

West Coast Sailors

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Tuesday, February 16, 2021

Canada COVID Ban on Cruise Ships Pressures The Jones Act

Canada is extending its ban on cruise ships through February 2022 because of COVID-19. The Canadian government said that the prohibition will allow authorities to focus on the rollout of the coronavirus vaccine and limit the spread of new variants.

The decision is a setback for the flag-of-convenience cruise line industry after nearly a year of layup due to the COVID-19 pandemic. Alaska is one of the industry's top destinations — it attracted a record 1.33 million cruise guests in 2019 — and the ban will also affect New England cruises that travel north to Montreal and other stops.

The cruise industry reacted to a government public safety determination with a threat. "This extension, if not amended as pandemic conditions improve, or through action by U.S. authorities, would potentially require our brands to cancel our Alaska and Canada/New England cruise vacation seasons this year," said Carnival Corp., the largest cruise operator. The U.S. action hinted at by Carnival may be a waiver of the American maritime law called the Passenger Services Act, which predates the Jones Act. It prevents foreign-flagged ships from transporting passengers directly between two U.S.

ports. This means that Alaskan voyages in flag-of-convenience ships that originate in Seattle or San Francisco and proceed to Alaska, must make a port call in Canada or violate the law.

Outbreaks of COVID-19 on cruise ships early in the pandemic led to deaths among passengers and crew. In fact, the entire pandemic, first as a coronavirus contagion, gained news prominence and worldwide awareness because of a ship: the Diamond Princess, a cruise ship in Asia in early 2020. A recent study concluded that the ship was the site of a mass infection in part because of poor ventilation that spread the virus and caused death, sickness, isolation, and quarantine. The ship and others were turned away from ports despite the emergency on board. Ultimately, the Diamond Princess docked in Oakland and was evacuated as part of a large maritime bio-hazard evacuation, one of the first of its kind. Then the entire industry was shut down and is still closed. Despite the persistent risks, cruise companies are trying to gradually return to service and get most of their fleets back to sea by year-end.

Carnival said that despite the cancellations "We remain committed to operating any portion of our Alaska season." The giant corporation urged the Canadian Transport Minister to rescind the order as soon as possible in an attempt to resume operations in 2021." Carnival and most of the industry operates flag-of-convenience ships that are registered in "open registry" countries acting mainly as that generally treat ship regulation as a for-profit enterprise.

In fact, citing the potential economic hardships to Alaska, Federal Maritime Commissioner Louis Sola issued a statement supporting waiving the U.S. cabotage requirements as a possible temporary solution to restore cruises to Alaska in 2021 in the wake of Canada's decision to close its ports to large cruise ships.

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President Biden Orders Complete Compliance With The Jones Act Delivers on Campaign Promise, Creates Watchdog

On January 25th President Joe Biden signed an executive order that strengthened the federal "buy American" requirements. For merchant mariners however the order was something new: there was explicit and strong support for Jones Act shipping — a rare presidential endorsement for the U.S. maritime sector within days of the start of the new administration.

The Jones Act is the bedrock of U.S. maritime policy and forms the legal foundation for the U.S. Merchant Marine. It requires that

"Made in America Laws include... the Merchant Marine Act of 1920, also known as the Jones Act."

The Jones Act requires that cargo moving between two US points be carried on American-built, -owned and -crewed vessels.

The executive order comes with a new enforcement watchdog. It will not only close loopholes that allow federal agencies to buy foreign-made products, it

will also create a new position — Director of Made-in-America at the Office of Management and Budget (OMB) — to manage "buy American" compliance. The idea is to crack down on the use of waivers to evade these requirements and it specifically orders agencies to U.S. American ships. If further directs a government-wide review of every agency's compliance with "buy American" rules.

"The President will continue to be a strong advocate for the Jones Act," said a spokesman for the White House. *continued on page 4*

Vaccine Demand Grows on Waterfront

Dramatic disruptions on the docks have strained the maritime supply chain. In response, a growing group of port officials, trade groups, maritime regulators, unions, shipping companies and their customers are calling for transport-related workers in the US to receive priority for COVID-19 vaccinations in order to avoid further delays.

A coalition of maritime labor, including the SUP, recently pressed state governors and the CDC to issue new prioritizations or at least accelerated facilitation of the vaccine to the essential maritime workers. Now two members of the Federal Maritime Commission, Carl Bentzel and Daniel Maffei, repeated their earlier more general maritime

requests to President Joseph Biden to prioritize vaccines for the longshore workforce. The American Association of Port Authorities (AAPA) in a letter to the National Governors Association also joined in a letter of support.

Waterfront employers in Southern California have finally openly recognized that terminal productivity at the ports of Los Angeles and Long Beach has been crimped by rising infection rates among the ILWU workforce.

Bentzel and Maffei, the FMC commissioners wrote "Our society has adapted to dramatic, but necessary, changes in how we work, travel, and go to school," but what remains unchanged

"is the essential need for cargo to move through our ports. The sacrifices, resilience, and selflessness of those who work in the maritime industry have kept our supply chain functioning and our economy connected, and will serve as a foundation as we look to recover as a country in 2021. For this to happen, we must provide immediate vaccination to the maritime workforce."

The commissioners noted the International Longshoremen's Association (ILA) has reported 784 positive COVID-19 tests among its members between last March and this week, with the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association

continued on page 5

AFL-CIO Challenges Congress to Pass Major Worker Rights Bill

The Protecting the Right to Organize Act, better known as the PRO Act, was reintroduced by House and Senate Democrats this week.

The bill was passed in the Democrat-controlled House last year with bipartisan support but made noheadway in the Republican-controlled Senate. In the intervening period, of course, there was an election, and that has improved the chances of passage.

The PRO Act is the cornerstone of the AFL-CIO political agenda. It would revamp labor laws to beef-up collective bargaining rights and otherwise strengthen the hand of workers while weakening so-called right-to-work laws.

"The PRO Act will strengthen workers' ability to come together and demand a fair share of the wealth we create," said AFL-CIO President Richard Trumka, "boosting wages, securing better

health care and rooting out discrimination.

The past year has laid bare the enormous injustices facing millions of America's working people... We cannot allow those systemic failures to persist for another moment. Working people turned out to vote in record numbers because we urgently need structural change."

The bill would enact sweeping change to labor law and depend- *continued on page 5*

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Hannu Kurppa BK#3162
- Gunnar Lundeborg.....BK#4090
- Duane NashBK#2437
- Vince O'Halloran.....BK#2463
- John Perez..... BK#3810
- Alex RomoBK#3093
- James Savage.....BK#7488
- David Shands.....BK#7483
- Arthur Thanash.....BK#3249
- Walter Price.....BK#3870
- Grant WeggerBK#3637
- Knut Rasmussen..... BK#3175
- Alexander Earle..... BK#1885

Political Fund

- Steven Ross\$200
- Mike Dirksen..... \$100
- Archie Bickford \$100
- Ian Donohue..... \$100
- Jordan Polon.....\$40
- Ronn Antikoll.....\$40
- Ronildo Dimatulac.....\$50
- Nick Hoogendam..... \$20
- Benjamin Garman \$100
- Gregory Schauf..... \$50
- Costica Oprisoru..... \$100
- Emmanuel Baroman \$50
- Scott Oliphant \$20
- Michael Villegas \$20
- Ann Von Machui \$50
- Zaldy Mateo..... \$10
- Dave Connolly\$200
- Mark Hargus\$60

West Coast Sailors

- Ronildo Dimatulac..... \$50
- Chris Bartolo \$20
- Emmanuel Baroman \$50
- Joel Schor \$25
- Robin Colonas\$40
- Zaldy Mateo..... \$10

Organization/General Fund

- J Nicholas Marinovich.....\$200
- Zaldy Mateo..... \$10

Final Departures

Donald Cushing, Book No. 4777. Born in Nebraska in 1938. Joined SUP in 1957. Died in Nevada, December 29, 2020. (Pensioner)

Lorenzo Mennella, Book No. 6364. Born in New York in 1931. Joined SUP in 1954. Died in Cassino, Italy, January 17, 2021. (Pensioner)

Eugene Castano, Book No. 4668. Born in California in 1937. Joined SUP in 1953. Died in Bellingham, Washington, January 19, 2021. (Pensioner)

SUP Meetings

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

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

SUP Welfare Plan Notes February 2021

Enrolling for Coverage Again After Coverage is Terminated

If an active participant loses medical and dental coverage because of insufficient work time to maintain eligibility, the participant must enroll in a plan again once the eligibility requirements are met. If you lose your coverage due to insufficient work time, get a completed enrollment form to the plan office before you go on a lengthy voyage that may reestablish your eligibility and then keep the plan office informed of your work time by email from the ship.

Medicare Part B Reimbursement for Pensioners and Eligible Spouses

In order to continue reimbursing your Medicare Part B premium for 2021 (for you and your spouse if eligible), the SUP Welfare Plan is requiring you to submit a copy of the form you received from the Social Security Administration which states "Your New Benefit Amount for 2021.

This form will show your Social Security monthly benefit amount and the amount being withheld for the Medicare Part B premium and/or Medicare Part D.

This information must be in our office as soon as possible. If we do not receive the requested information, your Medicare Part B reimbursement will be discontinued until we receive the requested information.

Please be advised that your 2020 1099 tax statement is not acceptable as proof.

Very Important: You must notify the SUP Welfare Plan if, at any time you are no longer required to pay your Medicare Part B premium or if any other entity is paying your premium on your behalf. You must also notify the SUP Welfare Plan upon the death of your spouse.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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

Gina Jew, Claims gina@marinersbenefits.org

Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

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

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

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

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

Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on February 4, 2021 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Terry Carter	B-19678	1 yr.	A.B.	B
Mot ea La hsoon	B-19679	1 yr.	O.S.	B
Gregory Allen	C-2854	30 Days	O.S.	C
Craistan Lapilio	C-2855	30 Days	A.B.	C
Aaron Ousley	C-2856	30 Days	A.B.	C
Erik Thunstrom	C-2857	30 Days	A.B.	C
Angelito Mendoza	C-2858	30 Days	A.B.	C

Ratings: Bosun Stamp

Jordan Polon Book No. 3881

Membership and Ratings Committee: Ron Reed, Bk#3188, Sam Worth, Bk#B-19320, and Cody Clark, Bk#B19-1591



SUP rank and file members Cody Clark, Ron Reed, and Sam Worth briefly convened as the Membership and Ratings Committee to review the February applications for upgrades in seniority and ratings stamps. They also later reviewed the Union's 2020 fourth quarter finances as part of the Quarterly Finance Committee (see reports page 10).



Bosun Dmitri Seleznev at SUP HQ after short trip on *President Wilson*.



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Biden Acts Fast to Fire Top Union-Busting NLRB Lawyer

It was as if President Joe Biden's transition plan include a paraphrase of Shakespeare: "First thing we do, let's fire all the lawyers," especially the anti-Union ones.

