

West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Monday, June 22, 2020

Unions Demand Immediate Crew Repatriation

Six American maritime unions joined to in an urgent call for Secretary of State Mike Pompeo and Secretary of Defense Mark Esper to personally intervene to facilitate crew change for American mariners blocked overseas.

In a May 28 letter, the Union presidents renewed — with increased urgency — their previous challenges for administration action to enable crew transfers and reparations during the public health crisis and despite various travel restrictions overseas.

The global crew change breakdown is due to the combination of ports not allowing disembarkations, government offices being closed in different parts of the world, border restrictions, and other problems.

“Scores of US mariners are trapped aboard cargo ships, unable to take leave or return home due to extreme Covid-19 lockdown measures imposed by foreign governments,” the six union presidents wrote. “This humanitarian crisis, if not resolved as soon as possible, may threaten the essential supply chain for some 200,000 active

duty US military personnel now serving overseas.”

“The cargo carried on these US-flagged ships supports our troops, our allies and the global economy,” they wrote. Crew that ship “under the American flag and perform these essential functions for our country have not been able to set foot on dry land in months. Their workplaces have become floating prisons. Crewmembers are in danger of losing access to life-sustaining medicines. In many cases, they cannot contact their loved ones at home in the United States as some of these vessels lack Internet access.”

Signed by the presidents of MM&P, AMO, MEBA, the MFOW, the SIU and the SUP, they drew attention to the fact that the isolation and excessive time serving aboard ship can create increased fatigue and psychological stress, raising the risk of marine accidents. US mariners who sail on ships in the Maritime Security Program fleet are among the hundreds of thousands seafarers now trapped because of virus-related restrictions on vessels around the world.

Mariners who sail on MSP vessels “typically serve a four-month assignment on ship and then rotate home by air to the United States for time off while awaiting their next assignment,” the unions wrote.

“A fresh crew flies in to relieve them. Right now, foreign governments are refusing to allow US mariners to leave their ships, to enter overseas airports, or to use hotels or any other form of accommodation or transport which would allow them to return home.”

The extreme lockdown conditions are not related to any meaningful health risks, the six unions told Esper and Pompeo, because thanks to rigorous and comprehensive safety measures jointly implemented by employ-

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Jones Act Passes Century Mark Survives Birthday Ambush in US Senate

The most conservative Republican in the Senate, Sen. Mike Lee of Utah, used his allotted time during a hearing on transportation safety to attack the Jones Act and organized labor. Larry Willis, president of the AFL-CIO Transportation Trades Department, calmly dispensed with the argument in moments.

The Jones Act mandates that the transportation of cargo between US ports be reserved for US-built, US-owned and US-crewed vessels. It was enacted to preserve US independence from foreign shipping interests and maintain a ready reserve force for times of war or other national emergency.

The June 3 hearing took place two days before the 100th anniversary of the passage of the Jones Act.

The leaders of the Senate Committee on Commerce, Science and Transportation—Chairman Roger Wicker (R-Miss.) and Ranking Member Maria Cantwell (D-Wash.)—had invited Willis to testify on the impact of the Covid-19 pandemic on America’s transportation workers.

In his testimony, Willis called for a supplemental stipend for Maritime Security Program ships to mitigate the impact of the drop in cargoes, as well as US intervention to facilitate crew change in the

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Breaking News: Pension Increase Set For July

The SUP, MFOW and SIU negotiated a pension increase with the Employers on June 18, as the West Coast Sailors went to press. After hours of expert testimony, legal review, and Trustee debate, the parties agreed to a ninety dollars (\$90.00) increase for future retirees who have earned the maximum benefit and retiring on or after July 1, 2020 who are at least age 60 with 25 years of qualifying time; pro-rata increases will apply for those with less time. The parties also agreed to a two percent (2%) cost of living adjustment for existing retirees with 20 or more years of qualifying time. Current eligible retirees will see the first 2% COLA adjustment in the September benefit payments retroactive to July 1. The maximum monthly benefit with the increase will be \$2465.00 per month. The full proration schedule is on page 4 and more will be available in the July West Coast Sailors and on the SUP website at www.sailors.org.

California Regulators Say Uber/Lyft Drivers are Employees

The Public Utilities Commission, the California agency that regulates Uber and Lyft said in an order on June 9 that ride-hail drivers are employees under AB5, the state’s new gig-work law, marking a significant development in the battle over drivers’ status.

Separately, in a recent letter to the ride-hailing companies, the agency said they must get workers’ compensation coverage for their drivers by July 1, the date set in AB5, or face consequences such as fines or even having the agency cancel, revoke or suspend their operations.

“For now, transportation network company (TNC) drivers are presumed to be employees and the commission must ensure that TNCs comply with those requirements that are applicable to the employees of an entity subject to the commission’s jurisdiction,” wrote Genevieve

Shiroma, a commissioner with the California Public Utilities Commission.

Shiroma noted that the issue is contentious, with a lawsuit by the state and three cities seeking to force the companies to reclassify drivers; an upcoming ballot measure sponsored by Uber, Lyft and other gig companies that would exempt their drivers from AB5; lawsuits by drivers seeking reclassification; and a lawsuit by Uber and Postmates seeking to halt

“The presence of these lawsuits and ballot measure does not mean that the commission can abdicate its regulatory responsibility over TNCs,” she wrote. “As a matter of California constitutional law, the commission is tasked with enforcing those laws applicable to the entities subject to its jurisdiction until such time as a higher court, the legislature, or the public through their right

to vote, determine otherwise.”

Uber and Lyft both pushed back and said their ballot measure, which voters will weigh in on in November, provides a better approach.

“Uber remains committed to expanded benefits and protections to drivers,” it said in a statement. “If California regulators force rideshare companies to change their business model it could potentially risk our ability to provide reliable and affordable services along with threatening access to this essential work Californians depend on.”

“When did the (commission) get authority to oversee labor law?” Stacey Wells, a spokeswoman for the ballot campaign, said in an email. “This is an outrageous political stretch and not what drivers want.”

On the other hand, some of the entities pursuing Uber and Lyft

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Periodicals postage paid at San Francisco, CA (USPS 675-180)



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari Book #2251
- Kaj E. Kristensen Book #3120
- Hannu Kurppa Book #3162
- Dave Larsen B-19078
- Gunnar Lundeborg Book #4090
- Duane Nash Book #2437
- Vince O'Halloran Book #2463
- John Perez Book #3810
- Alex Romo Book #3093
- James Savage Book #7488
- David Shands Book #7483
- Arthur Thanash Book #3249
- Mark Hurley Book #5870
- Walter Price Book #3870
- Grant Wegger Book #3637
- Donald Cushing Book #4777
- Knut Rasmussen Book #3175

Political Fund

- Napoleon Nazareno..... \$25
- Shermaih Iaea..... \$50
(In Memory Of Michael Duvall)
- Timothy Chaland \$10
- Dave Connolly \$100
- Matthew Blom \$100
- Scott Oliphant \$30
- Noel Itsumaru \$50
- Paul Splain..... \$100
- Costica Oprisoru \$50
- Antonio Harris..... \$50
- Ariel Odion..... \$30

West Coast Sailors

- James K. Kula \$25
- Matthew Henning \$100
- Michael Pfleeger \$50
- Paul Splain..... \$100

Organization/ General Fund

None

Membership and Ratings Committee

Membership and Ratings Committee - Met on June 4, 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
John Pancho, Jr. 3882	6 Years	A.B.	A
Christian Fonseca B-19656	1 Year	A.B.	B
Eric Vasquez B-19657	1 Year	O.S.	B
Frank Peters B-19658	1 Year	O.S.	B
David Kaupiko, III B-19659	1 Year	O.S.	B
Damon Collins C-2826	30 Days	O.S.	C



The June Membership and Ratings Committee met in the SUP Library, with masks and six feet of separation, to decide on applicant upgrades. From left to right is Paul Fuentes, Terry Lane, and Ian Serra.

Final Departures

Hun Cho, Book #4675. Born in Hawaii in 1927. Joined SUP in 1951. Died May 11, 2020, in Pinole, California. (Pensioner)

Stanley Branch, Book #5672. Born in New Jersey in 1933. Joined SUP in 1956. Died April 13, 2020. (Pensioner)

Paul Splain, Book #7149. Born in Washington in 1927. Joined SUP in 1945. Died in Washington, May 22, 2020. (Pensioner)

SUP Meetings

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

	Hdqtrs.	Branch
July	13	20
August	10	17
September	14	21
October	Tues 13	19
November	9	16
December	14	21

HOLIDAYS

King Kamehameha Day: All SUP halls will be closed on Thursday, June 11, in observance of Kamehameha Day. In accordance with the Matson Agreement, King Kamehameha Day is a paid holiday for those employed in company vessels at sea or in port and for members working under the Maintenance and Extra Maintenance Agreements.

Independence Day: All SUP halls will be closed on Monday, July 6, in observance of Independence Day which falls on Saturday, July 4.

Bloody Thursday: The annual commemoration of Bloody Thursday has been cancelled this year due to the COVID-19 pandemic. We should still use the opportunity to reflect on the enduring history marked by July 5, 1934 during the coastwise maritime strike. Two SUP brothers were killed in the Big Strike, as it was known for many years, and in its aftermath. Olaf Helland was struck by a tear gas bomb on July 20, 1934, in Seattle, during the Battle of Pier 41 and died August 6. On ships at sea, particularly those owned by Dollar Line (the predecessor of American President Lines), there was a continuous battle to rid the ships of scabs in 1934 and 1935. Union men and scabs fought on the *Presidents Grant*, *Hoover*, *Hayes*, *Adams* and *Coolidge* in Hong Kong and Manila. SUP member Bruce Lindberg, aged 20, was knifed and killed by the ship's scab carpenter on the *President Grant* on February 3, 1935, in Hong Kong. The murderer was never brought to justice.

Maritime Labor Demands Govt Repatriate Crew

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ers and those aboard ship, in conjunction with their unions, there have been no reported cases—none--of the deadly virus on Maritime Security Program vessels.

“These American men and women need to come home immediately,” the unions wrote.

“Covid-19 has been a sudden and intense storm. We know that you and your staff have a lot on your desks to contend with during this time of peril. Please make this a priority. Help us bring these stranded US mariners home to safe harbor.”

Subsequent to the transmission of this letter, the Union has received job orders, and seen other progress including special Department of State entry visas for certain Persian Gulf states.



On the bow of the *President Wilson*, AB and SUP Delegate Roberto Tomas splices mooring lines along with Bosun John Duran and AB Ariel Odion enroute Oakland on the *China* run. The *President Wilson* is a participant in the nation's Maritime Security Program.

West Coast Sailors

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Proclamation on National Maritime Day, 2020

for the National Security & Defense Issued on: May 21, 2020

Since the founding of our great Nation, we have relied on merchant mariners to deliver goods to market and strengthen our national security. On National Maritime Day, we recognize the United States Merchant Marine for all it does to facilitate our commerce and protect our interests at sea.

Our Nation's merchant mariners enable peaceful trade with countries around the world and provide vital sealift support to our Armed Forces. Whether on the ocean or our inland waterways, merchant mariners support our economy by transporting billions of dollars of imported and exported goods. These men and women also sail bravely into combat zones to deliver supplies and weapons to our military men and women, playing a critical role in the success of their mission.

