

West Coast Sailors

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Wednesday, August 17, 2022

Enlistment Shortfall Tests U.S. Military Readiness

Across the military recruitment establishment, a shortage of new recruits is stressing the system. Due in part to COVID, a white-hot labor market, and many other factors, the readiness of America's armed forces is open to question.

The Army's vice chief of staff, Gen. Joseph M. Martin, confirmed at a House Armed Services Subcommittee on Readiness hearing on July 19 that the regular Army is poised to fall nearly 19,000 soldiers short of its staffing target, or end strength, in fiscal 2022. Looking ahead to fiscal 2023, Martin essentially said the service will be lucky to fall only 18,000 short of its goal. Shortfalls in recruiting and retaining National Guard and Army Reserve personnel were not specified at the hearing. But similar shortfalls in hitting a target of 525,000 Army reservists would come on top of the missing regular Army soldiers.

"That's alarming," said Rep. Jackie Speier, who chairs the House Armed Services Subcommittee on Personnel, referring to the end strength shortfalls at Tuesday's hearing.

On top of those gaps, the Army may soon discharge another 20,000 soldiers, in both

the regular and reservist forces, who have refused to get the coronavirus vaccine. Army Secretary Christine Wormuth has yet to announce a decision on those cases.

If all these numbers hold, the Army could fall short of its goals by almost 57,000 over this year and the next, based on people who either leave, are fired or don't join the service. And that's not including possible shortfalls in the National Guard and Reserve.

The reasons abound behind the shrinking pool of those willing and able to join the Army and to stay in it. The factors range from a challenging post-pandemic recruiting environment to signs of declining morale among those currently in the service to a population of potential recruits that has shrunk due to factors such as obesity and lack of education.

For fiscal 2022, the regular

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Union Election Petitions Up 58%, Says NLRB

During the first nine months of Fiscal Year 2022 (October 1–June 30), union representation petitions filed at the NLRB have increased 58% — up to 1,892 from 1,197 during the first three quarters of FY2021. By May 25, FY2022 petitions exceeded the total number of petitions filed in all of FY2021. At the same time, unfair labor practice charges have increased 16%—from 11,082 to 12,819.

The increase in cases comes during a period of critical funding and staffing shortages for the Agency. The NLRB has received the same Congressional appropriation of \$274.2 million for nine consecutive years as costs have risen. Adjusting for inflation, the Agency's budget has decreased 25% since FY2010. Overall Agency staffing levels have dropped 39% since FY2002 and field staffing has shrunk by 50%. The President's Budget for FY2023 requested \$319.4 million for the NLRB, a 16% budget increase

Container Lines Post Colossal Profits

The world's biggest container lines are on course to post profits in 2022 that will top last year's record by 73%, according to a new forecast. Rates lifted by the pandemic's logistical squeeze on capacity at a time of steady and growing US demand for imports are the main drivers.

Aggregate net income this year will likely reach \$256 billion based on the 11 carriers monitored by industry veteran John McCown, the founder of Blue Alpha Capital. That's an increase of \$36 billion from a prior estimate in April. The figure last year hit an all-time high of \$148 billion, according to McCown.

"These profit increases are being driven by continuing increases in the rates in contracts that cover the large majority of loads actually moving on ships," he said in an email. Even though spot rates have declined all year, they represent a small fraction of overall seaborne freight costs, McCown added.

Two years of economic disruptions have transformed an industry that carries at least 80% of everything from a narrow margin business into one of

the pandemic's most surprising financial successes.

The turn of fortunes, however, is fueling critics beyond the customers of ocean freight as inflation grips economies from Australia to Germany and politicians look for scapegoats. Some governments are increasing their scrutiny of shipping companies' profits in defense of logistics workers whose livelihoods aren't seeing a similar lift.

In the UK, dockworkers at the country's busiest container port at Felixstowe are prepared to strike this month. On the West Coast of the US, longshoremen union leaders kicked off negotiations in May by blaming "foreign-owned, billion-dollar shipping companies that gouged American businesses by charging them 10 times the usual shipping rates and have contributed toward the rise in inflation."

As economies around the world slow in the third year of the pandemic and with Russia's war in Ukraine worsening shipping snarls, the rising tide of profits was expected to recede for container

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Corporate "Greedflation" Not Wages To Blame for High Prices

Record high corporate profits and runaway CEO pay have created the perfect storm for working families, says AFL-CIO Secretary-Treasurer Fred Redmond.

Last year, the CEO-to-worker pay ratio at the average S&P 500 company rose to 324-to-1. That ratio is up from 299-to-1 in 2020 and 264-to-1 in 2019.

Corporations say inflation is caused by low unemployment leading to higher wages. But in 2021, workers' wages rose only 4.7 percent, according to the AFL-CIO's annual report, Executive Paywatch—while S&P 500 CEO pay rose by 18.2 percent, to an average of \$18.3 million a year. "During the pandemic, the ratio between CEO and worker pay jumped," Redmond says.

"Instead of investing in their workforces by raising wages and keeping the prices of their goods and services in check, their solution is to reap record profits from rising prices and cause a recession that will put working people out of jobs."

Working people are not causing inflation. CEOs are.

And every price increase translates into a pay cut for working Americans.

It's no coincidence that we're seeing a growing wave of support for unions: Labor unions give workers the opportunity to come together and bargain for fair wages and benefits.

Historic corporate profits, profiteering corpora-

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Gonzalez Fletcher elected Exec Sec-Treasurer of the California Labor Federation

Lorena Gonzalez Fletcher was elected and sworn in today as the new Executive Secretary-Treasurer of the California Labor Federation, marking the start of her leadership of chief advocate for California's workers and their unions or the unions they want to join.

Gonzalez, formerly the Secretary-Treasurer of the San Diego-Imperial Counties Labor Council before serving nine years in the California State Assembly, will become the first woman and person of color to lead the statewide federation.

A longtime champion of work-

ing families, Gonzalez will lead the 2.1 million-member Federation's staff and its 1,200 affiliated unions in the advocacy of the Golden State's workers and their rights at the workplace. Chief among those workplace rights for Gonzalez is the right for co-workers to come together to join a union and collectively bargaining for better wages, benefits, and working conditions.

"The most direct way we can truly improve the lives of Californians is to



Lorena Gonzalez Fletcher

empower them at work," Gonzalez said. "Every political election

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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 Lundeberg.....BK#4090
- Duane NashBK#2437
- Vince O'Halloran.....BK#2463
- James Savage.....BK#7488
- Alexander Earle..... BK#1885
- Terry Lane BK#4107
- Michael Sposeto.....BK#7503
- Michael Worth.....BK#3929

Organization/General Fund

- Reynaldo Clores \$20
- Brandon Keopuhiwa \$50
- John Rezada..... \$50
- Venerando Ramos \$50
- Dakota Mcdonald..... \$20
- Eola Manoa..... \$25

Political Fund

- Milton Caballero \$10
- Elston Wong \$20
- Ed Barraca \$50
- Dave Hampton \$20
- Vincent O'Halloran \$200
- Arman Deblois \$20
- John Rezada..... \$50
- Michael Tilley \$50
- David Green..... \$50
- Adam Sagapolutele-White \$20
- Hamilton Parone..... \$15
- Dakota Mcdonald..... \$25
- Eola Manoa..... \$25
- Dave Connolly \$200

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- Mike Bailey..... \$20
- Dakota Mcdonald..... \$5

Membership and Ratings Committee

The Committee met on August 4 2022 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

| Name and Membership | Number | Seatime | Rating | Seniority |
|---------------------|---------|---------|--------|-----------|
| Nestor Pascual | Bk#3886 | 6 yrs. | A.B. | A |
| David O'Neill | Bk#2476 | 6 yrs. | A.B. | A |
| Jeffer Baguio | Bk#S767 | 6 yrs. | A.B. | A |
| Edgar Melendez | B-19726 | 1 yr. | A.B. | B |
| Gregory Simmons | B-19727 | 1 yr. | A.B. | B |
| John Rezada | B-19728 | 1 yr. | A.B. | B |
| Jonathan Thomas | C-2927 | 30 days | A.B. | C |
| Ray Van Truong | C-2928 | 30 days | A.B. | C |
| Marc Abacan | C-2929 | 30 days | O.S. | C |

Ratings: Bosun Stamp
None

Membership and Ratings Committee's Report: Scott Oliphant, BK#2467; Dennis Sumague, BK#7530 and Ron Reed, BK#3188.



From left is Dennis Sumague, Ron Reed, and Scott Oliphant in the SUP Library on August 4, 2022.

New Website Helps Locate Good Union Hotels

The Union representing many hospitality workers, UNITE HERE, has announced the redesign of its website, FairHotel at www.fairhotel.org. The website helps travelers pick hotels that support working people. Hotel workers are predominantly women and people of color and come from countries around the world. UNITE-HERE's longstanding efforts to achieve equality and opportunity for workers in an industry that has been hit hard by the pandemic.

The website has a powerful search engine that finds the hotels that support sustainable jobs with access to fair wages, quality healthcare, retirement benefits and protection against harassment and discrimination at work.

Within the website is another initiative, called www.cleanmyroom.org, which focuses on Hilton and presses for hotel room cleaning every day. Cleanliness is a standard expectation, but cost-cutting measures have reduced the expected frequency of this work. An end to daily housekeeping is estimated by UNITE-HERE to put at risk 39% of all housekeeping jobs in the United States and cost \$4.8 billion in annual lost wages. Instructions on how to support and participate in the initiative are available at www.fairhotel.org.

The site also helps guests understand the status of labor disputes at properties, avoid disruptions to their trips or meetings, and use their consumer power to support good hospitality jobs that pay enough to raise a family.

SUP Welfare Plan Notes

Emergency Identification

In case of emergency, it is vital that Welfare Plan participants and dependents carry at all times personal identification with current address, phone and contact information, as well as all health plan I.D. cards. When Plan participants are at sea, it is important that copies of health plan I.D. cards be left with family members at home. If a new or duplicate card is needed, please contact the plan with which you have coverage.

Other information that participants should keep with them in the event of an emergency are the name and phone number of a personal physician and a list of any prescriptions that are currently being taken.

Please also keep the Plan Administrative Office informed of any changes in marital status, births in your family, or changes in address.

Claims for Foreign Bills

Claims for reimbursement of foreign bills must include a translation into English, as well as the original billing. Required information for consideration of reimbursement includes the name and address of the provider of services, the patient's name, the date of service, a description of the service, and the itemized charges.