It was not the first time a President requested the resignation of the NLRB General Counsel, but it was the first time a President ever fired a General Counsel. Robb called it a betrayal of Biden's call for unity amidst diversity, and, in Robb's words, "would set an unfortunate precedent."

Robb however was an at-will employee not entitled to "just cause" protections from termination—protections which in fact he sought to undermine for unionized workers. Moreover, the real "unfortunate precedent" here, which Biden aimed to stop, was a General Counsel whose main goal appeared to be undermining the

NLRA—the very law the NLRB is tasked to protect and enforce.

"His actions sought to stymie the tens of millions of workers who said they would vote to join a union and violated the stated purpose of the NLRB to encourage collective bargaining," said AFL-CIO President Richard Trumka.

"His removal is the first step in giving workers a fair shot again."

Before serving as the NLRB's top lawyer, Robb was a union-busting management attorney known for defending the Reagan Administration's firing of striking air traffic controllers and attempts to decertify the Professional Air Traffic Controllers Organization following the 1981 strike. While at the NLRB, Robb systematically tried to overturn longstanding worker protections and limit employees' protected

concerted activity.

If Biden had not fired Robb, Robb would have continued at the NLRB until his term ended in November 2021.

Although Unions have become accused to a anti-labor NLRB, it represents a turnaround for workers, and could signal a return to the pursuit of the NLRB's mission. The General Counsel of the NLRB is responsible for bringing cases to the Board in order to enforce and defend workers' right to organize, form unions, and engage in other protected activity. It is likewise supposed to enforce employers' duty to recognize and bargain in good faith with the unions that employees select. However, like Trump appointees in other agencies, Robb was more interested in doing the opposite of what the agency is legally obligated to do. Robb wanted to take up cases that attempt-

ed to roll back basic rights, like employees' right to communicate with each other by email about their conditions of employment, to return to work after a strike, and to be free of unlawful employer rules, as well as unions' right to be recognized when selected by a majority of employees and to use inflatables like Scabby the Rat. Robb also weakened the NLRB by drastically cutting staff and curtailing the authority of Regional Directors.

The Acting General Counsel is now Peter Sung Ohr, a career employee of the NLRB. Ohr will have the job until Biden appoints, and the Senate confirms, a new General Counsel.

On the eve of his election, Biden promised to be "the most pro-union President you've ever seen." He appears to be off to a good start.

Biden Nominates California's Julie Su to DOL Deputy

President Joe Biden plans to nominate California Labor Secretary Julie Su for the No. 2 position at the U.S. Labor Department, after a chorus of progressives had called for her to land the agency's top job. Many groups backed Su for DOL Secretary. Instead, Biden tapped Boston Mayor Marty Walsh, a former leader in the building trades, received several key endorsements from influential union presidents, as well as a personal friendship with Biden.

Julie Su has been praised by California unions for advancing organized labor's priorities, such as efforts to combat employer misclassification of workers as independent contractors, as well as immigrant and low-wage communities, initially as a civil rights lawyer and for the past 10 years as a state official.

Since taking over as head of the Cali-

fornia Labor & Workforce Development Agency in 2019, Su has been charged with shepherding a massive state bureaucracy through an unprecedented workforce crisis caused by the pandemic.

Labor and progressives were in favor of the appointment. A letter of support came from the National Immigration Law Center and multiple other prominent worker rights organizations.

She is likely to draw scrutiny, however, during the Senate confirmation process. As head of the department that oversees payment of benefits checks to jobless Californians, Su has been criticized for failing to prevent rampant unemployment fraud and lengthy delays in processing of claims — problems that other states also have experienced to varying degrees.

If confirmed by the Senate, Su would be a leading force at a department that Biden

is tasking with helping to repair the economy from the pandemic's devastation while ensuring Americans can safely return to worksites. The Labor Department enforces minimum wage and overtime laws, assists states in distributing jobless benefits, and inspects workplaces to prevent safety hazards.

Insiders who follow the Labor Department closely said Su's background as a labor and employment attorney would complement Walsh in framing Biden's workforce agenda, if both are confirmed. Su's career has focused on workplace enforcement and litigation, while Walsh,

who isn't a lawyer, is a two-term mayor with experience in running a large city bureaucracy and leading political messaging.

Last month Biden ordered DOL's Occupational Safety and Health Administration to determine whether there's a need for emergency temporary standards to protect workers from on-the-job Covid-19 infection. A handful of state agencies, including the California safety division that's housed within the department Su leads, already have enacted enforceable Covid-19 protection rules.

Lucinda Lessley Appointed Deputy Maritime Administrator and Acting MARAD Head

President Biden has appointed Lucinda Lessley to serve as deputy maritime administrator.

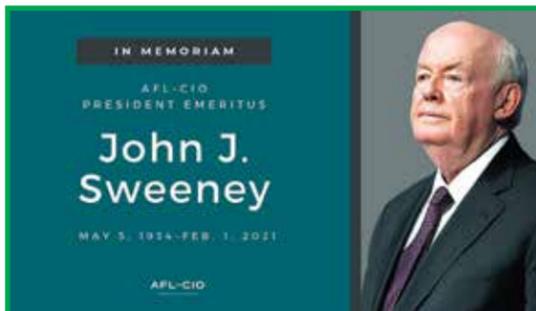
She will be in charge at MARAD until a new maritime administrator is confirmed.

Lessley worked as legislative director for Congressman Elijah Cummings when he chaired the Coast Guard and Maritime Transportation Subcommittee.

She also served as a senior investigator for the House Committee on Homeland Security and as a policy director for the

House Committee on Oversight and Government Reform.

Cummings was an especially strong supporter of the U.S. merchant marine and a reliable defender of the Jones Act. Connected with that association, the USA Maritime coalition called Lessley "a champion of the U.S.-flag industry" and expressed in a letter that the SUP joined that her experience and acumen make her a good choice to lead the agency and the U.S. maritime industry over the long-haul.



John Sweeney, who led the AFL-CIO for 14 years, died on February 1 at his home in Bethesda, Md. He was 86.

"John was a great leader and true innovator, driving the labor movement forward," said current AFL-CIO President Richard Trumka.

"We stand on that foundation today as we take on the challenges of inequality, systemic racism and much more."

Sweeney was the son of Irish immigrants. His father worked as a bus driver in New York City and his mother cleaned houses.

"Growing up, I saw what the union meant for my father," Sweeney said once in a speech.

"The union won him the wage increases that let him save up \$5,000 to buy a home—outside the city, in a promised land called Yonkers."

He started out at the International Ladies Garment Workers Union, later moving to the Service Employees International Union, where he became president.

Sweeney is credited with building up the AFL-CIO's power as a force for working people.



NOTICE

February 1, 2021

Protect The Hiring Hall: Masks Required

DO NOT CONGREGATE

Public health orders require SUP hiring halls to maintain minimum operations to reduce COVID-19 risk. In accordance with the SUP Constitution, to protect members and staff please note the following safety updates:

- ☐ Please use remote member access to services such as registration, supplemental benefits application, medical dispatch, training application, dues payments by check. Call Branch Agent or 415 777 3400 for assistance.
- ☐ Job calls at Branches are scheduled according to the Branch Agent. Agents will manage safe operations.
- ☐ Congregation indoors or outdoors is prohibited
 - Mask is required at all times in SUP halls
 - Do not wait indoors, maintain min. 6 ft separation
 - Parking lot or outdoor congregation is prohibited

Keep Guard: Avoid Outbreak

Mask Up And Maintain Distance To Protect SUP Jobs And Hiring Halls.

Union Members Protected From Job Loss During Pandemic

Job security is an often-cited if ever-shifting benefit of Union membership. Now comes fresh data from the Bureau of Labor Statistics that show that being a Union member helps you keep a job in a pandemic too. In 2020, unionization levels dropped from a year earlier, but unionization rates rose – largely because fewer union workers lost their jobs compared to non-union workers during the

COVID-19 pandemic.

“Where workers have been able to act collectively and bargain through their union, they have been able to secure enhanced safety measures, additional premium pay, and paid sick time, during the pandemic,” said Economic Policy Institute’s Heidi Shierholz. “Due to this, unionized workers have had a voice in how their employers have navigated the

pandemic, including negotiating for terms of furloughs or work-share arrangements to save jobs. This likely played a role in limiting overall job loss among unionized workers.”

In what was termed a “pandemic composition effect,” industries with lower unionization rates, like leisure and hospitality, have tended to experience the most job loss during the pandemic, while sectors with higher unionization rates, like the public sector, have tended to see less job loss. Statistically, the pandemic composition effect counted for a lot: 46.5% of the overall 2020 unionization rate increase stemmed from it, while 53.5% was due to union workers seeing less job loss than non-union workers in the same industry.

Only 12.3% of all men and 11.8% of all women workers were represented by a union in 2020. While women experienced more job loss than men over the last year, the number of women in unions declined less (a decline in unionization of 31,000 among women and 413,000

among men). Of all major racial and ethnic groups, black workers have the highest unionization rates, at 13.9%. This compares to 12.0% for white workers, 11.0% for Hispanic workers, and 10.0% for Asian workers. In 2020, black workers experienced the largest rate of decline in employment but the largest increase in the rate of unionization. This was likely due to in large part to composition effects—for example, women and black workers are disproportionately concentrated in leisure and hospitality, which has seen large job loss but has low unionization rates, and in the public sector, which has seen less job loss and has higher unionization rates.

“The Biden administration and Congress must institute policies that promote union representation and collective bargaining as we rebuild our post-pandemic economy and workforce,” said Celine McNicholas, EPI Director of Government Affairs. “Unions played an invaluable role in fighting for health and safety measures during the pandemic, and but they have been under attack by corporate interests for decades.”

First Executive Order for the Jones Act

Selected Text from “Buy America” Executive Order (emphasis added)

JANUARY 25, 2021 • PRESIDENTIAL ACTIONS

By the authority vested in me as President by the Constitution and the laws of the United States of America, it is hereby ordered as follows:

Section 1. Policy. It is the policy of my Administration that the United States Government should, consistent with applicable law, use terms and conditions of Federal financial assistance awards and Federal procurements to maximize the use of goods, products, and materials produced in, and services offered in, the United States. The United States Government should, whenever possible, procure goods, products, materials, and services from sources that will help American businesses compete in strategic industries and **help America’s workers thrive**. Additionally, to promote an accountable and transparent procurement policy, each agency should vest waiver issuance authority in senior agency leadership, where appropriate and consistent with applicable law.

Sec. 2. Definitions. (a) “Agency” means

(b) “Made in America Laws” means all statutes, regulations, rules, and Executive Orders relating to Federal financial assistance awards or Federal procurement, including those that refer to “Buy America” or “Buy American,” that require, or provide a preference for, the purchase or acquisition of goods, products, or materials produced in the United States, including iron, steel, and manufactured goods offered in the United States. **Made in America Laws include laws requiring domestic preference for maritime transport, including the Merchant Marine Act of 1920 (Public Law 66-261), also known as the Jones Act.**

(c) “Waiver” means an exception from or waiver of Made in America Laws, or the procedures and conditions used by an agency in granting an exception from or waiver of Made in America Laws.

