

West Coast Sailors

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Monday, April 19, 2021

Merchant Mariners Get Overdue Recognition as Key to Supply Chain

Because of port congestion, supply chain delays, or the humanitarian crisis of seafarers stuck on ships around the world, the world has suddenly noticed the importance of merchant mariners. In a variety of mainstream press features, government hearings and policies, and added to the constant repetition of the industry press, maritime labor as a key component of the logistical supply chain has emerged from the shadows.

Publications such as the *Washington Post*, *The Wall Street Journal*, *The New York Times*, and others have after years of neglect found the obscure world of mariners and shipping newsworthy.

The grounding of the *Ever Given* in the Suez Canal brought intense scrutiny to the entire industry that carries 90% of everything to stores. Demanding consumers, recalling the outset of the pandemic, and still with dim logistical awareness, were confronted with unimaginable delays. But recognition had been growing among manufacturers, investors, importers, exporters, and governments that supply chain reliability was not automatic and depends on labor. International and domestic labor unions, and their media (this

publication among them), have repeatedly noted the escalation of the trouble, calling out the basic unfairness and mistreatment of maritime workers for months.

Whether it is fatigue, a lack of shore leave, the additional testing and quarantining involved in going to work, or the risks inherent to a front-line workforce, the obstacles and frustrations pile up. The multi-sourced pressure on people who go to sea for a living is now an established fact among carriers, insurers, terminals, employer associations.

"Essential but invisible," an often used expressed of maritime workers, may finally becoming less accurate. As the *Ever Given* awakened interest in international shipping, the various disruptions caused by the pandemic have drawn attention to the limitations of the qualified seagoing workforce.

Depression, anxiety, isolation and stress, are normal maritime occupational hazards. Now they are more frequent, and brought into the spotlight by the pandemic, as the workforce struggles to protect itself with vaccines.

Taking note of the flawed "essential worker" designation for vaccine priority for merchant mariners, a priority that was at first firmly established by agencies of the federal government but fell apart as time went on with various state and local authorities serving different constituencies. Maritime labor demanded recognition and was mostly disregarded.

Vaccinations are still far too slow, and the patchwork process is widely deplored but now that they are becoming more available for U.S. mariners, the previous demands for recognition of mariners as essential workers may not have fallen entirely on deaf ears.

Maritime workers cannot be taken for granted, and are not martyrs for globalization, and piling up on their unique workplace hazards and sacrifices is beginning to be recognized as unwise and unsustainable.

U.S.-Flag Ships Part of Biden Jobs Plan Ship American Means Jones Act, Cargo Preference

On March 31st at a Union training center in Pittsburg PA, Union electrician Mike Fiore (International Brotherhood of Electrical Workers Local 29), stepped up to the podium and said a few words of introduction for President Joe Biden.

Before he began the speech, Biden said to Fiore, "I'm glad it's you hooking up the power, Mike. You're a Union guy. I'm a Union guy, too. I'm from the middle-class and Unions built the middle-class." He then went on to unveil the most ambitious jobs and infrastructure investment plan since President Franklin Delano Roosevelt in the 1930's.

Called the American Jobs Plan, it outlines a broad and far reaching policy and a sprawling investment package. Coming in at about \$2.1 trillion dollars the plan would fund roads, bridges, electric vehicles, internet access, research and workforce development, water repairs, schools, and many, many other things. Much of it would be paid for by increasing corporate taxes and closing famous corporate tax loopholes.

Despite many points of both contention and support, there is at its core \$621 billion of more or less traditional funding for roads and bridges, and waterways. Infrastructure is sometimes seen

Targets Corporate Tax Evasion; Support for Union Organizing and U.S. Crews "I'm a Union guy, too."

as bi-partisan, but there is much grist for the partisan mill. Within days, Senate minority leader in the Senate Mitch McConnell ruled out any Republican support, which means Democrats must retain lockstep unity to get it through Congress.

The American Jobs Plan is also emphatically pro-union, designed to work with the Protect the Right to Organize Act to give support to Union organizing and protect collective bargaining rights. The Plan will "create good-quality jobs that pay prevailing wages in safe and healthy workplaces while ensuring workers have a free and fair choice to organize, join a union, and bargain collectively with their employers."

There are important maritime points of interest. First, another resounding note of support was registered for the Jones Act and more broadly the U.S.-flag fleet and U.S. crews on board. To gain such notice in legislation of monumental

size and import is both confirmation and validation of U.S. mariners. Here's the actual language on that:

"The Plan will create good quality jobs that pay prevailing wages in safe and healthy workplaces while ensuring workers have a free and fair choice to organize, join a union, and bargain collectively with their employers. By ensuring that American taxpayers' dollars benefit working families and their communities, and not multinational corporations or foreign governments, **the plan will require that goods and materials are made in America and shipped on U.S.-flag, U.S.-crewed vessels.** The plan also will ensure that Americans who have endured systemic discrimination and exclusion for generations finally have a fair shot at obtaining good paying jobs and being part of a union."

Second, there is \$17 billion in the Plan for ports and waterways including support channel deepening and widening, lock repairs, and for ferries. there is also a broad condemnation of the offshoring and tax dodging of once-American and now multi-national corporations, a group to which flag-of-convenience shipping remains a

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Rob Bonta Appointed CA Attorney General; Pro-Labor Voting Record — First Filipino

California Governor Gavin Newsom announced on March 24 that he had appointed Rob Bonta, an East Bay lawmaker, to the prestigious post of California Attorney General. The job has been officially open only a short while after the U.S. Senate mid-March confirmation of Xavier Becerra, the former AG, as the head of President Biden's Department of Health and Human Services, where he'll help lead the nation's pandemic response.

Bonta had represented California's 18th District in the East Bay, covering Alameda, Oakland and parts of San Leandro as well as the Port of Oakland since 2012. He repeatedly received the

endorsements of the Alameda Labor Council and the Sailors' Union of the Pacific. Bonta



is pro-Union and has a 100% labor voting record. His personal background has remarkable labor credentials as well. He grew up in California's Central Valley where his parents were civil rights activists and organizers of farm workers with the United Farm Workers during the period of Cesar Chavez. Mr. Bonta, who

called the appointment "an honor of a lifetime," is a graduate of Yale University, where he earned a bachelor's degree in history and his law degree. A former San Francisco deputy city attorney, Mr. Bonta served briefly on the Alameda City Council before running for the State Assembly.

Mr. Bonta will be the first Filipino-American in the job and only the second Asian-American to hold the post. The first was Vice President Kamala Harris, and the job is widely seen as a springboard for higher office. Besides Harris, former Governor and Presidential candidate Jerry Brown was attorney general, Mr.

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari..... BK#2251
- Hannu Kurppa BK#3162
- Gunnar Lundeborg..... BK#4090
- Duane Nash BK#2437
- Vince O'Halloran BK#2463
- John Perez..... BK#3810
- James Savage..... BK#7488
- David Shands..... BK#7483
- Arthur Thanash..... BK#3249
- Walter Price..... BK#3870
- Grant Wegger BK#3637
- Knut Rasmussen..... BK#3175
- Alexander Earle..... BK#1885
- Frank Portanier..... BK#3835

Political Fund

- Vince O'Halloran..... \$250
- Gil Manipon \$40
- Emmanuel Rezada..... \$50
- Dave Connolly \$200
- Valeriy Goncharov \$50
- Archie Bickford \$100
- Matt Henning \$50
- Justin Foster \$25
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- Joe Mantanoa \$50
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- Daotawan Boriboon \$50
- Frank Walker..... \$50
- Roy Tufono \$50
- Isnin Idris \$200
- Rogelio Berioso \$20
- Ray Tavai \$40
- Diomedes Vigo \$50
- Cosme Bigno \$50

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- Jordon Polon..... \$60
- Frank Portanier..... \$50
- Cosme Bigno \$50

Final Departures

Andres Alcaraz, Book #3746. Born in California in 1931. Joined SUP in 1950. Died in Concord, California, February 18, 2021. (Pensioner)

Organization/General Fund

- Justin Foster \$25
- Dale Gibson \$10
- Ruben Guerra \$25

See Decisions To Make Before You Retire: Page 8

SUP Welfare Plan and SIU-PD Pension Plan Notes

To Do List Before Retirement

Check with the SIU-PD Pension Department on your pension and the Welfare Plan office on your health and welfare coverage.

Your active medical and dental coverage will terminate when you retire. As an example, if your shipping time has given you active plan eligibility through March 2020 and you retire effective January 2020, your active coverage terminates January 2020.

If you are 65 years of age or older, you should already be enrolled for Medicare Part A. Medicare Part A covers in-patient hospitalizations after a deductible. Most people are not required to pay for Medicare Part A.

Since active plan coverage will terminate when you retire, you should also visit the Social Security/Medicare office to inquire about Medicare Part B and Medicare Part D. The Plan office will help you complete forms for your enrollment.

Medicare Part B covers Medicare eligible physician services, outpatient hospital services, certain home health services, and durable medical equipment. Medicare Part D is the Medicare Prescription Drug Plan. Medicare can advise you of the plans available and the cost.

The cost of the Medicare Part B premium will be reimbursed to you on your SIU-PD pension check as long as you submit your annual Social Security statement with proof of your premium amount to the SUP Welfare Plan Office. The maximum amount reimbursed to you is currently \$148.50 per month, or the monthly amount you pay for the Part B premium if less than \$148.50.

The amount reimbursed for the Medicare Part B premium is then deducted from the Pensioners' Annual Allowance available to the Pensioner.

The cost of the Medicare Part D premium and cost of co-payments for medical services covered by Medicare Part B and prescription co-payments covered by Medicare Part D can be submitted to the SUP Welfare Plan as claims under the Pensioners Annual Allowance.

If your spouse is not eligible for Medicare or you have other dependents, you will need to inquire about other health care options available for them when your active coverage terminates. It would also be in your best interest to inquire about additional supplemental plans for yourself. For more on SUP retirement resources see page 8 or go to sailors.org.

- Michelle Chang, Administrator mcsupsiupd@sbcglobal.net
- Patty Martin, MPP & 401(k) Plans, Death Benefits martinpatty59@sbcglobal.net
- Gina Jew, Claims gina@marinersbenefits.org
- Michael Jacyna, Eligibility mjacyna67@sbcglobal.net
- Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net
- SUP Welfare Plan 730 Harrison Street, #415 San Francisco, CA 94107
- Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
- SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991
- Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on April 1, 2021 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
James Salera	BK#7531	6 yrs	A.B.	A
Teofilo Sison	BK#-7532	6 yrs.	A.B.	A
Arthur T. Brosnan, Jr.	B-19682	1 yr.	A.B.	B
Gerald Vigo	B-19683	1 yr.	O.S.	B
Manfred Olsen	C-2861	30 Days	O.S.	C
Andre Haywood	C-2862	30 Days	O.S.	C

Ratings: Bosun Stamp

Membership and Ratings Committee: John Crockett, BK#4793; Noel Itsu-
maru, BK#886 and Haz Idris BK#888.



The SUP Membership and Ratings Committee consisting of Noel Itsu-
maru, Haz Idris, and John Crockett, met briefly on April 1 to review the
applications for upgrade in seniority.