Active participants who obtain services outside the USA, or out of their service area in the event of an emergency, must submit their claim to their HMO plan. Please contact your HMO plan if you have any questions.

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

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

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

Seafarers Medical Center 415-392-3611

Incremental Progress Toward West Coast Longshore Deal

Talks continue between the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA) on a new contract as the parties announced tangible progress on one of the major items.

A joint statement announced that negotiators have a tentative agreement on health benefits but noted that they would not go into specifics until other areas have been addressed.

"Negotiations continue on other issues."

The ILWU represents 22,000 dockworkers serving at 29 West Coast ports. The PMA represents shipping lines and terminal operators at those ports. The previous agreement expired at 5 pm on July 1, 2022. Talks began on May 10. The

main issue seen as a potential stumbling block in these talks is the employer's demands for more automation on the docks. However, both sides are keeping things close to the vest and are committed to inching toward an agreement without slow-downs or lock-outs.

SUP Meetings

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

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

Final Departures

Hernando Muella-Ospina, Book No. 3042. Born in January, 1929. Joined SUP in 1979. Died in California, June 29, 2022. (Pensioner)

James Lawson, Book No. 3985. Born in Oklahoma in 1928. Joined SUP in 1945. Died on July 28, 2022. (Pensioner)

West Coast Sailors

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Amazon Workers Walk Off Airfreight Jobs in L.A.

Dozens of Amazon employees at the company's air hub in San Bernardino, Calif., abandoned their workstations mid-shift over low wages and concerns regarding heat safety.

The walkout in Southern California marks the first coordinated labor action in Amazon's growing airfreight division, which uses Prime-branded planes to fly packages and goods around the country much like UPS or FedEx. The employees, who are independently organized, said they didn't plan to return to work for at least a day in an effort to pressure Amazon to raise wages and improve safety.

Even as Amazon, the nation's second-largest private employer, pits its weight against organized labor — trying, for example, to get the results of the Amazon Labor Union's historic election victory in Staten Island thrown out — the walkout in California demonstrates how workers are continuing to independently

organize around the country.

The action is specific indication that Amazon's supply chain is not immune to labor action, and that the general dissatisfaction of supply chain labor is widespread. It is also the latest sign that pro-union sentiment is spreading throughout Amazon's ranks — this time at a uniquely vulnerable point in its logistics network. Amazon depends heavily on a few air hubs to keep millions of packages moving every day, which means the effect of a strike or work stoppage at any of those facilities would have a greater impact than a similar action at a regional warehouse.

Organizers said more than 150 people walked out Monday afternoon, and managers had already slowed some operations in anticipation of the action. While a small fraction of the 1,500 employees who work at the hub in various shifts walked out, such a work stoppage can create logistical headaches and disruptions.

Biden Signs Major Inflation Reduction Bill

President Biden signed into law on August 16, 2022 sweeping legislation to lower prescription drug prices, boost the renewable energy sector and impose new taxes on large corporations. The law has something for everyone and much of its impact may not be felt for years.

The Democrat-backed package is one of Mr. Biden's most consequential accomplishments since taking office, the latest in a string of legislative victories that the president's aides hope will improve his standing heading into November's mid-term election. Republicans have criticized the measure, casting it as government overreach and arguing that it would do little to tamp down high inflation, despite its name, the Inflation Reduction Act.

The law falls short of the far more ambitious vision Mr. Biden laid out during his presidential campaign and in the early months of his time in office. But it nonetheless marks a hard-fought win for the president, who less than a month ago was facing the prospect that a signature piece of his governing agenda was dead in the Senate.

The changes to Medicare in the bill are the most significant since the Part D prescription drug benefit was enacted in 2003. To address the skyrocketing cost of prescription drugs it is some respects a do-over that fixes the flaws in the Medicare Modernization Act of 2003. That law contained a controversial provision that prohibited Medicare from using its huge purchasing clout to negotiate drug prices with pharmaceutical makers. It's therefore no surprise that the big headline on the Inflation Reduction Act is that it will finally empower Medicare to negotiate with drugmakers on the prices of a shortlist of the most expensive drugs, starting in 2026.

Starting in 2025, the maximum Part D out-of-pocket liability will be \$2,000. That change alone may contribute more to protecting retirees from soaring costs than anything else.

"This historic investment in our climate, health care system and tax system will improve the lives of millions of

Americans, while paving a path forward for future generations," said AFL-CIO President Liz Shuler in a statement.

She called the legislation "a testament to this administration's commitment to drive down costs for America's working families," noting that it will also hold corporations accountable for paying their fair share of taxes.

The law will create new union jobs through investments in American manufacturing, in particular in green energy, without raising taxes on small business or families making less than \$400,000 a year.

It also aims to help families save by lowering prescription drug costs and utility bills.

"This bill supports job creation for so many of our members, and because we fought for it to include labor standards and domestic content requirements, these conditions are going to help us make sure the new jobs are good-paying, family-supporting jobs," Shuler said.

"This bill, plus the CHIPS Act and the bipartisan infrastructure law, is the kind of victory that is possible when we fight for leaders who will fight for us."

Specifically, the act will:

- allow Medicare to negotiate for lower drug prices for seniors;
- create inflation caps for Medicare prescription drugs;
- improve Medicare prescription benefits;
- impose a 15 percent minimum corporate tax on corporations with profits exceeding \$1 billion;
- provide tens of billions of dollars in energy investment and production tax credits, as well as manufacturing tax credits;
- create nearly 1.5 million new jobs and spur economic growth concentrated in clean energy.

"The Inflation Reduction Act will bring down costs and create a fairer economy for working people across the country," Shuler said.

"This is all worth celebrating."

After Deal to Spare Grain Export, Russia Strikes, Denies Attack

On July 24, hours after promising not to attack Ukrainian grain exports, Russia attacked the grain export port of Odesa. It denied responsibility in a discussion with mediators, then acknowledged the attack two days later on state media.

In the pact the parties agreed that they "will not undertake any attack against... port facilities engaged in this initiative" for a period of at least 120 days.

Six hours later, Russian missiles struck the port of Odesa, one of three designated grain ports in the agreement. Russia immediately denied responsibility.

"In our contact with Russia, the Russians told us that they had absolutely nothing to do with this attack and that they were examining the issue very closely and in detail," Turkish Defense Minister Hulusi Akar said on Saturday. The narrative changed the following day. "Kalibr missiles destroyed military infrastructure in the port of Odesa, with a high-precision strike," clarified Maria Zakharova, spokesperson for the Russian foreign

ministry. State network RT asserted that the strike hit a Ukrainian "military vessel and a stockpile of Harpoon missiles."

Ukraine and its allies used the attack as an example of the risk of any peace agreement with Russia. "Yesterday, the Istanbul agreement on Ukrainian grain exports via Black Sea ports, facilitated by UN and Turkish efforts, was reached. Today, Russian missiles hit port of Odesa," said Kaja Kallas, Prime Minister of Estonia. "That's all you need to know about deals with Russia."

Russia's willingness to attack a designated grain port may not reassure the shipowners, seafarers and insurers who are considering whether to call in Ukraine. Even before the strike, the availability of war risk cover for a voyage in and out of Odesa was uncertain. Insurers are well aware that Russia has attacked multiple merchant vessels over the course of the war (including one struck twice), and the chances of encountering a naval mine are a legitimate concern.

China Threatens Taiwan and Supply Chain After Pelosi Visit

This month China conducted live-fire military exercises in the Taiwan Strait and around Taiwan from Thursday to Sunday in retaliation for House Speaker Nancy Pelosi's visit — exercises that breached Taiwan's territorial waters. To some extent, for a limited period, some busy international shipping lanes were blocked.

The last time China conducted live-fire exercises around Taiwan, in 1995-1996, commercial shipping traffic using the strait and trade with Taiwan was far less significant. This time, any escalation of tensions would create yet another major threat to global supply chains.

If the strait were ever closed to commercial traffic, it would be a negative for cargo shippers and a mixed bag for ship owners and operators. Delays would push up transit time and reduce effective vessel capacity, boosting freight rates, but add more cost and complexity to operations.

"The Taiwan Strait is one of the busiest straits in the world," said Maersk CEO Soren Skou said during a conference call.

"Obviously, if it were to close, it would have a dramatic impact on shipping capacity, in the sense that everybody would have to divert around Taiwan and add to the length of the voyages," Skou said.

"That would absorb significant capacity. But I have to say that there seems to be no suggestion that this is where we're going."

Bloomberg calculated that almost half of the world's container ships and 88% of larger container ships transited the Taiwan Strait this year. It also reported that some liquefied natural gas (LNG) carriers have already rerouted or slowed speed in response to the coming military exercises.

Maritime insurer Swedish Club warned that military exercise areas are "very close to Taiwan's major commercial ports, including Keelung, Su-ao, Taipei, Kaohsiung, Anping, Heping and Hualien. Therefore, navigation and safety will be affected."

According to Evercore ISI analyst Krishan Guha, "With China warning foreign planes and ships to stay away while its military exercises proceed, the result is what Taiwan's ministry of foreign affairs terms a blockade, though possibly only a partial one, with some air and sea lanes still potentially open." Guha continued: "The current exercises and effective partial blockade are scheduled to last only a few days but could be extended or restarted, leading to a more prolonged crisis, as well as more serious disruptions to global chip and other tech-component supply chains."



In the *Matsonia*, Bosun Mark Relajo stands with the crew on the mess deck next to Jonathan Pampilon, Anthony Wylie, Janan Johair, Rey Clores, Cosme Bigno and in front is OS Larry Price. Photo Roy Tufono

NYC Ferry Labor Neglect Leads to Service Disruption

New York City's Department of Transportation recently cut service on the Staten Island Ferry due to a crew shortage. Mayor Eric Adams blames the crew for failing to show up for work. The Marine Engineers Beneficial Association, the Union that represents captains engineers and mates in the ferries, notes instead that the system is chronically understaffed due to the failure of the City to bargain an attractive contract. It's been 11 years of work without a contract and that, says MEBA Secretary-Treasurer Roland "Rex" Rexha, is managerial incompetence. Failure to adequately compensate mariners has destroyed morale and led to an exodus

of mariners who can find better paying jobs with fewer headaches elsewhere.

"They haven't had a pay increase in 12 years as management continues to offer below-market compensation for fleet mariners who are expected to work high-stress positions with huge responsibilities. Nobody sticks around, they leave," he said. "Why would they stay at the Staten Island Ferry when it's not even close to industry wages?" Nearly one in five members of the ferry system's crew has left or retired in the last two years.