Sec. 4. Updating and Centralizing the Made in America Waiver Process. (a) The Director of the Office of Management and Budget (OMB) shall establish within OMB the Made in America Office. The Made in America Office shall be headed by a Director of the Made in America Office (Made in America Director), who shall be appointed by the Director of OMB.

(b) Before an agency grants a waiver, and unless the OMB Director provides otherwise, the agency (granting agency) shall provide the Made in America Director with a description of its proposed waiver and a detailed justification for the use of goods, products, or materials that have not been mined, produced, or manufactured in the United States.

Sec. 6. Promoting Transparency in Federal Procurement. (a) The Administrator of General Services shall develop a public website that shall include information on all proposed waivers and whether those waivers have been granted. The website shall be designed to enable manufacturers and other interested parties to easily identify proposed waivers and whether those waivers have been granted. The website shall also provide publicly available contact information for each granting agency.

JOSEPH R. BIDEN JR.
THE WHITE HOUSE,
January 25, 2021.



Mariner Travel Requirements Change Negative COVID test required

The US maritime authorities have informed mariners, like all other travelers upon entry into the United States, will be required to present a negative Covid-19 test. The test must be taken within three calendar days of departure, or proof of recovery from the virus within the last 90 days must be shown in the case of positive tests.

The requirement is part of a new Centers for Disease Control and Prevention policy that took effect on January 25, and was related to President Biden’s Executive Order on Promoting Safety During Domestic and International Travel as part of the Administration’s COVID response. See Coast Guard response to the same order on mask wearing on page 6 It applies to all air passengers arriving in the United States, including US citizens and legal permanent residents.

The Case of the Never-Ending Attack on the Jones Act

Congressman Ed Case (D-HI) launched yet another attack on the Jones Act at the outset of the new session of Congress. He re-introduced several bills that would compromise the Merchant Marine Act of 1920, blaming Hawaii’s high cost of living on the all-American law. This will please his big money donors and free-trade profiteers at the at the CATO Institute and other entities bent on opening up U.S. coastwise trade to foreign entities.

The bills as introduced in the last session of Congress failed to win a committee hearing — or any co-sponsors — in the last session of Congress and did not advance.

But the effect on American workers and U.S. merchant mariners would be just as devastating as ever.

The latest bills by Rep. Case, include: H.R. 298 — the “Noncontiguous Shipping Relief Act,” to exempt certain noncontiguous trade (Alaska, Hawaii & Puerto Rico) from the Jones Act. Then there’s

H.R. 299 — the “Noncontiguous Shipping Reasonable Rate Act” which “benchmarks the definition of a “reasonable rate” which domestic shippers can charge as no more than ten percent above international shipping rates for comparable routes.” And finally, H.R. 300 — the “Noncontiguous Shipping Competition Act” would rescind the Jones Act “wherever monopolies or duopolies in noncontiguous Jones Act shipping develop.”

In a troubling and particularly untruthful development, some Jones Act attacks are coming characterized matters of racial and economic inequality. Now environmental concerns are creeping into the fallacious justifications. In his floor speech introducing the bills on January 13, 2021, Case said that present livestock shipping operations represent a safety and environmental risk, ignoring the recent disasters related to livestock carriers such as the Gulf Livestock 1, which sunk off coast of Japan in September of 2020.

Biden Delivers on Campaign Promise

continued from page 1

Act and its mandate that only U.S.-flag vessels carry cargo between U.S. ports, which supports American production and America’s workers,” Biden’s team wrote in the order. “With the signing of the 2021 National Defense Authorization Act, the Jones Act has also been affirmed as an opportunity to invest in America’s workers as we build offshore renewable energy, in line with the President’s goals to build our clean energy future here in America.”

“With this Order, American Maritime will have greater confidence for the next several years to make investments in American vessels and maritime infrastructure while furthering environmental stewardship, efficiency and support of our homeland and national security objectives,” said the SUP-supported American

Maritime Partnership President Mike Roberts. “...his support from the White House means a lot,” said Matson Chairman and CEO Matt Cox. Maritime labor

Long supported by broad bipartisan majorities in Congress and top US national security officials — including in a “Sense of Congress” motion in the recently enacted National Defense Authorization Act — the Jones Act promotes the maintenance of the nation’s vitally important maritime industrial base, ensuring that American jobs are not shipped overseas and that the assets underlying our defense capabilities are not outsourced to foreign nations. “You have to go back a long way,” said former SUP President Gunnar Lundberg “to see such enthusiastic Jones Act support from the White House.”

Vaccine Demand Grows on Waterfront

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(PMA) reporting 1,034 positive cases in California, Washington, and Oregon during the same period, including more than 600 known cases of the coronavirus at the ports of Los Angeles and Long Beach, and 12 deaths, since Dec. 1 alone.

The ILWU in January, echoing the earlier calls of seagoing labor, asked elected officials to give immediate priority for the COVID-19 vaccine to longshore workers, arguing they were essential front-line workers.

The risk to our nation's supply chain, Bentzel and Maffei said is clear. "A large-scale workforce disruption from COVID-19 would be disastrous for the immediate and long-term fluidity of the supply chain and delivery of goods to Americans."

Supply chains throughout the US have already been hampered by import volumes that spiked to peak season levels following the lifting of initial COVID-19 business lockdowns and have continued to grow at rates greater than 10% through the end of the year.

"Longshore workers have been working every day through the pandemic to keep cargo moving despite the exposure to a life-threatening virus they face every day," Frank Ponce De Leon, ILWU coast committeeman, told JOC.com.

In another letter to the Advisory Committee on Immunization Practices, part of the CDC, the Exporters Competitive Maritime Council (ECMC) said the ability of the US to successfully confront the pandemic depends in large part on the "resilience and integrity of our transportation networks." Observers noted that when shippers, the customers of the transport industry, join in the call for expanded vaccines, things have shifted to emergency status, especially considering that some of the cargo such as medical supplies and PPE is how the pandemic is fought. "The transportation industry plays a critical role in COVID-19 response and recovery efforts, and we urge you to please consider the essential nature of the transportation workforce as you implement the execution of plans for vaccine distribution," the ECMC wrote.

International Transport Workers Also Stand Up for Jones Act

Support for President Biden's order to enforce the Jones Act came not only from domestic sources. The International Transport Workers' Federation (ITF) Cabotage Task Force commended United States President Joe Biden action from an international Union perspective. Most of the world's nations and all of the major trading economies support some form of "cabotage" or domestic reservation of control on shipping.

"The Jones Act remains the consummate standard by which all other cabotage regulations are compared against. This announcement from President Biden is an important validation of the Act's continued significance as a catalyst for supporting and creating good union jobs in the U.S. maritime sector" said James Given, Chair of the ITF Cabotage Task Force.

Given further noted that in addition to the support from its U.S. affiliates and the

significance of the action underscored by the fact that it comes in the first week of President Biden's presidency.

In addition, President Biden stressed that the Jones Act has also been affirmed as an opportunity to invest in America's workers in offshore renewable energy. The ITF supports greater investment in developing industries that will help the world meet the challenges of the climate crisis, with good, green jobs.

"The Jones Act directly benefits over 650,000 Americans who work in the domestic maritime industry. So therefore, the Cabotage Task Force is pleased to see continued large-scale, bi-partisan support for this important job-creating regulation. The US law provides an important example to the world for why we should strengthen cabotage globally," said Johnny Hansen, Vice-Chair of the ITF Cabotage Task Force.

AFL-CIO Challenges Congress to Pass Major Worker Rights Bill

continued from page 1

ing on its final form could be the most significant worker empowerment legislation since the Great Depression.

It would impose penalties on employers who interfere with worker rights to form a union and eliminate many obstacles companies use to prevent workers from having a real voice on the job.

Other changes include expanding the scope of "joint employer" definitions

under the National Labor Relations Act (NLRA), narrowing the definition of "supervisor" under the NLRA, expanding the right to strike to include secondary boycotts among other strikes, and providing additional avenues for workers to participate in collective or class actions.

The chances of final passage, however, remain unclear with a 50-50 Senate and a narrow Democratic majority in the House.

Canada COVID Ban on Cruise Ships Pressures Jones Act

continued from page 1

"I encourage both the Biden administration and Congress to quickly review this issue and consider a limited exception to the PVSA (Passenger Vessel Services Act)..." said Sola in a written statement.

Under the U.S. coastwise trade requirements, Canada's decision to ban large cruise ships until 2022 would prevent the typical sailings of cruise ships from the "Lower 48," Sola said, because they are unable to stop in British Columbia.

Pressure also came from U.S. Senators Lisa Murkowski, Dan Sullivan, and Congressman Don Young, all elected to represent Alaska, and previously strong supporters of U.S. cabotage, as they released a joint statement saying that they too were looking for solutions including, "changing existing laws, to ensure the cruise industry in Alaska resumes operations as soon as it is safe."

The American small ship cruise industry, which is not impacted by the Canadian ban will operate in Alaska this summer.

How to Get the Vaccine State-By-State

The U.S. roll out of the Covid-19 vaccine, managed individually by states, has been largely uneven and confusing. Use state-by-state guide to check eligibility and see how to get the shot. **Check out Vaccine page of the SUP website at www.sailors.org for more.**

Washington

Washington (state)

Washington currently vaccinates Tier 1 residents including health-care workers, first responders, residents and staff who live or work in long-term-care facilities, anyone aged 65 or older, and all people 50 and older who also live in a multigenerational household. The state offers residents a "phase finder" tool to determine eligibility and be notified when residents become eligible.

The state offers a phase finder tool at <https://form.findyourphase.wa.gov/210118771253954>

The state lists providers and contact information by county, as well as vaccination sites at <https://www.doh.wa.gov/YouandYourFamily/Immunization/VaccineLocations>

Hawaii

<https://hawaiiicovid19.com/vaccine/>

Hotline: 800-300-1120

Hawaii distributes its vaccines to hubs throughout the state. Those currently eligible are: frontline essential workers including medical personnel, who are receiving vaccines through their employer or industry, and adults 75 years and older, who can register through this website. Organizations with front-line essential workers in Phase 1B may complete a survey to identify their eligible workers and coordinate vaccinations. Those in

1B include first responders, corrections officers, emergency services dispatchers, critical transportation infrastructure workers; such as harbor and dock workers, public transportation, critical utility, such as energy, water, teachers and child-care and educational support staff, those essential for federal, state, local government operations, and postal service workers.

Hawaii also provides island county websites, which have updated information. The state expects that all adults will be able to get vaccinated in the first half of 2021 or soon thereafter. There isn't pre-registration available.

California

<https://covid19.ca.gov/vaccines/>

The state has broken down its initial roll out into three main groups and currently is working its way through the first two. The 1A includes health-care workers and long-term-care residents, accounting for roughly three million people. The 1B group includes individuals aged 65 and older, and those who work in education and child care, emergency services and food and agriculture.