SIU-PD Pension Plan Notes

Departed: Annelie Hensley

With great sadness, we report the passing of Annelie C. Hensley, longtime Pension Analyst for the SIU Pacific District Pension Plan. She departed in February 2021 after being with the Plan for 62 years. Ms. Hensley devoted her life to serving the needs of the Plan's participants and rigorously maintained the quality of Plan services. With that record, she has earned the Plan's respect and gratitude. Rest in peace, Annelie.



Defend the Jones Act

Support the SUP Political Fund

SUP Meetings

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

SUP HQ	Branches
April 12	April 19
May 10	May 17
Jun 14	June 21
July 12	July 19
August 9	August 16
September 13	September 20
October 11	October 18
November 8	November 15
December 13	December 20

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Dave Connolly,
President/Secretary-Treasurer

Editor
BRANCH OFFICES

Seattle, WA 98199
4005 20th Ave. W. Ste.115 (206) 467-7944
FAX: (206) 467-8119

Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367

Honolulu, HI 96813
707 Alakea St., Rm. 101 (808) 533-2777
FAX: (808) 533-2778

WELFARE OFFICE
(415) 778-5490

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(415) 764-4987

Thousands of Seafarers Stranded at Sea... When World Attention Stuck on Single Ship

On March 29th, in the rising spring tide of a super moon, the ultra large container-ship *Ever Given*, was re-floated and freed from the banks of the Suez Canal. The ship had gone aground there on March 23rd in high winds, and over 450 ships were delayed by the chokepoint blockage.

Media attention on the casualty was white hot, the ramifications to an already strained supply chain were considered. An endless stream of online jokes and social media posts became the focus of the world.

Hard Aground in Suez Chokepoint

In the meantime, the ironic nature of worldwide attention on a single ship was not lost on mariners or their unions who have been sounding the alarm about the hardships faced by seafarers on ships. Those hardships are unique as the workplace, and pressure keeps rising in a cumulative way. Most of the problems are due to the breakdown in crew change and shore leave protocols caused by pan-

demically-related restrictions. The almost complete neglect of providing reasonable access to vaccines for mariners around the world, including the United States. Far greater economic stakes are at risk as the vast maritime supply-chain is made fragile by what is known as the "crew change crisis" which continues to drag on despite international actions.

Captain Stephen Gudgeon, a Union member of Nautilus International, raised to UK media the issues currently affecting mariners, including the crew change crisis, the pandemic and fatigue. He warned that unless these concerns were addressed "there could potentially be disasters anywhere in the world, which could create much more of an environmental or even a fatal reaction, because people are just so tired."

The incident also calls into question the feasibility of ultra-large ships. At over 400 meters long, the *Ever Given* is among the largest 1% of the world's fleet. Its high-profile accident may result in a new wave of precautions to make megaships safer, but it will also prompt the shipping industry to reflect on whether such gigantic vessels do more harm than good. There is some evidence that ULCV are adding to port congestion, and the ship's vast sail area was a likely factor in its grounding. Some experts said it could have been far worse if the ship had succumbed to hull stresses not considered as part of its design. In that case, the ship could have broken apart in the Canal, putting lives in danger and becoming like other such ships a long salvage nightmare.

UPDATE:

Ship Detained in Great Bitter Lake

The container ship *Ever Given* is still anchored in Egypt's Great Bitter Lake, weeks after salvors freed her from the banks of the Suez Canal — and she may not be leaving soon. The Suez Canal Authority's top official told a local TV station

last week that the vessel will stay put until Egypt's massive claim for financial damages is resolved.

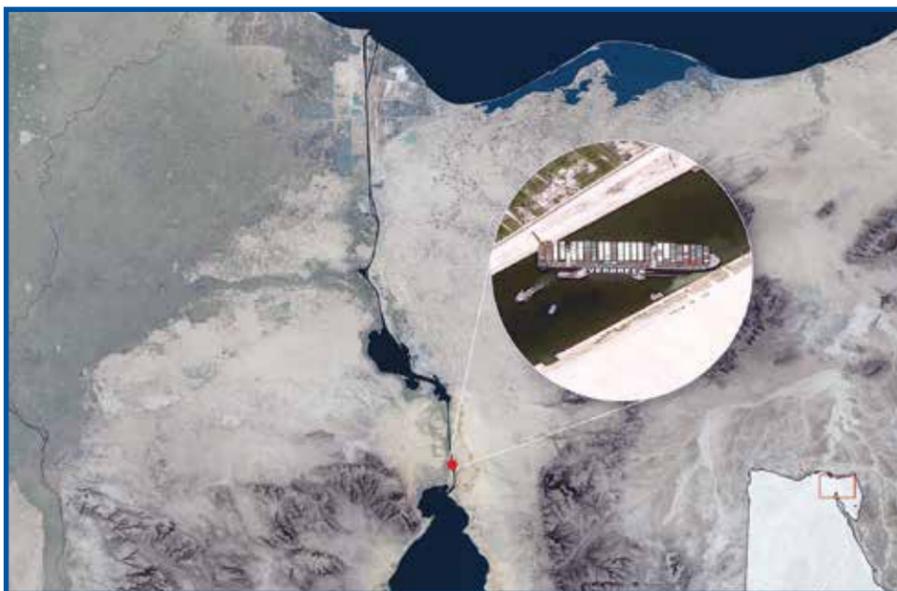
"The vessel will remain here until investigations are complete and compensation is paid," said SCA head Lt. Gen. Osama Rabie, according to the Wall Street Journal. "We hope for a speedy agreement [and] the minute they agree to compensation, the vessel will be allowed to move."

Rabie said that Egypt will seek \$1 billion in compensation from the shipowner for the incident. According to Refinitiv, the SCA lost less than one tenth of that amount in canal transit fees over the course of the six day period that the boxship was grounded. The cost of the salvage has not been disclosed, but it would have to cover the efforts of two dredgers, a dozen tugs of varying sizes, fees for the professional salvor, and wages and overtime for an Egyptian workforce numbering in the hundreds.

After the grounding, the canal authority is contemplating modifications to its physical operations, potentially including larger salvage tugs, bigger cranes and the widening of the narrow southern section of the canal. However, the SCA denies that it bears any responsibility for the grounding. In a recent interview with Kyodo News, Lt. Gen. Rabie speculated that the vessel's master may be to blame, though he did not provide evidence.

"Maybe the captain made a mistake in a specific request, such as the rudder or speed, which could have led to that," Rabie said. He denied that the SCA-employed pilots who sail with every ship through the canal could bear responsibility. "Even when orders are issued by the guide [pilot], the captain has the right to change them or use any route or speed other than what the guide says . . . There was no error or responsibility on the part of the [SCA]," he said.

Egyptian investigators have retrieved data from the *Ever Given*'s VDR and are in the process of examining the evidence. The crew has also been interviewed by officials, and they remain on board the ship.



Container Ship Schedule Reliability Falls Apart

On time performance in the trans-Pacific trade lanes, already terrible, fell to record lows in recent months according to industry data.

Schedule reliability from Asia to the US West Coast fell 2.6 percentage points month over month to 11 percent, and plummeted 8.4 percentage points to 13.1 percent to the US East Coast, the lowest-ever performance on both trade lanes, according to Sea-Intelligence Maritime Analysis. It is the seventh consecutive month that schedule reliability has been the lowest ever month by month.

The problems began last summer when the global economy rebounded from COVID-19 lockdowns and import volumes spiked on many trade lanes. Asian ports were overwhelmed by huge export volumes to North America and Europe, which led to severe equipment shortages. Although the situation improved at Asian load ports, vessel bunching continues to plague some major gateways on the West and East coasts of North America. Berth availability, trucking shortages, and the COVID impact on longshore labor caused further delays. It also

appears possible the ultra large container ships exacerbate the congestion.

The 2M Alliance of Maersk Line and Mediterranean Shipping Co. was the most reliable of the three major carrier alliances in January/February in the trans-Pacific eastbound trades with 6.7 percent of vessels arriving on time, an increase of 2.3 percentage points from December/January. The Ocean Alliance of CMA CGM/APL, Cosco, and Evergreen followed with 5.9 percent schedule reliability, down 1.7 percentage points. The Alliance of Hapag-Lloyd, Yang Ming, and Ocean Network Express was next with 4.9 percent reliability, a decrease of 4 percentage points, Sea-Intelligence said.

On a year-over-year basis, schedule reliability in January and February from Asia to the US West Coast "was lower by a massive 46.9 percentage points compared to the 57.9 percent recorded at the same time last year," Sea-Intelligence said. The Asia-US East Coast reliability was down 41.1 percentage points from 54.2 percent in January/February 2020. Of only those vessels that arrived late, the average delay on a year-over-year

basis was 7.73 days higher at 12.3 days total on Asia-US West Coast services. U.S.-flag ships sometimes benefited from expedited service in U.S. ports.

Vessel reliability to the US East Coast will likely suffer further from the grounding of the ultra-large container ship *Ever*

Given in the Suez Canal, which blocked vessel traffic for a week. The majority of the container vessels that are were delayed operate on Asia-Europe strings. But some ships diverted around the Cape of Good Hope at the southern tip of Africa, a 3,000-mile detour.



Reliable SUP mariners: Kamakakai and Preston Lau, father and daughter and shipmates in the *Cape Taylor* in Beaumont Texas.

Photo: Bosun Forbes Gumapac

Labor Joins to Condemn Anti-Asian Racism and Violence

The labor movement was shocked and outraged by the murderous and racist attacks against Asian women in Atlanta. Unfortunately, that rampage was not an isolated event. Previous and ongoing incidents of anti-Asian violence have escalated since the start of the pandemic. AFL-CIO President Richard Trumka called it out: "Asian American workers are a vital part of our labor movement and have shown an immense amount of dedication throughout this pandemic. We will not stand by while members of our family are targeted."

The labor movement has a solemn responsibility to fight racism in all its forms. The latest attacks against Asian Americans may be fresh, but they are not new. "This is part of a long history of violence against Asian Americans that includes the 1882 Chinese Exclusion Act," said the Asian Pacific American Labor Alliance (APALA) national President Monica Thammarath "It is not right that Asian Americans are afraid to be alone in public, especially our elders who live in poverty and depend on [public] services."

Members of Labor's black community have also officially recognized the unacceptable injustice as well. "Racism in any form is wrong. Plain and simple. I have been so incensed to see the attacks on our Asian brothers and sisters that I could just scream," said Clayola Brown, AFL-CIO civil rights director and A. Philip Randolph Institute president. "For those of us of color who have endured systemic racism for 400 years, it is scary to see this unrelenting targeting and denigration happening to another group."

Speaker Nancy Pelosi (D-CA) called the violence a profound injustice. In her weekly message to constituents, she called attention to the fact that "amid the coronavirus pandemic and economic crisis, the Asian American and Pacific Islander community also faces a surging threat in violence and deadly attacks. The nearly 3,800 reports of incidents targeting the AAPI community over the past year are a challenge to the conscience of the country."