The City cut back rush hour ferry sailings from every 15 minutes to once-an-hour on its Manhattan to St. George

run, once again inconveniencing New Yorkers who rely on the fleet for daily transportation. After the announced delays, the City then arranged for a non-union ferry operator to transport some of the stranded passengers, adding insult to injury.

Transportation Trades Department (AFL-CIO) President Greg Regan told the City that "for years" the M.E.B.A. "has sounded the alarm about the NYCDOT's inability to attract and retain workers given the irrefutable but sad fact that the workforce has been without a contract for [almost] 12 years and is still earning paltry 2010 wages and benefits. Meanwhile, safety and service

reliability have steadily degraded due to the NYCDOT's astounding managerial incompetence. The NYCDOT must come to the table to offer a new contract; it is the only immediate path forward to address the safety concerns and steady service erosion. These workers have waited for years. They should not have to wait one more day."

Service disruptions caused by a lack of attention to crewing issues, especially building and maintaining good Union contracts, may become more prevalent as recruitment and retention challenges heat up the supply chain.

Railway Labor Poised for Major National Strike

US labor law is designed to prevent railroad strikes like the kind that shook America in the past. But the constant cuts to staffing levels and erosion of conditions for rail workers could produce a national rail walkoff by September.

Contract negotiations have stalled over the last three years, in part because of the pandemic, and enduring stagnant wages, heavier workloads, unsafe conditions, and draconian attendance policies have pushed 115,000 US freight railroad workers to the brink as they mobilize for a possible national strike.

In late July, few hundred rail workers from multiple craft unions gathered with allies in Galesburg, Illinois, to signal to the federal government and major rail carriers that they are ready for a showdown. Greg Regan, president of the AFL-CIO's Transportation Trades Department, told the crowd. "This is not just a rail labor fight; this is a labor movement fight."

The Sheet Metal, Air, Rail and Transportation Workers — Transportation Division (SMART-TD), the Teamsters' Brotherhood of Maintenance of Way Employees Division (BMWED), and the International Brotherhood of Boilermakers, Iron Ship Builders,

Blacksmiths, Forgers and Helpers (Boilermakers), among others, participated in the Galesburg event.

Due to the cumbersome bargaining process of the 1926 Railway Labor Act (RLA) — which allowed Joe Biden to intervene last month by appointing a presidential emergency board to make recommendations to try resolving the dispute — the earliest a work stoppage could occur is September.

Although US labor history is loaded with militant railroad strikes, noting especially the Great Railroad Strike of 1877, such actions have become rare in modern times thanks to the legal constraints of the RLA and ongoing division of rail workers into a dozen separate craft unions.

But many of the workers believe a strike could happen this time around. Last month, members of the Teamsters-affiliated Brotherhood of Locomotive Engineers and Trainmen voted to authorize a strike with over 99.5 percent approval. SMART-TD's general chairpersons have also taken the first step toward authorizing a work stoppage.

A version of this article appeared first in Jacobin online magazine by Jeff Schuhrke.

Miners Long Strike Goes on Another Month

Almost 1,000 miners, represented by four United Mine Workers Association (UMWA) local unions have been on strike against Warrior Met Coal in Brookwood, Alabama since April 2021.

The energy supply chain workers are fighting against company attempts to make unsafe conditions and lower pay a permanent fixture. In 2016, when Warrior Met faced bankruptcy, miners accepted drastic pay cuts and dispensed with health benefits on the promise that they would be restored when the company was back in the black. When Warrior Met returned to financial solvency, the company decided to keep its draconian policies in place at the expense of the mineworkers.

Their hardline contract offer to workers retained a harsh discipline and firing policy, a negligible pay increase and no improvement to working conditions. When UMWA members rejected the contract and went on strike for a fair deal, the company hired scabs to take over. Over the

months that followed, there were several incidents captured on video of striking workers facing intimidation including instances of small trucks disrupting picket lines and driving into workers on at least two occasions.

However, NLRB sided with the Company and called for the union to reimburse for damages including lost production, building a new parking lot and bussing scabs across the picket line.

UMWA members are keeping up the fight 16 months after the start of the strike. UMWA President Cecil Roberts said, "The entire labor movement is engaged and taking financial and logistical action to win this strike. We have received \$2.5 million in donations from other unions and individuals to the UMWA Strike Aid Fund which goes directly to our striking members. Other donations are coming. Make no mistake, we will continue to have the resources to win this struggle."



BOOK REVIEW

Rebels At Sea: Privateering in the American Revolution

By Eric Jay Dolin

Publisher Liveright

Publication Date 2022-05-31

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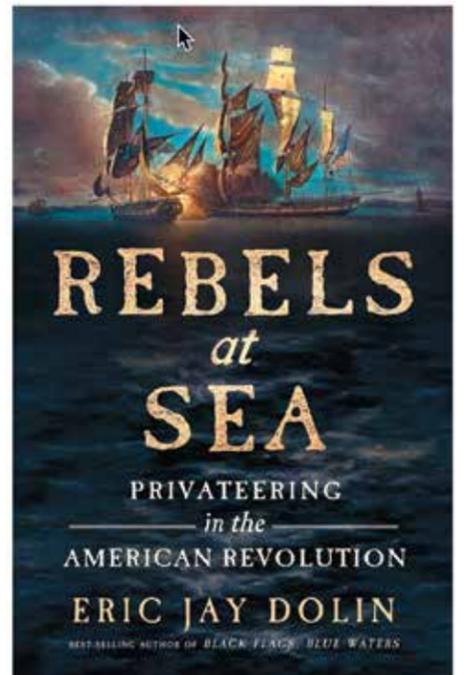
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ISBN 9781631498251

The story of the founding of the U.S. Navy during the Revolution has been told many times, but missing from most maritime histories of the Revolutionary War is the ragtag fleet of private vessels that truly revealed the new nation's character — including its fearless ambition and entrepreneurial ethos.

In *Rebels at Sea*, best-selling historian Eric Jay Dolin contends that privateers, were critical to the American victory. Privateers were privately owned vessels, mostly refitted merchant ships, that were granted permission by the new government to seize British merchantmen and men of war. As Dolin demonstrates, at a time when the young Continental Navy numbered no more than about sixty vessels all told, privateers numbered in the thousands over the course of the war, and tens of thousands of Americans served on them and capturing some 1,800 British ships. Privateers came in all shapes and sizes, from twenty-five foot long whale-boats to full-rigged ships more than 100 feet long. Bristling with cannons, swivel guns, muskets, and pikes, they tormented their foes on the broad Atlantic and in bays and harbors on both sides of the ocean.

The men who owned the ships, as well as their captains and crew, would divide the profits of a successful cruise—and suffer all the more if their ship was captured or sunk, with privateersmen facing hellish conditions on British prison hulks, where they were treated not as enemy combatants but as pirates. Some Americans viewed them similarly, as cynical opportunists whose only aim was loot. But Dolin shows that privateersmen were as patriotic as their fellow Americans, and moreover that they greatly contributed to the war's success: diverting critical British resources to protecting their shipping, playing a key role in bringing France into the war on the side of the United States, providing much-needed supplies



at home, and bolstering the new nation's confidence that it might actually defeat what was the most powerful military force in the world: the British Navy.

The privateersmen had strategic impact on the war in addition to the military value at sea. As prisoners, they suffered barbaric treatment which shaped resolved against the British. And on the home front, they bolstered the confidence of the new nation, and imparted a democratic sense of who could and would wage war.

In coastal towns, they were an economic boost. Dolin quotes early accounts: "The town was full of sailors; every street swarmed with them, rolling and rollicking along, with their pockets full of money (hard money), singing songs, chewing tobacco smoking cigars, drinking at all the public houses, playing tricks upon the country-men, and especially upon the country-women... but it was all in good nature; there was no quarrelling, no thieving no rowdyism." Forgotten privateersmen such as Captain Jonathan Haraden and Offin Boardman are shown to be stalwart heroes of the fledgling Republic as much as any others on land or at sea, and their exploits and sacrifices are at the center of the conflict. Through plenty of daring maneuvers and deadly encounters, *Rebels at Sea* is readable but serious history, and presents this nation's first war through the rare lens of the U.S. merchant marine

Ship Hacks Hit One a Day: Cyber Piracy on the Rise

Autonomous Ships Would Add to the Problem

Armed with a laptop, hackers are seizing control of the biggest things that move. Vast container ships and huge freight planes — essential in today’s global economy — can now be brought to a halt by a new generation of code warriors. “The reality is that an airplane or vessel, like any digital system, can be hacked,” David Emm, a principal security researcher at cyber firm Kaspersky, told CNBC. Worse, because of a lag in updates and training, ships may be easier to hack and more consequential if compromised than shoreside facilities.

Indeed, this was proven by the U.S. government during a “pen-test” exercise on a Boeing aircraft in 2019. In 2021, Lloyd’s List said that a ship was hacked every day on average.

Also targeted are the companies that operate in ports and airports than it is to access an actual aircraft or vessel. In December, German firm Hellmann Worldwide Logistics said its operations had been impacted by a phishing attack. Phishing attacks involve sending spoof messages designed to trick people to give up sensitive information or downloading harmful software. The company, which offers airfreight, sea freight, road and rail, and contract logistics services, was forced to stop taking new bookings for several days. It’s unclear exactly how much it lost in revenue as a result.

Hellmann’s Chief Information Officer Sami Awad-Hartmann told CNBC that the firm immediately tried to “stop the spread” when it realized it had fallen victim to a cyberattack. Hellmann, a global company, disconnected its data centers around the world and shut down some of its systems to limit the spread. “One of the drastic decisions we then made when we saw that we had some systems infected is we disconnected from the internet,” Awad-Hartmann said. “As soon as you make this step, you stop. You’re not working anymore.”

Everything had to be done manually and business continuity plans kicked in, Awad-Hartmann said, adding that some parts of the business were able to handle this better than others.

Awad-Hartmann said the hackers had two main goals. The first being to encrypt Hellmann and the second being to exfiltrate data. “Then they blackmail you,” he said. “Then the ransom starts.” Hellmann

did not get encrypted because it moved swiftly and closed down from the internet, Awad-Hartmann said. “As soon as you’re encrypted, of course your restarting procedure takes longer because you may need to decrypt,” he explained. “You may need to pay the ransom to get the master keys and things like this.”