Gov. Gavin Newsom said the state will move to an age-based eligibility system once the state's more vulnerable population is vaccinated, beginning in mid-February.

Most eligible residents can receive a vaccine at community sites, doctor's offices, clinics and pharmacies. The state allows residents to pre-register to be notified when it is their turn. California expects to have enough supplies to vaccinate most Californians in all 58 counties by summer 2021, according to the website.

"Neptune Declaration" on Crew Change Crisis

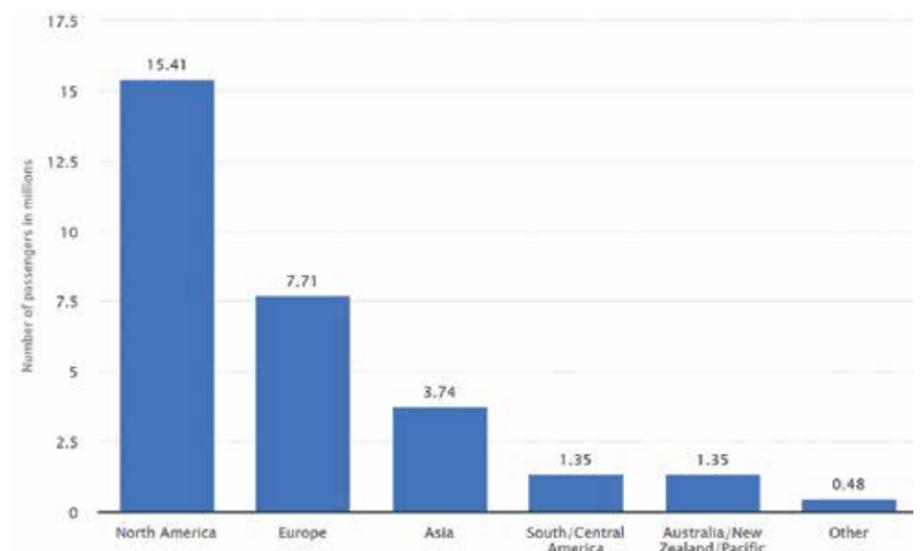
A new global pledge signed by more than 300 maritime industry and human rights leaders aims to resolve the still deepening crew change crisis that has essentially held hundreds of thousands of mariners hostage at sea. About 327 companies and organizations signed the "Neptune Declaration on Seafarer Wellbeing and Crew Change," including the International Transport Workers' Federation (SUP is an affiliate), and major multinationals such as BP, Cargill, Rio Tinto and Shell. The Declaration puts accountability on the industry to use their leverage to end the crisis.

Among other things, signatories committed to call on industry peers and

governments to recognize seafarers as key workers and give them priority access to COVID-19 vaccines, implement gold standard health protocols and increase collaboration between ship operators and charterers to facilitate crew changes.

ITF's Stephen Cotton said, "Companies must now be held to account. This means no more charter parties with 'no crew change' clauses: charterers must work with shipowners to facilitate crew changes. This means investors asking the companies they own and deal with what the companies are doing to address the crisis. And this means asking why any company in the industry didn't sign this declaration," said Cotton.

Number of Cruise Ship Passengers Per Region



CDC Recommends Double Masking; For Better Protection the New Mask is Two Masks

After months of stalling on it, the Centers for Disease Control and Prevention announced new guidelines on February 10th that include wearing well-fitting face masks or two masks at a time to help curb the COVID-19 pandemic.

The updated guidance follows the release of new research from the CDC which tested various masks in a lab setting and found evidence that combining a cloth mask over a surgical mask could dramatically reduce both the spread of the virus to others and exposure to the virus oneself.

The new advice is to use masks with a nose wire that can be adjusted for a snug fit, and to use a mask fitter or brace to better seal their masks.

The CDC also recommends wearing a mask with multiple layers for greater protection, or layering a cloth mask over a disposable medical mask. For a better fit, it advises knotting the ear loops of the disposable mask and then tucking and flattening the extra material on the sides. The recommendations can be accessed at Improve How Your Mask Protects You | CDC.

"You don't need to wear two masks at all times," said Dr. Ashish Jha, of Brown University. "When you're out and about in the public, if you're not around in crowds, any mask — one mask — is totally fine. The two mask situation is really for high risk things. So if you're going to be in a grocery store for any extended period of time, if you're going to be indoors with a lot of people who are not part of your household for any extended period of time."

"You start with that surgical mask and you just put a cloth mask on top of it. You get a much better fit, you get better filtration. It is just much, much safer," he said.

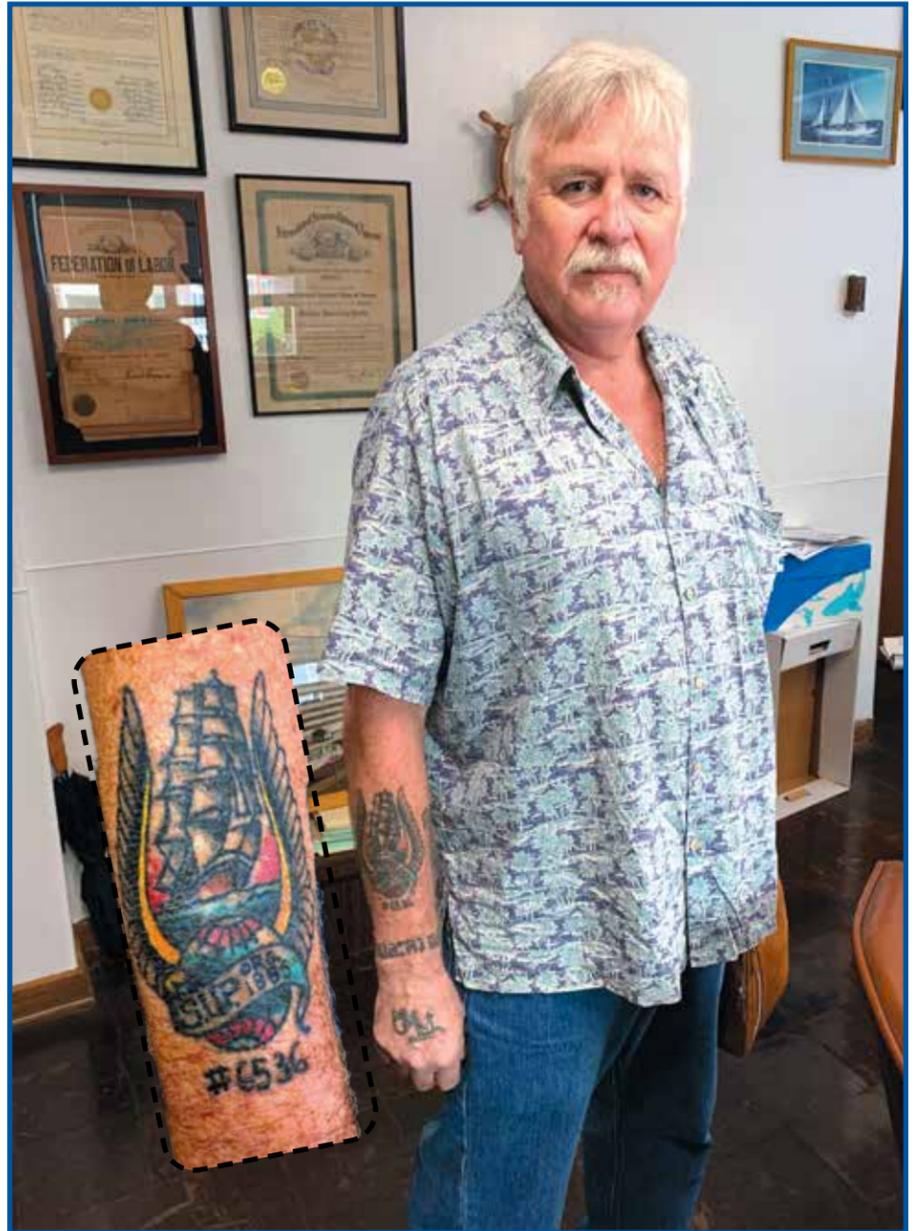
For the new study, CDC researchers tested combinations of multi-layered

cloth and common surgical or medical procedure masks in a laboratory, simulating breathing and coughing between pairs of dummies. When only a disposable mask was worn, just 42% of cough droplets were blocked in the experiment. Combining the disposable mask with a cloth mask on top blocked 92.5% of particles expelled from the cough. Combining the two masks also reduced the wearer's "cumulative exposure" by 83% from droplets spread by an unmasked source, the study reported. That number rose to 96.4% if both dummies were fitted with double masks.

The new research comes after months of pleas by advocates for the CDC to update its guidance to include recommending wearing two masks, after other studies and anecdotal evidence suggested the move could curb the spread of the virus. The agency's top officials had declined to change their official recommendations until this new research had been completed, though many — from President Biden to Dr. Anthony Fauci -- had already been spotted wearing two masks.

The CDC's announcement comes amid fears of a potential surge in new cases from more infectious virus variants now circulating the United States. The agency had previously predicted the fast-spreading B.1.1.7 strain of the virus, which was first identified in the United Kingdom last fall, could become the dominant strain here by March.

"We should not despair at that because there are things that we can do..." said Dr. Fauci, President Biden's chief medical adviser for the pandemic response. We can keep "wearing masks, avoiding congregate settings, keeping your distance, and washing your hands. And when vaccine becomes available to you please get vaccinated," Dr. Fauci said.



Able Seaman Dave Mercer, the present SUP Delegate in Lurline, with new tattoo at SUP in January of 2020.

House Transportation Committee Hears From Maritime Labor on Vaccine Access

The men and women who crew the ships in the US-flag fleet need priority access to the coronavirus vaccine. That was the testimony of long-time U.S. merchant marine legislative advocate Jim Patti before a hearing of the House Transportation committee. Patti is president of the Maritime Institute for Research and Industrial Development or MIRAID.

If that priority access is not granted and made effective he warned that "given the differences in vaccine administration procedures among the states, it may be months at the earliest before mariners receive a vaccine." Patti made the remarks in testimony on behalf of all the US maritime labor unions and shipping companies that belong to the USA Maritime coalition. The SUP is a member of USA Maritime.

In particular, he noted: the heightened risks that seafarers face because they live and work closely together in multi-generational settings aboard ship; and

the problems that mariners sailing internationally face in accessing shoreside medical care because of the restrictions that countries have put in place to control the spread of the coronavirus.

He also urged Congress to keep in mind the essential role played by the maritime workforce in America's security and national defense. "While we appreciate that there are many segments of the American workforce that need expedited access to the Covid-19 vaccine," he testified, "it is extremely important that American mariners and cadets working aboard Maritime Security Program vessels and other US-flag vessels in the foreign trades receive such access."