TRANSCOM: Full Steam Ahead for Tanker Security Fleet

The Commander of the U.S. Transportation Command told the U.S. Senate that he supports the activation of a Tanker Security Program to serve the needs of the Department of Defense (DOD). TRANSCOM Commander General Stephen Lyons testified before the Senate Committee on Armed Services to assist the Committee's review of Defense Authorization funding needs for Fiscal Year 2022.

The proposed Tanker Security Program would be a fleet of 10 commercial U.S.-flag petroleum product tankers that would be modeled after the Maritime Security Program. It would support our nation's long-term strategic defense needs and reduce the U.S. military's reliance on foreign-flag commercial vessels while also expanding the qualified mariner pool. The Fiscal Year 2021 National Defense Authorization Act (NDAA) provided the authority for the establishment of a Tanker Security program contingent on the results of an ongoing Mobility Capabilities and Requirements Study (MCRS) that is expected sometime this spring.

The MCRS is a critical DOD assessment of the number of tanker aircraft, airlift aircraft and sealift ships needed to meet future combatant commander requirements. At the Committee hearing, Senator Mazie Hirono (D-HI) asked the TRANSCOM Commander if the study is

far enough along and if the military needs it. General Lyons responded, "Ma'am, we do. We've looked at this." It was the first time TRANSCOM has publicly weighed in on the proposed program.

TRANSCOM's support for the Program is a critical step for the program, supported by the SUP and the rest of maritime labor. It indicates that the forthcoming FY '22 DOD budget request will include the \$60 million authorization for the program.

Later in the same hearing, the General discussed the Government's efforts to recapitalize aging sealift vessels, including the Ready Reserve Force. Gen. Lyons pointed out that 33 of the 50 least capable Roll-On/Roll-Off sealift ships are headed to the scrapyard within the next decade. TRANSCOM has been working with the Navy and Maritime Administration on plans to purchase newer used foreign commercial ships — subject to funding — that would take the place of the oldest vessels in the Ready Reserve Force fleet.

In last year's NDAA, money was cleared up for the purchase of two such vessels. Gen. Lyons briefed the Committee on the status of those ships. He struck a positive note, saying that the plan is headed in the right direction. The first two purchased foreign vessels could be delivered into the fleet by the end of this year.



Biden Proposes Colossal Public Works Program

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The plan will discourage Offshoring by Strengthening the Global Minimum Tax for U.S. Multinational Corporations. Right now, the tax code rewards U.S. multinational corporations that shift profits and jobs overseas with a tax exemption for the first ten percent return on foreign assets, and the rest is taxed at half the domestic tax rate. Moreover, the 2017 tax law allows companies to use the taxes they pay in high-tax countries to shield profits in tax havens, encouraging offshoring of jobs. The President's tax reform proposal will increase the minimum tax on U.S. corporations to 21 percent and calculate it on a country-by-country basis so it hits profits in tax havens. It will also eliminate the rule that allows U.S. companies to pay zero taxes on the first 10 percent of return when they locate investments in foreign countries. By creating incentives for investment here in the United States, we can reward companies that help to grow the U.S. economy and create a more level playing field between domestic companies and multinationals.

In ways other than the global mini-

mum tax, which will take multi-lateral international negotiations, the President's statement identifies and calls out the long-standing corporate plague of offshoring and tax evasion. Biden specifically noted cases of "inverting" where corporate "headquarters" via an elaborate tax dodge are re-established via a special deal with a foreign tax haven country. That practice strips out profits made in the U.S. and sends them to foreign countries. Biden called it a start on an attempt to "End the Race to the Bottom Around the World." He said with hesitation that "The time has come to level the playing field and no longer allow countries to gain a competitive edge by slashing corporate tax rates."

The White House said it was open to negotiations on both the spending and the revenue raising sides, leaving veteran lobbyists with the impression that it could mark the outset of the most intensive lobbying effort in history, surpassing even the recent COVID relief legislation. If some or all of this Plan makes through the Congressional gauntlet it could easily fundamentally change the history of the United States.



Rob Bonta: California Attorney General

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Bonta however will face a statewide election in 2022, assuming Newsom survives the recall election. In December, Newsom appointed Senator Alex Padilla to replace Vice President Harris, and Shirley Weber to replace Mr. Padilla as secretary of state. Mr. Padilla is the first Latino senator and Ms. Weber is the first black woman secretary of state.

Karthick Ramakrishnan, a professor of political science at the University of California, said that Bonta has always been "strong on immigrant rights." Mr.

Ramakrishnan also noted that record numbers of Asian-American voters turned out in 2020. Progressives and organized labor play a critical role in mobilizing Democratic voters in California, and with about 16% registered to vote as Asian-Americans no state's population except Hawaii's has a higher percentage. Bonta will likely look to capitalize on that interest and involvement among Asian-American communities who have historically been underrepresented in politics.

Florida Backs Lawless Foreign Cruise Ship Industry on COVID Safety — Sues Feds, CDC

The state of Florida has filed a lawsuit against the federal government to demand cruise ships be allowed to start sailing immediately, Gov. Ron DeSantis announced recently.

DeSantis said the no-sail order is outdated and hurts the state as the industry generates billions for the economy and employs tens of thousands of Floridians.

"We don't believe the federal government has the right to mothball a major industry for over a year based on very little evidence and very little data," the Republican governor said at a news conference at the Port of Miami.

The Centers for Disease Control and Prevention issued new guidelines last week for companies on how to respond in the event of Covid-19 cases but has so far not lifted its no-sail order.

The lawsuit, filed in U.S. District Court in Tampa, names as defendants the CDC and the Department of Health and Human Services, as well as the agencies' appointed leaders.

It claims the CDC's COVID-19 prevention guidelines for cruise ships are "arbitrary and capricious," unconstitutional, and violations of the federal laws governing administrative procedures. It says the new guidance doesn't take into consideration another CDC statement made that fully vaccinated people can now travel at low risk to themselves. *Of course, the contradiction that cruise industry, which employs flags-of-convenience to avoid U.S. tax, environmental, and labor law, should benefit from the American market but not be subject to American regulation was lost on DeSantis.*

The CDC shut down sailing last March when several coronavirus outbreaks were tied to ships worldwide, prompting ports to reject docking plans and leaving some passengers and crew members to be stuck at sea in close quarters in a dangerously

infectious environment for an extended period time. For a short time at the beginning of the pandemic, the cruise ship Diamond Princess had the most infections of any place in the world after China.

Florida is the nation's cruise capital with three of the world's busiest ports: Miami, Port Canaveral near Kennedy Space Center, and Port Everglades near Fort Lauderdale. The lawsuit says the industry generates billions for the state's economy as millions of people typically cruise from one of Florida's ports each year.

DeSantis has said the ban disproportionately impacts Florida and has cruise ship sailing, forced Americans to fly to other ports in the nearby Bahamas. Cruise executives say there have been no new outbreaks tied to their ships.

During a press briefing at White House press secretary Jen Psaki said she did not have a direct response to the lawsuit, but denied accusations the CDC uses flawed

data to ban sailing.

"I will just reiterate that the CDC guidance is based on data and health and medical guidelines, hence that's why they put it out and why they are regularly updated," she said.

Michael Winkleman, a maritime lawyer, said that he does not expect such a lawsuit to succeed in court. But DeSantis' advocating for the cruise industry in a public way could change the public perception on the matter, and pressure the federal government to resume traveling, Winkleman says.

"The reason why this would be futile is CDC officials have wide discretion in how they do their federally mandated job," he said.

Florida, unpersuaded by CDC safety orders, presses ahead nevertheless to undo American maritime law in favor of foreign corporations.

DeFazio Calls on Buttigieg to Oppose Airline Flags of Convenience

On March 25th Chairman Peter DeFazio (D-OR) gaveled into session the House Transportation and Infrastructure Committee's first hearing of the new 117th Congress. After the massive and landmark American Rescue Plan, the hearing came amidst huge attention on the next big legislative initiative: an infrastructure bill. The Biden administration has made it a priority, bi-partisan support is a possibility, and Transportation Secretary Pete Buttigieg was in attendance to give testimony. But not before Chairman DeFazio set the agenda.

"Today, the Transportation and Infrastructure Committee kicks into high gear our work to advance surface transportation authorization and infrastructure investment," he said. "We have no time to waste. The American people—who rely on our roads, bridges, bike lanes, transit systems, railroads, airports, and waterways for their mobility and for their livelihoods—cannot wait.

Transportation investments are key "in creating and sustaining good family-wage jobs that can't be outsourced." DeFazio said the priorities of the bill would be similar but expand on the past especially in terms of establishing a safer, cleaner network with well-trained and well-paid workers.

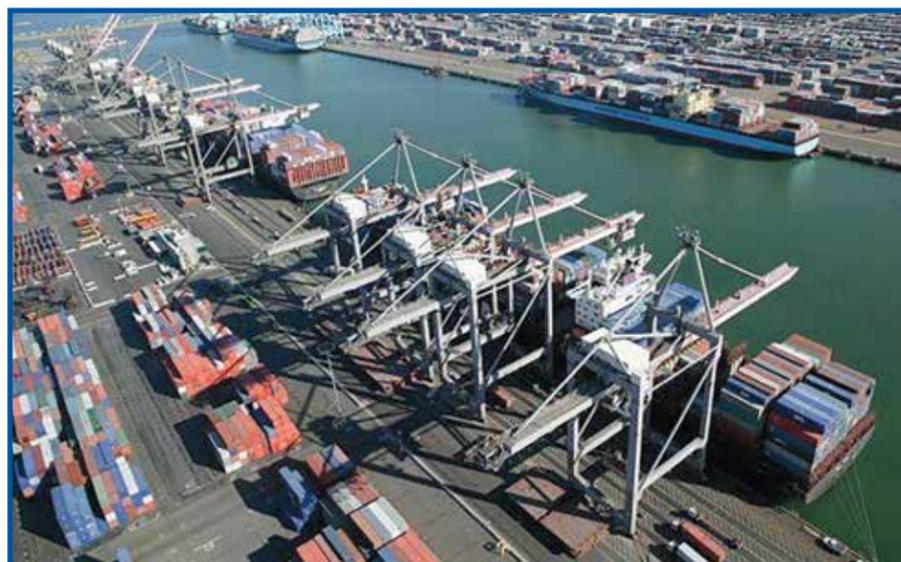
Workers, good jobs, and disadvantaged communities, and their links to transportation are not new issues. But in the pro-worker Biden Administration they may have greater staying power. "These are not aspirational principles," DeFazio emphasized, "These are real policy changes and real shifts... Many of these principles overlap with the administration's Build Back Better plan."

But DeFazio wasn't finished. "Developments in the skies also require your attention," he said to Buttigieg. "At the end of 2016, the outgoing administration imprudently issued a foreign air carrier permit to Norwegian Air International — an airline that was "Norwegian" in name only and established itself in Ireland under a flag of convenience to avoid Norway's strong labor protections. Norwegian is bankrupt, and its U.S. services have ceased, but its founder is forming a new carrier that will likely seek a permit—Norse Atlantic — and it is imperative that you correct the error of 2016 and deny this airline's application."

Before Buttigieg could begin on his prepared remarks, DeFazio asked that he publicly acknowledge the problem of flag of convenience airlines, how harmful they are to workers, and to carefully review the application in that context.