The notorious NotPetya attack in June 2017, which impacted several companies including Danish container shipping firm Maersk, also highlighted the vulnerability of global supply chains. Maersk first announced that it had been hit by NotPetya — a ransomware attack that prevented people from accessing their data unless they paid \$300 in bitcoin — in late June of that year. “In the last week of the [second] quarter we were hit by a cyberattack, which mainly impacted Maersk Line, APM Terminals and Damco,” Maersk CEO Soren Skou said in a statement in Aug. 2020. “Business volumes were negatively affected for a couple of weeks in July and as a consequence, our Q3 results will be impacted,” he added. “We expect that the cyber-attack will impact results negatively by \$200 - \$300 million.”

The ransomware attack took advantage of certain security vulnerabilities in the Windows software platform that Microsoft had updated after they leaked. “This cyber-attack was a previously unseen type of malware, and updates and patches applied to both the Windows systems and antivirus were not an effective protection in this case,” Maersk said.

“In response to this new type of malware, Maersk has put in place different and further protective measures and is continuing to review its systems to defend against attacks.”

Gavin Ashton, an IT security expert at Maersk at the time, wrote that it’s “inevitable” you will be attacked.

“It is inevitable that one day, one will get through,” Ashton continued. “And obviously, you should have a solid contingency plan in place in case of the worst. But that’s not to say you don’t attempt to put up a damn good fight to stop these attacks in the first case. Just because you know the bad actors are coming, doesn’t mean you leave your front door open and make them a cup of tea when they walk in. You could just lock the door.”

Hackers are not always looking for a ransom. In 2013, criminals hacked systems

at the port of Antwerp and manipulated the movement of containers so that they could conceal and move their drug shipments. Once the hackers were inside the right systems, they changed the location and the delivery times of containers that had the drugs in them. The smugglers then sent their own drivers to pick up the drug-loaded shipping containers before the legitimate hauler could collect them. The hackers used spear phishing and malware attacks — directed at port authority work-

ers and shipping companies — to obtain access to the systems.

Awad-Hartmann said hackers have now realized the importance of global supply chains, and they now know what happens when they get disrupted. “It impacts the whole world economy,” he said. “You see goods are not flowing. You have gaps in the supermarkets. Of course, the hackers see the dependency on this supply chain. And then a logistics company is a target for them.”



CMA-CGM/APL Herodote Crew Recognized For Rescue at Sea

At the Port of Guam on Aug. 10, the U.S. Coast Guard recognized mariners aboard the CMA CGM Herodote for their action to save lives back in March.

Capt. Nick Simmons, U.S. Coast Guard Forces Micronesia/Sector Guam, presented Capt. Donald Moore and the crew a Coast Guard Certificate of Merit for their efforts to rescue fishers more than 100 miles off Japan after their vessel suffered a fire on March 21.

“The efforts of Capt. Moore and his crew honor the nautical tradition of assisting fellow mariners,” said Simmons. “Their bias for action and commitment were on display that day. Merchant mariners are an integral part of the global search and rescue enterprise, and especially in the vast Pacific, they are essential to saving lives.”

*The citation reads:
Certificate of Merit
to*

**CAPTAIN DONALD M. MOORE AND
THE CREW OF THE M/V CMA CGM
HERODOTE**

The CMA CGM HERODOTE crew are awarded the Coast Guard Certificate of Merit for significant and beneficial contributions to the Coast Guard’s Search and Rescue (SAR) mission.

On March 21, 2022, while underway on a voyage from Saipan, CNMI, to Hakata, Japan, your crew observed smoke and flames on the horizon from a fishing vessel approximately eight nautical miles from your vessel’s position and 107 nautical miles from Tanegashima Island, Japan. You immediately diverted towards the observed fire and discovered the Japanese fishing vessel YUJIN MARU No. 51 was completely engulfed in flames from the superstructure to the waterline with no visible name or designating marks, and no visible signs of survivors. The crew of the CMA CGM HERODOTE took immediate action to search for survivors, made radio broadcasts for assistance from vessels in the area, contacted USCG District 14 Command

Center Honolulu and further coordinated SAR efforts with the Japan Coast Guard. You remained on scene and provided invaluable real-time information to SAR experts. The CMA CGM HERODOTE was joined by the Greece-flagged tanker WOODSIDE ROGERS to assist with the response and soon located three persons in the water, who were then recovered by the WOODSIDE ROGERS. It was discovered that a total of eight crewmembers were onboard the YUJIN MARU No. 51, comprised of six Indonesian and two Japanese nationals. CMA CGM HERODOTE continued to search for survivors until relieved by Japanese Coast Guard air and surface assets approximately seven hours after the initial sighting. Although no further survivors were found, your efforts preserved the lives of three mariners. The CMA CGM HERODOTE crew are most heartily commended for your exemplary preparedness, excellent communication and coordination skills, and meritorious public service to the maritime community in support of the United States Coast Guard’s Search and Rescue mission. Thank you for your selfless efforts and service.

Simmons added that the crew was very humble about what they’d done and only noted the event as required in their logbook, later read by Coast Guard marine inspectors on a routine visit to the ship.

“We’re very pleased to recognize this team, and without their help, more mariners would have perished that day. Maritime transport is the backbone of the global economy, and we feel that acutely here in Guam, where around 90 percent of goods come into the island through the port. The partnerships we have with industry here are vital to our way of life and security.

The presentation came as Herodote’s crew called on Guam for delivery as part of their regular shipping route. Representatives from APL, CGA CGM’s parent company, joined the U.S. Coast Guard team. The Herodote is a 558-foot U.S.-flagged container ship.



United Farm Workers March to the State Capitol

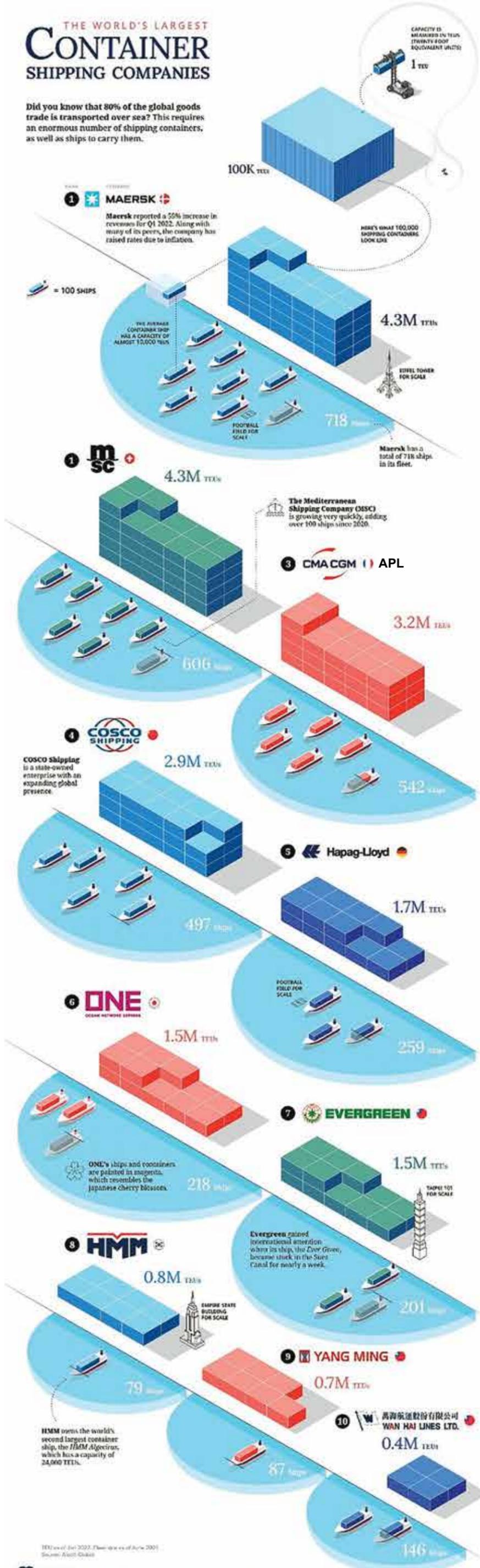
This month, the United Farm Workers (UFW) began a 24-day trek up the Central Valley to Sacramento to call on Governor Gavin Newsom to sign AB 2183, the Agricultural Labor Relations Voting Choice Act.

Farm workers are braving the heat to make the long march to Sacramento to win the right to vote for a union without intimidation and threats. The UFW is sponsoring AB 2183 so farm workers can vote whenever and wherever they feel safe and free from intimidation -- the same way every single voter in California can cast a ballot in elections.

The UFW affiliated with Federation in July.

THE WORLD'S LARGEST CONTAINER SHIPPING COMPANIES

Did you know that 80% of the global goods trade is transported over sea? This requires an enormous number of shipping containers, as well as ships to carry them.



FINISHING TOUCH: With fresh paint on the port anchor, OS Rahman Phillips with bosun Sahir Ali, and OS Aiman Mused complete the *Cape Hudson* maintenance at the Vigor shipyard in Portland, Oregon. The ship is part of the nation's Ready Reserve Force and called for a crew for the return voyage to homeport in San Francisco, California.

Container Lines Post Colossal Profits

continued from page 1
 carriers. But they're now proving more resilient than they have in recent history, avoiding so far a boom-and-bust cycle. Some lines are investing the cash influx in new ships with cleaner-burning engines and more digital links to land-based computer networks.

McCown is raising his outlook after a series of better-than-expected results for the second quarter were announced by some of the biggest shipping firms — the latest of which was Taiwan's Evergreen Marine Corp. on Friday.

Copenhagen-based A.P. Moller-Maersk A/S, the No. 2 player, earlier this month said it expects record profit of \$31 billion in 2022. Hapag-Lloyd AG, ranked fifth, announced an improvement so strong that it now rivals Volkswagen AG as Germany's most profitable company.

The windfall comes despite an almost 30% decline in spot shipping rates tracked by Drewry since the beginning of the year. That's because only 10% of ocean freight travels under spot-market terms — the rest moves based on contracts between carrier and cargo shipper that spell out rates and volumes for a year or more, according to McCown.

Maersk said Aug. 3 that the average contract rate this year is expected to be \$1,900 for a 40-foot container, an increase of \$500 from its expectation at the end of the first quarter.

"The financial results published by the shipping lines show the impact of customers protecting their supply chains by negotiating long-term contracts," according to a report Monday from UK-based Container Trade Statistics. "The fear of congestion in the supply chain has meant that corporates have chosen to play safe rather than risk a spot market."