This year, as we celebrate the 75th anniversary of the end of World War II, we pay tribute to the United States merchant mariners who served as the "Fourth Arm of Defense" for our Nation during the war. Earlier this year, I was proud to sign into law long-overdue legislation to award the Congressional Gold Medal to the valiant civilian merchant mariners who maintained critical supply lines to our overseas troops and allies during the Second World War. Many of these mariners endured brutal attacks from German U-boats, and more than 6,000 of them perished at sea or were held as prisoners of war. This number includes 142 students of the United States Merchant Marine Academy — distinguishing it as the only one of the five service academies authorized to carry a battle standard.

As we remember the tremendous sacrifices of the World War II merchant mariners, we also continue to honor the present-day citizen mariners who make up our Nation's world-class Merchant Marine. Today, we pay tribute to their expertise, patriotism, and dedication to serving our country and ensuring our national security.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" to commemorate the first transoceanic voyage by a steamship in 1819 by the S.S. Savannah. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, DONALD J. TRUMP, President of the United States of America do hereby proclaim May 22, 2020, as National Maritime Day. I call upon the people of the United States to mark this observance and to display the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-first day of May, in the year of our Lord two thousand twenty, and of the Independence of the United States of America the two hundred and forty-fourth.

DONALD J. TRUMP

AFL-CIO endorses Joe Biden for President

On May 27, 2020 in Washington, D.C., the General Board of the 12.5 million-member, 55 union AFL-CIO voted to endorse Joe Biden for president of the United States. Over the past year, the AFL-CIO held a series of meetings, town halls, both online and in person, in a broadly comprehensive process in an effort to play a prominent role in shaping the presidential discussion.

AFL-CIO President Rich Trumka said that "Joe Biden is a lifelong supporter of workers and has fought his entire career for living wages, health care, retirement security and civil rights." It is noteworthy that Trumka chose Biden's position on organizing as his first qualification. "Our members know Joe has done everything he could to create a fairer process for forming and joining a union, and he is ready to fight with us to restore faith in America and improve the lives of all working people."

Over the next five months, the AFL-CIO will be working to draw a clear contrast between Biden and President Donald Trump. Trump's record of slashing rules designed to protect us on the job, cutting workplace health and safety inspectors to their lowest level in history, and taking away overtime pay from millions of workers are just a few of the items that will get attention. The effect of coronavirus on America's working families and the response of the Trump



administration to the pandemic will also come under criticism.

"Working people have responded to COVID-19 with passion and dedication," Trumka said. "Just imagine what we can accomplish with an ally in the White House."

The labor movement will mobilizing across the country, although the AFL-CIO acknowledged that the methods of the campaign will be different in the face of COVID-19. There will likely be coordinated outreach through virtual phone banks, peer-to-peer texting, digital actions and union member-to-union member conversations.

"The path to the presidency runs through the labor movement," Trumka concluded. "And with the full force and unmatched reach of our political program, we are ready to pave that road for our friend Joe Biden."



Image courtesy San Francisco Fire Department

San Francisco Firefighters Save WWII Liberty Ship SS Jeremiah O'Brien

Early on Saturday morning, May 23, 2020, the San Francisco Fire Department saved the famous WWII-era Liberty Ship Jeremiah O'Brien from a four-alarm fire adjacent to her berth.

At about 0415 hours on Saturday, the Caito Fisheries crab processing plant at San Francisco's Pier 45 caught fire. The light and smoke could be seen for miles around the Bay Area, and at one point flames from the massive blaze overtopped the Jeremiah O'Brien, which is moored adjacent to the plant on the northeast side of the pier. SFFD Fireboat 3 arrived on scene and provided water monitor coverage.

"When firefighters arrived, the flames were literally lapping over the Jeremiah O'Brien," said SFFD spokesman Jonathan Baxter to local TV media. "They literally saved the O'Brien."

The fire was contained by about 1130 hours. With the efforts of the SFFD, it did not spread to the adjacent warehouses on the pier.

One firefighter was injured in the incident and is expected to recover. The cause of the fire is still under investigation.

"As always, our firefighters are our heroes. Many thanks to our San Francisco Fire Department for their courage and effectiveness in fighting the fire at Pier 45. Our prayers are with them," said Speaker of the House Nancy Pelosi (D-San Fran-

cisco) in a statement.

The vessel's operator, the National Liberty Ship Memorial, posted scenes of the fire's aftermath to its Facebook account.

A four-alarm fire in San Francisco near Fisherman's Wharf spared the historic SS Jeremiah O'Brien warship last month, but the pier to which it was tied burned down to the pilings.

With Pier 45 still smoldering, the ship shifted to its new temporary home at Pier 35, San Francisco's cruise ship terminal.

Matt Lasher, director of the National Liberty Ship Memorial, the nonprofit group that manages the SS Jeremiah O'Brien, said he hopes the ship will one day return to Pier 45 after the structure has been repaired.

The ship is one of the last remaining, fully functional Liberty ships among the 2,710 that were built and launched during World War II, delivering tanks, airplanes, ammunition, food and medical supplies. She made seven wartime voyages, with destinations as far-flung as Northern Ireland, South America, India and Australia, and it sailed 11 supply runs across the English Channel to Normandy during the 1944 D-Day invasion.

She sustained minimal damage, but "Lucky" O'Brien lives to fight another day.

Port of LA Volumes Down 30%

The COVID-19 pandemic and ongoing trade tensions between the United States and China threaten the peak holiday shipping season for the Port of Los Angeles, which just suffered its slowest May in more than a decade, Executive Director Gene Seroka said on June 10.

Volume at the Port of Los Angeles fell 30 percent during the month of May, compared to the same time period a year ago, after business shutdowns aimed at controlling COVID-19 infections and U.S. trade policies caused significant damage to global supply chains. "We believe the effects of these two items will last throughout the balance of 2020," Seroka said.

"Our traditional peak season is in jeopardy," Seroka said, referring to the holiday

shipping spike that runs from August through October.

Retailers in the United States traditionally start placing orders for holiday goods in June. This year however, retailers are dealing with major unknowns, including increasing coronavirus infections and widespread civil rights protests.

Some economists are forecasting a recovery in consumer spending during the first quarter of 2021, which would signal an uptick in ocean cargo at the end of 2020, Seroka said.

Meanwhile, cargo ship operators have canceled voyages to cut costs and adjust to the sharp reduction in demand, while other sensing opportunity have introduced new services which include the Port of Los Angeles.

U.S. Navy Releases “Lessons Learned” Report From COVID-19 Outbreaks

The U.S. Navy announced that it has incorporated lessons learned from the initial COVID-19 outbreaks onboard *USS Theodore Roosevelt* and *USS Kidd* into guidance to sustain underway operations while fighting the virus during future outbreaks at sea. The changes in policy came as a comprehensive report on the outbreak aboard the aircraft carrier was also released.

The Navy is undertaking a fleet-wide shift to a symptoms-based recovery strategy for COVID-19 instead of requiring PCR out-testing. It believes that the new strategy will allow ships and units with outbreaks to more quickly return to normal operations and prevent protracted recoveries.

The decision to shift strategies was made after fleet surgeons, supported by a Navy medicine scientific panel of medical researchers, public health experts and laboratory specialists, were able to confirm that the Theodore Roosevelt sailors whose diagnostic (PCR) tests remained positive ten days or more after the onset of their symptoms were no longer infectious. This was combined with other independent scientific reports of persistent viral shedding.

Another lesson the Navy reports it learned from the *Theodore Roosevelt* was the value of strict ship-board protocols which help contain the spread of the virus

if found onboard. Refined procedures and a better understanding of preventative and mitigation actions have been shown to be effective. Several ships have had a COVID+ case, but the Crew’s actions have enabled the virus to be contained to a relatively small group while the ship continues its planned operations.

The statement said the U.S. Navy plans to develop “Safe Haven” ports for ships to safely pull in and get some rest and relaxation for their crews as well as accomplishing logistical resupply and repairs. These ports would be designed to support and maintain the ships’ COVID-free “bubble.”

The outbreak investigation included asking volunteers to complete a short survey and provide two specimens for laboratory testing (voluntary blood and nasal swab samples). Antibody testing done on nearly 400 service members from the *Roosevelt* showed that nearly two thirds (62 percent) were infected with SARS-CoV-2 and that most were mildly ill. This is the first CDC published report on this specific demographic of young adults.

“This study paints a picture of current and prior SARS-CoV-2 infection among young adults living in close quarters,” said study CDC author Dan Payne, PhD. “This data will contribute to understanding COVID-19 in the U.S. military, as well as among young adults in other close

communal environments.”

Other notable findings include:

- Nearly two-thirds of service members in this sample had reactive antibodies.
 - 44 (18.5 percent) of service members who were identified as having a current or previous SARS-CoV-2 infection did not report any symptoms.
 - Among those who provided nasal swabs, just over one third tested positive for current infection.
 - Loss of taste or smell was the symptom most associated with current or previous infection; participants reporting these symptoms were 10 times more likely to have the infection than were those who did not.
 - Among 12 participants with antibodies that were detected longer than 40 days after symptom onset, eight remained neutralization positive including two participants who were tested 3 months after symptom onset.
 - Among all participants, current or previous infection was more common among males than females, but did not differ significantly by age, race, ethnicity, or history of a preexisting medical condition.
- Current or previous infection was

higher among participants who reported contact with someone known to have COVID-19 (64.2 percent) compared with those who did not (41.7 percent) and higher among service members who reported sharing a room with another service member that tested positive (65.6 percent) compared with those who did not.

Service members who reported taking preventive measures compared to those who did not have a lower infection rate (wearing a face covering (55.8 percent versus 80.8 percent), avoiding common areas (53.8 percent versus 67.5 percent), and observing social distancing (54.7 percent versus 70.0 percent).

The Navy issued on May 27 its new Standard Operational Guidance, which provides direction for isolation, quarantine, and contact tracing upon an initial outbreak, to include ships at sea that cannot medically evacuate personnel because of geographic or operational concerns.

“Everything that we’ve learned emphasizes that the fundamentals still count,” said Navy Surgeon General Rear Adm. Bruce Gillingham. “Our Sailors are demonstrating that they understand the importance of using public health preventative measures like hand washing, wearing face coverings, social distancing and reporting any symptoms they experience in order to protect the ship, their shipmates and their mission.”

Senators Introduce Legislation to Protect Transportation Workers From Covid-19

By Liz Carey | June 9, 2020

Democratic Sens. Maria Cantwell (D-WA), Richard Blumenthal (D-CT), and Edward Markey (D-MA) introduced legislation on June 9 that would require personal protective equipment and sani-

tation procedures to protect transportation workers nationwide.

Cantwell, ranking member of the Senate Committee on Commerce, Science and Transportation, said the legislation was necessary to protect transportation workers and the transit system.

“Transportation workers are critical for getting people to and from work, getting life-saving goods out to hospitals and first responders, moving food for our kitchen tables, and essential goods to stock our stores,” Cantwell said. “The Essential Transportation Employee Safety Act will require passenger and freight transportation companies to abide by the CDC recommendations, including mandatory cleaning, disinfecting areas, and personal protective equipment to keep our front-line workers safe.”

The legislation would require U.S. Secretary of Transportation Elaine Chao to work with the Centers for Disease Control and Prevention (CDC) and the Federal Emergency Management Agency (FEM) to support state and local efforts for making the testing of transportation workers a priority. Additionally, it would require owners and operators of transportation equipment or facilities to provide personal protective equipment to transportation employees as well as regulations surrounding disinfection and sanitization procedures.