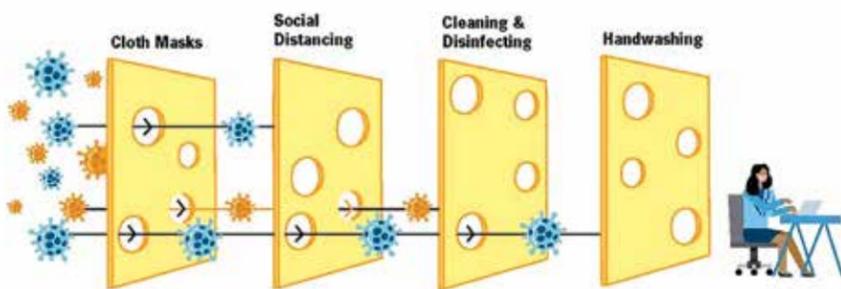
Mariners who work internationally face a particularly elevated risk of contracting the virus, he noted, since they "are continually exposed to individuals in foreign ports who board their vessels [and] who do not follow necessary safety procedures and protocols."

"If a crewmember tests positive for Covid-19," he added, "depending on the jurisdiction, the vessel may be taken out of service and it, along with the entire crew, may be placed into quarantine for an undetermined period of time."

"In the case of commercial cargo, including the delivery of essential medical and other supplies, this may have a detrimental impact on consumers and businesses and, most importantly, on the first responders and other essential workers relying on the delivery of medical supplies and equipment."

"In the case of military cargo," he added, "such disruptions raise the distinct possibility that the lives of American troops overseas may be affected and the ability of the Department of Defense to protect the interests of the United States threatened."

Patti urged the Representatives to consider the unique risks faced by maritime workers in implementing the national vaccine distribution plan. In addition, Patti gave other detailed testimony on U.S. merchant marine. There was keen interest from the full Committee on merchant mariner readiness and the nascent Tanker Security Program. To deliver a strong message of maritime labor that was obviously well-received by members of Congress early in the session was a political victory.



James Reason, Ph.D.'s "Swiss Cheese Model" from the Cleveland Clinic's Return to Work Amid COVID-19 Paper

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Worker Mental Health Under Pressure

Evidence of increasing psychological strain in the pandemic workplace continues to mount. New data shows a significant new decline in the mental health of American workers. According to the latest Mental Health Index: U.S. Worker Edition from Total Brain, between November and December there was a 48% increase in the risk of depression—a risk level not seen since this past spring. Further, employees’ focus dropped 62%—a record low since the inception of the research in February 2020.

“The harsh reality is this is a marathon. And the numbers are going in the wrong direction,” Colleen McHugh, executive vice president of the American Health Policy Institute and strategic advisor for HR Policy Association, said last week during a webinar discussing the index results. “It’s clearly [created] a lot of anxiety in the workplace and [it’s a matter of] how do we help employees muster through.”

The mental health index, in partnership with the National Alliance of Healthcare Purchaser Coalitions, One Mind at Work, and the HR Policy Association and its American Health Policy Institute, is based on 500 anonymized assessments randomly selected among thousands of Total Brain assessments taken each week.

The brain assessments were taken during the holiday season, an often anxiety-inducing time of year made more stressful by COVID-19, researchers said. The index found that women showed a 46% rise in risk for general anxiety disorder between November and December, and at the end of December, women’s stress levels were 22% higher

than those of their male counterparts.

“It’s not only up but continues to go up over time,” said Michael Thompson, president and CEO of the National Alliance of Healthcare Purchaser Coalitions.

Although there’s some good news on the pandemic front with the beginning of the rollout of the COVID-19 vaccines, experts say the slow rollout and the problems many employees face in getting themselves—and their elderly family members—vaccinated are causing additional stress. That, coupled with a stressful holiday season and the continuing nature of the pandemic, also is contributing to worsening mental health issues, said Total Brain CEO Louis Gagnon.

“What we are seeing is COVID becoming a trauma itself,” he said. “People are traumatized by a year of suffering and everything else, and that is starting to resonate.”

Garen Staglin, chairman of One Mind at Work, said connection with employees is imperative, too, as employees experience alarming rates of loneliness. “You’ve got to find ways to connect with people other than just by Zoom check-ins,” he said. “Replicate the water cooler; people need to have contact because, without contact, anxiety and loneliness is a compacting factor to all of these [issues].”

Prioritizing mental health now may improve the long-term outcomes, he said. “If there’s a time to develop a long-term approach it’s now, because we are in a marathon, not a sprint. And this is going to last another year,” Staglin said.

Ship Crews Get Wellness Resource Support from CDC

The Centers for Disease Control and Prevention has created a webpage that provides comprehensive advice on dealing with some of the problems mariners are being forced to deal with in the context of the coronavirus pandemic.

“Crew members on board vessels during the Covid-19 pandemic face unique challenges,” the agency said in a statement.

“These include fear and worry about their health, financial hardships, limited interaction with others, and restrictions while on board.”

“Many of the typical recommendations to support mental health are not feasible for crew members on board ships with strict social and physical distancing measures in place.”

Besides answers to frequently asked questions on how to deal with problems faced by those who have to deal with the impact of the pandemic aboard ship, but also includes connection information to crisis counselors and suicide prevention lifelines.

The webpage can be accessed at Ship Crew Well-Being During COVID-19 | CDC. Or tinyurl.com/aowl7on0

SUP EAP HBA Benefits Listed Here

The MAP can help you find a solution
Help can be requested at 1-800-937-7770. The help line is available 24 hours per day. The staff will refer you to the most appropriate resource for your issues. You will be referred to local counselors and treatment centers, and other sources of immediate assistance.

How Much Does it Cost?
You and your dependent may see a licensed counselor at no cost. The SUP Welfare Plan has contracted with HBA to provide a specific number of no-cost counseling sessions. For continued treatment you will be referred to your medical plan. There may be charges for continued treatment.

Services Available Nationwide
1-800-937-7770

www.callhba.com

Human Behavior Associates, Inc.
1350 Hayes Street, Suite B-100
Benecia, CA 94510
Phone: 707-747-0117
Fax: 707-747-6646



SUP Welfare Plan, Inc.

MEMBER ASSISTANCE PROGRAM

All contact between employees and the MAP is strictly confidential. All health information will be used, disclosed and maintained by HBA in accordance with the privacy and security requirements of the Health Insurance Portability and Accountability Act.

➤ Assessment, Referral, and Case management of Alcohol and Drug Treatment Services funded by the SUP Welfare Plan for members.
➤ Referral services for community resources, self-help support groups, eldercare and childcare resources and other services.

Confidential Survey Launched on US Mariner Mental Health During Pandemic

The Maritime Administration is asking all American mariners to respond to a confidential survey posted at <https://redcap.link/mariners>. The survey, Mariner Mental Health Needs during Covid-19, is released with support from: the Covid-19 Working Group of the US Committee on the Marine Transportation System; the Centers for Disease Prevention & Control;

and the Ship Operations Cooperative Program. It asks mariners a variety of questions about Covid-19, mental health, and what they are feeling and experiencing at sea under the current conditions.

The survey will take only 10 minutes to complete. No mariner identification data will be collected.

The general results of the overall survey

will be shared with federal agencies, vessel owners and operators, maritime unions, maritime training institutions, seafarer welfare organizations and industry stakeholders to facilitate development of effective solutions that benefit mariners’ mental well-being.

The SUP and the other maritime unions have been asked to disseminate

a link to the survey. The survey is being conducted independently by Dr. Marissa Baker, Assistant Professor & Industrial Hygiene Program Director, University of Washington School of Public Health.

Individual responses will be kept confidential at the School. The survey allows mariners to skip any question which they do not wish to answer.

Coast Guard to Enforce Masks in Maritime Transportation System

The President issued Executive Order (13998), **Promoting COVID-19 Safety in Domestic and International Travel** that requires masks be worn on all “public maritime vessels, including ferries” to mitigate the risk of spreading COVID-19. The Centers for Disease Control and Prevention (CDC) issued order, Requirement for Persons to Wear Masks while on Transportation Hubs, 29JAN2021, requires all persons traveling on all commercial vessels to wear a mask.

This Order requires conveyance operators to use best efforts to ensure that any person on the conveyance wears a mask when boarding, disembarking, and for the duration of travel. Depending on the circumstances, best efforts may include:

- boarding only those persons who wear masks;
- instructing persons that Federal law requires wearing a mask on the conveyance and failure to comply constitutes a violation of Federal law;
- monitoring persons on board the conveyance for anyone who is not

wearing a mask and seeking compliance from such persons;

- at the earliest opportunity, disembarking any person who refuses to comply;
- providing persons with prominent and adequate notice to facilitate awareness and compliance of the requirement of this Order to wear a mask; best practices may include, if feasible, advanced notifications on digital platforms, such as on apps, websites, or email; posted signage in multiple languages with illustrations; printing the requirement on transit tickets; or other methods as appropriate.

The CDC has guidance on the definition of a mask and how to properly wear a mask at the following link <https://www.cdc.gov/quarantine/masks/mask-travel-guidance.html>

Under Title 42 of the United States Code section 268, the Coast Guard is charged with enforcing CDC quarantine orders. Owners, operators, and crew of vessels that fail to implement the mask

wearing order above may be subject to civil or criminal penalties from the CDC. Furthermore, based on the scientific determination of the CDC, the Coast Guard finds that failure to wear a mask creates an undue safety risk by increasing the risk of transmission of COVID-19 between passengers, the crew of the vessel, and port operators. COVID-19 is known to cause severe illness and death which impacts the safe operations of ships and port facilities. The Coast Guard has broad authority to control the movement and operations of a vessel based on a hazardous condition found on that vessel (see 33 CFR § 160.111). Vessels that have not implemented the mask requirement may be issued a Captain of the Port (COTP) order directing the vessel’s movement and operations; repeated failure to impose the mask mandate could result in civil penalties and/or criminal action.

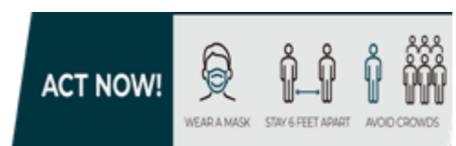
Persons that wish to report vessels not operating in accordance with the Executive Order or CDC Order may email the Coast Guard at wearmask@uscg.mil. This shared email inbox is not monitored

on a continuous basis. If there is an emergency, it should not be reported to this email inbox, but rather to local authorities through proper emergency channels.

Vessel owners and operators are encouraged to monitor the CDC website at <https://www.cdc.gov/> for the most up to date guidance.

State, local, Tribal, and territorial laws or rules imposing public health measures that are more protective of public health than those required by the CDC, are an acceptable equivalency for these requirements. Vessel operators who believe local mask wearing requirements fit this exemption might seek clearance with local COTP.

Questions concerning this notice may be forwarded to Coast Guard Office of Commercial Vessel Compliance, at wearmask@uscg.mil.



COVID-19 Outbreak In LA/LB Compounds Congestion

As California struggles to contain COVID-19 cases, calls are growing from elected officials, port executives, and union leaders to prioritize the employees of the massive Los Angeles/Long Beach port complex for the COVID-19 vaccine. With communities across southern California hard hit by the virus, fears are growing that terminals in San Pedro and Long Beach may not have the labor necessary to keep pace with the surging cargo volumes arriving at the ports.