Nine of the largest companies are in three alliances that share capacity on each other's ships, and governments are

not happy about soaring rates especially from a service where on-time delivery is hovering at 40%.

In July, France's National Assembly narrowly rejected a tax on windfall profits targeting energy and transport companies. Before the vote, Marseille-based CMA CGM SA — the world's third-biggest container line — raised a rebate to 750 euros (\$765) from 500 euros for shipments to France from Asia and added a discount on exports amid government pressure to curb inflation on household goods.

In the US, President Joe Biden has blasted the container carriers and forced new regulation. In June, he signed the Ocean Shipping Reform Act, a law passed with bipartisan support that directs the Federal Maritime Commission to prevent carriers from unreasonably refusing to fill open cargo space with US exports and investigate late fees charged by the container lines.

Meanwhile, profits have not converted into general prosperity. As documented by the economists Thomas Piketty and Emmanuel Saez, the richest 0.1% of U.S. households collected a record 12.3% of all U.S. income in 2007, surpassing their 11.5% share in 1928, on the eve of the Great Depression.

Since the late 1980s, the largest component of the income of the top 0.1% has been compensation, driven by stock-based pay. Meanwhile, the growth of workers' wages has been slow and sporadic, except during the internet boom of 1998-2000, the only time in the past 46 years when real wages rose by 2% or more for three years running. Since the late 1970s, average growth in real wages has increasingly lagged productivity growth. In other words, productivity has vastly improved while real wages have stagnated. Via share buybacks and other financial means, many economists believe executives have long served their own interests in an extraction rather than creation of value in certain businesses.

Amazon Delivers the Highest CEO-to-Worker Pay Ratio in the S&P 500

greedflation

In 2021, Amazon's new CEO Andy Jassy received \$212.7 million in total compensation, giving Amazon the highest CEO-to-worker pay ratio out of all S&P 500 Index companies.

Amazon's CEO Total Compensation: **\$212,701,169**

Amazon's Median Worker Pay: **\$32,855**

Amazon's CEO-to-Worker Pay Ratio: **6,474-to-1**

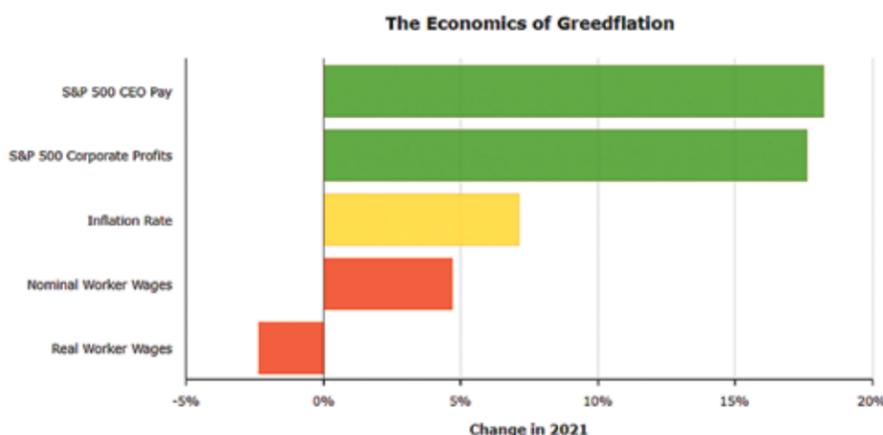
AFL-CIO Calls Out Corporate "Greedflation"

continued from page 1

tions and runaway CEO pay have created the perfect storm for "greedflation," according to the AFL-CIO. The AFL-CIO Executive Paywatch website, shows that CEOs of S&P 500 Index companies received, on average, \$18.3 million in total compensation in 2021. The average S&P 500 Index company CEO-to-worker pay ratio is now 324-to-1, up from 299-to-1 in 2020 and just 264-to-1 in 2019. AFL-CIO said that runaway CEO pay is a symptom of "greedflation," when companies increase prices to boost corporate profits and create windfall payouts for corporate CEOs.

In 2021, corporate profits broke records and CEOs made a fortune during the pandemic. Average S&P 500 Index company CEO pay rose 18.2% in 2021, faster than the U.S. inflation rate of 7.1%. - 5 - Wall Street elites have been quick to blame workers' wages and low

unemployment for causing inflation. But in reality, U.S. workers' earnings actually fell behind inflation, rising just 4.7% in 2021. In real terms, average hourly earnings fell 2.4% last year after adjusting for inflation. "During the pandemic, the ratio between CEO and worker pay jumped 23%," said AFL-CIO Secretary/Treasurer Fred Redmond. "Instead of investing in their workforces by raising wages and keeping the prices of their goods and services in check, their solution is to reap record profits from rising prices and cause a recession that will put working people out of our jobs," he added. The juxtaposition between growing inequality and increased union organizing is no coincidence. Petitions filed at the National Labor Relations Board by working people to exercise their freedom to come together in unions and negotiate for a fair return on their work jumped significantly in the first half of this year.



FMC May Force Data Sharing to Fight Port Congestion

The Federal Maritime Commission is considering invoking its newly granted emergency powers under the 2022 reform of the Ocean Shipping Act to require data sharing among terminals, truckers, carriers, and other parts of the shipping industry. The commission said it would consider if data sharing would help to alleviate the persistent challenges of port congestion as the Department of Transportation earlier in the week said that its initiative to increase the flow of data across the supply chain was helping to address challenges.

The commission noted that despite efforts during the pandemic, pockets of congestion persist. They acknowledged that key metrics such as the total number of containers on ships waiting offshore, average wait time for a berth, and dwell time have all improved in recent months at major ports. However, the FMC highlights that efforts to reduce congestion at one port often result in increases at neighboring ports.

AIS data showing the vessels waiting offshore confirms that the congestion has shifted away from some of the ports

that had experienced the long delays. For example, on August 12 the Marine Exchange of Southern California said that just a dozen containerships are heading to the ports of Los Angeles and Long Beach. Two containerships were in the anchorage while 10 were registered and traveling across the Pacific, which is down by 97 vessels from the record in January 2022.

Reports, however, have highlighted in recent months how congestion has grown at U.S. East Coast ports. Currently, the AIS signals appear to show approximately 35 container and cargo ships waiting at both Charleston and Savannah with more than a dozen offshore for the Port of New York and in the anchorage leading to Baltimore and the ports in the Newport News-Hampton Roads area.

Before evoking an emergency order the FMC will consider three factors. They will explore if the magnitude of the congestion is having an adverse effect on the competitiveness and reliability of international ocean transport and if an emergency order would help to alleviate the situation.

TSA Launches New Online Transportation Worker Identification Credential (TWIC) Renewal Process

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

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

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

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

Direct Submission of Med Cert Applications to NMC

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

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

CMA-CGM Opposes Windfall Tax

Billionaire CEO Rodolphe Saadé formally opposed to a French corporate windfall tax to help households battle soaring inflation.

A growing number of French politicians are calling for a steep 25% tax on some local transport and energy companies, including Saadé's CMA CGM containerline and TotalEnergies.

Speaking before the French Senate, Saadé said: "We are putting money on the table and it's not only charity. We are helping consumers. What I want is that we stop looking at CMA CGM and we start looking at my competitors."

CMA CGM has responded to French

government pressure to help offset inflation by agreeing to cut shipping rates by EUR500 (\$510) per container starting next month on consumer goods imported via French ports, as well as on all imports to the country's overseas territories. Last September, the company also capped its spot freight rates. In a two-hour hearing Saadé suggested his company was a French champion.

The Marseille-based shipping firm notched up a \$7.2bn net income in the first quarter with Forbes placing Saadé in 31st spot in its global billionaires rankings with a net worth of \$41.4bn. In the end, Saade prevailed offering customer discounts of 10 to 20 percent instead.



Aboard the Matson C-9 *Mahimahi* in Oakland is bosun Filemu Untoa, AB Ben Bracerros, AB James Linderman, AB Matt Dulay, AB Phil Romei, AB Jamie McKeller, and OS Don Gates. Photo Roy Tufono

Hawaii Primary Advances Front Runners to November General

The favorites in both of Hawaii's major open primaries won easily in Saturday's contests, setting them up to win again in the general elections.

Lt. Gov. Josh Green won a majority of the votes in the crowded Democratic primary to succeed Gov. David Ige, a Democrat who could not run again due to term limits. Green defeated a field that included Vicky Cayetano, a former first lady of the state, and Rep. Kai Kahele, who ran for governor instead of running for reelection in the state's 2nd Congressional District. He will face the Republican nominee, Duke Aiona, in November.

Mr. Green, 52, a former state legislator and an emergency room doctor, was elected lieutenant governor in 2018. Initially, he focused on combating homelessness. But his medical background became an asset when the pandemic began and Mr. Ige named him the state's coronavirus liaison.

As vaccines were becoming widely available in the spring of 2021, a poll conducted by two Hawaii news organizations, Honolulu Civil Beat and Hawaii News Now, found that Mr. Green had a 63 percent approval rating. That was nearly three times Mr. Ige's 22 percent approval rating, as voters seemed to credit Mr. Green — the public face of the state's pandemic response — rather than the governor for the improving situation.

Jill Tokuda, a former state senator backed by the political arm of the Congressional Progressive Caucus, won the Democratic primary in Hawaii's Second Congressional District, after a sometimes contentious campaign that drew more than a million dollars

in outside spending. Ms. Tokuda defeated her top rival, Patrick Branco, a first-term state representative, and several others. She is expected to win easily in November against Joe Akana, the winner of the Republican primary, for the seat being vacated by Representative Kai Kahele, a Democrat who opted to run for governor but lost.

Sergio Alcubilla lost to Rep. Ed Case in Hawaii's First Congressional District.



SUP members in Hawaii stood with Jones-Act supporter Sergio Alcubilla in his first electoral bid. Entrenched incumbent Ed Case prevailed but Alcubilla mounted a serious challenge and sent a warning: stop attacking the Jones Act.

CORRECTING THE RECORD

FALSE

"American freight rates are often higher than those charged by foreign carriers" -October 2, 2021
The New York Times

AMERICAN MARITIME PARTNERSHIP

Truth:

Between 2019 and 2021, international carriers raised their rates over ten times, by up to 700% in total, while American

maritime has kept rates steady.

In response to the article "How the U.S. Dictates What Puerto Rico Eats" on The New York Times posted on October 2, 2021.