Previously, Cantwell called on Chao to release uniform federal COVID-19 safety guidelines for the aviation industry in May.

The proposed legislation is endorsed by the International Brotherhood of Teamsters and the Transportation Trade Department of the AFL-CIO.

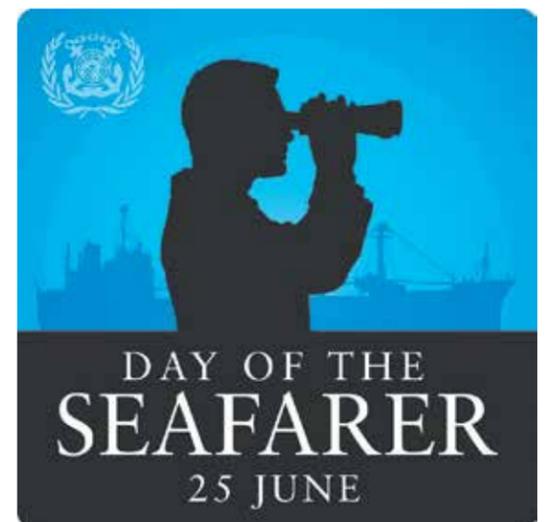
“Millions of working people have been putting their lives on the line and continue to put themselves in harm’s way to keep our country running during the COVID-19 crisis,” said Larry

Willis, president of the Transportation Trades Department, AFL-CIO (TTD). “The Essential Transportation Employee Safety Act is necessary legislation that would ensure the government and transportation employers are taking the meaningful actions we know are needed to keep workers safe on the job.”

During the hearing on Senate Bill S.3728, a bill about transportation worker safety in the pandemic, Sen Mike Lee (R-UT) took the opportunity to stroll off topic to attack the Jones Act in some of the most vitriolic terms. He said the Jones Act was “written by the Devil himself...” He defied his own party’s position when he said the Jones Act was “corporate cronyism” that only benefited America’s enemies. In fact, the Jones Act has enjoyed bi-partisan support throughout its long life. Lee spoke following Larry Willis’ testimony and when Lee’s time expired Willis did not shrink from the fight. *See pages 1 and 7 for the full story and Willis’ strong defense of the Jones Act.*

SIU Pacific District Pension Plan Summary of Proposed Plan Improvements Active Members

	Monthly Benefit Effective 7/1/2018	Monthly Benefit w/ \$90 Increase
I--Long Service Benefit (25YQT)		
(1)-Retiring at age 60 or older	\$2,375.00	\$2,465.00
(2)-Eligible for Social Security Disability, any age	\$2,375.00	\$2,465.00
(3)-Retiring between ages 55 and 60	\$1,983.82	\$2,059.00
(4)-Retiring under age 55	\$ 300.00	\$ 300.00
II--Basic Service Benefit (20YQT)		
(1)-Retiring at age 60 or older	\$1,900.00	\$1,972.00
(2)-Eligible for Social Security Disability, any age	\$1,900.00	\$1,972.00
(3)-Retiring between ages 55 and 60	\$1,711.40	\$1,776.25
(4)-Retiring under age 55	\$ 250.00	\$ 250.00
III--Reduced Service Benefit		
(1)-15YQT	\$1,068.75	\$1,109.25
(2)-16YQT	\$1,140.00	\$1,183.20
(3)-17YQT	\$1,211.25	\$1,257.15
(4)-18YQT	\$1,282.50	\$1,331.10
(5)-19YQT	\$1,353.75	\$1,405.05
IV--Disability Retirement Benefit		
(1)- 25YQT-retiring at age 60 or older	\$2,375.00	\$2,465.00
(2)- 25YQT- retiring at ages 55-59	\$1,983.82	\$2,059.00
(3)- 25YQT, retiring under age 55	\$ 300.00	\$ 300.00
(4)- 20YQT-24YQT, retiring at age 60 or older	\$1,900.00	\$1,972.00
(5)- 20YQT-24YQT, retiring at ages 55-59	\$1,711.40	\$1,776.25
(6)- 20YQT-24YQT, retiring under age 55	\$ 250.00	\$ 250.00
(7)- 15YQT-19YQT	\$ 187.50	\$ 187.50
(8)- 15YQT-19YQT and eligible for Soc. Sec. Dis.	\$ 218.75	\$ 218.75
(9)- 10YQT-14YQT	\$ 125.00	\$ 125.00
V--Dependent Child Benefit		
(1)-Per child under age 18	\$ 25.00	\$ 25.00
VI--Deferred Vested Benefit per Year of Qualifying Time		
(1)-200 or more Qualifying Days	\$ 71.25	\$ 73.95
(2)-125 to 200 Qualifying Days	Pro Rata	Pro Rata
(3)-Less than 125 Qualifying	\$ 0.00	\$ 0.00



Busy Atlantic Hurricane Season Predicted for 2020

Multiple climate factors indicate above-normal activity is most likely

May 21, 2020 — An above-normal 2020 Atlantic hurricane season is expected, according to forecasters with NOAA's Climate Prediction Center, a division of the National Weather Service. The outlook predicts a 60% chance of an above-normal season, a 30% chance of a near-normal season and only a 10% chance of a below-normal season. The Atlantic hurricane season runs from June 1 through November 30.

NOAA's Climate Prediction Center is forecasting a likely range of 13 to 19 named storms (winds of 39 mph or higher), of which 6 to 10 could become hurri-

canes (winds of 74 mph or higher), including 3 to 6 major hurricanes (category 3, 4 or 5; with winds of 111 mph or higher). NOAA provides these ranges with a 70% confidence. An average hurricane season produces 12 named storms, of which 6 become hurricanes, including 3 major hurricanes. A summary infographic showing hurricane season probability and numbers of named storms predicted from

"As Americans focus their attention on a safe and healthy reopening of our country, it remains critically important that we also remember to make the necessary preparations for the upcoming hurricane

season," said Secretary of Commerce Wilbur Ross. "Just as in years past, NOAA experts will stay ahead of developing hurricanes and tropical storms and provide the forecasts and warnings we depend on to stay safe."

The combination of several climate factors is driving the strong likelihood for above-normal activity in the Atlantic this year. El Nino Southern Oscillation (ENSO) conditions are expected to either remain neutral or to trend toward La Nina, meaning there will not be an El Nino present to suppress hurricane activity. Also, warmer-than-average sea surface temperatures in the tropical Atlantic Ocean and Caribbean Sea, coupled

with reduced vertical wind shear, weaker tropical Atlantic trade winds, and an enhanced west African monsoon all increase the likelihood for an above-normal Atlantic hurricane season. Similar conditions have been producing more active seasons since the current high-activity era began in 1995.

"NOAA's analysis of current and seasonal atmospheric conditions reveals a recipe for an active Atlantic hurricane season this year," said Neil Jacobs, Ph.D., acting NOAA administrator. "Our skilled forecasters, coupled with upgrades to our computer models and observing technologies, will provide accurate and timely forecasts to protect life and property."



A summary graphic showing an alphabetical list of the 2020 Atlantic tropical cyclone names as selected by the World Meteorological Organization. The first named storm of the season, Arthur, occurred in earlier in May before the NOAA's outlook was announced. The official start of the Atlantic hurricane season is June 1 and runs through November 30.

Face Masks For Transportation Workers Now Available

Shipments of 2.4 million reusable cloth facial coverings began arriving in mid-June at ports and related maritime transportation operations, including Union halls, around the United States that requested them.

The face masks are being distributed to about 400 maritime transportation entities nationwide for use by their essential personnel, including those working at seaports, inland ports, marine terminals, tug and barge lines, vessel pilot groups, dredging operations, supply chain logistics companies and others. The masks are part of a Federal

Emergency Management Agency (FEMA) multi-prong approach to keep essential businesses working while continuing to limit the spread of the novel coronavirus (COVID-19).

The Maritime Administration (MARAD) was instrumental in working with the entire maritime industry's to help define the needs to FEMA for issuing the cloth face coverings.

"I'm proud that the Maritime Administration, FEMA, and U.S. maritime industry organizations are supporting the herculean efforts of those at sea and ashore who are keeping the supply chain moving by providing cloth face coverings to help protect these critical infrastructure workers and their families," said MARAD Administrator Admiral Mark H. Buzby.

The protective mask distribution effort supplements the ability for essential transportation-sector workers to obtain reusable cloth face coverings while there continues to be impediments to procure them through the open market.

"The health and safety of our members

is our top priority," said SUP President Dave Connolly. "Maritime labor has from the outset of the pandemic pressed for adequate PPE for mariners and the shoreside workers that support them. We appreciate the efforts of FEMA and MARAD to answer the call and provide at no cost suitable face-coverings to these workers so elemental to the supply chain." Connolly added however that "PPE is only one aspect of safety. It's not enough to hand out masks and call it a safe workplace. Employers need to build the best practices of ship and shoreside risk mitigation into basic and universal procedures based on the CDC guidance. That should include access to rapid and reliable testing, humane shore leave policies, and real safety regulations that spell out the employer's requirements on disinfection, for example, and especially on social distancing around things like contractor access to the ship."

The cloth masks come in packages of five and can withstand fifteen washing and still be effective. Interested members are advise to contact their Business or Branch Agents.

The SUP has also been active in its support for S. 3728, the Critical Infrastructure Employee Protection Act of 2020. Introduced by the Senate Committee on Commerce, Science, and Transportation, the legislation would ensure the U.S. Department of Transportation gets the next allocation of personal protection equipment (PPE) for transportation essential workers after priority is given to medical, healthcare, police and fire. The maritime sector will be included as a PPE priority group if this bill passes.

Surprise Order of Large U.S. Troop Movement

The United States will cut its troop presence in Germany by more than 25 percent, according to various news agencies and as reported first by *The Wall Street Journal*. The move comes just as the U.S. military was considering lifting its worldwide "stop movement" order related to the COVID-19 pandemic response.

The new troop limit will mean a reduction of 9,500 troops from current levels. It was approved by President Trump and Defense Secretary Mark T. Esper, will limit American troops in Germany to about 25,000, said a former senior official with knowledge of the decision.

The order was not expected by German officials and many American military leaders in Europe. Mr. Trump's "America First" vision of limited U.S. deployments overseas includes the idea that allies must shoulder more of the burden for their own defense.

"The reason we have troops overseas in Germany is not to protect Germans, everything we have is for our benefit," said Frederick B. Hodges, a retired lieutenant general and a former top U.S. Army commander in Europe. "The decision doesn't seem attached to any kind of strategy."

The United States currently bases more troops in Germany than in any other country except Japan. The American presence there is a legacy of World War II, and became a cornerstone of the country's Cold War defense of Europe against the Soviet Union.

Now, American troops in Germany operate a military hospital in Ramstein, staff training grounds used by the Atlan-

tic alliance — and they provide ground forces to reinforce allies across Europe and beyond, as well as a legacy deterrent to Russian aggression.

The drawdowns will include an Air Force F-16 squadron and Army support units, according to a former Defense Department official. Although it is not clear whether the plan is final, or where forces will be re-deployed, the implementation was expected to be complete by September.

The troop cut for Germany would be the largest of Mr. Trump's tenure. The United States began building its forces back up in Europe after Russia annexed Crimea from Ukraine in 2014. While the drawdown should not immediately affect NATO's deterrence forces in Poland and the Baltic States, it is likely to complicate American military logistics and readiness.