Mr. Buttigieg went on to tell lawmakers on the Committee that at least \$1 trillion was needed in a "generational investment" to infrastructure to improve the nation's roads, highways, bridges

and transit systems. He painted such an investment as an opportunity to address climate change, racial justice, and competition with China.



Teamster Drivers Protest Bad Faith Employer Near Port of LA/LB

Truck drivers at an off-dock container yard in Compton, near the ports of Los Angeles and Long Beach, went on strike April 14, 2021. Represented by the Teamsters, the drivers were fed up with the anti-Union outfit Universal Logistics Holding (ULH) and the action could add to the already considerable congestion in Southern California and related supply chains.

According to the Teamsters website, ULH-affiliated companies at the ports "illegally fired truck drivers, denied them back pay, and refused to recognize and bargain with the union [the drivers]..." Picket lines were noted by observers toin place. On March 17, the National Labor Relations Board issued a complaint against ULH that found more than 20 violations of federal law. The board said it had violated the law by terminating its workforce of drivers shortly following their union election victory in December 2019. The company then allegedly transferred work from the Union facility to drivers misclassified as independent contractors at another site. ULH is also accused of intimidating employees and refusing to bargain in good faith for a first contract.

The NLRB's complaint sets a trial date of June 14. The Teamsters will attempt

reinstatement of wrongfully dismissed employees with pay, to re-establish the union bargaining unit, and to get a contract. In the meantime, the strike is drawing increased attention to the situation. The ULH warehouse facility is located on Del Amo Boulevard, about 9 miles north of the SUP Wilmington Branch.

Meanwhile the record ship congestion in San Pedro Bay and in the offshore anchorage as ILWU Longshoremen recognized the job action.

Industry observers reported that members of the ILWU declined to service trucks at a port terminal operated by Southern Counties a the ULH subsidiary. According to multiple sources, the terminal brought the work action by the ILWU to rapid arbitration at the Pacific Maritime Association, which represents employers at the port. While some sources report that the ILWU went back to work because of a decision by the arbitrator, others say the ILWU returned to work on an agreement with the PMA and that the question before the arbitrator — whether the ILWU can refuse to service Southern Counties trucks because of its dispute with the Teamsters, in essence, respecting the Teamsters' picket line — remains to be decided.

EXPORTING EMPTINESS: recent statistics from the Port of Los Angeles indicate that while pandemic imports have dramatically increased year over year, the largest growth in U.S. exports is by far in empty container boxes.



Chevron May be Refinery Shopping in Puget Sound

Mainstream business media indicates that Chevron Corp has emerged as a leading contender to buy a Royal Dutch Shell Plc refinery in the U.S. Pacific Northwest, three people familiar with the matter said on Friday. Shell has been trying to sell the 145,000 barrel-per-day (bpd) refinery in Anacortes, Washington, for at least a year.

"As a matter of policy we don't comment on market rumors or speculation," said Chevron spokesman Braden Reddall. Shell also declined to comment.

A deal is far from clear, and business reconnaissance is often part of an expression of interest. But Chevron is known to be pursuing cheap assets. In recent months, Chevron acquired Nobel Energy, paying \$4.1 billion for the oil and gas producer. Three years ago, the corporation bought another U.S. refinery, the 112,229-bpd plant in Pasadena Texas, on the Houston Ship Channel for about \$350 million.

The Puget Sound plant supplies fuel markets in the Pacific Northwest and competes with plants owned by BP, Marathon Petroleum and Phillips 66. Shell last month settled a seven-year-old dispute with the U.S. Environmental Protection Agency over past violations from the facility.

Royal Dutch Shell, on the other hand,



has been reducing its exposure to refining. Last October it said it would shrink its refining portfolio to six sites from 14. The remaining plants will produce both fuels and high-value chemicals. Shell permanently closed its 211,146-bpd refinery in Convent, Louisiana, in December as the COVID-19 pandemic crushed demand for gasoline.

If a deal is reached and the sale completed in the Puget Sound, Chevron's acquisition of a new major refinery on the U.S. West Coast could improve U.S.-flag shipping. The Jones Act requires that ships, calling in consecutive American ports are built, owned, and crewed by Americans. In its U.S.-flag ships, the SUP holds contracts with Chevron Shipping Company covering all three unlicensed departments.

Vaccine Traced to Weird New Crude Oil Trade Route

Crude oil exported from Canada to the U.S. West Coast is the latest strange shipping gyration caused by different demand patterns associated with the pandemic.

Eastern Canada's oil-rich Newfoundland province is now exporting crude to the Cherry Point refinery in Washington. A week earlier another charter sailed from Newfoundland to refineries in California.

The rare voyages reflect the changing situations related to pandemic reopening and the vaccine rollout. While there have been problems with the U.S. vaccine, it is ahead of much of the world in getting its population vaccinated. That is not the case in Europe or other advanced economies where lockdowns remain in place, including Canada. The shifts in consumption are resulting in growing piles of unsold oil supply.

"The Atlantic Basin imbalance and continued lockdowns in Canada are creating a temporary crude market dislocation," said Zachary Rogers, director for Global Oil Service at Rapidan Energy Group. "Even faraway refiners would buy it at the right

differential."

The Newfoundland cargoes, each about 600,000 barrels, are set to arrive on the West Coast in May. California, the nation's most populous state, is on a path to reopening and is expected to drop most virus restrictions this summer. In the past, oil exports from the province to the U.S. have targeted the East Coast and Gulf Coast, according to Statistics Canada.

Meanwhile, inventories are ballooning in elsewhere as West African and North Sea sellers are facing unusually weak demand from their typical buyers in Europe and Asia. In addition to lockdown measures, consumption is also weak with seasonal maintenance taking place at refineries.

"East Canadian oil is traveling to further to find a home," said Randy Giveans, vice president of Equity Research for Energy Maritime at Jefferies LLC. The long trip, which will include transiting the Panama Canal, adds cost and oil charters will take that into account.

90% of Everything, Including Cocaine

The International Chamber of Shipping (ICS) recently released the sixth edition of its publication Drug Trafficking and Drug Abuse On Board Ship: Guidelines for Owners and Masters on Preparation, Prevention, Protection and Response. The guide offers advice on how to protect vessels and crews, and reduce the risk of drug trafficking occurring on board. It also provides guidance on how to respond when faced with drug trafficking and drug abuse at sea. For the first time it also examined the various impacts and implications of the Covid-19 pandemic.

Commercial shipping is known to be the main method of transporting illegal drugs throughout the world – with ports and shipping companies in the frontline

against the importation of these drugs. The method accounts perhaps unsurprisingly for almost all the drugs, based on quantity. The ICS noted that "Nearly 90% of all cocaine, 45% of all cannabis, and 30% of all amphetamine type stimulants seized globally during January 2017 to April 2020 were trafficked via sea, despite the best efforts of the shipping industries to combat this activity."

The illegal activity may be orchestrated by criminal or terrorist organizations, but the methodologies employed are increasingly sophisticated and dynamic. "Successful responses by the shipping industry and ports need to be equally sophisticated and require a comprehensive and strategic approach to security," the report noted.

A Look Astern



ON RECORD FOR A NEW UNIFORM: The *SS Mariposa* was one of Matson's famous passenger ships calling in Hawaii and West Coast ports and across the South Pacific. A large SUP deck gang included three AB's, one OS, and a watchman on every watch. The watchmen made regular safety rounds throughout the ship in port and at sea.

From *West Coast Sailors* archives, 1956



BROTHERS ABOARD THE MARIPOSA, shown in their watchmen's garb, in the picture they sent in are: Left, Brother Leonard Poysky, and Brother Louis Edstrom. (For Brother Leonard Poysky, and Brother Louis Edstrom.

Fashion for Watchmen

In regard to the above picture, the following letter was sent to Secretary Lundeborg by two Brothers aboard the *SS Mariposa*, then at Wellington, N. Z., Nov. 15:

Dear Harry:

Enclosed find a photo of myself and partner. Please note the sleeves and lapel. They are of a bright red, with white trousers and cap.

On our nightly rounds we are bombarded with questions such as: "What time does the circus start?" "Young man, are you the ship's mortician?"

I recall another occasion. An elderly woman made this state-

ment: "Sir, aren't you a member of the French Foreign Legion?"

The above is a small sample of the questions asked of us. I suggest that we go on record in favoring a more conservative uniform for the watchmen.

Fraternally yours,
/s/ Louis Edstrom,
Bk. No. 1780.
/s/ Leonard Poysky,
Bk. No. 2456.

Amazon Delivers Union Busting Results

The first major U.S. unionization drive at an Amazon warehouse failed, at least for the moment. At a fulfillment center located in Bessemer, Alabama, roughly 3125 ballots were cast and the final vote was 1,798 opposed and 738 in favor out of about 6,000 eligible employees. But it may be weeks or months before a final outcome is clear since appeals at the National Labor Relations Board are filed and pending.

Over the final weeks Amazon pulled out the stops to convince workers at the plant that unionization would not be in their favor. The efforts included aggressive advertising, mandatory anti-union meetings and sending workers multiple texts per day — and they paid off. Not only did the firm attract new votes against the effort, but it also appears to have turned the commitment of workers who were planning to back the union, based on the early signs of support needed to hold the election. Amazon lawyers challenged more than 500 ballots based on claims that have yet to be fully investigated or substantiated.

“Amazon spent millions of dollars intimidating and bullying these people just because they want a voice on the job,” said AFL-CIO Richard Trumka in an interview with Bloomberg News. “Americans want to organize in unions and it should never be this hard.” He cited an April 5 nationwide poll of registered voters that showed 77 percent of Americans expressed support for the warehouse organizing drive.

He also noted that a majority of workers, nearly 2000, had signed pledge cards to the Union. “Amazon knew full well that unless they did everything they possibly could, even illegal activity, their workers would have continued supporting the union,” Retail, Wholesale, Department Store Union (RWDSU) President Stuart Appelbaum said.

The RWDSU immediately called out some of Amazon’s tactics as illegal. For example, a drop box that was placed in the parking lot of the facility could have intimidated workers into thinking that Amazon was monitoring the vote and was a direct effort to influence the ballot. Others have pointed to Amazon’s push to have the county change the timing of a traffic light leaving the warehouse



BEZOS LAUGHING: in his last letter to shareholders, billionaire Jeff Bezos, admitted after the vote that Amazon could be a better employer. He leads the race to become world’s first trillionaire.

parking lot, which the company says was meant to alleviate congestion, though union organizers say it deprived them of a venue for canvassing workers.

Some labor experts think the union has a strong case, with local regulators having the power to overturn the vote entirely. If that were to happen, the case could go to Washington, where Amazon could appeal on a national level to the NLRB. Whatever the outcome, the contest called national attention to the working conditions at one of the nation’s largest employers.

Amazon had appeared vulnerable as it faced increasing scrutiny in Washington and around the world for its market power and influence. President Biden signaled support for the union effort, as did Senator Bernie Sanders, the Vermont independent. The pandemic, which drove millions of people to shop online, also spotlighted the plight of essential workers and raised questions about Amazon’s ability to keep employees safe.