LABOR DAY IN LOS ANGELES

43RD ANNUAL
LOS ANGELES/LONG BEACH HARBOR LABOR COALITION

UNIONS MARCHING FORWARD IN 2022

LABOR DAY PARADE

March Starts At: Broad & E. St. In Wilmington
Assembly Begins At 8 AM March Departs At 10 AM Rally at Banning Park at 12 PM
Speakers, Music, Shuttle Buses, Hot Dogs, Soft Drinks, & More!

La Marcha Comienza En: Broad Y E. St En Wilmington Formacion Empieza 8 AM La Marcha Sale 10 AM Reunion en Banning Park 12 PM
Voceros, Musica, Autobuses de Transporte, Hot Dogs, Sodas, y Mucho Mas!

MONDAY, SEPTEMBER 5, 2022

LABOR DAY COMMITTEE : 7844 ROSECRANS AVE. PARAMOUNT, CA 90723
PHONE : 562.481.7275 OR VISIT US AT WWW.LALBLABORCOALITION.COM OR

LABOR'S FIRST HOLIDAY THE BIGGEST PARADE IT HAS EVER HAD.

HONORED SOMEWHAT IN THE BREACH BY BUSINESS MEN, BUT IN THE OBSERVANCE BY WORKMEN.

Labor Day was honored in this city yesterday more in the breach than in the observance. The variation of a large and miscellaneous parade served only to impress on the public at large so far as could be observed, the unfitness of the season for a general holiday. Of course many stores were closed and there were vast numbers of people on the streets.

But business slept with an eye open, and behind the closed iron shutters in the wholesale district, which was apparently the one most seriously affected, clerks were as busy as at any time for the past week, trying to catch up with orders, and any purchaser who chose to edge his way within by way of the freight entrance

An early Labor Day parade in New York as reported by the *New York Times* on September 6, 1887. "The barrooms were never more resplendent," The Times wrote. "Liquidly, the first legal celebration of Labor Day may go down to history as an unqualified success." But it took several more years for the federal government to make it a national holiday — when it served a greater political purpose in response to the 1894 Pullman strike which severely disrupted rail traffic in the Midwest, and the federal government used an injunction and federal troops to break the strike.

During the crisis, President Grover Cleveland signed a bill into law on June 28, 1894, declaring Labor Day a national holiday. Some historians say he was afraid of losing the support of working-class voters.

Starting in 1884, the labor movement had called for strikes and protests on May 1 to push for an eight-hour workday. That would-be holiday was called May Day, and it's now celebrated around the world, though it's not officially recognized in the United States.



SUP PRESIDENT'S REPORT

SIU PACIFIC DISTRICT PENSION PLAN

As briefly reported last month, the Trustees of the SIU-PD Pension Plan — that's Tom Percival for Matson and Michael LaBonte for APL and Anthony Poplawski for the MFOW, Nick Marrone for the SIU, and myself for the SUP – held a regular meeting to discuss Plan business including the just completed August 1, 2021 actuarial report. The plan actuary certified the plan in the green zone based on the funded status of 106.1 percent and a positive credit balance through the next seven years. The plan also experienced, as of August 1, 2021, an investment gain which produced a total actuarial gain of \$3,074,098. The parties discussed possible benefit increases related to that gain and available under Section 30 (e) of the master contract General Rules but did not come to an agreement. On July 5, the Unions notified the companies that we consider the matter deadlocked and agree to arbitration. The matter is pending and will advise.

CALIFORNIA LABOR FEDERATION

Along with SUP Vice-President Matt Henning, I attended the California Labor Federation's Biennial Convention as both a delegate and a federation vice-president. Delegates voted on a wide range of labor issues, including endorsing pro-labor candidates for the general election in November and various ballot measures. Marking a new era, delegates elected Lorena Gonzalez, the first woman of color to lead the federation, one of the largest in the United States and representing more than 2 million members. Gonzalez was a fierce advocate of working families as an elected member of the state assembly and before that she was head of the San Diego Labor Council. She pledged a focus on organizing and union power across a wide array of issues. Gonzalez succeeds long-time labor champion Executive Secretary-Treasurer Art Pulaski.

Taking over from the legendary Jack Henning nearly three decades ago, Art Pulaski's record of service to the labor movement is tremendous. With federation President Tom Rankin, he built a culture of organizing support welded to political activism and workforce development. Under his leadership the CLF became the most powerful lobby in Sacramento beginning with a critical victory on the Paycheck Deception Act, or Prop 226 in 1998, where labor took on the deep pockets of right to work interests and won. Pulaski built that success into lasting organizing and political frameworks. He empowered labor councils as the grass roots engine of a new era of focused labor-to-neighbor and member-to-member political campaigns. During his time California went from a battleground state that routinely elected anti-worker governors and a deeply divided legislature and congressional delegation, to one of the most progressive pro-worker states in the nation. For maritime labor, in concert with former SUP President and federation vice-president Gunnar Lundeborg, Pulaski helped shore up support for the Jones Act as the official policy of the federation. Thank you, Art and congratulations to Lorena. The August edition of the *West Coast Sailors* will include more information on the specific election endorsements.

COVID TESTING UPDATE

At the request of Honolulu Branch Agent Pat Weisbarth, I investigated the status of COVID testing policies at Matson, in general, and specifically about members that continue to test positive on a PCR long after (weeks or even months) an initial positive test or infection. These asymptomatic positive tests are understandably frustrating when a member needs to get back to work. Here is the summary status:

1. In the CLX and CCX China service ships the testing rules are unchanged: all crew must test negative at a China-approved provider within 72 hours of joining and be onboard 14 days before entry into a Chinese port. This continues to necessitate the southern California joining of Honolulu dispatches (HON crew flown to LGB). The consequences for failure to clear are heavy: CLX/CCX ships will be refused entry or worse — required to anchor and get tested every day by Chinese officials until cleared. Problems there may cause indefinite detention.
2. Ships on the domestic run appear to have more flexibility, but all must be ready to shift and deploy to the China run and China rules as has sometimes been the case. Recent outbreaks in Matson ships caused delay and short-handed sailings and make management less tolerant of relaxed testing. Under almost all scenarios, positive testers are not cleared to join.
3. Management did agree to give special review (in emergency short-handed sailing situations when there is no dispatch-ready sailor) to continuously positive but asymptomatic testers on a case-by-case basis in domestic ships only if there is a) at least 10 days from last symptom or from last positive test and an antigen test is negative but the PCR is positive, and b) all docs and circumstances are reviewed by third party COVID medical advisor, who then grants clearance.

To achieve even a minor improvement such as this in the COVID working environment is no small thing. From a practical point of view, however, given the short timeline for such dispatches, an exception for a continuous positive PCR test as configured above will be a rare circumstance. The use of a different clinic called Doctors of Waikiki in Honolulu for short timeline testing may also be possible for more frequent use. Will advise on further progress.

ALTERNATIVE MEDICAL CLINICS

Working to improve our dispatch services in Los Angeles, the Seafarer's Medical Center (SMC) was asked to bring into full service the MAKE YOU WELL medical clinic at 23365 Hawthorne Blvd Ste 104 in Torrance, California 90505. This past month, SMC Administrator Michelle Chang sealed a deal to use that clinic for all services including COVID PCR testing, DOT drug screens (except reconstructions), annual and sign on physicals, as well as Coast Guard 719k physicals.

Supplies and equipment for our normal maritime physical have been ordered and should be in place soon. While APL will continue to primarily use the medical intermediary FutureCare to handle COVID testing appointments, Make You Well has the capability to administer the tests for both employers, APL and Matson. Appointments are preferred but all members must in any case be issued a yellow medical dispatch slip from the Wilmington Branch to get service. Members cannot gain medical services without a dispatch slip or other agent approval. Our CONCENTRA clinic contract remains in place and that clinic will continue to perform all services except COVID testing. The formal addition of the full range of services at the MAKE YOU WELL clinic should ease the access to the medical services necessary for the Los Angeles based membership to go to work.

There is room for improvement in the other ports. In Seattle, Branch Agent Brendan Bohannon and in Honolulu Branch Agent Pat Weisbarth have both investigated options and made recommendations that are under review. The clinics approved for use by the SMC must adhere to specific maritime and trust standards. A formal contract with the SMC that is negotiated by the Center's administrator will be required for any services. The frustration experienced by members in all ports is part of the pandemic stiffening of standards, additional workload, and staffing shortages may help frame the issue. Will keep the membership apprised of those efforts as well.

DOT DRUG AND ALCOHOL TESTING

As earlier reported, the Department of Transportation published in the Federal Register a Request for Information to determine if there is a broader audience for certain drug and alcohol testing data." The data would include the total numbers of tests, positive tests, refusals, and cancelled tests. Currently, DOT gathers this information, but it is only available to the public through FOIA requests. If DOT were to expand public reporting, this data would not be separated by employer publicly, but would be reported by job title or job category (e.g. pilots, flight attendants, bus drivers, able seamen, etc.) This reporting would apply to all workers in DOT-regulated drug testing programs.

Working with the staff of the Transportation Trades Department of the AFL-CIO,



In the crew lounge aboard the *Kanaloa*-class *Lurline* in Oakland is Ordinary Seaman Nikko Relojo, AB Mike Henderson, Bosun Izzy Idris, AB and delegate Jesus Heramosillo, AB Lourdes Macias, AB Enrique Nera and AB Ted Gadais in front. Photo: Roy Tufono



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SUP President's Report continued

of which the SUP is an affiliate, we wrote a letter giving voice to our objections on the open data ideas floated in the RFI. Chief among our concerns, beyond the serious general privacy protections, was the reputational harm that could be done to workers who have not used drugs or alcohol illegally, but who are grouped in with certain crafts or classes who may have higher rates of positive drug tests based on inaccurate or misinterpreted data. The testing information may be still accessed via the FOIA request process, but we opposed making the information on employee groups publicly available to third parties. Drug and alcohol regulatory change is a never-ending development because industry knows that Congress is divided on anti-worker laws, and unlikely to pass sweeping legislation. It was industry forces that pressured the GAO to study and issue a report on drug testing in the workplace that now forces the DOT to do something. It is a window on the water pressure of capital as it seeks change to benefit itself in the weeds of mind-numbing regulation. It's also another vivid illustration of the importance of presidential elections.

PATRIOT CONTRACT SERVICES

SNLC PAX: Shallow draft tanker agreement — Effective August 3, 2022, there shall be a two percent (2%) increase in total labor cost for all unlicensed engine ratings working aboard the PCS-operated shallow draft tanker MT SLNC Pax.