"While we have no announcements at this time, as commander in chief, President Trump continually reassesses the best posture for the United States military forces and our presence overseas," John Ulliyot, the National Security Council spokesman, said in a statement. "The United States remains committed to working with our strong ally Germany to ensure our mutual defense, as well as on many other important issues."

Mr. Trump and his allies have long singled out Germany as what they call an egregious free rider on America's military might. Instead of spending to defend itself and Europe, Mr. Trump has argued, Germany instead built itself a lavish social welfare system.



Standby AB's Jeffrey Bacay, Brad Cain, and Bosun Mike Smith, turn to on the President Cleveland in Oakland for routine maintenance.

The venerable Jones Act, the cornerstone of American maritime law, has now endured a century. But it actually dates back to the founding fathers, in 1789, where George Washington and Alexander Hamilton favored U.S. flag ships in the passage of the third Act in the very first Congress. It is the foundation on which rests the national economy and the national security, the central element of the repeated policy that the nation intended and defended to support the development and maintenance of the American Merchant Marine.

It is the mast on which the yards are hung, on which the sails are trimmed, itself supported by the twin mainstays of cargo preference and the Maritime Security Program. From Bath Maine to San Diego, from Anchorage to Key West, from Philadelphia to San Francisco to Honolulu, the Jones Act is that most American of laws, reserving some portion of the seagoing trade for Americans.

Here follows an excerpt of the preamble to the law from 100 years ago, and some commentary from powerful members of Congress in support of it to this day.

SIXTY-SIXTH CONGRESS. Sess. II. CLI. 250. -1920. June 5, 1920.

[HR 10378.] [Public, No. 261.] CHAP. 250.-An Act to provide for the promotion and maintenance of the American merchant marine, to repeal certain emergency legislation, and provide for the disposition, regulation, and use of property acquired thereunder, and for other purposes. Be it enacted by the Senate and House of Representatives of the Act, 1920, United States of America in Congress assembled, **That it is necessary for the nation's defense and for the proper growth of its foreign and declared domestic commerce that the United States shall have a merchant marine of the best equipped and most suitable types of vessels sufficient to carry the greater portion of its commerce and serve as a naval or military auxiliary in time of war or national emergency**, ultimately to be owned and operated privately by citizens of the United States; and it is hereby declared to be the policy of the United States to do whatever may be necessary to develop, and encourage the maintenance of such a merchant marine, and, in so far as may not be inconsistent with the express provisions of this Shipping Board to Act the United States Shipping Board shall, in the disposition of, execute provisions relating thereto, vessels and shipping property as hereinafter provided, in the making of rules and regulations, and in the administration of the shipping laws keep always in view this purpose and object as the primary end to be attained.

Why The Jones Act is Still Needed 100 Years Later

Commentary by Sen. Roger Wicker, Sen. Maria Cantwell, Rep. Peter DeFazio, and Rep. Sam Graves

One hundred years ago today, President Woodrow Wilson enacted a law that would become known as the Jones Act. Its purpose was to help the U.S. shipping industry recover after World War I. Yet few could have predicted how vital it would become to our national security and economic prosperity a full century later — especially during a pandemic.

The Jones Act requires that all vessels carrying goods between two U.S. points be American-built, -owned, -crewed and -flagged. This policy provides stability to the U.S. maritime industry and helps to sustain 650,000 American jobs, resulting in \$150 billion in economic benefits each year. Most importantly, the Jones Act advances our national security by helping maintain a vibrant domestic shipbuilding industry and maritime workforce. Our shipbuilders supply the military with warships, and U.S. mariners play a key role in transporting military personnel and equipment overseas in times of crisis.

Our nation has always depended heavily upon maritime commerce. Our land is knit together by a vast network of sea and river ports, where waterborne vessels deliver food, natural resources and manufactured goods to market. These supply lines are important in every season, but they have become especially crucial during the COVID-19 crisis. Seaports have enabled front-line workers to continue bringing essential goods to our communities, as well as lifesaving ventilators, testing supplies and personal protective equipment to doctors and nurses treating patients.

This critical movement of goods has been secured by the Jones Act.

To imagine life without this law, consider the risks we would face if foreign-owned companies were allowed to conduct our domestic trade during this pandemic. Foreign companies would be able to influence the flow of domestic goods and resources that are keeping our economy afloat. Thousands of now-secure American jobs throughout our

shipbuilding and maritime workforces would be threatened, and foreign governments could gain even more undue leverage over our economy.

The pandemic has already exposed our nation's over-dependence upon Chinese medical supplies. We also depend too heavily upon foreign shipping in global trade, with 97 percent of all U.S. overseas commerce being conducted by foreign-flagged carriers. Losing the Jones Act would mean ceding our domestic maritime economy to China and other foreign-flagged competitors, making us more vulnerable during times of crisis.



The Jones Act is also an important asset to our military. U.S.-crewed vessels around the world expand our military's horizon by serving as the eyes and ears of our nation, and U.S. mariners, shipyards and commercial vessels play a vital role in keeping our military well-supplied. Losing these assets and having to rely on foreign competitors to move our military would hurt our ability to project power during a time of war or national emergency.

These national security concerns are why the Jones Act continues to enjoy broad support in Congress. Indeed, military leaders have consistently described the Jones Act as crucial to national security. As the bipartisan leaders of the House and Senate committees with jurisdiction over maritime matters, we are committed to preserving the Jones Act.

Some voices continue to call for the repeal of the law. However, there is little reason to believe outsourcing our shipping industry to foreign nations would benefit American consumers or workers. If foreign-flagged vessels were allowed in our domestic sea trade, they would still have to comply with U.S. laws, including wage, tax, immigration, and a host of other policies and regulations. These compliance costs would still be passed down to consumers.

The Jones Act has been a pillar of American security and prosperity for a century. With the pandemic at hand, it is more valuable than ever to our security and economic interests. We are committed to seeing the Jones Act preserved for years to come.

Sen. Roger Wicker, R-Miss., is chairman of the Senate Committee on Commerce, Science, and Transportation, on which Sen. Maria Cantwell, D-Wash., serves as ranking member. Rep. Peter DeFazio, D-Ore., is chairman of the House Transportation and Infrastructure Committee, on which Rep. Sam Graves, R-Mo., serves as ranking member. This article first appeared in Defense News.



Inbound at the Golden Gate, the APL container ship *President Wilson* with SUP crew on deck readies for arrival in Oakland. The *President Wilson* is a participant in the Maritime Security Program and not technically a Jones Act vessel. But her namesake signed the Jones Act into law and it forms the maritime policy bedrock upon which the entire U.S. Merchant Marine is built, including MSP.

JONES ACT 100TH ANNIVERSARY

HON. JOHN GARAMENDI

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 4, 2020

Mr. GARAMENDI. Madam Speaker, tomorrow June 5 marks the 100th anniversary of the Jones Act, our nation's federal law guaranteeing a fleet of US-built, flagged, crewed, and owned vessels ready to serve the American people.

The current coronavirus global pandemic has reminded us all the critical importance of this foundational federal law and having a vibrant US-flagged maritime industry. The global maritime trade ground to a halt due to quarantine, and countries like China ordered their government-sponsored enterprises to stop all exports of critical medicine and medical supplies, including personal protective equipment for healthcare workers and first responders.

The Jones Act ensures that our nation can remain self-reliant during peace time and times of conflict. In California alone, the US-flagged maritime industry supports more than \$12.2 billion annually in economic impact related to the American domestic shipping industry and over 51,000 good-paying jobs. Nationally, the domestic maritime industry supports 648,220 American jobs with approximately 40,000 vessels in the American domestic fleet.

Madam Speaker, most major developed countries including the European Union have cabotage laws like the Jones Act. Congress must continue to support our nation's maritime workforce by upholding the Jones Act and opposing deeply misguided efforts to undermine it. As a member of both the Committee on Transportation and Infrastructure and the Committee on Armed Services, I plan to continue to do just that.

I hope all members of Congress will join me in that important work. In closing, I wish to mark this important milestone for the Jones Act by thanking the thousands of Americans working in our nation's maritime industry. I thank them for their invaluable work, day in, day out.

June 4, 2020

CONGRESSIONAL RECORD — Extensions of Remarks

E519

Economist Adam Smith
Famed conservative economist Adam Smith recognized the importance of a country's domestic maritime industry for purposes of national security. As written in Smith's *An Inquiry into the Nature and Causes of the Wealth of Nations*, he writes "as defense, however, is of much more importance than opulence, the act of navigation is, perhaps, the wisest of all the commercial regulations of England!"

#AmericanMaritimeHeroes

Rep. Larsen: Jones Act Still Protects Washington Economy

Commentary by Rep. Rick Larsen

One hundred years ago this week, President Woodrow Wilson signed the Merchant Marine Act into law. Named for the primary sponsor, U.S. Sen. Wesley Jones from my home state of Washington, the Jones Act, as it is more commonly known, sustains and protects a strong domestic maritime and shipbuilding industry.

As I often say, transportation means jobs in Washington state. At its core, the Jones Act is a critical labor standard that helps put U.S. mariners to work and maintains important workplace rights. In Washington's Second Congressional District, the district I represent, the Jones Act supports 2,240 jobs which generate more than \$130 million in labor income and more than \$642 million in economic impact annually.

The Jones Act also underpins U.S. maritime defense policy and is essential to preserving national security interests at home and abroad. A recent U.S. Maritime Administration (MARAD) study found Washington's shipyards created more than \$972 million in economic impact annually. Northwest Washington's shipyards. Jones Act crews and vessels play a critical role in securing the nation's strategic interests. Furthermore, the Jones Act protects U.S. waters, infrastructure and resources from incursions by foreign vessel operators.

Known for its heroic and steadfast dedication in the face of natural disaster, war and other challenges, the Jones Act fleet's response to the ongoing COVID-19 pandemic is no exception. Last week, I participated in a House Coast Guard and Maritime Transportation Subcommittee hearing on the status of the U.S. maritime supply chain during the pandemic. During this discussion, representatives from the nation's ports, waterway operators, mariners and the maritime industry agreed that preserving and protecting the Jones Act must be a national priority. As markets gradually reopen and trade recovers, the Jones Act will ensure domestic industries remain vibrant contributors to the global shipping economy.

A century after the enactment of the Jones Act, Washington state and the nation continue to benefit greatly. As a senior member of the House Transportation and Infrastructure Committee, I am committed to working with my colleagues to uphold the Jones Act to safeguard the important role maritime industries play in the U.S. economy and national security.

U.S. Rep. Rick Larsen, (D-2nd District), is a senior member of the House Transportation and Infrastructure Committee and serves on the Coast Guard and Maritime Transportation Subcommittee.

Official Policy Statement of the Transportation Trades Department, AFL-CIO

On June 5th of this year, we will celebrate the centennial of the Merchant Marine Act of 1920, commonly referred to as the Jones Act. Principally, the Act ensures that domestic waterborne commerce is conducted by U.S. built ships crewed with qualified U.S. mariners. It is rare that any piece of legislation stands as the bedrock of an industry for so long — the Jones Act was passed just a few months after Prohibition, and 15 years before the creation of Social Security. Today, it has never been clearer why the Jones Act is necessary and why policy makers' long-held support for it must not waver.

The Act's requirement for U.S. mariners aboard domestic vessels ensures that our maritime industry can support good paying, safe, and dignified union jobs. It is not hyperbole to say that without the Act, unscrupulous companies will race to replace U.S. workers with foreign and unqualified mariners, forced to work in dangerous conditions with negligible pay. Examples of what this might look like play out daily across the globe, where foreign companies abandoning sick or injured employees in faraway ports is a commonplace occurrence. One hundred years later, the Jones Act remains the single most powerful tool to protect mariners and ensure the continued existence of a domestic maritime workforce.

