\$95.54	\$20
AB	\$6,442.62	\$217.49	\$26.82	\$4,434.60	\$2,217.30	\$73.91	\$20
OS	\$4,888.22	\$155.45	\$21.27	\$3,125.40	\$1,562.70	\$52.09	\$20

The supplemental wage benefit shall be computed on the basis of fifteen (15) days supplemental wages for each thirty (30) days worked or pro rata thereof at each rating's respective daily supplemental benefit rate.

Reduced Operating Status or Repair Availability Status

Rating	Base Wage Weekly	Base Wage Daily	Overtime Hourly	Supplemental Benefit Daily	Money Purchase Daily
Bosun	\$1,536.03	\$223.82	\$34.79	\$11.19	\$20
AB	\$1,204.38	\$175.49	\$28.66	\$8.77	\$20
OS	\$922.25	\$134.37	\$21.27	\$6.72	\$20

During periods of Reduced Operating Status or Repair Availability Status, Unlicensed Personnel shall earn one and one-half (1-1/2) days of supplemental wages for each thirty (30) days on the payroll or pro rata thereof. Supplemental wages in ROS or RAV shall be administered directly by the Company.



SUP BRANCH REPORTS

HONOLULU

September 2020

Shipping: Shipped the following jobs in the month of August: 0 Bosn steady, 1 Bosn relief, 2 Bosn return, 4 AB Day steady, 0 AB Day relief, 1 AB Day return, 7 AB Watch steady, 0 AB Watch relief, 0 AB Watch return, 1 AB Maint, and 0 OS Watch steady. The shipping jobs were filled by 5A cards, 8 B cards, 3 C cards, and 0 D cards. Shipped 10 standby jobs. The standby jobs were filled by 0 A cards, 3 B cards, 2 C cards, and 5 D cards.

Registered in Honolulu are 10 A cards, 30 B cards, 8 C cards, and 3 D cards. Ships checked by phone and email: *Manukai*, *DK Inouye*, *Manoa*, *Kaimana Hila*, *Manulani*, *Mahimahi*, *Maunawili*, *Lurline*, *RJ Pfeiffer*, and the Paint and Rigging gang. All are running with few or minor beefs except for the restricted to the ship beefs which we have on all ships and the investigations are ongoing.

APL Guam — no major beefs

APL Saipan — no major beefs

USNS Charlton — no major beefs

USNS no major beefs

Agents Report:

There have been many changes in the state of Hawaii because of the Covid-19 pandemic.

The state of Hawaii has reinstated the closing of all bars, restaurants, city parks, all public beaches, among other things until at least the end of September.

The 14 day mandatory quarantine is still in place for all arriving passengers. If you do fly to Hawaii, you will need to get an exemption letter from the state of Hawaii. The website is covidexemption@hawaii.gov.

This exemption letter allows members to make the job calls without being fined or sent home. I have a letter that I can send via email that will help you with the addresses, email addresses, and phone numbers on the exemption form. You will need proof of where you are staying for the 14 day quarantine period. You will need to show this information at any Hawaiian airport when you get here, with a copy of your exemption letter otherwise they might send you home.

Things are changing daily, so be sure to check with me if you are coming to Hawaii to ship out and I will let you know what has changed or might be getting ready to change. [As the *West Coast Sailors* goes to press, the State of Hawaii has indicated a limited reopening is scheduled for 10/15 — check Hawaii travel website and with Mike before travel.]

Mike Dirksen.

WILMINGTON

September 2020

Shipping: 1 bosun, 8 AB/W, 8 AB/D, OS/ STOS 1, 38 Standbys. Total Jobs Shipped: 56

Registrations: A:27, B:42, C:3, D:4,

Ships Visited: Checking in with MATSON and APL ships by phone and email, **AGENTS REPORT;**

Shipping has been steady here in Wilmington. This is your union and a union is only as strong as its members, participate by showing up at the union meeting to vote on issues that affect us all. We need a quorum to be able to vote. It is your responsibility to make sure your documents are up to date, don't wait till job call to find out. This is your union, participate come to meeting's, make your voice heard.

Fraternally Submitted,
Leighton Gandy

SEATTLE

September 2020

Shipping: 1 Navy Boatswain filled by B card; 1 Patriot AB shipped, filled by B card; 2 AB/D return reclaimed by A members. Matson called for 9 Standby AB's, filled by 4 A, 1 B, 1 C, 3 D cards.