Officials of the ILWU said that 694 members have tested positive for the virus as of mid-January while 12 members have died. Union officials also reported alarmingly high percentages of positive tests among employees at both ports. In addition, hundreds of employees are on leave or out sick.

Los Angeles Port Director Gene Seroka confirmed these issues to the Los Angeles Times. He estimated that as many as 1,800 people are currently off the job due to virus related issues. He fears that the labor crisis could impact the port's operations. The ports of Los Angeles and Long Beach have both been working aggressively to

arrange testing for workers at their 12 terminals, but so far they are not aware of any employees who have qualified for or received the vaccine under the state's guidelines.

Los Angeles health officials acknowledge reports of community spread of the virus and note its impact on port operations. They also acknowledge the essential nature of the work performed by the port employees to maintain commerce across the region. But as in other parts of the country they say that Los Angeles is facing a shortage of the vaccine, and vaccine supply is the critical problem. They also called on the federal government to increase distribution to the hard-hit areas, as maritime labor has done for months.

The state of California, like all of the states in the U.S., determines the priority for vaccinations selecting the groups based on danger and the available supply. Currently, they are continuing to focus on vaccinating healthcare workers with the other priority groups being first responders as well as nursing home residents and employees.

California's elected officials are now

asking state and county health officials to add the dockworkers to the priority groups, and move them up in the chain. State representatives for the San Pedro and Long Beach areas sent a letter to them raising the concern that unless there is a quick effort to vaccinate port employees that the container terminals might begin to shut down due to a lack of staff. The mayors of both Los Angeles and Long Beach also joined in calling on state officials to speed up vaccinations for the ports.

While port officials downplay the danger of terminals shutting down, they recognized the massive backlogs at the ports and the record container volumes employees are being asked to move through the ports. In December alone the two ports moved nearly 1.7 million TEUs and the volume is not letting up at the ports. The Los Angeles Times reported that 45 ships were currently waiting for space to unload at the terminals in the two ports.

The southern California ports are not

alone in their calls to vaccinate port workers. The British Ports Association issued a similar call to government officials also citing the critical role the dockworkers provide. Earlier this week, Singapore announced it was launching a priority effort to vaccinate 10,000 port employees and frontline marine workers by the end of January.

"More cargo than skilled labor"

Industry officials call for vaccine for maritime labor.

A new shipping investment report from Jefferies today warned the Covid outbreak could further exacerbate the elevated port congestion as workers are quarantined or stay home.

Another 60 workers have also been infected at the NASSCO shipyard in San Diego, California.

While the causes of congestion have multi-factor causes that interact in complex ways, it appears clear the COVID outbreaks among maritime workers are having an outsized effect.

Port of Oakland Emerging as LA/LB Congestion Alternative

Shipping giant CMA CGM Group announced a new route and other steps to avoid bottleneck congestion in southern California to address the current conditions in the U.S. market.

Adding additional capacity, either in deploying its own larger ships, (reportedly more than a dozen such ships), or in slot sharing arrangements, is a traditional response. These additional sailings will provide over 114,500 TEUs in total capacity, from May to December 2020 and will be part of a 39 percent increase in capacity the line is providing in the U.S.

But the line also said that it will reroute some ships sailing on a route from China starting February 12, which will use Oakland, California instead of the previous calls at Los Angeles. According to CMA CGM it will be called the "Golden Gate Bridge" service and is the first and only trans-pacific direct service from Asia to Oakland.

"Oakland is an ideal, reliable alternative to the Port of Los Angeles/Long Beach for West Coast customers importing goods due to its easy access for existing California shippers, immediate berth availability, and fast rail connections into Chicago, Memphis, Dallas, and Kansas City," writes CMA CGM Group. "The expanded service will also include Seattle, allowing for new capacity to Pacific Northwest customers. The CMA CGM Group continues

to work closely with U.S. ports and other partners to actively develop and implement solutions to make the shipping and logistics supply chain seamless."

The announcement of the new route comes as there are increasing complaints about delays in southern California ports. Last week, it was reported that vessels waiting for terminal space in the San Pedro Bay ports had reached a record high. Over the past six months, demand for container transportation has bounced back sharply from the contraction caused by the COVID-19 pandemic in the first half of 2020.

The idea of rerouting away from the bottleneck has been drawing increasing attention. Carl Bentzel, an FMC Commission in an interview with the Journal of Commerce, suggested using the Pacific Northwest ports which have capacity that could be an alternative. At the same time, CNBC is reporting the California officials wrote to the FMC calling for an investigation into the export policies of the shippers at the Southern California ports citing extensive delays that were undermining California's critical agricultural industry.

In addition to the berthing delays in the ports, there has been a shortage of containers, chassis, and other equipment. The CMA CGM Group reports that it has taken several measures to speed up the return of empty containers to Asia and to cut delays at the ports it serves in the U.S., Asia, and Europe. They doubled the number of dedicated chassis in Southern California, and engaged more rail carriers and truckers to get containers off the terminals more quickly to reduce the terminal dwell time of containers.

Despite these efforts, analysts predict more of the same congestion as strong volumes to continue with a potential new surge during the summer months.

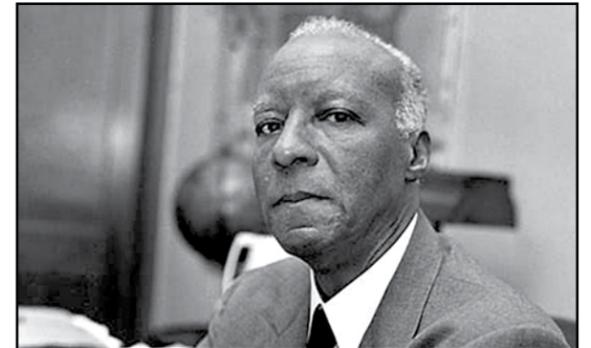
As the situation develops there is now evidence that congestion issues are beginning to hamper Oakland operations, too. Recently there were 17 ships at anchor awaiting berth and 11 were containerships. The delays there appear to be mainly capacity related and not a workforce issue.

A Look Astern



SUP Celebrates Black History Month

The Brotherhood of Sleeping Car Porters was organized in 1925 by A. Philip Randolph. Representing black railroad workers, it withstood intense violence and discrimination, and maintained in West Oakland a hiring hall like the one in the photo below. Randolph was a giant among civil rights visionaries and organizers, having been the driving force behind the peaceful and powerful 1963 March on Washington for Jobs and Freedom. Lesser known was another march he organized in 1941, canceled only after FDR agreed to issue an Executive Order 8802 that led to the Fair Employment Act banning discrimination in defense industries. But Randolph was also a first-rate Union agent, creating a culture of professionalism that commanded respect long before collective bargaining was possible. Despite years of racist rejection, he eventually achieved the formal recognition of American Federation of Labor, and negotiated the first contract with the railroads in 1937, raising wages and shortening the incredibly long work day of railroad workers.



"Let them know the meaning of our numbers. We are not a mob... We are the advance guard of a moral revolution."

A. Philip Randolph

Eclipsed by "I Have A Dream," the most iconic speech in American history, by Dr. Martin Luther King, Jr., the Union and civil rights leader A. Philip Randolph also spoke on the National Mall on August 28, 1963 during the March on Washington for Jobs and Freedom. Yet despite having an extremely tough act to follow, Randolph's words in his speech, quoted above, likewise resonate today.



4.99

Average number of days that inbound containers at the ports of Los Angeles and Long Beach awaited pickup at terminals in December, up from less than 2.5 days on average in the first half of 2020, according to the Pacific Merchant Shipping Association.



SUP PRESIDENT'S REPORT

COVID-19 UPDATE

General: A reduction of new cases of coronavirus infections has been widely reported. That fact is often considered evidence of an easing of the pandemic and a reduction of risk. But compared to what? Relative to the holiday spikes in caseload, hospitalizations, and deaths, it is true that the numbers have backed off the upward climb and some areas have seen rollback of stay-at-home restrictions. But compared to the spring and summer peaks last year, when lockdowns prevailed, the situation is actually worse today. Especially by region, and considering arrival of hyper-contagious mutant strains, conditions are still dangerous.

Meeting cancellation: In that risky environment, the SUP February cycle of meetings were regrettably cancelled for reasons of health and safety. We look on to March now for a change, but in the data-based analysis there is much at stake for the Union. A trade Union that depends on the smooth operation of hiring halls has greater exposure than most and so it is an existential imperative to keep up our guard. This may sound familiar: wash hands, maintain social distancing, avoid congregation, limit indoor exposure times, and if you are sick get medical care and stay away from the halls. Many things can be done remotely, such as paying dues, applying for supplemental benefits, etc. Thanks to everyone for doing the basics to protect the hall, rotary shipping, our jobs, jurisdiction and way of life.

Vaccine: The uncertain and confusing rollout of the national vaccination program may be slowly improving as more supply comes to the states. In California, the over-prioritized hierarchy may soon be parallel with or replaced by a simpler age-based system. If vaccine access is improved by additional documentation (beyond a Merchant Mariner's Credential) confirming essential worker status, members are directed to see an SUP agent or contact SUP Headquarters to request a letter. Several mass vaccination sites are now operational or expected to begin operations soon. In San Francisco, Moscone Center is a Kaiser run facility and at the time of this report is inoculating 75 and older residents and will be a mass vaccination site as supply ramps up. Oakland will begin mass vaccination in late February depending on supply. Los Angeles has several sites in operation including Dodger Stadium. In Seattle, the Clark County Fairgrounds is a designated mass vaccination site. In Honolulu, the cruise terminal is designated as a site. As the process improves there will be many others, but members with current health care eligibility are advised the fastest and most reliable method may be via their health care providers such as Kaiser or Health Net and are encouraged to register for the vaccine appointments there. Members who need an authorizing letter of essential worker status please contact the SUP Agents in the Branches or Headquarters. More information is available at the Union halls, the SUP Welfare Plan, and on our website at www.sailors.org.

APL

For an example of how difficult the already problematic dispatch situation can get, take the *President Wilson*. Symptoms and a positive test for COVID-19 for two non-member joiners in Los Angeles launched a set of response protocols managed by the CDC and enforced by the Coast Guard. After unrelated congestion delays in LA, the initially positive testers disembarked and the ship sailed for Oakland, where it went to quarantine at anchor in San Francisco Bay for a period of 10 days. Then the crew was tested and re-tested and after another positive test the entire crew was disembarked but not before a new crew could be dispatched, tested, quarantined and tested again before joining at anchor. The ship finally came alongside in Oakland in the first week of February. As a result of this incident, APL initiated a new joining protocol that requires a COVID test after dispatch (plus regular clearances) followed by eight days of home or hotel quarantine followed by at least another test before joining. Overlaid on that is the Republic of Korea's new requirement of evidence of a negative test within 72 hours of joining any ship that will request entry. It is all in a day's work for SUP dispatchers, and in accordance with action taken by SUP emergency committees in the past, it means earlier dispatch for APL reliefs. We expect most will be ordered by the Company roughly 10 days in advance of arrival depending on conditions and subject to change.