Today, our nation's waterways are navigated by the 40,000 Jones Act compliant vessels built in this country. The construction, maintenance and upgrading of these vessels is responsible for keeping the lights on at dozens of shipyards and factories, supporting well over 100,000 jobs. However, the shipbuilding industry is under constant threat from unfair foreign competition. Many of these shipbuilders seeking access to the U.S. market are highly state subsidized, and none are subject to the domestic content, environmental, and labor requirements placed on U.S. companies.

The Jones Act also plays a key national security role. Shipyards that construct Navy ships rely on commercial orders in between military contracts. Domestic mariners similarly wear two hats, and can be called upon to crew government and privately-owned ships to provide additional sealift and surge capacity in times of war or humanitarian crisis. In the absence of the Jones Act, recreating these capacities strictly for military purposes would take years and cost billions of dollars.

Despite 100 years of success, attacks on the Act continue unabated, largely from anti-union interests who see profit in abandoning U.S. mariners and shuttering shipyards for substandard alternatives abroad. As we have for the past century, we will continue to turn back unfounded and bad faith efforts to repeal the Act and highlight its continued necessity.

Commitment to the Jones Act in its second century must extend beyond simply supporting the status quo.

The Energizing American Shipbuilding Act (H.R. 382), introduced by Congressman John Garamendi (D-CA), would mandate that a modest percentage of liquefied natural gas exports sail on tanker vessels built in U.S. shipyards. The Short Sea Shipping Act (H.R. 5351), introduced by Congressmen Brian Higgins (D-NY) and Mike Kelly (R-PA) would eliminate a quirk in the tax code that discourages the use of commercial vessels for the carriage of commodities along American's seacoasts and inland waterways. In turn, this legislation would create jobs for mariners and drive new construction of appropriate vessels.

Since 1920, the Jones Act has been a legislative success story that keeps our nation prepared to meet domestic and international challenges, while sustaining a domestic manufacturing capacity critical maritime workforce. Despite countless attacks and often-treacherous political seas, the Act continues to prove its worth, while America's maritime and shipbuilding workforces have shown their productivity, professionalism and perseverance.

ILWU Commemorates Juneteenth With Protest on West Coast Docks

PMSA and ILWU agreed to move a regular stop-work meeting to the day of June 19 so that union members could participate in commemoration events and protests marking Juneteenth.

The International Longshore and Warehouse Union (ILWU) will be ceasing operations for the day shift Friday at 29 ports from Bellingham to San Diego, giving longshore workers time to commemorate the end of slavery in the United States. This year's event has elevated significance due to nationwide protests over alleged police bias.

"With the ILWU's history of advocating for the end of police terror and violence we decided to put a call out," said Trent Willis, the head of San Francisco's ILWU Local 10, speaking to KQED.

At Terminal 46 in downtown Seattle, ILWU's workers will be holding a rally and march to "stop police brutality and end systematic racism," beginning at the union hall at 0900 hours. MLK Labor, the umbrella group for labor organizations in King County, will be coordinating with the event.

The shutdown is not the first connected to the police reform movement. On June 9, ILWU dockworkers stopped work for a nine-minute memorial hon-

oring George Floyd, the 46-year-old African-American man whose death in police custody sparked continuing nationwide protests.

"Our union has a long history of confronting racism on the job, in our communities and around the world," said ILWU International President Willie Adams in a statement. "Today we're joining millions of people who are demanding justice and fundamental change. The union calls on all elected officials in local, state, and the federal government to open their eyes and hearts, to initiate real change in our current system, and root out institutionalized racism and police brutality that have plagued our country and our citizens for far too long."

The Juneteenth celebration has a long history. On June 19, 1865, Gen. Gordon Granger (Union Army) issued a proclamation declaring that all slaves in the state of Texas were free. (Though President Abraham Lincoln's Emancipation Proclamation had technically freed them in 1863, full implementation took an additional two years to achieve.) Gen. Granger's announcement spread the news to an estimated 200,000 enslaved persons in Texas, marking the end of legalized slavery in the United States.

Jones Act Survives Birthday Ambush In Senate

continued from page 1

face of lockdown measures imposed by foreign governments.

He was responding to questions on behalf of the 33 TTD affiliate unions—including MM&P—when Sen. Mike Lee (R-Utah) began, without connection to the prior discussion, bashing the Jones Act. Lee said of the Jones Act that it was "written by the devil himself."

Senator Lee, who has introduced legislation to repeal the Jones Act on numerous occasions, most recently less than a year ago, didn't stop there. "Maybe 100 years ago Friday when they passed this ill-fated, ill-conceived legislation written by the devil himself, maybe they had some good ideas, I don't know what they were," Lee began. "I do believe those who are defending it to this day, especially in these uncertain circumstances like what we discussed here today, are being disingenuous."

Lee claimed American businesses and consumers are harmed by the Act, adding, "the safety and national security of the country is jeopardized by our shameless commitment to this crony capitalist legal regime." He further argued that the

Jones Act benefited authoritarian states like Venezuela, Russia and China by keeping U.S. tanker rates high and apparently suppressing coastwise shipment of natural gas. Although the reasoning was foggy at best, Willis was quick to respond and cleared things up.

"As someone that does strongly support the Jones Act," he said, "we worry about foreign dependence, whether it is on shipping or whatever else."

When "we start to close down the US market, we start to allow flag-of-convenience to further dominate in this space, we don't supply good mariner jobs."

"When we need sealift capacity in times of war and times of national emergency, those flag-of-convenience vessels with foreign crews — I promise you — will not be there."

"This hearing is about protecting and promoting full-time workers. There's no better way to do it than protecting, promoting and — quite frankly — expanding the Jones Act."

"On its 100th anniversary on Friday, we will celebrate it as a landmark legislation that many on this committee support."



Outside the SUP/MFOW hiring hall in Wilmington on May 29 the standby gang gets ready to turn to aboard the President Wilson. From left to right is AB Eric Vasquez, David Kaupiko, shoregang APL steady bosun Gary Gelfren and AB Abdul Mohamed.

Photo by SUP VP Matt Henning

President Eisenhower Crew Locates and Rescues Sailor

In early June the SUP crew of the U.S.-flagged containership *President Eisenhower* rescued a 67-year-old man from a disabled and drifting sailboat at a position about 500 nautical miles southwest of Dutch Harbor.

At about 0900 hours Thursday, Coast Guard District 17 received an EPIRB distress alert from the sailing vessel *Miss Lilly*. The man aboard reported that the vessel was disabled and adrift, and he was in need of Coast Guard assistance.

Due to the long distance to the position, the District 17 command center requested help from nearby commercial vessels using the AMVER system, along with an urgent GMDSS broadcast. The center also diverted the Coast Guard cutter Mellon and launched an Air Station Kodiak C-130J Hercules aircraft to assist with the search and provide a communications platform.

The crew of the boxship *President Eisenhower* responded to the alert and diverted 30 nautical miles to assist the *Miss Lilly*. The SUP-crewed *President Eisenhower* arrived on-scene and established verbal communications with the man who wanted to abandon his vessel and come on board, reporting that the sailboat was no longer safe or seaworthy.

The weather was exceptionally calm for the northern Gulf of Alaska, and in light winds and two-foot seas, the crew of the *President Eisenhower* launched one of their

small boats to assist the distressed sailors approach to the ship from his disabled sailing vessel.

Early crew reports indicate that Bosun Paul Harsany directed the gang during the rescue operation. Harsany rigged the safety gear and ordered the deployment of the gangway that he rode down to personally haul aboard the survivor. Even in calm seas it was an act of fearless seamanship.

"This individual is very lucky the motor vessel *President Eisenhower* was relatively close and answered our urgent broadcast to assist — their efforts are commendable," said Adam DeRocher, the District 17 Senior Search and Rescue Controller. "The sailing vessel *Miss Lilly* was so far away from our assets it would have taken much longer for us to arrive on scene to assist."

According to the Coast Guard, the *President Eisenhower's* intervention may have saved the sailor's life. All of the boat's sails were ripped, the engine was inoperable and the electronics all failed except for the EPIRB.

The *President Eisenhower* (ex-CMA CGM *Indus*, ex-Hanjin *Dallas*) is a U.S.-flagged, 7,500 TEU container ship built in South Korea and part of the U.S. Maritime Security fleet. At the time of the rescue she was under way on a voyage from Oakland to Yokohama. She is owned by CMA-CGM and operated by APL Marine Services.



Aboard the C-9 containership *Mahimahi* in Oakland from left to right is SUP delegate Robert Reed, Bosun Mike Worth, AB Lymwel Gador, AB John McAuliffe, AB Doug Boe, AB Norman Teruya, and AB Allen Gonzalez.

Photo SUP VP Matt Henning.

Editor's Note: To receive the West Coast Sailors via first-class mail it's \$25 per year U.S. mail; \$50 per year international.

Receive the West Coast Sailors via First Class Mail

Name (print) _____ Book No. _____
 Address _____
 City _____
 State _____ Zip _____ Country _____



U.S. \$25; International \$50 per year
Send check or money order to:
West Coast Sailors
450 Harrison Street
San Francisco CA 94105

Welfare Notes May 2020

Pension

Annelie Hensley retired June 01, 2020 after working for 62 years as the pension analyst. We thank her for her services and wish her the best.

The phone number and mailing address for pension information remains the same and is listed below.

Money Purchase Plan and 401(k) Plan

Having beneficiary forms on file for the Money Purchase Plan, 401(k) Plan, and SUP Death Benefit is **VERY IMPORTANT**. All forms are available on www.sailors.org Click on the SUP Welfare tab and all forms are on the right. If you are not sure if you have forms on file, please send email to patty@marinerbenefits.org. If you are recently married, divorced, or just want to make a change, you will need to complete a new form.

Covid 19

A recent mailing was sent to all participants about deadline extensions because of the corona virus pandemic.

This government mandated action refers only to the extension of deadlines. It does not change eligibility requirements or increase or decrease the current benefit levels. The final date of the extension period has not yet been determined.

As an example, if your eligibility and coverage terminated May 01, 2020 and the 60 days allowed to determine if you want to enroll for COBRA coverage expires on July 01, 2020, you have additional time allowed for the deadline of your decision. However, if you decide that you want COBRA coverage, you must pay for all COBRA months even if those months have already passed. You would have to pay for May 2020, June 2020 and any additional months that passed while you were making up your mind whether you wanted COBRA coverage.

For the Pensioners Allowance, you may have additional time for submitting your reimbursement claim, however the fiscal year maximum is not changed by the deadline extension.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin, MPP & 401(k) Plans, Death Benefits martinpatty59@sbcglobal.net

Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

Gina Jew, Claims gina@marinerbenefits.org

Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net

SIU-PD Pension 415-764-7987, SIU-PD Supplemental Benefits 415-7644991

Seafarers Medical Center 415—392-3611

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



SUP PRESIDENT'S REPORT

GEORGE FLOYD

The SUP was born to fight oppression, and the Union is re-dedicated to lifting up all races through economic justice and peaceful protest. It was physically sickening to watch the death of George Floyd, both for what it was and what it symbolized. The anguish unleashed in the widespread aftermath of protest is made no less desperate by being predictable. We stand with our black brothers and sisters, and join the repeated calls for all manner of reform. Our long-standing resolve to fight discrimination and build diversity recognizes the dangers of pervasive implicit bias. Let it be clear that whatever the danger we decline to consent to any form of racism, including systemic toleration of it, whether overt or covert, real or perceived. It is antithetical to our nature and the foundations of equality. Our goal to improve the lives of our members includes doing everything we can to extend the benefits of membership to all. "Whatever right belongs to one member, belongs to every member alike..." says the SUP Constitution. I ask all members to help ensure that statement remains strong and true, and to contact me with their thoughts on opportunities for improvement.