The wage table containing the allocation for Full Operating Status, the only status of the ship, is as follows:

Full Operating Status

| Rating | Base Wage Monthly | Base Wage Daily | Supp. Wage Monthly | Supp. Wage Monthly | Supp. Wage Daily | Overtime Hourly |
|---------------|-------------------|-----------------|--------------------|--------------------|------------------|-----------------|
| 2022 AB Watch | \$4,868.31 | \$162.28 | \$4,868.31 | \$2,271.88 | \$75.73 | \$23.76 |

Unlicensed personnel shall earn 14 days of supplemental wages for each thirty (30) days employed in FOS, or pro rata, and one and one half (1.5) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company. The Hourly Overtime Rates above shall be paid for all work performed in excess of eight (8) hours on any day Monday through Friday and for all work performed on Saturdays, Sundays and holidays, in FOS and ROS.

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

Mr. Chairman, with this allocation members employed in this ship will retain access to SIU-PD Pension Plan contributions and credits, Group II health and welfare benefits, continuing SUP Money Purchase Pension contributions, the same vacation and overtime rates and since the re-allocation in 2021 a much-improved base wage. I recommend that the entire percentage increase be applied to wages and wage-related items. Remembering that it is a good ship on an interesting run with a 40 hour work week and accelerated seniority, I urge members to get a tanker endorsements stand a watch in PAX.

M/T Haina Patriot

On August 4, 2022 the Union was informed by Patriot Contract Services' President Lance Bardo that the motor tanker Haina Patriot went off hire and is idle and will therefore be laid up on August 7, 2022 at Busan Korea. Crew will be laid off and repatriated and the Union will investigate the reasons for the layup.

APL negotiations

To repeat previous mention here, the Pacific District Unions have formally notified APL about our intent to bargain a new contract prior to expiration on September 30, 2022. APL's Director of Labor Relations Michael LaBonte confirmed the same intent and bargaining is expected in late September. The membership is advised to send any proposals or ideas for proposals to SUP HQ for referral to the APL Negotiating Committee.

Holidays

Labor Day — SUP Halls will be closed on September 5 for Labor Day, a holiday in all SUP contracts.

Dave Connolly



Front row AB Gonzalo Sarra, OS Christopher Watkins, AB Camilo Moreno; second row AB Angelito Mendoza, OS Victorino Compendio; third row Bosun Frank Duffin, AB Diomedes Vigo, OS Shannon Woodland.



SUP Mariner Documents Application

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

Now is an excellent time to get started.

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

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

Feel free to ask questions, Please call, contact and send your mariner documents to

sam@sailors.org • (925) 788-7661

SUP MEMBERSHIP APPLICATION

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



Lorena Gonzalez Fletcher elected Exec Sec-Treasurer of the California Labor Federation

continued from page 1

won or pro-worker policy signed into law is a step toward that goal and those will remain a focus for the California Labor Movement, but neither of those have the immediate, positive impact on a worker's life like a union contract. This Labor Movement is going to be laser-focused on organizing workers, fighting for their rights to join a union, and kicking ass until they have the full protection of a union contract."

As Gonzalez addressed the delegates of the California Labor Federation convention today, she announced two key initiatives that she is launching with her transition today.

First, the United Farm Workers will be affiliating with the California Labor Federation after leaving nearly two decades ago. The move is a commitment by Gonzalez and the UFW to highlight the pressing need to broaden the focus of the Labor Movement to include workers — particularly immigrant workers — who toil in uniquely exploitative industries or working arrangements that fall outside the protective confines of longstanding labor protections.

Second, Gonzalez announced the launch of the Unionize California initiative to build the most inclusive and accessible labor movement possible — one that meets workers where they're at, and encourages and supports organizing in every form. Any worker who's interested in unionizing their workplace — no matter what industry they work in, or how small the worksite,

or how far along or educated they are about the process — will be able to simply reach out to the Federation through the Unionize California website and be quickly connected with a staff organizer. More than 100 local unions throughout the state will have organizers on call to work with workers to organize their workplace and form a union.

Gonzalez assumes leadership of the California Labor Federation following the retirement of Art Pulaski, who faithfully and tirelessly served the Labor Movement as the Executive Secretary-Treasurer of the State Fed since 1996.

"California's middle class is stronger because of Art's leadership. He led the Labor Movement through incredible battles that resulted in incredible benefits to workers compared to where our state stood when he took over 26 years ago. We are in his debt for and stand on his shoulders as we begin the work of a new era in the advocacy for working families," said Gonzalez.

Gonzalez served as Assemblywoman for the 80th District in San Diego County from 2013 to January 2022, when she resigned to accept the position at the California Labor Federation. While an Assemblywoman, she authored several landmark law expanding the rights of workers, voters, women, immigrants, and childhood sexual abuse survivors. Gonzalez is an attorney and served as Chief Executive of the San Diego-Imperial Counties Labor Council from 2007 to 2013. She resides in San Diego with her family.

**SAILORS' UNION OF THE PACIFIC
QUARTERLY FINANCE COMMITTEE'S REPORT
FOR THE QUARTER ENDED JUNE 30, 2022**

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on July 11, 2022 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

| | |
|--|------------------------|
| GENERAL FUND | \$ 3,343,324.52 |
| POLITICAL FUND | 30,049.34 |
| STRIKE FUND | 1,293,730.99 |
| TOTAL CASH & INVESTMENTS 4th QUARTER 2021 | \$ 4,667,104.85 |

GENERAL FUND

INCOME

| | |
|---------------------------------------|----------------------|
| Dues, Initiation, Assessments | \$ 107,460.00 |
| Interest | (6,660.02) |
| Donations - <i>West Coast Sailors</i> | 385.00 |
| Joint Committee & Hiring Hall | 170,321.72 |
| Advertising & Promotion | 115.00 |
| Miscellaneous Income | 250.00 |
| Reimbursed Administrative Expenses | 34,057.54 |
| Contributions | 1,066.00 |
| TOTAL INCOME | \$ 306,995.24 |

EXPENSE

| | |
|--|----------------------|
| Bridge Tolls & Parking | \$ 1,040.90 |
| Rent | 22,661.82 |
| Postage, Printing & Office | 6,738.80 |
| Telephone | 4,996.84 |
| <i>West Coast Sailors</i> Publishing Expense | 15,573.54 |
| Per Capita Taxes | 15,517.45 |
| Salaries & Payroll Taxes | 222,125.30 |
| Office Workers Pension | 8,252.40 |
| Insurance | 47,162.21 |
| Election | - |
| Meeting/Committee & Neg. Conference & Conv. | 2,163.30 |
| Investment Expense | 2,319.57 |
| Officials Pension | 14,356.00 |
| Subscription | 82.00 |
| Accounting | 10,581.00 |
| Legal | 260.00 |
| Advertising & Promotion | 720.00 |
| Miscellaneous | 647.19 |
| Bank Charges | 75.00 |
| TOTAL EXPENSE | \$ 375,273.32 |

BUILDING CORPORATION

INCOME

| | |
|----------------------|----------------------|
| Rents | \$ 131,143.07 |
| Miscellaneous Income | 1,070.86 |
| TOTAL INCOME | \$ 132,213.93 |

EXPENSE

| | |
|-------------------------------|---------------------|
| Building Services & Utilities | \$ 27,470.01 |
| General Tax Expense | - |
| Office Equipment | 928.08 |
| Repairs & Maintenance | 3,125.35 |
| Salaaries & Payroll Taxes | 574.42 |
| Accuintings | 7,054.00 |
| Pension | 80.00 |
| Advertising & Promotion | 10.00 |
| TOTAL EXPENSE | \$ 39,241.86 |

POLITICAL FUND

INCOME

| | |
|---------------------|--------------------|
| Contributions | \$ 4,075.00 |
| TOTAL INCOME | \$ 4,075.00 |

EXPENSE

| | |
|----------------------|--------------------|
| Contributions | \$ 5,000.00 |
| CA Filing Fee | - |
| TOTAL EXPENSE | \$ 5,000.00 |

NET INCOME(LOSS) 4th QUARTER **\$ 23,768.99**

Enlistment Shortfall Tests U.S. Military Readiness

continued from page 1

Army's end strength objective is set at 485,000. But Martin testified Tuesday that the service expects to land at 466,400 soldiers instead, a shortfall of 18,600.

For fiscal 2023, the end strength target for the regular Army is lower: 473,000. But the service believes now it could fall 18,000 short of that reduced goal.

At the same time, the service may have to let go 20,000 soldiers who have refused to be vaccinated without receiving an exemption — about 9,000 in the regular Army and 11,000 in the National Guard and Army Reserve. All told, those estimates cover 56,600 people.

Speier said at the hearing that members “just got word” that instead of reaching the proposed end strength of 473,000 regular soldiers in fiscal 2023, the Army expects the figure to be between 445,000 and 452,000.

Martin said the service faces an “unprecedented challenge” in recruiting due to what he called “a post-COVID environment and labor market” and with many private companies offering potential employees lucrative incentives. He said the percentage of the overall population of age to serve that is deemed physically and mentally capable of doing so has shrunk from 29% to 23%, and within that 23%, a smaller number have a propensity to serve, he added.

There is growing evidence that those in the military are less and less inclined to remain there. Last week, the Military Family Advisory Network released a survey of more than 8,000 military family members. The percentage that said they would recommend military life had dropped — from 74.5% in 2019 to 62.9% in 2021.

The respondents cited strains on family life stemming from factors such as frequent changes of station. The survey also showed that 1 in 6 military families has trouble feeding its members — a problem that pre-dated both the pandemic and the recent surge of inflation but that has not gone away.

Speier cited another issue that may reduce the desire of those currently serving to stay in the military: 19,000 military families, she said, are waiting to receive child care.

“Mr. Chairman, we might need to have a subsequent hearing on this because it’s pretty serious,” Speier said to Rep. John Garamendi, the California Democrat who chairs the Readiness panel. “If we need to make some changes to be able to attract more talent, then we need to look more carefully at that.”

As for soldiers refusing to be vaccinated, Martin said that a widely circulating estimate of 60,000 soldiers poised to leave the force is not accurate. He said the number is “less than 20,000 — but it’s still a significant number.”