PATRIOT

Watson-class update: On February 4, 2021 the Union was informed by Lance Bardo, President of Patriot Contract Services, that despite favorable rumors, despite the published award notice date of January 26, 2021, and despite MSC's repeated statement that it is "imminent," the *Watson-class* contract award is still unawarded and pending. Whatever the MSC intentions, Bardo noted that MSC is unlikely to make an award prior to March 31st when the current "bridge" contract ends. Bardo also informed the Union that vaccine distribution remains problematic within MSC and especially for MSC contract mariners, as it is everywhere else. The supply problems and logistics of cold storage and the second shot were noted as obstacles, although MSC had pledged to help contract mariners get the shot. In some locations, access may already be offered.

FOSS MARITIME COMPANY

As the membership will recall Foss notified the Union on December 28, 2020 that it was selling its bunkering business in California and wished to end its relationship of more than 24 years (far longer in predecessor agreements) on February 15, 2021. In the aftermath of that announcement, the Union held fast to the goal along our goal was to maintain the work in any form, as it was discussed with management. Increasingly during those preliminary discussions, after legal research, and following considerable industry outreach, meeting that goal has become increasingly unlikely. Accordingly,

after exploring alternative outcomes, the Union entered into effects bargaining to achieve the best available terms of separation. Still the Union pressed for future work in various alternatives, but failing that also demanded that the Company provide severance to laid off employees, and to make good on promised benefits especially health care. Among a list of severance demands, a minimum payment of regular wages to February 28, 2021 as well as payment of all accrued vacation, although minor, was agreed to and form the basis for an overall settlement. The talks are ongoing and will keep the membership informed.

GOVERNMENT UPDATE

Executive Orders: President Biden issued several Executive Orders shortly after assuming office that affect the membership. The first is an historic "Buy America" order to not merely recognize the Jones Act, but to make it part of his signature transition platform, and enacted quickly in his administration. Executive Orders apply to the executive branch of the federal government. They are effective in that limited role, but they are not law. Sometimes they serve only as broad statements of position without any real enforcement or commitment. And it will be an action item for maritime labor to press for more than lip service. Still, it is an historic and exceptional endorsement of the commitment of a U.S. President to the Jones Act, and to the U.S. merchant mariners that depend on it.

The second Executive Order with immediate impact on the membership is "Promoting COVID-19 Safety in Domestic and International Travel," which requires that masks be worn on all "public maritime vessels, including ferries" to mitigate the risk of spreading Covid-19.

(The Centers for Disease Control and Prevention followed up with its own order, "Requirement for Persons to Wear Masks While on Transportation Hubs," which requires all persons traveling on all commercial vessels to wear a mask.) This order will also put into effect new international travel requirements that include a negative COVID test within 72 hours of arrival in the United States. It will impact certain international flights taken by members returning from overseas. See page 7 of this issue of the *West Coast Sailors* for more.

Presidential appointments. Appointments favorable to labor, following the appointment of former Boston mayor Marty Walsh to the Department of Labor, and California Secretary of Labor Julie Su as his deputy, continue to be central to the Biden administration. The appointment and Senate confirmation of Secretary of Transportation Pete Buttigieg this month is a case in point. During his confirmation hearing, under direct questioning from the new Chair of the Senate Science Commerce and Transportation Committee, Maria Cantwell (D-WA): Buttigieg was unequivocal when he said, "I support the Jones Act." In this context it is not mere political sloganeering. The statements made during confirmation are fundamentally important as we wrestle with the vast programs and regulation that will emanate from DOT and likely to affect the daily working lives of members. On February 17, along with the rest of the Board of the Transportation Trades Department of the AFL-CIO, we will again ensure Secretary Buttigieg understands maritime labor's role. Finally, the SUP joined with others in the maritime industry to support the appointment of Acting Maritime Administrator Lucinda Lessley, who took over the role after the resignation of Adm. Mark Buzby in the wake of the Capitol riots. See page 3 of this edition of the *West Coast Sailors* for more.

GOVERNMENT MEETINGS

Meeting with Rep John Garamendi: Congressman Garamendi called a maritime working group meeting the day after the President's "Buy America" Executive Order. Garamendi was enthusiastic about the shift in maritime policy to strongly favor U.S. flag shipping. His positive outlook for both legislation and regulation in pro-Union, pro-Jones Act environment was irresistible, but there will be much work ahead to produce lasting results.

Meeting with Rep Barbara Lee: Labor only. Discussion on the next COVID relief bill, PPE, Vaccine. Rep. Lee was irritated by the lack of direction of state officials to manage the vaccine distribution, particularly as it impacts essential workers and the low-income communities of color. The federal government, Rep. Lee said, must take back the lead on vaccine distribution and direct the necessary funding directly to the areas that need it.



Aboard the *Kanaloa-class Ro/Con ship Matsonia* in Oakland is AB John Pancho, AB and delegate Scott Hudson, AB Raul Guillen, bosun Dave Reinking, AB Joe Eckerd, and OS Quai Hoang.

SUP President's Report continued

Virtual Tabletop VISA Exercise with TRANSCOM: Along with other seagoing unions and many shipping companies, I attended this advanced logistics operational simulation of a major military activation. It was immediately clear that the U.S. merchant marine retains a primary logistical role in any war-fighting situation. Especially evident was that the size and duration of the activation would put tremendous strain on the entire maritime military supply chain, including the labor that is all-too-often assumed to be standing by and awaiting orders.

Maritime Transportation System National Advisory Council Recommendations: The long-time employee of the SUP's Andrew Furuseth School of Seamanship, SUP Training Representative Berit Eriksson has applied for a Council seat. Having ably represented SUP interests in the past, she deserves our recommendation. Likewise, consistent with our growing role in government work, membership interests are well served by Ryan Libhart Pereyda, a West Coast mariner who now owns and operates a leading SUP-contracted employer in government work, Patriot Contract Services. The Council is a federal advisory committee within MARAD that advises the U.S. Department of Transportation on issues related to the marine transportation system.

House Transportation Hearing on Status of U.S. Merchant Marine: In coordination with the Legislative Committee of USA Maritime, the long-time U.S. merchant marine legislative advocate Jim Patti testified this week in the House of Representatives. Patti made the remarks in testimony on behalf of all the US maritime labor unions and shipping companies that belong to the USA Maritime coalition including the SUP. Chief among the points made was the need for priority access to the vaccine for merchant mariners. This follows the work last month of the Unions that independently wrote to the Governor's Association urging state priority access. Patti called attention to the heightened risks of close quarters aboard ship together with the international problem of access to shoreside medical care in coronavirus restrictions make mariners exposed on the front-line. (Despite yet another high profile call for expanded priority access, the outlook such a reasonable implementation by state coordination is frankly not good. In California, it appears possible that a simpler age-based access approach will soon overtake the CDC recommendations.) In addition to the vaccine position, Patti gave other various testimony on U.S. merchant marine. The full Committee showed keen interest on merchant mariner readiness and the nascent Tanker Security Program among other things. Accordingly, the focused delivery of a strong maritime labor message that was obviously well-received by members of Congress and so early in the session was a political victory. See "House Transportation" article on page 6.

HOLIDAYS

Lincoln's Birthday: All SUP Hiring halls will be closed on Friday February 12, 2021 in observance of Lincoln's Birthday, an ILWU Holiday and an SUP Contract Holiday under our Agreements with APL, Chevron, Matson, and the San Francisco Bar Pilots.

President's Day: All SUP halls will be closed on Monday, February 15 in accordance with the agreements at APL Foss, Matson and Patriot Contract Services.

Washington's Birthday: This holiday on Monday, February 22 is observed under the SUP's Chevron Agreement and for all Marine Employees and Dispatchers employed by the San Francisco Bar Pilots.

Dave Connolly



Aboard the *President Truman* the SUP gang awaits berth availability in Los Angeles. From left is AB Lee Bolden, AB Anthony Wylie, AB Octavio Ortega, AB Jamie McKeller, and AB Graham Sharpe. Front and center is bosun Ariel Odion doing a bang up job.

SAILORS' UNION OF THE PACIFIC QUARTERLY FINANCE COMMITTEE'S REPORT FOR THE QUARTER ENDED DECEMBER 31, 2020

The Quarterly Finance Committee, duly authorized by the SUP Constitution and confirmed by the appropriate regular meeting at Headquarters, hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$ 2,817,164.96
POLITICAL FUND	21,194.34
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS 3rd QUARTER 2020	\$ 4,132,090.29

GENERAL FUND

INCOME

Dues, Initiation, Assessments	\$ 107,560.00
Interest	13,727.86
Donations - <i>West Coast Sailors</i>	525.00
Joint Committee & Hiring Hall	194,628.85
Advertising & Promotion	-
Miscellaneous Income	45,648.35
Reimbursed Administrative Expenses	28,192.12
Contributions	700.00
TOTAL INCOME	\$ 390,982.18

EXPENSE

Auto & Travel	\$ 1,146.00
Rent	20,946.15
Postage, Printing & Office	6,295.62
Telephone	5,287.13
<i>West Coast Sailors</i> Publishing Expense	20,850.76
Per Capita Taxes	13,562.50
Salaries & Payroll Taxes	214,374.05
Office Workers Pension	7,384.80
Insurance	59,142.34
Meeting/Committee & Neg. Conference & Conv.	70.40
Investment Expense	2,376.02
Officials Pension	1,786.00
Subscription	662.79
Accounting	1,443.60
Advertising & Promotion	-
Filing Fees	409.95
Bank Charges	329.55
TOTAL EXPENSE	\$ 356,067.66

BUILDING CORPORATION

INCOME

Rents	\$ 143,114.213
Miscellaneous Income	5,531.38
TOTAL INCOME	\$ 148,645.59

EXPENSE

Building Services & Utilities	\$ 31,226.52
General Tax Expense	22,354.78
Office Equipment	1,098.19
Repairs & Maintenance	1,068.95
Legal	4,444.00
Insurance	758.96
Salaries & Payroll Taxes	-
Pension	166.00
Advertising & Promotion	10.00
TOTAL EXPENSE	\$ 61,127.40

POLITICAL FUND

INCOME

Contributions	\$ 3,287.00
TOTAL INCOME	\$ 3,287.00

EXPENSE

Contributions	\$ 4,250.00
TOTAL EXPENSE	\$ 4,250.00

NET INCOME(LOSS) 3rd QUARTER	\$ 121,469.71
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SUP Quarterly Finance Committee Members: Jesus Herosillo, BK #5885, Ron Reed, BK #3188, Roy Tufono, BK #3281, Sam Worth, B-19320, Cody Clark, B-19159.