JONES ACT

The first Congress of the United States in 1789, in its third act, established a preference for a U.S.-flag seagoing fleet over a foreign fleet. Other precedents came later but one hundred years ago from last Friday – on June 5, 1920 – President Woodrow Wilson signed the Merchant Marine Act of 1920, also known as the Jones Act after Sen. Wesley Jones from Washington. It requires that ships that call in consecutive American ports are built by Americans, owned by Americans, and crewed by Americans. But it also provides wage, safety and other basic protections for American seaman and has broad implications for economic and national security. It is exceedingly rare for any legislation to stand so long without significant revision, dilution, or repeal. That steadiness, despite a century of continuous attack, is extraordinary. We support it because it's the right thing to do – it is the how of groceries in the stores, electronics and furniture in our homes, medical supplies in hospitals. It's how we get shoes and lumber and drywall and grain and gas in the tank. Not many Americans know their lives depend on the same legal bedrock as us, and consequently we all owe an existential debt to the Jones Act. In return, at time when it is far safer to stay at home, SUP sailors go down to the ship instead and by their daily work form up the defense for the next 100 years. Happy Birthday to the Jones Act.

APL MARINE SERVICES

Shuttle ship reliefs: Over the past month the SUP has continued pursuit APL *Gulf Express* rotational reliefs for sailors restricted and detained on board. That work included working with and making repeated petition of many levels of management and government to leverage international diplomatic alliances for immediate action. We were joined by others in maritime labor in a letter sounding the alarm to the Secretaries of Defense and State, and we held intense discussions with the Maritime Administrator Adm. Mark Buzby, the planners of J-4 Joint Chief Logistics command, the Department of State, among many others. (See page 1 story for Union demand.)

Various possible Persian Gulf states and ports both emerged and receded, until on Tuesday June 2, SUP HQ got notice of the first definitive plan for a relief procedure in Bahrain. A full crew was dispatched the next day. As with other dispatches, normal clearances including COVID-19 testing will occur before joining, or in this case, boarding a flight. Special Department of State clearances were arranged as part of the entry request associated with a high-level single purpose entry visa. On arrival in Bahrain, a two-week hotel quarantine will commence and must be adhered to before joining. As onerous as this process is, it represents another achievement on the COVID 19 related list of member service priorities: regular reliefs in shuttle ships despite fierce travel and visa restrictions.

PCR testing: Against a backdrop of a continuous rise of domestic cases COVID-19 testing has increased dramatically in last month. Although increased testing is itself attached to the rise in reported cases, greater access to testing is more progress on a high-priority item on labor's overall COVID-19 action agenda. APL initially tested on-signers only in Los Angeles, with a hotel quarantine to follow. The Company agreed to pay for travel, hotel, meals, wages and benefits for that period, (including overlap), but on May 22nd the procedure expanded to include the use of a vendor called FutureCare who arranges testing in northern and southern California, Honolulu and, in certain cases, Guam. By testing in ports of dispatch, members no longer need to fly to testing site which limits exposure and stays consistent with the Shipping Rules (earlier job calls, already approved by the membership, will normally be required 5 days ahead of joining). Test results are available in a few days and allows for home self-quarantine and regular crew change with a significantly lower risk of both infection transmission. FutureCare contracts use of the most accurate COVID PCR test, expedited laboratory results, and also handles initial response in cases of a positive test.

If the process is to remain safe for both themselves and for the crew they will join, dispatched members must maintain self-quarantine discipline post-testing. Although these safety improvements are welcome, there is much more work to do: the industry needs more testing, unlimited testing, in nearly any situation, with rapid results that can prompt the immediate response that really cuts risk.

Shore Leave: Despite their previously relatively enlightened shore leave policy, APL's Manager of Labor Relations John Dragone contacted the Union on Thursday June 4, 2020, to express management's concern about the overnight shore leave of crews on the U.S. West Coast. He said the Company's efforts to maintain a limited exposure to COVID-19 had been undermined by the California shore leave of crew. I raised the Union's objection that state and local orders allow for such leave, that it can and has been done safely, that members have a right to shore leave in general and especially

in their home ports, and that restrictions were being lifted or relaxed throughout the industry and in all states throughout the country. I reminded management of APL's responsibilities under Section 18 and no official policy had yet been issued on the topic. Delegates are instructed to record restrictions on a separate OT sheet and submit for payment on board and then sent to the Union.

MATSON NAVIGATION COMPANY

Restriction to ship: On May 21, the Union and its members in Matson ships were informed by policy statement that a broad-based two-month Company-imposed COVID-19 restriction to ship had been lifted by management. The new policy statement still requires crewmembers to abide by the state and county shelter-in-place orders pertaining to social distancing, face coverings, etc. On June 3, 2020, following a full accounting of the COVID period in question, the constituent unions of the Seafarer's International Union-Pacific District including the SUP, MFOW and SIU completed their initial investigations and filed a unified and detailed restriction to ship claim with management under Section 18 of the General Rules. Thanks are due to all members who suffered the restriction with composure and fortitude, the delegates that ably accounted for it, and to Vice-President Matt Henning who painstakingly reviewed every line of the OT sheets and carefully compiled all the claims into a single summary. Will keep the membership informed.

China cross-deck: Following up on questions from the crew of the *Maunalei*, and acted upon by SUP HQ together with Honolulu Branch Agent Mike Dirksen, Matson informed the Union on June 2, 2020 that it intended to "cross-deck" or transfer in the shipyard the crew of *Maunalei* to the *R.J. Pfeiffer* in the shipyard in Nantong, China. Although it is abnormal and unprecedented, the rationale is based on a practical problem: a sudden and complete ban on Chinese visas. The Union's own investigation found that the visa situation had recently deteriorated dramatically. To solve both the problem of new crew needed for *Pfeiffer* activation and the departure of laid off *Maunalei* combining the work and "cross-decking" the crew was appropriate. In previous interpretations during the COVID-19 period our goal has always been to serve the intent of Shipping Rules with as little change as possible. The same is true here. Since a new crew was not possible, combining the time of cross-decked crew as if it were the same ship is the best available method of maintaining regular use of the Rules. This means that the former *Maunalei* crew will finish out their time aboard the *Pfeiffer* by combining *Maunalei* and *Pfeiffer* working days under the same dispatch. *Pfeiffer* return rights had expired, and since the *Maunalei* dispatch continues no return rights from layup are properly gained.

Foreign-flag operations: Continuous observation of Matson operations indicated Company use of the foreign flag ships *Arguello*, *Bahamas*, *Bomar Hamburg*, *Bomar Bellini*, *Captain Thanasis*, *Navios Magnolia*. To ensure compliance with our Agreement, and along with MFOW President Anthony Poplawski, I lodged on May 20th an inquiry to Vice-President Jack Sullivan on Matson's new use of foreign-flag ships. Sullivan responded by saying that such ships were time-chartered to cover a short-term surge of China freight seeking expedited service to the U.S. West Coast. The surge was associated with high demand import items such as personal protective equipment (PPE), cleaning and medical supplies. Notably, Sullivan claimed that the time-charters had no impact to the Matson U.S. flag fleet. Will continue to keep a weather eye on this deployment.

Internet speed: A COVID-19 issue around improved internet access and speed was raised by maritime labor on a national level and picked up by Matson management. After a period of equipment upgrade and testing, the Union was on May 21 notified by management that crew internet speed and connectivity at sea had been increased significantly across the entire fleet. The speed was roughly doubled. Crews should experience increased performance for texting, email and web browsing. Large downloads and streaming video/audio are specifically prevented by the communications link and is not yet available.

Wage increase: Finally, a wage increase is due and payable at Matson. In accordance with the collective bargaining agreement between Matson Navigation Company and the SIU Pacific District Unions, effective July 1, 2020, there shall be a three and one quarter (3.25%) percent increase for all offshore unlicensed crew rates of pay and wage-related items. There shall also be a fifty cent (\$0.50) per manday increase to the Union's training plan. The wages and wage related items of members employed under the SUP Maintenance Agreement with Matson will also experience the bargained increase of a three and one quarter (3.25%) percent. That increase also covers all shore-side standby personnel shipped under the Extra Maintenance Agreement. Finally, the MOU covering the CV700 vessel *Kamokuiki* calls for a three percent (3.0%) increase in wage and wage-related items effective July 1, 2020. Recommend the bargained wage increases are allocated in full and applied directly to wage and wage-related items.

PATRIOT CONTRACT SERVICES

Gangway Up Order DGAR exemption: Near the end of May the Union received good news on shore leave restrictions in SUP contracted MSC ships in Diego Garcia. In concert with local authorities, the MSC Commanding Officer lifted the restrictions including the Patriot ships POMEROY, WATSON, and SISLER, subject to certain limitations and exceptions. The exception is that joining crew will still be subject to a 14-day quarantine aboard ship on arrival. From the outset of the March 21st coronavirus driven "gangway up" order, maritime labor unions including the SUP and MFOW had repeatedly argued for this ending this restriction as a key to sustaining the entire complex relief system. Its relaxation now represents another significant achievement for the Union and improvement for its members.

Restriction to ship: In the WATSON-class, contract language specifically forbids such a claim unless it is paid to other similarly affected government employees. At the

SUP President's Report continued

same time, under that language SUP members remain party to, and eligible for, any other settlement that may be claimed and paid to other similarly restricted mariners or federal government workers which includes Navy sailors or MSC sailors known as "civmars." The Union will continuously evaluate the options for a successful claim where any such restriction may violate our agreement.

MSC reliefs resumed: Earlier in May, the SUP helped arrange advance dispatches to a special charter flight and hotel quarantine designed to restart the relief rotation system in hard-to-reach Diego Garcia and other ports. A total of 113 mariners joined and another 119 mariners departed using the charter flight that may be the work-around solution for stalled reliefs in that port. A pack of fresh job orders has been sent to the Union and jobs are being dispatched with clearances underway. Taken with the relaxation of the "gangway up" order the resumption of even limited rotational reliefs marks a waypoint on our passage back from COVID-19 and indicates significant improvement ahead for SUP members in MSC ships.

MARAD MEETINGS ON COVID-19

Support for maritime labor: On May 21, in another MARAD arranged call, Maritime Administrator Rear Adm. Mark Buzby cited improved economics and also noted PPE acquisition and distribution efforts, particularly of cloth face masks (which SUP HQ will distribute to members and Branches. (See story on page 5.) Rear Adm Mewbourne, speaking on behalf of TRANSCOM again acclaimed the critical importance and stellar performance of the U.S. merchant marine. He said that there will be new testing phase, and a "conditions-based" return to normalcy, especially about cargo which he called the "force flow" of military gear which has been missing from the U.S. cargo mix. Adm. Mewbourne predicted that the "stop movement" order, (issued by the Secretary of Defense and that so hampered both the fundamental cargo and rotational relief underpinnings of the supply chain system), would soon be lifted, and likely to be shortly renamed the "safe travel" policy. This "safe travel" policy will have a direct influence on relief time and procedure and augurs well for SUP members both at sea and ashore. Finally, Adm. Mewbourne also said that he supported the letter from maritime Union presidents including the SUP that urged Congress to increase funding on Maritime Security Program and said he would testify to that effect on Capitol Hill.