Registered are 5 A cards for a total of 11; 7 B cards for a total of 22; 3 C card for a total of 7; 4 D cards for a total of 10

Agents Report:

Matson has completed the move to Tacoma for their weekly service. Crew and standbys will now join at the Tacoma SSAT Terminal, 1002 Milwaukee Way Tacoma, WA 98421. This terminal has easy access and dedicated crew parking located under the overpass. On turn to day, sailors from the North should expect to add another hour to their commute, and those from the South another hour in the bunk. The Seattle Mayors Office continues to come under fire from many parties due to perceived deficiencies in equality policies. However, along with the Maritime Trades, Metal Trades and Building Trades, the Seattle Branch has taken the position of support with the understanding that governing is a difficult and almost impossible task. Through all the criticism, Mayor Durkan has continued with the business of the office with an unwavering dedication to the electorate, and remains a strong ally of industrial land preservation, maritime jobs, and unions. If you are renewing with the Coast Guard without reliable computer capabilities, please bring in your applications and CG-719K physicals to the Hall. I can scan and submit them for you. Remember, all applications must be submitted to the Coast Guard in PDF.

Brendan Bohannon

VICE PRESIDENT'S REPORT

September 2020

Ships checked – September

APL President Truman — Continuing to work through COVID testing issues in the Bay Area, having more success in Long Beach area. Isagani Cruz, bosun.

APL Gulf Express — Mervin Guevarra, delegate. Dispatches going through Dubai which requires a two-week quarantine when arriving at airport before joining ship. Ed Zepeda relieving Ralando Mendoza as bosun.

USNS Sisler — Alex Glosenger, delegate. On the hook in Diego Garcia. Xerxes Cunanan, bosun.

USNS Dahl — Randy Cruz, delegate. Preparing for trip back to the states in October. Saul Townsend, bosun.

USNS Watson — John Fearon, delegate. No major beefs. Juancho Gutierrez, bosun.

USNS Watkins — Noel Romero, delegate. Cosme Bigno, bosun.

Cape V's and T's — All five ships in Beaumont, Texas. Fortunately, Hurricane Laura didn't disrupt too much at the port and all ships in good shape.

Cape Horn — Dennis Sumague, delegate. Activated for sea trials. Paul Fuentes, bosun.

Cape Henry — Yvette Cavan, delegate. Activated for sea trials. Noel Isumaru, bosun.

Cape Hudson — Andrew Montoya, delegate. Ship underway on Pacific Defender mission. Expected back in October. Phil Coulter, bosun.

Mississippi Voyager — Jonathan Robinson, delegate. Continuing West Coast run with little or no beefs. Scott Oliphant, bosun.

SUP had four ships activated from ROS to FOS and filled all billets in one day. Thank you to all the members that stepped up to prove the readiness of SUP. As COVID numbers begin to decline on the West Coast it is of utmost importance that we continue to take this virus seriously and keep our halls a safe place. Please maintain social distance and do not come to the hall if you are not feeling well.

Matt Henning

BUSINESS AGENT'S REPORT

September 2020

Mahimahi — Gerry Marshall delegate, steady run on the southern triangle, Quality of food on here has declined. When you have to bring food for the trip there's a problem. Restricted in Honolulu don't see lifting any restriction anytime soon with the spikes of corona virus increasing. Remoni Tufono, Bosun

RJ Pfeiffer — Doug Boe as delegate, The Gang stressed the need to replace or repair BB winch on board this ship. This has been an ongoing problem that has been brought up in the previous safety meeting and a serious matter for the crew. Sailor taken to hospital in Oakland, unfit-for-duty. Robert Morgan, Bosun.

Maunawili — Duke Maringer delegate. Sailed for Honolulu with no beefs. Rhonda Benoit, bosun.

Lurline — Checked in with little or no beefs.

Cape Horn — Dennis Sumague, delegate. Ship activated to FOS. Under Quarantine alongside Pier#50. Once 14 day quarantine complete ship will head out on 2-3 days sea trails before returning to San Francisco. Paul Fuentes, Bosun.

Cape Henry — Yvette Cavan, delegate. San Francisco, Pier #96, under quarantine 14 days with COVID testing twice. Probably one more test one last time before sailing for sea trial. Quitting an activation is not good seamanship. Leaves ship shorthanded with no way to fill the billet due to quarantine. Noel Isumaru, Bosun.

Admiral Callaghan — John Crockett, delegate. Activated at Pier #2 in Alameda under quarantine, with no steward department for the first few days, hard work with SUP crew standing in on temporary galley duties. Second week expecting COVID testing before sailing for sea trials. Joel Schor, Bosun

President Wilson — Michael Henderson, delegate. In at Oakland #56. Reliefs were made this trip COVID testing returning in 24 hrs. this time. Ship headed to the Zhoushan shipyard later part of September for repairs lasting through the middle of October always subject to change. John Duran, Bosun.

President Truman — Checked in with little or no beefs. Isagani Cruz Bosun. Also worked in the Front Office and dispatched.

Roy Tufono



Defend the Jones Act
Support the SUP Political Fund