“Our system is broken,” said Appelbaum. “Amazon took full advantage of that.” Academic analysis reached the same conclusion. “Our labor law is stacked against the people it’s meant to protect,” says Rebecca Kolins Givan, an Associate Professor at the Rutgers School

of Management and Labor Relations. “It’s extremely hard for workers to organize a union and ridiculously easy for employers to bully them out of it.”

The Amazon warehouse opened a year ago, just as the pandemic took hold, and expanded as it went on. Last year, Amazon grew by more than 400,000 employees in the United States, where it now has almost a million workers. The unionization effort came together quickly. A small group of workers at the building in Bessemer approached the local branch of the retail workers’ union last summer. Frustrated with how Amazon constantly monitored every second of their workday through technology, they said their managers were not willing to listen to their complaints. The election was conducted by mail because of the pandemic, which gave the Company more than a month to sway the vote.

Amazon’s anti-union campaign focused on Company benefits and the \$15 minimum wage, which is twice the Alabama minimum. In a classic angle of attack, the company demonized the basic idea of Union dues, repeating over and over that workers did not need to pay for union membership to have “a great job.” The company’s slogan — “Do it without dues” — was pushed to workers in text messages, mandatory meetings and signs in bathroom stalls.

The union argued that those tactics showed how companies like Amazon have an unfair advantage because they can hold mandatory anti-union meetings and have access to workers in the warehouse to persuade them to vote no. The Protect the Right to Organize Act (PRO Act) would

bar companies from forcing workers to attend union-bashing meetings. The SUP along with the rest of organized labor is pressing to get the PRO Act passed in the Senate. It has already been passed by the House of Representatives.

Robert Reich, the former Labor Secretary in the Clinton Administration, took a broader view and noted the vote as part of the trend to greater corporate political power. “They’ve used that political muscle to back “right-to-work” laws, whittle down federal labor protections, and keep the National Labor Relations Board understaffed, allowing them to get away with egregious union-busting tactics,” he said. “They’ve impelled government to lower taxes; extorted states to provide them tax breaks as a condition for locating facilities there; bullied cities where they’re headquartered; and wangled trade treaties allowing them to outsource so many jobs that blue-collar workers in America have little choice but to take low-paying, high-stress warehouse and delivery gigs.”

Reich called the stacked deck problem only part the larger income inequality problem. “This decades-long power shift — the ascent of corporate leviathans and the demise of labor unions — has resulted in a massive upward redistribution of income and wealth.” Trumka took a positive outlook: “This is the vanguard,” he said. “This is the start, and we will stay with them.” In the meantime, the results have also shone a spotlight PRO Act as labor reform. Trumka’s last words encapsulated both the vote and its potential long-term impact: “When we get the PRO Act passed, it will change labor laws to prevent this type of buying people’s future away from them.”



SUP Paint and Rigging Gang in Hawaii Bosun Joe Mantanona, AB Shermiah laea (Kahu), and Leaderman Ray Tavai take a break after squaring away the ship and the dock at Matson’s Sand Island terminal in Honolulu.

\$13.7 million

The median annual pay in 2020 for the chief executives of more than 300 of the biggest U.S. public companies, up from \$12.8 million for the same companies in 2019 and on track for a record, according to an analysis done by *The Wall Street Journal*.



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SUP Retirement Resources

Understanding The Options: Decisions to Make Before You Retire

The International Foundation for Employee Benefit Plans recently reported on status of retirement preparedness in America. Studies have shown that one-third of older workers approaching retirement in the United States have no savings, and the median balance for those with savings is only about \$200,000. This means that middle-income pre-retirees can't afford to make mistakes when planning for how they will deploy their retirement savings and build a retirement income portfolio.

In addition to the preparatory items listed on page 2 in the SUP Welfare Plan's Welfare Notes, when making their retirement plans, pre-retirees should take into account the following five decisions.

1. **When and how to retire, including whether to work part-time for a period of time.** There may be advantages for older workers to downshift to a part-time career if they don't want to or can't continue working full-time but haven't saved enough for complete retirement.

2. **When to start Social Security benefits.** Optimizing Social Security benefits through a careful delay strategy provides increased protection against longevity, inflation and investment loss risks. Delaying the start of benefits –but no later than age 70—can maximize lifetime income. There are at least two ways to do this. First, working part time to earn enough income to replace the Social Security benefits that are being delayed. Secondly, using a portion of retirement savings to do the same thing. It's a way of "funding" the full Social Security benefit, sometimes called a "Social Security bridge payment," which protects the most income for potentially the longest time-period.

3. **How to deploy retirement savings to generate retirement income.** Depending on each retiree's situation, beyond the Social Security bridge payment strategy, consider buying an annuity or using invested savings with a systematic withdrawal plan that maintains the income generated by the retirement plan. Typical investments include low-cost balanced, target-date or stock funds offered under the SUP 401(k) Plan and Money Purchase Pension Plan.

4. **Which living expenses, including the cost of housing, to reduce in order to live on less income in retirement.** Many pre-retirees haven't accumulated enough savings to generate total retirement income, together with Social Security, that replaces 70-80% of their preretirement income—the conventional wisdom goal that we often hear. As a result, those with modest savings may need to find ways to cut costs. Housing often represents the largest target for many people.

5. **Whether to deploy home equity by realizing capital gains of a home and reinvesting the proceeds to generate retirement income or by purchasing a reverse mortgage.** If retirees' Social Security benefits and income generated by savings aren't enough to pay for their living expenses, they may need to explore ways to deploy their home equity. Some people in advancing age may be "house rich" and "retirement poor."

Selling their paid off homes that have accrued in value and downsizing or moving to more affordable locations is one way to realize the savings of home equity. The amount from the sale can be used to generate retirement income. Another method is to "annuitize" or create a monthly income stream from reverse mortgages that pay a certain amount each month to the homeowner until the house is re-purchased by the bank or financial entity issuing the mortgage. Many reverse mortgages allow participants to remain in their home even after selling it back to the bank.

Individual circumstances are always different, and different strategies come with different risks. This is not investment advice. You should always consult with a tax and investment professional before making a decision, ideally one who does not stand to benefit from your choice of any particular option that may be available.

Source: *International Foundation of Employee Benefit Plans, Benefits magazine February 2021.*

IRS Indexed Limits

The IRS indexed dollar limits to qualified retirement plans are provided in the table below. This is provided for informational purposes and is not intended as legal advice.

Item	IRC Reference	2020 Limit	2021 Limit
401(k) and 403(b) Employee Deferral Limit ¹	402(g)(1)	\$19,500	\$19,500
457 Employee Deferral Limit	457(e)(15)	\$19,500	\$19,500
Catch-up Contribution ²	414(v)(2)(B)(i)	\$6,500	\$6,500

¹ Employee deferrals to all 401(k) and 403(b) plans must be aggregated for purposes of this limit. A lower limit applies to SIMPLE plans.
² Available to employees age 50 or older during the calendar year. A lower limit applies to SIMPLE plans.

Tax Credits For Retirement Plan Participants¹

The chart below shows the percent of your contribution (up to \$2,000) you are eligible to receive as a tax credit based on your annual adjusted gross income and filing status. See the [IRS website](#) for filing instructions.²

Tax Credit	Married, Filing Jointly	Head of Household	All Other Filers
50%	\$0 - \$39,500	\$0 - \$29,625	\$0 - \$19,750
20%	\$39,501 - \$43,000	\$29,626 - \$32,250	\$19,751 - \$21,500
10%	\$43,001 - \$66,000	\$32,251 - \$49,500	\$21,501 - \$33,000
0%	More than \$66,000	More than \$49,500	More than \$33,000

¹ The participant must be over the age of 18 and cannot be a full-time student or dependent.
² The annual adjusted gross income limits will be adjusted for inflation. These limits are valid for 2021.

Visit the SUP Retirement Resources page at www.sailors.org/retirement-resources for much more information including links to the SUP Retirement Checklist (also on page 2) as well as to your SUP Money Purchase Plan and 401k accounts at the Standard.

Standard Retirement Services, Inc., 1100 SW Sixth Avenue, Portland OR 97204

Small increase, big difference

Just a small increase in your retirement contribution level could mean thousands of dollars over time.

Contribution increase	Savings after			
	10 Yrs	20 Yrs	30 Yrs	40 Yrs
1% (\$20.83 monthly)	\$3,811	\$12,269	\$31,044	\$72,718
5% (\$104.17 monthly)	\$19,058	\$61,358	\$155,251	\$363,658

This example is hypothetical and for illustrative purposes only and is not indicative of the performance of any specific investment. Investments are subject to market risk and fluctuate in value. All contribution amounts are based on a \$25,000 annual salary and assume an 8 percent rate of return compounded monthly. Source: Kmotlon, Inc. 2009.

Cut back a little to save a lot

A few small changes can make a bigger retirement savings.

Give up	How often	Monthly expense	Value if invested for 25 years
Lunch out	2x a week	\$50.00	\$47,868
Vending soda	1x a day	\$12.00	\$11,488

This chart is hypothetical and for illustrative purposes only and is not indicative of the performance of any specific investment. The invested value assumes an 8 percent rate of return compounded monthly in a tax-deferred retirement account. Withdrawals will be subject to federal, and if applicable, state income taxes at the time of distribution. Prices in your area may be different. Source: Kmotlon, Inc. 2009.

Retirement Plans

Cash Equivalents, Bonds or Stocks

What's the Difference?

When saving for your retirement income, picking investments can be overwhelming. Here's something that can help you decide what's best for you. Did you know that most investments fall into three basic categories?



Cash Equivalents

This category typically includes money market or stable asset funds. Stable asset funds are somewhat similar to money market accounts but are known to offer higher returns with relatively little risk. These investments are designed to maintain a principal value that doesn't fluctuate. Cash equivalent options offer lower potential for returns and risk.

*Source: Investopedia.com

Bonds

A bond is a loan an investor makes to an organization, such as the U.S. government or companies, in exchange for interest payments over a period of time plus repayment of principal when the bond matures. As interest rates rise, bond prices fall. Bonds offer moderate potential for returns and risk.

Stocks

When you buy shares of a company's stock, you own a piece of that company. Stocks vary widely and are often described based on a company's size, type, performance in the market and potential for short- and long-term growth. Stocks offer the highest potential for returns and risk.

Which is Best for You?

The answer to this question will depend on how long you need to save and how much risk you're comfortable with. If you're younger and just starting to save, you'll likely have a greater tolerance for risk since your investments have more time to grow. If you're closer to retiring, you may prefer less risky investments to keep your account balance more constant.

Did you know that spreading your money across different types of investments — called diversification — can help reduce your investment risk?

Diversifying your investments helps balance out the risk between the investments, especially during changing market conditions.



If you'd like to learn more, visit www.standard.com/retirement/education and choose Investing Strategies.

Employers and plan participants should carefully consider the investment objectives, risks, charges and expenses of the investment options offered under the retirement plan before investing. The prospectuses for the individual mutual funds in the group annuity contain this and other important information. Prospectuses may be obtained by calling 877.805.1127. Please read the prospectus carefully before investing. Investments are subject to market risk and fluctuate in value.