The shortfalls come despite enormous resources and sustained efforts to offset them. According to Army releases, sources familiar with planning say the service making to following adjustments:

- Slashed its end strength target by 12,000 troops and its recruiting goal by about 15,000.
- Relaxed its tattoo policies.
- Offered — then rescinded — enlistment to otherwise qualified applicants without high school education.
- Temporarily extended retention control points for enlisted troops of all ranks.
- Dramatically ramped up recruiting bonuses and introduced new contract options, including a \$35,000 bonus for initial commitment to boot camp or \$50,000 for a

six year enlistment.

- Involuntarily extended 267 recruiters who were scheduled to return to the force and called 100 more former recruiters back to USAREC.

- Planned to establish a special training camp before basic training for applicants with low scores on qualifying exams and those who exceed body fat standards beyond the usual waiver threshold.

“This is the year we miss [end strength] by tens of thousands,” said a spokesperson. The reasons contributing to plunging recruitment are complex, including more detailed medical screenings, a shrinking proportion of Americans eligible to serve, poor marketing practices, low civilian unemployment. The Army in particular, facing the worst recruiting environment since the all-volunteer force was created in 1973, has done nearly everything it knows how to do in an effort to make end strength: flooding money and resources to USAREC, increasing retention eligibility and goals, activating new officers ahead of schedule and increased staffing to reduce a medical waiver backlog.

Through April the Army had recruited 68% of its goal, or in other words was 32% short. The Navy says it has a shortfall of 1,473 sailors, only 8% short of its goal.



Dispatcher's Report

Headquarters — MAY 2022

| | |
|--|-----------|
| Deck | |
| Bosun | 3 |
| Carpenter | 0 |
| MM | 4 |
| AB | 20 |
| OS..... | 6 |
| Standby S.F. | 11 |
| Total Deck Jobs Shipped | 44 |
| Total Deck B, C & D Shipped..... | 32 |
| 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..... | 44 |
| Total B, C, & D Shipped-All Depts.... | 32 |
| Total Registered "A" | 22 |
| Total Registered "B"..... | 36 |
| Total Registered "C" | 5 |
| Total Registered "D" | 15 |

SUP Pensioner Join the Ranks of Retirement

Nestor S. Guzman

Book 3031

August 1, 2022.

SUP BRANCH REPORTS

HONOLULU

July 2022

Shipping: The following jobs were dispatched for the month. 1 Bosun, 4 AB Day (Steady), 2 AB Day (Relief), 1 AB Watch (Steady), 1 AB Watch (Relief), 3 AB Maintenance (Steady), 1 USNS AB, & 1 Ordinary (Steady).

There were 29 Standby jobs dispatched for the month.

Registered: 6 A Cards, 14 B Cards, 6 Cards, and 6 D Cards.

Ships Checked: *Kamokuiki* via email (Living the dream running out of Auckland N.Z. currently), *DK Inouye*, *Manulani*, *Manukai*, *Maunawili*, *Mokihana*, *Manoa*, *RJPfeiffer*, *Mahimahi*, *Matsonia*, *Lurline*, Paint & Rigging, and *USNS Charlton* via email. All are running with few, if any Beefs.

Agents Report:

Shipping is still very manic here in Honolulu. A new problem that is occurring on a normal basis is members who have caught COVID months ago, are testing "Presumptive Positive", and due to foreign governments where our ships visit, is not accepted. We have tried every avenue I can think of to get members in this predicament onboard and back to

work. We have tried "clearance letters" from doctors, different clinical tests, etc. But we have been rebuffed at virtually every turn. My understanding is that the only test accepted by the governments of the countries we visit (and therefore the companies), is the RT-PCR test. For those familiar, this test is extremely sensitive. Please do what you can to protect yourself.

I can't tell you how proud I am of our membership registering to vote for the first time and/or putting in the extra effort to help campaign our local candidates who support the U.S. Merchant Mariner. If you need help registering to vote? Come on in. I'm happy to help you. [See Pres. Rep for more on this.]

As always, if you have six months or less before your documents expire. Come in and let's get started on filling out the paperwork. When submitting your forms to the Coast Guard. Please treat them like your career depends on them.

Fraternally Submitted,
Patrick Max Weisbarth
Honolulu Branch Agent

WILMINGTON

July 2022

Shipping: Bosun: 2; AB/W: 11; AB/D: 4; OS/STOS: 3; GUDE: 0. Total Jobs Shipped: 20

Registrations: A: 22; B: 19; C: 7; D: 4

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

Agent's Report

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

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

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

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

Fraternally Submitted,
Leighton Gandy, Book 3021
Wilmington Branch Agent



SEATTLE

July 2022

Shipping: 1 Navy Boatswain (B), 2 AB/Day (A, B) IGUDE (D). Matson called for 22 Standby AB's, filled with 3 A, 16 B, & 3 C members.

Registered: 11 A cards for a total of 10, 6 B cards for a total of 10, 2 C cards for a total of 5, 1 D cards for a total of 3

Agents Report

This month SUP member Berit Eriksson attended Washington State Labor Council Convention to represent the Seattle Branch. Sister Eriksson brought to the floor an important resolution in support of the Jones Act that passed unanimously.

Kaiser is becoming even more restrictive on available appointments. FFD's that are ordered for next day turn to are exceedingly unavailable. If booked, they are requesting members try Bellevue or Everett for availability. With Seattle traffic this could be an additional one or two-hour one-way commute and is a tall order for a member that came in by plane, has no local knowledge, and using a Taxi. Public transit between communities in this state is a joke. I have attempted to use Concentra in Seattle and on not just a few occasions members have sat for multiple hours only to be turned away at the end of the day.

I have been talking with Kaiser staff & doctors trying to find a possible off-site remedy that would serve mariners better, but in the meantime schedule your appointments for routine annuals and drug screens as far out as you can. Please don't take out your frustration on the doctors or front desk, they are working under a new banner and have been subject to constant staff reduction coupled with increased appointments.

Fraternally,
Brendan Bohannon
Seattle Branch Agent

VICE PRESIDENT'S REPORT

July 2022

Ships checked — August

APL President Cleveland — Randy Cruz, delegate. Ongoing issues with the A/C unit. Preston Lau, bosun.

APL President Eisenhower — Doug Boe, delegate. Ship recently passed through Oakland with little or no beefs. David Ibarra, bosun.

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

Matson Lurline — Jesus Hermosillo, delegate. Crew reports Chief Steward puts out a great spread for the BBQ but morale isn't the same when you can't have a cold beer with your Steak. Isnin Idris, Bosun.

Matson Mokihana — Robert Reed, delegate. Chief engineer continues to be on his wild war path with no end in sight, crew is counting down his days until departure. Haz Idris, bosun.

USNS Sisler — Kintya Lewis, delegate. 3 AB's transferred for a month to the USNS Watson to assist with activation. Appreciate the hard work of all those involved. Juancho Gutierrez, bosun.

USNS Dahl — Pablo Salinas, delegate. Ship is in Korea. Crewing is doing a fine job, still need more members to sign up for military training. Watson Class ships receive 1.5 for 1 union time. Noel Romero, bosun.

USNS Soderman — Ship is back in DGAR after being on the East Coast. There was a large Covid outbreak on the island which delayed reliefs/flights. Ziggy Kaczor, bosun.

Cape Taylor and Cape Texas — We still need more AB's and Bosuns. Great opportunity to gain seniority and steady employment.

Cape Hudson — If stays on schedule, should be back in ROS status in San Francisco, CA. Ship is in RAV status in drydock as repairs continue. Saher Ali, bosun.

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

I represented SUP at the Alameda Labor Council monthly meeting. Vast majority of unions are still struggling with worker shortages. While SUP has been reaching further than ever before to find qualified workers, there is no doubt the best way to grow our membership is internal referrals from one another. Contract negotiation with APL begin in September, please remember to email all proposals.

Matthew Henning

BUSINESS AGENT'S REPORT

July 2022

Mahi Mahi — Phil Romei delegate. Ship hit with another wave of the virus in Honolulu. Some crew contracted the virus and removed to hotel quarantine. Worked with Honolulu Agent Patrick Weisbarth to get reliefs. New bosun Filemu Paule Untoa signed on as Bosun the ship sailed for China short an AB.

Manoa — Delegate Kim Dulay on his trips off on the Northern triangle, new delegate is Corey Burton. In good hands with Duke Maringer, as Bosun.

Mokihana — Robert Reed delegate, still going round and round with this Chief Engineer every day something different: charm school needed. Haz idris, Bosun.

Matsonia — Cosmo Bigno delegate, sailed for Long Beach with no issues. First trip back since sailing from Portland shipyard. Back to sea routine running smooth and working every day. Mark Relojo, as Bosun.

Lurline — Jesus Hermosillo delegate sailed for Honolulu with no beefs other than claiming budget restrictions to cover basically being cheap skates. In good hands with Isnin Idris as Bosun.

RJ Pfeiffer — Noel Itsumaru delegate, sailed for Honolulu running smooth, no issues on the Northern triangle. Stay safe and protect yourself: the virus is alive and we are NOT out of the woods. Robert Morgan, as serang.

Kamokuiki — Delegate to be elected on the shuttle run between Auckland New Zealand, Guam and China — schedule has her laying up August 20th with no destination, always subject to change Ariel Odion as Bosun.

Matson standbys: Reminder working Std-by for Matson and APL they are requiring Negative covid results 48 hours prior to boarding the vessel.

President Cleveland — Varity Goncharov delegate. 3rd trip coming into Oakland with this damned virus and last trip we barely cleared to sail for Yokohama. This virus is alive and spreading stay protect get a booster. Hussein Ali, Bosun.

President Kennedy — Robert Tomas delegate in Singapore shipyard for repairs been here for over a month. We are schedule to sail from the shipyard on Aug the 14th for Los Angeles we are due in on the 11th ready to get back to the states Christopher Go as Bosun.

Cape Hudson — Swan Island shipyard Portland for some long overdue repairs been in for 45 days Matson's schedule has this ship calling the crew back @ August 22nd. Saher Ali as Bosun.

If your MMC and Passport are less than 6 Months, it's time to start the renewal process. Stay on top of your documents: medical certificate, TWIC, drug screen, annual card. Expired docs will keep you from going to sea or could get you pulled off a ship. It's NOT only who has the best shipping card its who has current documents in hand to ship.

All Steady working members (SFBP Operators/Dispatchers, Oakland/ San Francisco RRF fleet) be advised: there's no excuse or reason for being late on your dues with a steady check coming in.

Worked in the front office, helping out with dispatching. Stay protected get a booster if you're eligible.

Roy Tufono