Economic outlook: The ship-operating carriers however continue to report that the dire economic situation essentially unchanged. A steep and volatile downturn persists, severely impacting the U.S.-flag fleet in certain sectors that have resulted in ship layoffs on the other coasts. Recent numbers on U.S. economy indicate retail sales down 59%, home furnishings down 61%, electronics down 79%, and clothing down 74%. The supply chain responded predictably by reducing capacity via laying up 524 ships globally, adding more blank sailings, and by other means, taking some 2.6 to 3.5 million TEU off the market.

Credential improvements: In a new credentialing developments, the Coast Guard issued an updated Marine Safety Information Bulletin 8-20 that had extended again the expirations of credentials, STCW medical certificates, and national endorsements from October 31, 2020 to December 31, 2020. This marks another item checked on labor's COVID-19 relief and recovery agenda. Separately, on the Transportation Workers' Credential, the Union was informed on May 26, 2020 by that TSA PreCheck may be available to TWIC holders at no additional cost. Many TWIC holders will meet TSA PreCheck Application requirements and could therefore be eligible for expedited screening. This new offering is available now for TWIC holders under the following conditions. In addition to having a valid security threat assessment, the TWIC holder must 1) be a U.S. citizen, U.S. lawful permanent resident, or U.S. national; 2) be approved for a TWIC outside TSA's waiver process; 3) not be under investigation as a result of TSA's recurrent vetting; 4) use an active TWIC Credential Identification Number (CIN) that has not been canceled or reported lost, stolen, or damaged.

TWIC holders must include the eight-digit CIN printed on their TWIC card in the known traveler number (KTN) field of airline reservations made with a participating airline or in an airline profile. The TWIC CIN is printed on the back lower left-hand corner of the TWIC card. There is no additional cost to add TSA PreCheck eligibility.

HOUSE TRANSPORTATION HEARING ON MARITIME SUPPLY CHAIN

On May 29, 2020 I attended the first ever virtual hearing of the House Committee on Transportation and Infrastructure's Subcommittee on Coast Guard and Maritime Transportation held on the internet. Opened by the chairman Rep. Sean Maloney (D-NY), the hearing emphatically supported labor's issues and concerns and entered into the record the SUP letter in support of Maritime Security Program. The chairman of the main committee, House Transportation and Infrastructure, Rep. Peter DeFazio (D-OR), also attended and demonstrated again his strong support union and maritime understanding.

Detailed testimony from a panel of industry representatives spoke of strain on the maritime supply chain. They all credited the resilience of the workers, urging relief funding to maintain operations and to avoid off-shoring the supply chain. Coming from non-labor speakers it confirmed labor's position, and keeping the bargain with essential maritime workers by remaining faithful to the Jones Act was central to their statements.

SUP COVID-19 OPERATIONS UPDATE

Meetings resumed: In accordance with local shelter-in-place orders, and as promulgated through reports, memos, and website postings, our April and May meetings were cancelled due to the COVID-19 health crisis. As the nation and states begin reopening, SUP Headquarters holds this June meeting in conformity with local orders on social distancing and many other precautions. We will convene as we can to conduct our business, but we will do it safely following the posted local protocols. All spaces will undergo regular daily sanitization and a periodic regimen of disinfecting deep cleaning. Masks will be required and available for distribution to members among many other safety considerations.

We take this limited risk because it is important that the membership has full access

to the entire proceedings, documentation and reports of the Union. Accordingly, Mr. Chairman I ask approval of the previous reports of the Branch Agents, Committees including Membership and Ratings, Auditing, Emergency and Quarterly Finance Committee Reports, as well as the Branch Agent's, Vice-President's, and President's Reports for April and May as published in the *West Coast Sailors*, made available on the Union's website, and as laid out on the table. Availability to these documents and information is not limited to Headquarters, but has been distributed in full to the Branches, the website, and the West Coast Sailors. The Emergency Committee Reports dealing with the April and May cancellation of the meetings, the coronavirus emergency SUP limited operations summary, and the temporary dispatch method of Honolulu jobs for Matson CLX ships, have all been incorporated into the applicable month's President's Reports.

Staff reduction: As the Union's Quarterly Finance Committees, Auditing Committees, and the Trustees of the SUP Building Corporation are aware, the Union has felt financial pressure due to reduced income, particularly the loss of rental income due to the COVID-19 economic collapse. Combined with higher expenses, mainly deferred maintenance costs such as a new roof at 450 Harrison St., overall finances were modestly negative for the fourth quarter of 2019. The situation improved in the first quarter of 2020 where the bottom line moved back slightly into the black. Nevertheless, due to considerable ongoing income risk, and to maintain Union financial strength for the future, a staff reduction was unavoidable. On June 1, 2020 Julia Preciado, the executive secretary and editor of the West Coast Sailors was laid off. The layoff conformed with the provisions of the collective bargaining agreement that the Union holds as an employer with the Office of Professional Employees International Union, Local 29. The tasks and duties of the position have been reassigned to maintain service levels.

ACTIVATIONS AHEAD

Members are reminded that June 1 begins the official start of the hurricane season. Two weeks before the onset of the season, the first named storm – Tropical Storm Arthur – threatened the southeast coast of the United States before turning east into the mid-Atlantic. At least two more named storms have already come and gone. Hurricane sorties are common this time of year, now coming earlier and lasting longer. Combined with a relief surge due to COVID delays, as well as the strong possibility of military activations, storm season will this year put Union readiness to the test. Though difficult, these activations are a strategically important part of U.S. maritime policy. The SUP shows its strengths when it performs well on these sudden calls, especially now, when the deck is stacked against us. Sailors interested in serving in a quick response capacity in compliance with SUP Shipping Rules for RRF activations should notify SUP dispatchers of their individual readiness.

SIU-PD TRUST FUNDS

Pension proposal: On May 4, 2020 Greg Pastino, the actuary of the SIU Pacific District Pension Plan, issued his annual actuarial valuation report. The report is a snapshot of the Plan status as of August 1, 2019 for the plan year beginning August 1, 2019 and ending July 31, 2020. Under Section 30(e) of the General Rules of the offshore collective bargaining agreements with Matson and APL, the Unions (SUP, MFOW and SIU) met to discuss the options. Given that there is a small surplus of the "combined net actuarial gain" as outlined in 30(e), and noting that the Plan was certified by the actuary as being in "Green Zone" under the Pension Protection Act of 2006 with a funded ratio of 105.73% and a positive credit balance for the next seven years, the Union trustees viewed and an increase appropriate and referred it to the parties. On June 3, 2020, consistent with the conservative history and prudent management of the Plan, the Unions proposed to the Employers a modest increase to the pension benefit of two-hundred dollars (\$200.00) per month for qualifying participants, as well as a cost of living adjustment increase of three percent (3%) for all qualifying retirees, effective on or after July 1, 2020. As of today, there has been no response but a June trust meeting is pending and will keep the membership informed.

Benefit improvement: The SIU-PD plan counsel notified the plan trustees that new legislation has created an option to increase the age at which a plan participant is required to begin receiving some benefits, a provision called the Required Minimum Distribution (RMD). Prior to the legislation, the rules governing qualified plans required that participants begin receiving benefit distributions no later than April 1 of the calendar year following the year in which they reach age 70 and a half or retire. Now the required commencement date is delayed from age 70 and 1/2 to age 72 for participants who turn 70 and 1/2 after December 31, 2019. Participants who attained age 70 and 1/2 prior to December 31, 2019 continue to be subject to the old rule. For more on this see the Welfare Notes in the *West Coast Sailors* or contact the Plan. After questions and debate, the recommendation from Plan counsel was to adopt the new rules and the trustees agreed.

Medical Center update: The trustees of the SIU-PD Seafarer's Medical Center (SMC) were informed of the retirement of Medical Director Dr. Shapses as of May 15, 2020. A search for a replacement to fill the role of Medical Director is ongoing. Presently, the Pacific District Unions are using Mercy Medical Group for all doctor-required medical services for San Francisco dispatches, not including regular sign on and annual basic screening tasks which are still performed by the SMC. So far membership feedback has been positive and the Mercy Group has been responsive to the often demanding Company-driven requirements of dispatchers.

ACTION TAKEN

M/S (Dulay, several) to approve allocation of Matson increase to wages and wage related items. Carried unanimously.

M/S (Isumaru, several) to approve all previous actions taken since March meeting. Carried unanimously.

M/S (Price, several) to concur in the balance of the President's report in its entirety. Carried unanimously

Dave Connolly

Matson Navigation Company Wage Rates Effective July 01, 2020 C-8, C-9, CV-2500, CV-2600, Aloha-class, Kanaloa-class

Rating	Base Wages		Supp. Benefit Base	Supp. Benefit		Money Purchase Pension Plan
	Monthly	Daily	Monthly	Daily	Monthly	Daily
Bosun	\$7,039.79	\$234.66	\$7,254.62	\$137.03	\$4,110.90	\$25.00
A.B.	\$4,965.11	\$165.50	\$5,421.10	\$102.40	\$3,072.00	\$25.00
O.S.	\$3,811.35	\$127.05	\$4,259.85	\$80.46	\$2,413.80	\$18.51

OVERTIME AND OTHER RATES

The hourly overtime rate for all ratings except the Ordinary Seaman shall be \$40.42
 Ordinary Seamen (overtime rate) \$30.30

CARGO RATES

The hourly cargo rate for all ratings shall be:
 Straight Time \$30.30
 Overtime \$49.94

SHORTHANDED (SECTION 7 SUP Work Rules)

Bosun \$69.00
 A.B. \$51.98

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
 Straight Time \$47.29 \$25.00
 Overtime \$76.71

A.B.
 Straight Time \$38.96 \$25.00
 Overtime \$64.58

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
 Straight Time \$34.23 \$25.00
 Overtime \$56.88

A.B.
 Straight Time \$32.12 \$25.00
 Overtime \$54.33

DECK PORT WATCHES (SECTION 55 SUP Work Rules)

Bosun
 Straight Time \$45.99
 Overtime \$68.98

A.B.
 Straight Time \$34.66
 Overtime \$51.99

FUEL OIL SPILL CLEANUPS

All Ratings: Straight Time \$23.54

SHOREGANG: MAINTENANCE AGREEMENT

Working Bosun
 Straight Time \$46.81 \$25.00
 Overtime \$76.70

General Maintenance
 Straight Time \$38.50 \$25.00
 Overtime \$64.58

Spraying, Sandblasting enclosed spaces: additional per hour \$2.27

SHOREGANG: EXTRA MAINTENANCE AGREEMENT

Standby Bosun
 Straight Time \$47.29 \$25.00
 Overtime \$76.71

Standby A.B.
 Straight Time \$38.97 \$25.00
 Overtime \$64.58



Dispatcher's Report

Headquarters — May 2020

Deck	
Bosun	6
Carpenter.....	0
MM	5
AB	12
OS	6
Standby S.F.....	20
Standby N.Y.....	0
Total Deck Jobs Shipped	49
Total Deck B, C & D Shipped.....	43
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.....	49
Total B, C, & D Shipped-All Depts....	43
Total Registered "A"	19
Total Registered "B".....	36
Total Registered "C"	6
Total Registered "D"	14

California Regulators Say Uber/Lyft Drivers are Employees

continued from page 1

on the issue applauded the order. "We have long maintained that Uber and Lyft are misclassifying and exploiting their drivers, and we intend to prove that in court," said Meiling Bedard, a spokeswoman for City Attorney Dennis Herrera, who joined with California Attorney General Xavier Becerra and the city attorneys of Los Angeles and San Diego in suing the ride-hailing companies last month. "To the extent that the California Public Utilities Commission takes the position that Uber and Lyft drivers are employees, they join a long list of government entities and regulators that have consistently and correctly reached that same conclusion."