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Stocks, Bonds or Cash Equivalents —
What's the Difference?
RP 19971 (6/18)



Rethink!
retirement



SUP PRESIDENT'S REPORT

Coronavirus Vaccine Update and Outlook

Comes now the vaccine, and as it soaks in there is fresh hope. The priority access troubles are gone, rates of infection and hospitalization have sharply declined, employment numbers are up, some states are open or easing into a reopening. Yet health experts warn of variants even more dangerous, and a fourth surge is predicted. The diabolical nature of this virus is that it covertly thrives on our sociability. Past surges suggest choppy seas ahead.

An uncomfortable fact is that as of today's meeting 35% of the U.S. population has had at least one dose of vaccine, yet new cases over the past two weeks on a national basis are up 11%, to 64,285 per day. In San Francisco, Seattle, Honolulu, Los Angeles there has been double digit case increases over the last 14 days. Complicating matters are the local and state governments that figure economics into their risk assessments, which are already skewed down by vaccination rates that lowers risk levels. Yet even by their own relaxed measures, health risk levels are high. In many states, the new-case-per-day rates – recognizing that they come now post-vaccination with less catastrophic outcomes – are about where they were in June. Which is to say that the pandemic storm is still a hurricane, compared to pre-pandemic levels. Hope is good, but it is not safety. In a complex world of virology, health risks and economic trade-offs, this vital vaccine is not a universal remedy.

For Union business, SUP agents still suit up for the daily cage match of safe operations amid virus prevention, consequences, and workarounds. Still masking, still maintaining vigorous hand and face hygiene, still physical distancing, etc., the collective guard of the Union stays raised to keep our health, our work, and our Union in good shape. Vaccinations continue in all ports with good access and low hesitancy, and the assistance and guidance from all SUP Agents has never been better. In one example, SUP VP Matt Henning recently coordinated a fast moving and successful local effort to identify, acquire and distribute vaccine appointments to members. Part of the California Labor Federation's programmed distribution to the Central Labor Councils, the work included online enrollment and other facilitation and it resulted in protected sailors, both presently employed and registered for work. At the same time and without contradiction, our restriction to ship opposition continues as we lodge claims, demand explanations, defend against expansions, make incremental improvements, and insist as we have all along for the same treatment accorded to other workers and the public.

The vaccine authority still comes under the Emergency Use Authorization (EUA) classification, which means in part that it is not yet legally mandatory in employment situations. (The EUA will begin to come under its first review by the Food and Drug Administration for normal use later this month.) In the meantime, employers can legally ask for proof of the vaccine, but there are some exemptions such as disability, religion, or ideology, that presently protect against an absolute requirement. Beyond that, under rules issued by the Equal Opportunity Employment Commission, employers must be careful of triggering anti-discrimination laws such as the Americans with Disabilities Act or the Genetic Information Nondiscrimination Act, among others. Presently, as a function of the EUA and unsettled labor law, the vaccine is not yet a condition of employment, but it cannot be ignored as a developing protocol in shipboard documentation.

In our line of work, exposures to pathogens are normal and immunizations against them part of our maritime heritage. Our "shot books" were the original records of essential worker inoculation. Members are advised to carefully attend to their vaccination cards. Take photos and make copies for back up. If there are booster shots or continuous COVID vaccinations ahead shot records will likely be important. It is understandable that some members have questions about the vaccine safety and don't trust the government. The pause in the Johnson and Johnson vaccine distribution may add to the skepticism. Despite this, I urge member inoculation against coronavirus. It is recommended by medical experts and not only for the public health, but for one's own protection and safety. It will also help build a stronger and more resilient Union.

Biden Infrastructure Plan

On March 31st, in what is known as the American Jobs Plan, President Joe Biden laid out an infrastructure plan of historic proportions. Coming in at \$2.2 trillion or signals the beginning of a long legislative battle. There is traditional infrastructure spending, including some \$17 billion allocated for ports and waterways, but there is also a broad smorgasbord of new investments that have deep economic, political, and social ramifications. The American Jobs Plan is ambitious on a scale not seen since the New Deal.

Remarkably, Union labor was mentioned 24 times in the White House fact sheet on the policy. Designed to work with the Protect the Right to Organize Act, Biden demanded that companies remain neutral when their employees are seeking to organize a Union. Maritime labor as whole scored a victory as Biden again voiced support for the Jones Act and for investment in the Jones Act fleet. The so called "global minimum tax" feature, which requires multi-lateral international negotiations, could prove transformative for shipping industry. For much more on see this month's issue of the *West Coast Sailors*.

With expanded access to Washington, the Union was invited to several meetings that were either run or joined by White House staff, mostly about labor's role in the infrastructure bill. Earlier today, for example, on a call with Erica Dinkel-Smith, the Director of Labor Engagement, transportation labor pressed the Administration on the importance of the traditional infrastructure aspects of the American Jobs Plan. Derailment of the legislation could come from opposition to the wider non-traditional goals of the bill. In another call, labor specifically highlighted the Administration's support for the Buy American/Ship American provisions. Biden Administration officials were

keen to improve the size and funding of the U.S.-flag fleet as the Suez Canal blockage called world attention to the flag of convenience shipping system and the supply chain vulnerability it represents. Many of the nation's supply chain problems can be traced to the decades long decline of the U.S.-flag fleet. There are about 84 U.S.-flagged ships in the international trade, for example, while China alone has nearly five thousand. The terms of the private contracts of carriers with shippers are built into free enterprise system and so as long there is adequate capacity and reliable schedules nobody cares. But when the system slows down and becomes congested and inefficient, it comes to light that the size of the foreign fleets, both flag-of-convenience and national fleets, drives logistics in the United States. Certain U.S. agricultural exporters were recently unable to secure enough export cargo slots, their product spoiling in warehouses. It called into question the national security and safety of a lopsided free market, free for foreign interests to control. The best answer to this is a much larger U.S.-flag fleet and there are some in the Biden Administration who understand this.

In other government advocacy work maritime labor tended to the Congressional appropriations machinery for Fiscal Year 22 funding for the Maritime Security Program (MSP). As the membership knows, the MSP supports 60 militarily useful commercial ships engaged in the international trades and includes SUP jobs in APL ships. It has long-term authorization but must be funded every year and that takes legislative work. And even in the present era of pro-labor and pro-Jones Act momentum in Washington, the enemies of maritime labor are not hiding. The COVID relief bill passed earlier this year, had three specific anti-maritime amendments tacked on by Sen. Mike Lee (R-UT), directed this time at the cargo preference supports of U.S. maritime law. In a hearing last year on an unrelated transportation matter, Lee tore into the Jones Act, saying it was "written by the devil himself," joining rarefied company as staunch Jones Act opponents go.

APL Marine Services

Relief Procedure Change: On April 7, the Union was informed that APL had again changed its job order/relief procedure requirements, driven in part by its corporate parent's reaction to shipboard cases and in part to attempt to offset risk from the virus variants. The Company will now order jobs slightly earlier and expand the pre-joining quarantine period from 8 to 10 days. Dispatched members who are not fully vaccinated will take a COVID-19 PCR test 10 days before embarkation and then another PCR test shortly before joining. For the fully vaccinated, in this case defined as having completed the second shot, there will only be one PCR test prior to joining and not required to quarantine.

MOU on Isolation and Testing Period Dispatch Protocols: Since February when APL started for all joining crew two COVID PCR tests with a "quarantine" period, either at home or in a hotel, the Union has pressed for regular pay and benefits if quarantined in a hotel. APL complied. That means all wages, supplemental wages, health and welfare as well as pension contributions were paid for those so dispatched. Working with Anthony Poplawski, President/Secretary-Treasurer of the Marine Firemen's Union, and Nick Marrone, West Coast Vice President of the SIU, I pressed management for that same commitment in writing. On April 7, a final document ensuring same was tentatively signed pending membership ratification. The main provisions of the MOU are summarized as follows:

1. Any crew member required to isolate prior to joining a vessel will be paid wages and benefits for the billet they are dispatched to. Pay starts upon isolating in the hotel.
2. Crew that lives within 60 miles of the hiring hall at the port of embarkation who will not require public transit to the port of embarkation hotel may, if authorized, quarantine at home for seven days without wages for that period. For the day required to report to the hotel for the final COVID test prior to embarkation, wage and benefits will be payable.
3. Crew agrees to follow all Company directives in isolation period.
4. During isolation in Company-designated hotel the following terms also apply:
 - a. Lodging and meals at no cost to crew. (Meals are defined as Breakfast, Lunch and Dinner. Crew with dietary restrictions such as vegetarian, etc. will be accommodated by the Company at no additional cost to crew.
 - b. If internet not complimentary, crew reimbursement with proof of cost.
 - c. If laundry is not available onsite, and the lodging stay is expected to be more than 5 days, then laundry service will be reimbursed to include service for the cleaning of two sets each of shirts/pants/undergarments, between October and March one sweater or jacket.
 - d. If lodging stay is between 7-14 days, allotments will be available during first week aboard vessel in coordination with payroll department.
 - e. Hotels and locations will be safe and clean from Company-approved list. If the Union raises safety or cleanliness issues, the parties agree to find resolution within 48 hours of notification.
5. Because the transmission of COVID is still being researched and remains somewhat unknown, the Parties agree that any crew unknowingly infected and who subsequently tests positive for COVID or begins to exhibit COVID symptoms will not be blamed, or further subjected to disciplinary action by the Company.
6. This MOU will continue in full force and effect until March 31, 2021. Thereafter, this MOU will be renewed automatically from month to month unless, 15 days prior to expiration date of this MOU, or the expiration date of any renewal term thereafter, either will give notice to the other of desire to terminate or renegotiate all or part of this Agreement.

Mr. Chairman, because this is a health and safety matter for both joining and embarked crew, and because it reflects, confirms, and fixes the favorable terms of a

SUP President's Report continued

required dispatch procedure already approved by previous Emergency Committee action, I recommend ratification of the "Quarantine" MOU.

Shuttle Ship Replacement: Management informed the Union that the *APL Guam* would soon go off charter hire and returned to its owner on or about May 15, 2021. The ship will be replaced by the *CMA-CGM Heradote*, but to facilitate the change management asked the Union to authorize the optional extension of tours of duty there until the ship goes off hire. After making sure that the extension was truly at the sailors' option and checking the crew relief dates with Honolulu Branch Agent Mike Dirksen, we agreed on a non-precedential basis to facilitate operations.

At about the same time, May 17, 2021, management said it expects to replace the *APL Guam* with the *CMA-CGM Heradote*. Like the *APL Guam* and the *APL Saipan*, the *Heradote* is also a small, geared self-loading and unloading containership. It will be deployed in exactly the same run as the *APL Guam* in the same GUAM-Saipan EXPRESS (GSX) service calling in Japan, Korea, Guam and Saipan.

Because the *Heradote* will remain on the same run, calling in Guam, Saipan, Yokohama and Busan, the same shuttle ship shipping rules will apply. Guam will be the port of embarkation and the Honolulu Branch is the closest port. Presently *APL Guam* and *APL Saipan* are continuously crewed by the Honolulu Branch, and such will also eventually be the case for the *Heradote*. Because of Korean COVID entry rules among other things a "cross deck" crewing is not possible so *Heradote* crew will be called in Honolulu with support from other Halls as necessary. Crew is required to self-quarantine for 10 days prior to COVID test and May 1 fly date to Busan. An additional quarantine will be required in Korea of up to 14 days.

Matson Navigation Co.

As required under Section 36 of our Agreement with Matson, the SUP, MFOW, and the SIU-A&G Cooks (comprising the SIU-Pacific District) will shortly send formal notice to management of our intent to bargain a new labor contract to amend the one that expires on June 30, 2021. Company notice will be followed by notice to the Federal Mediation and Conciliation Service in all ports. I urge all members to consider and submit to SUP Headquarters any and all proposals to protect, maintain, and improve our collective bargaining agreements. Proposals will be referred to the SUP Negotiating Committee which under Article XVII of the SUP Constitution will be nominated in May and notice is here given. All the terms and conditions of employment are open for discussion, including those laid out in the General Rules, the SUP Work Rules, and our Maintenance Agreements.

Patriot Contract Services

On March 23, 2021 the Union was informed by Patriot President Lance Bardo that a protest to the recent *Watson*-class contract award had been filed. Bardo said promised to defend the award vigorously and that more information would be coming in the next month or so. As of today's meeting there is no new information.

The last cohort of reliefs dispatched to ships in Diego Garcia departed on March 24, and the next round of Diego Garcia reliefs is scheduled for early May. That relief procedure includes a two-week restriction of movement (ROM) or quarantine, now held at MITAGS in Baltimore before boarding a charter flight to Diego Garcia. Wages and benefits are paid during the ROM period, but a ROM quarantine broken for any reason will cancel the dispatch and extend the tour of the sailor to be relieved. Asking all members to maintain a tight quarantine in these relief situations to conduct a seamanlike relief of our sisters and brothers working overseas. On relief policy in general, the Union has so far successfully opposed an increase to the tours of duty of contract mariners from a minimum 4 to 6 months to mandatory minimum 8 to 10 months.

Members interested in sailing in SUP government ships should talk to SUP Agents dispatchers at registration and review the requirements of dispatch including the applications for training that is necessary in each particular contract. The Union's training trust, the Andrew Furuseth School of Seamanship conducts regular instruction and for further guidance members may contact Ms. Berit Erickson for additional details at 206-551-1870 or by email at suptrainingrepresentative@sbcglobal.net. All SUP agents are also primary points of contact for training applications and now is an excellent time for qualified sailors to get started with the SUP.

Quarterly Finance Committee

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the first quarter of 2021, and report back to the membership at the May membership meetings.

In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed, which will be in about three weeks, necessary Committee



The SUP Standby gang in the *Mokihana* took a minute to meet with SF Business Agent Roy Tufono on April 12, 2021 in Oakland before resuming the work to prepare the ship for activation. Bosun Paul Fuentes, AB Ron Reed, AB Robert Lee and AB James McGuire. Photo by Roy Tufono.



CMA-CGM Heradote underway in Asia

members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Monday, May 10 at 0800.

SUP Building Corp meeting

On March 30, 2021, the Trustees of the SUP Building Corporation met to consider the management issues of the Union's property at 450 Harrison St. in San Francisco. In attendance were the trustees including Paul Fuentes, Berit Eriksson, Matt Henning, Roy Tufono, and myself as well as SUP Controller Alice Wong. The Trustees heard about issues related to building COVID prevention and safety, maintenance, tenants, cell carrier status and their possible upgrades and development proposals, as well as potential future maintenance projects. Controller Wong also advised the Trustees on minor recent improvements, lease activities, inspections, costs, and the outlook for rents in the extremely negative San Francisco real estate market. Overall, the property is in good shape and in the view of the Trustees is being managed in a manner that is both appropriate and beneficial to the membership.

SUP Welfare Plan Digital Benefits Update

Kaiser Health members already have access to a suite of online tools via Kaiser's industry leading digital health service platform at kp.org. Recently, SUP Welfare Plan Administrator Michelle Chang informed the Union that the Health Net's previous digital telehealth services provider, known as Teladoc, had been replaced by Babylon Health Services. Babylon provides the same video consultations with a doctor from your phone, as well as a range of other 24/7 digital health services. They include various kinds of medical advice including COVID-19 testing and treatment, prescription services, specialist referrals, labs and diagnostics, and mental health support. Babylon works through its website or app (at babylonhealth.com). Members registering for use via the app should use the code HNCOM.

Digital health services have proven helpful to some during the pandemic, but they are intended only to supplement existing traditional health care. They can provide the membership with easy access to an option for 24/7 health care at no cost. It is not meant to replace regular SUP Welfare Plan coverage providers, doctors or programs. Services are provided for Health Net participants free of charge, Health Net, Babylon, and Kaiser can be accessed directly or via the telehealth services page of the SUP website at <https://sailors.org/telehealth-services>. In general, urge all members to check out the SUP website at www.sailors.org for latest updates and additional information.

Action Taken

M/S/C to elect Quarterly Finance Committee

M/S/C to approve APL Quarantine MOU

M/S/C to concur in the balance of the President's Report

— Dave Connolly



On the bow of the ro-con *Mokihana* in Oakland is OS McKevin Dulay, AB Rocky Casazza, Bosun Haz Idris, delegate Noel Itsumaru, AB Phil Coulter, AB James Coulter, and AB Dru Montoya, bust out the reserve ship to retrieve *Mahimahi* from Chinese shipyard.

Nautical Terms in Everyday Language

Cut and run — most often thought to mean the cutting of an anchor line in an effort to make a quick getaway. Hard to imagine that many ship's masters enjoyed routinely losing an anchor or two, so another possibility is a referral to the practice of securing the sails of a square-rigged ship with rope yarns that could easily be cut away when a quick departure was necessary.

Cut of one's jib — warships many times had their foresails or jib sails cut thinly so that they could maintain point and not be blown off course. Upon sighting thin fore-sails on a distant ship a captain might not like the cut of his jib and would then have an opportunity to escape.

Devil to pay — Originally, this expression described an unpleasant task aboard a wooden ship. The devil was a name for the ship's longest seam in the hull. Caulking it was done with pay or pitch (a kind of tar). The task of 'paying the devil' (caulking the longest seam) by squatting in the bilges was one of the worst and most difficult jobs onboard. The term has come to mean a difficult, seemingly impossible task. "The devil to pay and no pitch hot". Landlubbers, having no seafaring knowledge, assumed it referred to Satan and gave the term a moral interpretation.

Dutch courage — Dates to the 1600s Anglo-Dutch wars and was likely British propaganda claiming that the Dutch troops were so cowardly they wouldn't fight unless fortified with copious amounts of schnapps. The term has come to mean false courage induced by drink, or the drink itself.

Even keel — A vessel that floats upright without list is said to be on an even keel and this term has come to mean calm and steady. A keel is like the backbone of the

vessel, the lowest and principal centerline structural member running fore and aft. Keeled over (upside down) was a sailor's term for death.

Fall foul of/foul up — Foul is an often used nautical term generally meaning entangled or impeded. An anchor tangled in line or cable is said to be a foul anchor. A foul berth is caused by another vessel anchoring too close wherein the risk of collision exists. A foul bottom offers poor holding for anchors. A screw up!

Filibuster — Buccaneers were sometimes known in England as filibusters. From the Dutch for vrybouter (freebooter) translated into French as filibustier. It is now used as a political term meaning to delay or obstruct the passage of legislation (as opposed to sailing vessels) by non-stop speech making.

First rate — Implies excellence. From the 16th century on until steam powered ships took over, British naval ships were rated as to the number of heavy cannon they carried. A ship of 100 or more guns was a First Rate line-of-battle ship. Second rates carried 90 to 98 guns; Third Rates, 64 to 89 guns; Fourth Rates, 50 to 60 guns. Frigates carrying 20 to 48 guns were fifth and sixth rates.

Fits the bill — A Bill of Lading was signed by the ship's master acknowledging receipt of specified goods and the promise to deliver them to their destination in the same condition. Upon delivery, the goods were checked against the bill to see if all was in order. If so, they fit the bill.

Son of a gun — When in port, and with the crew restricted to the ship for any extended period of time, wives and ladies of easy virtue often were allowed to live aboard along with the crew. Infrequently, but not uncommonly, children were born aboard, and a convenient place for this was between guns on the gun deck. If the child's father was unknown, they were entered in the ship's log as "son of a gun."

Tide over — At first glance, this would seem to be an obviously nautical term. Today it means to make a small bit of something, usually money, last until a supply comes in, as in borrowing some money to tide you over till payday. However, the meaning has changed over the years. Once upon a time, ships could move under sail power, or in the absence of wind, float along with the tide called a tide over. One could say the floating would tide the ship over until wind came again to move it along.

Toe the line — When called to line up at attention, the ship's crew would form up with their toes touching a seam in the deck planking.

Turn a blind eye — From Admiral Lord Nelson's display of badassery at the Battle of Copenhagen. When the signal was given to stop fighting, Nelson held his spyglass to his blind eye and insisted he didn't see the signal. He then proceeded to destroy the enemy.

Under the weather — Keeping watch onboard sailing ships was a tedious job, but the worst watch station was on the "weather" (windward) side of the bow. The sailor who was assigned to this station was subject to sea and spray. By the end of his watch, he could be soaked from the waves crashing over the bow. A sailor assigned to this unpleasant duty was said to be "under the weather." Sometimes, these men fell ill and died as a result of the assignment, which is why today "under the weather" is used to refer to someone suffering from an illness. A related theory claims that ill sailors were sent below deck (or "under the weather deck") if they were feeling sick.



Dispatcher's Report

Headquarters — MARCH 2021

Deck	
Bosun	4
Carpenter	0
MM	7
AB	13
OS.....	10
Standby S.F.....	14
Total Deck Jobs Shipped	48
Total Deck B, C & D Shipped.....	35
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.....	48
Total B, C, & D Shipped-All Depts.....	35
Total Registered "A"	23
Total Registered "B"	30
Total Registered "C"	6
Total Registered "D"	2

VICE PRESIDENT'S REPORT

April 2021

Ships checked

Mokihana — Noel Istumaru, delegate, Ship activated at the beginning of the month to make a domestic runs followed by a China yard cross-deck to return the Mahimahi to U.S. Haz Idris, bosun.

APL President Wilson — Justin Foster, delegate. Clarification regarding Good Friday while in a west coast port. Dmitri Seleznev, Bosun.

APL President Eisenhower — Rey Clores, delegate. Ship is running smooth with several crew changes at the end of the month. Jennifer Corner Ibara, bosun.

APL President Kennedy — Antonio Harris, delegate. Crew member had to depart in Oakland due to injury. Ship is sailing short until arrival in Yokohama. Marc Calairo, bosun.

APL Gulf Express — James Salera, delegate. Ship is running smooth with little or no beefs. Getting into the tough months where summer heat never lets up. Aaron Weibe, bosun.

USNS Sisler — Dominic Metz, delegate. On the hook in Diego Garcia, majority of crew signed on in late March. Chris Cupan, bosun.

USNS Dahl- — Alex Glosenger, delegate. Ship is in Newport News, Virginia. Should be loading at Blount Island in May then back to Saipan. Kim Dulay, bosun.

USNS Charlton — Benjamin Linn, delegate. Ship is in Philadelphia shipyard for next few months. Jack Forde, bosun.