Philip Macafee, a manager at Quick-Silver TownCar in San Bruno, said that workers' comp for its six drivers, who are employees, costs about 20% of their paychecks.

"The PUC has a tremendous power here in California," Macafee said. "They have the authority to create rules on their own to protect the public."

His view: Requiring Uber and Lyft drivers to be employees could drive the companies out of the state entirely because of the high costs involved, including paying for time when drivers are logged into the app and awaiting ride requests.

"I don't see them being able to sustain a business model here, because of the costs of workers' comp, idle time waiting for jobs, and the supervisory responsibilities," he said.

Matson — SUP Wages Kamokuiki Rates (CV-700) Effective July 01, 2020

Rating	Base Wages		OT Rate	ST	OT	Daily Supp. Benefit *	Money Purchase Pension Plan
	Monthly	Daily		Cargo Rate	Cargo Rate	Daily	
Boatswain Dayworker	\$5,639.45	\$187.99	\$36.37	\$29.27	\$48.25	\$69.36	\$25.00
AB Watch	\$3,785.32	\$126.18	\$36.37	\$29.27	\$48.25	\$54.09	\$25.00

* Supplemental Benefit Rate based on 10 day for 30 days per month

SUP BRANCH REPORTS

WILMINGTON

June 2020

Shipping: Bosun: 4, AB/W 11, AB/D: 6, OS/ STOS: 0, GVA/GUDE: 1.

Standby: 41

Total Jobs Shipped: 63

Registrations: A: 24, B: 36, C: 4, D: 6

Ships Visited: Checking with ships by phone and email.

AGENTS REPORT:

Shipping has been great here in Wilmington although the amount of cargo and the numbers of ships making port calls has slowed due to Coronavirus. Crewmembers need to follow all safety precautions and information being provided onboard for your own health and safety. Information on Coronavirus is everchanging and evolving.

Members need to step up and take jobs when they are available and complete those jobs in a professional manner both crewing and standby.

Keep your dues current and be sure to check your documents, MMC, PP, TWIC.

CG-Medical, Basic safety Annual Physical, Drug card. dues and documents must be current to ship. Please let me know when you receive new documents so I can update your records before dispatch.

Leighton Gandy

SEATTLE

June 2020

Shipping: 1 AB/D relief job taken by a B card; 1 Navy AB shipped, filled with a B member; 2 GUD/E filled with B and D seniority; 2 Matson Standbys were filled with 1 A and 1 D card.

Registered: 3 A cards for a total of 7, 12 B cards for a total of 22, 1 C card for a total of 6, 2 D cards for a total of 5

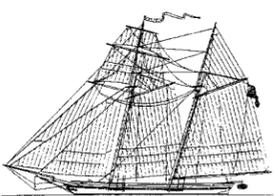
Agents Report:

Seattle saw another dismal month of shipping and made worse by those that were dispatched to Watson class jobs were unable to join due to COVID restrictions. Many Members found themselves stretching their funds by months more than they had planned for while waiting on word of travel orders to their ship.

I would like to remind all hands that hurricane season began June 1st, and with it comes inevitable emergency activations of the RRF vessels positioned in the Gulf. Please remember that we have an obligation to crew these ships, and by doing so in a Bristol fashion we will preserve Government support in all our contracted vessels. RRF activations are highly scrutinized by Government agencies that also weigh in on the need for MSP and Jones Act support. Reliable performance by the Unions manning these ships is the key to keeping that support and our jobs in the years ahead.

On a positive note, and in addition to the shipping report, Chevron called for and accepted several Seattle sailors in all departments.

Brendan Bohannon



HONOLULU

June 2020

Shipping: Shipped the following jobs in the month of May:

0 Bosn steady, 0 Bosn relief, 0 Bosn return, 3 AB Day steady, 0 AB Day relief, 1 AB Day return, 4 AB Watch steady, 2 AB Watch relief, 0 AB Maint, and 1 OS Watch steady. The shipping jobs were filled by 1A cards, 7 B cards, 3 C cards, and 0 D cards.

Standby jobs: Shipped 10 standby jobs. The standby jobs were filled by 2 A card, 4 B cards, 4 C card, and 0 D cards.

Registered in Honolulu:

9 A cards, 25 B cards, 10 C cards, 4 D cards

Ships checked by phone and email:

Manukai, Maunalei, Manoa, Kaimana Hila, Manulani, Mahimahi, Maunawili, Lurline, DK Inouye, and the Paint and Rigging gang. All with few or minor beefs except restrictions in process. Also no major beefs in *APL Guam, APL Saipan, USNS Charlton* and *USNS Watson*

Agents Report:

There have been many changes in the state of Hawaii because of the Covid-19 pandemic and the SUP membership has handled it well. For members thinking of flying to Hawaii here is a list of things you should know about:

You may be required to wear a mask on flights to Hawaii.

There is a 14 day mandatory quarantine for all arriving passengers. There have been arrests made of visitors who do not comply. Local residents, drivers and hotel workers have been known to report visitors to the state if they think you are not following the quarantine guidelines, and some people have been sent home even after paying the fines the state imposes.

You will need an essential worker letter stating that you are an essential worker before you fly to Hawaii. I can email this letter to members who ask for one.

You will need proof of where you are staying for the 14 day quarantine period. The Sailors Home rooms above the hall are not being rented out until the quarantine ends, so it is either a hotel room or staying with friends or relatives. The state will be calling you every day and they do spot checks in person when they can.

You must wear a face mask or face coverings in businesses and on public transportation (The Bus). The state recommends that you wear a face mask or face covering anytime you go out into public places.

Hawaii has flattened the curve, but the price is one of the highest unemployment rates in the country. Over 139,900 people in the state of Hawaii have lost their jobs and are still out of work. The governor has started to open up certain businesses, parks, and beaches with restrictions. On a more positive note it took me 5 weeks before I found toilet paper on the store shelves, but now it is there every time I go to the grocery store. Water too. If you do decide to come to Hawaii to look for work give me a call or email me before you come and I can update you with any changes made by the state of Hawaii.

Remember to check your documents and anything with less than six months start the renewal process. This is especially true if shipping on the APL shuttle ships or the Patriot LMSR ships

Mike Dirksen.

VICE PRESIDENT'S REPORT

June 2020

Ships checked:

APL President Truman: Gabriel Sipin, delegate. In and out of Oakland with no major beefs. Isagani Cruz, bosun.

APL Saipan: Cody Clark, delegate. 17 crew members (5 SUP) being relieved at end of June. Thanks to those who patiently waited for their reliefs. Rolando Mendoza, bosun.

Maunawili: Duke Maringer, delegate. Met with crew to gather restriction claims, otherwise no beefs. Rhonda Benoit, bosun.

Mahimahi: Robert Reed, delegate. No major issues besides ongoing restriction in Honolulu. Mike Worth, delegate.

USNS Sisler: Jonnell Hodges, delegate. Back on the hook in Diego Garcia, next round of reliefs coming July 15th. Jon Clark, bosun.

USNS Dahl: Randy Cruz, delegate. On the hook in Saipan for next several months with yard period coming towards end of year. Saul Townsend, bosun.

USNS Watson: Keith Gomer, delegate. Several reliefs coming in mid:July. Jeffrey Titco, bosun.

SNLSPAX: Mitch Laskowski, delegate. Long voyages with reduced crew making for tough work. Members have been doing a great job by all accounts. Reliefs coming soon.

Cape V's and T's: All five ships in Beaumont, Texas. The extra GUDE for COVID:19 has finished their time. Back to regular ROS crew.

Cape Horn: ROS status in San Francisco. Robert Leeper, bosun.

Cape Henry: ROS status in San Francisco. Completed a successful sea trial with no problems, possible activation in July. Yvette Cavan, bosun.

Cape Hudson: Completed the Pacific Pathways mission. Second year in a row with a successful activation for this ship and already another activation looming. Phil Coulter replaced Mark Relojo as bosun.

Texas Voyager: Jonathan Suguitan, delegate. Several members getting relieved at the end of the month. Thor Erikson, bosun.

Represented the SUP at the Alameda Labor Council monthly meetings. Coast Guard issued another round of extensions on certain documents, however, please do not let that deter you from renewing your documents. Sooner the better.

Matt Henning

BUSINESS AGENT'S REPORT

June 2020

President Wilson: Robert Tomas, delegate. In at Oakland #56 sailed with no beefs, last trip replaced the mooring lines stem to stern, put our seamanship skills into action, short splice and eye splices on all twelve lines, nothing we couldn't handle. Chief mate thanked the Gang for a job well done. John Duran, Bosun.

President Truman: Gabriel Sipin delegate In and out Oakland #56 work rules clarification ship sailed with no beefs, continuing taking precaution to keep this vessel COVID 19 free. Isagani Cruz, Bosun.

Mahimahi: Gerry Marshall on his trip off, Robert Reed relieved him as delegate. In at Oakland #62 You would think you are an essential worker and should be able to go ashore in our home port to conduct business. Matson schedule has switching over to the southern triangle before the end of June. Michael Worth, Bosun.

Daniel K. Inouye: In at Oakland #62 Sean Bean, delegate, turned in restriction claims with VP Matt Henning sailed for Long Beach Matson schedule has us switching over to the Asia pacific run sometime in the middle of June. Teofilo Rojas, bosun, returns from trip off.

Mokihana: Ian Serra delegate activated for 14 days one trip and back into deep lay: up in Oakland#60. Sahri Ali, bosun.

Cape Henry: Pier #96 San Francisco Lee Bolden, delegate. This was the first activation since the early morning fire ship suffered substantial damage to the engine room. After the third day aboard shift to Anchorage 9 to test all systems. The next morning ship sailed out the Golden Gate down the coast for a day then back to pier #96. After it was over, it was clear that it was a successful sea trial. Crew worked out the kinks. The bosun thanked the deck gang that was dispatched — they did first class job SUP style. Yvette Cavan, bosun.

Lurline/Maunawili: These ships check in with little or no beefs.

Cape Hudson: Docked early this month after returning from a five month mission Dimitri Kolyaparis delegate Mark Relojo, bosun.

Cape Horn: RRF status Pier #50 San Francisco. Robert Leeper, bosun.

Cape Orlando: Pier#2 Alameda RRF status Taufiq Wasel, bosun.

Admiral Callaghan: Pier #2 Alameda RRF status Joel Schor, bosun.

San Francisco Bar Pilots: Pier #9 : Training on the station boats are in full swing There's nothing like on the job training to be able to see all types challenging weather conditions. Delegate Big Mike Koller, dock bosun is Leo Moore.

Reminder Rating & Membership committee meets the first Thursday of the month. When up: grading seniority please send in copies only! Once the process is complete we shred all paperwork. Worked in the front office, and dispatching.

Roy Tufono