USNS Watkins — Stephen Alarcon, delegate. No major beefs, ship is stationed in Korea. Cosme Bigno, bosun.

Cape Orlando & Admiral Callaghan — Ships are docked in Alameda, CA. Running smoothly with Joel Schor and Dennis Sumague, bosuns.

Cape Horn, Henry, & Hudson — Docked in San Francisco, ROS. Expecting at least one of the Cape H ships to be activated for 5-6-month long mission in late April early May.

Cape Texas — Activating end of April to take to shipyard. Arnold Slosson, bosun.

I represented the SUP at the monthly Alameda and San Francisco County Labor Council meetings via zoom. Shipping has been steady in all halls. If you want to work, go to the hall you are registered at and throw in. Plenty of work for all. Please keep your documents current and if you have questions, ask them.

Matt Henning



The SUP crew of the R.J. Pfeiffer assembled for a photo on the main deck in Oakland. AB Joe Ginez, L. Manoa, Bosun Art Garrett, AB Saher Ali, and delegate Jim Linderman. Photo by Roy Tufono



Mokihana AB Saher Ali shows off his new COVID 19 vax card. Crew appreciated the facilitation of Capt. Crawford to make and keep appointments.

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



SUP BRANCH REPORTS

HONOLULU

April 2021

Shipping: Shipped the following jobs in the month of March: 2 Bosn steady, 0 Bosn relief, 1 Bosn return, 5 AB Day steady, 2 AB Day relief, 0 AB Day return, 7 AB Watch steady, 1 AB Watch relief, 0 AB Watch return, 1 AB Maint, and 3 OS Watch steady. The shipping jobs were filled by 3A cards, 16 B cards, 1 C card, and 2 D cards. Standby jobs: Shipped 28 standby jobs. The standby jobs were filled by 0 A card, 21 B cards, 2 C cards, and 5 D card.

Registered in Honolulu: 10 A cards, 21B cards, 10 C cards, 3 D cards

Ships checked by phone and email:

Manukai, DK Inouye, Kaimana Hila, Manulani, Maunawili, Manoa, Lurline, RJ Pfeiffer, Matsonia, and the Paint and Rigging gang. All are running with few or minor beefs except for the restricted to the ship beefs. *APL Guam* — no major beefs; *APL Saipan* — no major beefs; *USNS Charlton* — no major beefs; *USNS Watson* — no major beefs

Agents Report: Covid-19 update:

As of right now you still need to get a Covid-19 test (with a Hawaii State approved test site) within 72 hours before you fly to Hawaii if you don't want to be quarantined for 10 days.

There is talk that the state might be going to a Covid-19 passport in the next month which means that you wouldn't have to take the Covid-19 test before you fly to Hawaii. You would just have to show proof that you have been fully vaccinated. Of course everyone should be getting their Covid-19 vaccinations as we are qualified in all 50 states as essential workers.

As of now, anyone I ship to the *APL Saipan* who has been vaccinated and has proof of the vaccination dates will be able to skip out on the 8 days of quarantine in Guam where they all join the ship. You will be able to fly out 7 days later. Think about it!

Remember to check your documents and anything with less than six months (make that anything less than 9 months with the USCG Regional offices closed) you should start the renewal process. You have to email all your documents in PDF format to your local regional USCG office prior to the expiration date. The Honolulu USCG email address is: *rechonolulu@uscg.mil*.

Mahalo, Michael Dirksen

SEATTLE

April 2021

Shipping: 8 Navy ABs went to 1 A, 6 B, and 1 C card; 3 Patriot OS's went to 1 B, 1 C and 1 D card; 1 GUDE taken by a B member. Matson called for 10 Standby ABs filled with 2 A's, 1 B, 1 C, 5 D's and 1 MFOW member.

Registered: 6 A cards for a total of 7; 5 B cards for a total of 14; 1 C cards for a total of 2; 5 D cards for a total of 11

Agents Report: This month I represented the membership at the Martin Luther King County Labor Council.

Shipping in Seattle is wide open for those that have up to date documents and training. COVID quarantine has made reliefs happen in big blocks so passing up any job may leave you on the beach for several months you did not intend.

COVID vaccinations are available for all hands in Washington. You can register with Kaiser on their website, then pick a location and appointment time. Remember as per CDC guidelines other vaccinations will not be administered within fourteen days of the COVID vaccine. We have had the Anderson Kelly contracted clinic Concentra refuse to administer within four weeks. This delay can cause real grief for those waiting to come home, so get your vaccine early and do not delay.

Fraternally, Brendan Bohannon

WILMINGTON

April 2021

Shipping: Shipped: Bosun: 2, AB/W: 11, AB/D: 3, OS/STOS: 0. Standby: 39. Total Jobs Shipped: 55

Registrations: A:18, B:36, C:7, D:5

Ships Visited: Checking on ships by phone and email.

Agents Report: Check with your health care provider or Los Angeles County Department of Public Health for Covid vaccine information.

When you take MSC training step up and take an MSC job so your fellow union members can be relieved on time.

Dispatches for APL and Matson are being called early so that Covid testing can be done prior to boarding ship APL now requires 2 negative covid tests with 10 days in between tests which moves dispatch to about 2 weeks before start. Matson jobs are called one week before start date.

When you receive new documents or your Covid vaccine, let me know so I can keep your records current.

Fraternally Submitted, Leighton Gandy



Members of the *M/V Maunalei* gathered on the main deck to greet SUP Business Agent Roy Tufono in Oakland. From left is AB Dennis Solijon, AB Napoleon Ramon, Bosun Hermino Huavas, AB Edward Hervias, AB and delegate Rudy Bautista, and AB Jordon Polon. The *Maunalei* will lay up in Tacoma and become a Matson reserve ship

BUSINESS AGENT'S REPORT

March 2021

Lurline — Oakland#62. Dave Mercer, delegate. In from the islands we had a tough COI inspection in Honolulu long and difficult day. With all hands on deck pulled together to complete the COI safely passing with flying colors. Next trip the schedule has lay up in Oakland for repairs with probable layoffs, always subject to change. Patrick Weisbarth, Bosun

Manoa — Oakland#62 Mick McHenry delegate last trip in Honolulu a crewmember tested positive for COVID 19. The company removed him from the vessel and began the first rounds of testing. The results came back negative the next day ship cleared to sail for Seattle. Between Honolulu and Seattle the crew continue social distance, self-quarantine mask-up to prevent spreading infection. After arriving in Tacoma the crew went through their second round of testing. Crew tested negative to the relief of all. Back to the new normal. Running smooth with Bosun Remoni Tufono

RJ Pfeiffer — Oakland #62 Saher Ali delegate Std-bys always good to see on arrival with guys on board maxing out their STCW hrs. Sailed for Los Angeles with no issues trying to get back on schedule. On the southern triangle in good hands with Art Garrett as Bosun

Matsonia — In at Oakland #62 with Scott Hudson delegate. Clarification on mandatory trip-off. In Oahu businesses are slowly opening with restrictions as essential workers out here are able to make appointments to get vaccinated which is great news. Bosun David Reinking

Mokihana — Noel Itsumaru delegate Matson called for a crew to activate the Mokihana earlier this month to fill in for the Lurline for two trips. Matson's schedule has the Lurline laid-up in Oakland for repairs, The schedule also has the Mokihana crew cross decking over to the Mahi Mahi and bringing her back to the west coast sometime in the beginning of May. Has Idris Bosun

Reminder Company Policy Stand-by worker's are NOT allowed in the House.

Remain in the designated area for the stand-by workers.

President Wilson — Delegate Jonnell Hodges time up departed in Oakland. Ship sailed with no issues back delegate to be elected. Dmitri Selexnev Bosun.

President Eisenhower — Delegate Scott Stokes time-up departed in Wilmington, expected delays to continue in Oakland. Delegate to be elected at sea. In good hands. Jennifer Corner as bosun.

President Truman and **President Cleveland** — Check in with both these ships showed little or no beefs.

RRF Alameda fleet — **Cape Orlando** — After completing the shipyard period last month, Patriot's was planning to move the **Cape Orlando** and the **Admiral Callaghan** to Olympia WA, to call her Homeport. Those plans fell through; we haven't heard any talk about moving us so far always subject to change. Dennis Sumague Bosun.

RRF SF: -**Cape Henry** — Pier#96

Cape Hudson — Pier#50-

Cape Horn — Pier#50-

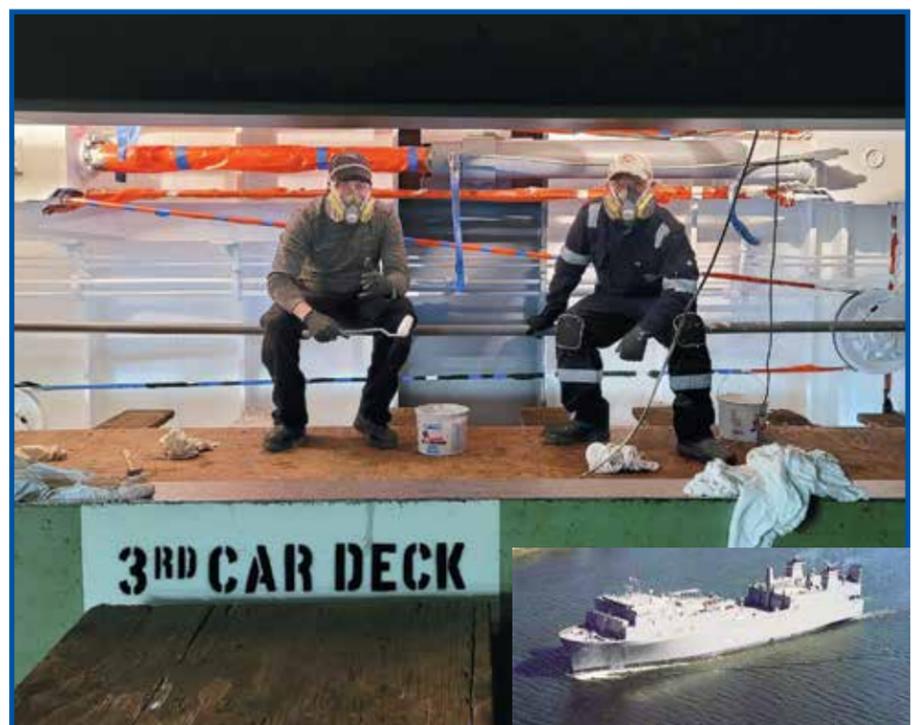
Cape Henry — Pier#96-...Check in these ships remain in ready to go status.

Pier#9- Delegate Big Mike Koller there no excuse to be behind in dues with a steady job. Station boat training in full swing outside either you have it or you don't. Leo Moore Dock Bosun.

Check with your Medical Provider and local county and state department to see about appointment to be vaccinated

Worked in the front office and helped dispatch. I have an appointment to receive my second shot today.

Roy Tufono



ENCLOSED SPACE PAINTING MASKS REQUIRED, AMONG MOST OTHER SITUATIONS: In the RRF **Cape Orlando** OS Gregory Allen and bosun Dennis Sumague finish the shipyard work not done in Portland.