On Sunday February 7, AFSS Instructors Frank Portanier and Arthur Thanash cleaned and sanitized the School at SUP HQ toward a safe reopening and carrying on the traditional teaching of marlinspike seamanship, SUP-style.



**THE WORKERS FIRST AGENDA:
5 PRIORITIES FOR 2021**

We urge the Biden administration and Congress to seize this opportunity to transform the lives of working people through bold, structural change, starting with the following five priorities:

I. WORKER EMPOWERMENT

Because stronger unions are essential to addressing the multiple crises facing America, we will urge the new administration to have a plan ready on Day One to enact the PRO Act and the Public Service Freedom to Negotiate Act; create an interagency task force on collective bargaining; and rescind executive orders undermining collective bargaining.

II. WORKER SAFETY AND THE PANDEMIC

The most immediate focus of 2021 will be bringing the COVID-19 pandemic under control, starting by guaranteeing access for all workers to free vaccines and rapid testing; issuing emergency COVID-19 standards from the Occupational Safety and Health Administration and Mine Safety and Health Administration; signing an executive order to ensure adequate supply of personal protective equipment; and ensuring paid sick days, paid family leave and child care for all workers.

III. GOOD JOBS AND PUBLIC INVESTMENT

The first order of legislative business in 2021 will be the next COVID-19 bill, which must include \$1 trillion in flexible grants for state and local governments. But we must begin now to focus on "building back better," starting with a multitrillion-dollar infrastructure

package and federal labor standards and domestic sourcing requirements for clean energy projects. Other priorities for promoting good jobs include rescinding the Trump Labor Department's anti-worker regulations; raising labor standards for all jobs supported by federal funding; eradicating workplace discrimination; reforming Wall Street; making the global economy work for working people; building a more just immigration system; increasing public investment; and making the wealthy and big corporations pay their fair share in taxes.

IV. RACIAL JUSTICE AND DEMOCRACY

The racial justice crisis is intimately connected to the ongoing public health and economic crises. We will urge the administration to appoint a "racial equity czar" to lead an interagency task force to survey and address the structural racial equity issues in jobs, health care, criminal justice and policing that have become more apparent during the ongoing COVID-19 crises. The disturbing events of the past week have also underscored the pressing need for democracy reform.

V. ECONOMIC SECURITY

We will urge Congress and the new administration to address America's continuing economic security crisis by providing pension funding relief; increasing Social Security benefits across the board; reducing prescription drug prices; lowering the Medicare eligibility age to 50; creating a public option; strengthening the Affordable Care Act; rebuilding the unemployment insurance system; and establishing postal banking.

Defend the Jones Act

Support the SUP Political Fund



Dispatcher's Report

Headquarters — JANUARY 2021

Deck

Bosun..... 2

Carpenter 0

MM 7

AB 10

OS..... 2

Standby S.F..... 15

Total Deck Jobs Shipped 36

Total Deck B, C & D Shipped..... 26

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..... 36

Total B, C, & D Shipped-All Depts..... 26

Total Registered "A" 22

Total Registered "B" 34

Total Registered "C" 9

Total Registered "D" 5

**PATRIOT and MATSON
Ready Reserve Force Rates**

*Cape Henry, Cape Horn, Cape Hudson, Cape Trinity, Cape Texas,
Cape Taylor, Cape Victory, Cape Vincent, Cape Orlando and Adm Callaghan*

Effective January 27, 2021.

SUP January 27, 2021

ROS

	Weekly Wage	Daily Wage	OT Rate	Weekly Supplemental	Daily Supplemental	Pension	MPB	Med Ctr	Training
Bosun	\$1721.68	\$245.95	\$42.15	\$114.78	\$16.40	\$20.00	\$11.04	\$2.14	\$2.79
GVA/GDA	\$1057.32	\$151.05	\$21.50	\$70.49	\$10.07	\$20.00	\$11.04	\$2.14	\$2.79

SUP January 27, 2021

FOS

	Monthly Wage	Daily Wage	OT Rate	Monthly Supplemental	Daily Supplemental	Pension	MPB	Med Ctr	Training
Bosun	\$5549.17	\$184.97	\$42.57	\$3218.52	\$107.28	\$20.00	\$11.09	\$2.14	\$2.88
AB	\$4416.37	\$147.21	\$36.33	\$2561.49	\$85.38	\$20.00	\$11.09	\$2.14	\$2.88
OS	\$3040.41	\$101.35	\$21.72	\$1763.44	\$58.78	\$20.00	\$9.09	\$2.14	\$2.88
GVA/GDA	\$3565.52	\$118.85	\$21.72	\$2068.00	\$68.93	\$20.00	\$9.97	\$2.14	\$2.88

SUP BRANCH REPORTS

HONOLULU

February 2021

Shipping:

Shipped the following jobs in the month of January: 0 Bosn steady, 0 Bosn relief, 0 Bosn return, 0 AB Day steady, 0 AB Day relief, 0 AB Day return, 0 AB Watch steady, 0 AB Watch relief, 0 AB Watch return, 0 AB Maint, and 0 OS Watch steady. The shipping jobs were filled by 0 A cards, 0 B cards, 0 C cards, and 0 D card.

Standby jobs: Shipped 15 standby jobs. The standby jobs were filled by 6 A card, 8 B cards, 1 C card, and 0 D cards.

Registered in Honolulu:

10 A cards, 25 B cards, 5 C cards, 5 D cards.

Ships checked by phone and email:

Manukai, DK Inouye, Kaimana Hila, Manulani, Mahimahi, Maunawili, Lurline, RJ Pfeiffer, Matsonia, and the Paint and Rigging gang. All are running with few or minor beefs except for the restricted to the ship beefs.

APL Guam — no major beefs, *APL Saipan* — no major beefs, *USNS Charlton* — no major beefs, *USNS Watson* — no major beefs.

Agents Report:

As you can see by my shipping report, shipping has slowed down in Honolulu. No steady jobs and only 15 standby jobs.

Not a lot of good news for our Hawaiian members about the Covid-19 vaccine. We are at 1b tier according to the CDC, but the state of Hawaii has moved us back to allow school teachers to go ahead. With a shortage of the vaccine supply in Hawaii, March is likely for timing. Kaiser Hawaii emailed me on my individual account and said that the first opening for me to get vaccinated will be March 1st. So much for essential workers in the transportation industries in Hawaii being a priority.

Hawaiian members restricted to ship in Hawaiian ports, seems like Matson is realizing it will sooner or later. (Later is my guess.) Again, I remind all delegates to send me or Matt Henning their red-lined OT sheets showing when and where they are being restricted to the ship. If you can't scan them and email them to me or Matt you can always give them to the Paint and Rigging gang in Honolulu and they will make sure that they get to me.

For Hawaiian members you can email covidexemption@hawaii.gov and request an exemption for you to leave the ship while in a Hawaiian port and be allowed to go from the ship to your home address and back to the ship when it is time for you to go back to work. Matson will only allow this exemption for ships on the pineapple run, not on the China run. You will need to tell the state's "covidexemption" people that you are a Matson crewmember and give rating (on which ever ship you are on) and your home address.

Remember to check your documents; anything less than six months (or 9 months with the USCG Regional offices closed) begin the renewal process. Email all documents in PDF format to your local regional USCG office prior to the expiration date. The Honolulu USCG email address is: rechonolulu@uscg.mil.

Mahalo, Michael Dirksen

SEATTLE

February 2021

Shipping:

2 AB's shipped, filled with a B and D card; 1 OS to a C card; 1 GVA taken by a D registrant. Matson called for 12 Standby AB's and were filled with 2 A, 4 B, and 6 D cards.

Registered:

4 A cards for a total of 9; 6 B cards for a total of 13; 1 C cards for a total of 1; 2 D cards for a total of 2.

Agents Report:

This month I represented the membership at the Martin Luther King County Labor Council, and the Washington State labor Council meetings.

In January Senate Bill 5149 \HB 1201 (The Covered Lives Assessment for Foundational Public Health Bill) was introduced to the Washington State Legislature. This bills intention is to prop up the burdened state medical resources with new tax revenues.

Disturbingly, taxes are to be levied against PEBB, SEBB, Medicaid, fully insured and self-insured plans (Taft-Hartley health plans). Union workers put higher wages on the negotiation table to achieve other social security benefits, such as a strong health care plan. Our benefits package that we enjoy should be considered inclusive as hard-won income overall. If this bill is made law, in a state that has no income tax and has determined in court that a graduated income tax is unconstitutional, it would effectively make Union families a minority income taxpayer in Washington State. Because of the increased financial burden to our health care plan, this bill would also reduce our ability to negotiate for fair increases to other fringe benefits and wages.

I strongly urge all hands to write, email, or phone your State Representative, and voice your opposition to this bill.

Fraternally, Brendan Bohannon

WILMINGTON

February 2021

Shipping:

Shipping: Bosun: 0, AB/W: 15, AB/D: 6, OS/STOS: 2, GVA/GUDE: 0, Standby: 45. Total Jobs Shipped: 68

Registrations: A:26, B:34, C:8, D:5

Ships Visited:

Checking in with ships by phone and email due to the Covid 19 pandemic.

AGENTS REPORT:

Shipping has been good here in Wilmington with San Francisco picking up the slack for unfilled jobs. The number of standbys jobs being called has declined because of the risk of transmission of the Coronavirus.

Eli Wegger has retired and teaches seamanship class here at the hall on Fridays, anyone interested in learning seamanship, signup sheets are on the desk. Also check out the DVD's on the history of unions.

Keep your dues current and be sure to check your documents, before you are ready to ship make sure all documents are current in order to be dispatched. If you receive new documents come in to update your records.

All members should practice best safety precautions, wear a mask wash your hands and maintain social distancing.

Fraternally Submitted, Leighton Gandy

VICE PRESIDENT'S REPORT

February 2021

Ships checked — February.

APL President Wilson - Eventful past 30 days to say the least. Two crew boarded the ship in San Pedro with Covid, both had tested negative within 72 hours of joining the ship. Once ship arrived in Oakland, she was quarantined at anchor for 10 days and crew isolated in their rooms taking several COVID tests during that period. While one more member of crew did test positive during that period, we were lucky that was it. Entire crew from top to bottom replaced and new crew on board. This has led to several changes in the dispatching process, refer to President's Report.

APL President Roosevelt — Jose Duran, delegate. Port congestion and failing equipment is leading to 7-14 days on the hook before getting into San Pedro. Michael Ruan, bosun.

APL Gulf Express — Christian DeMesa, delegate. Ship is running smooth with little or no beefs. Multiple crew changes expected in early March. Ed Zepeda, bosun.

USNS Sisler — Joe Nugent, delegate. On the hook in Diego Garcia, majority of SUP crew will be getting off in March. Chris Cupan replacing Xerxes Cunanan as bosun.

USNS Dahl — In New Jersey shipyard until late March early May. Dispatched 4 new OS's to assist the bosun with major projects. Kim Dulay, bosun.

USNS Pomeroy — In Diego Garcia with large crew change in March, 5 AB's and the bosun. Please check with your Branch Agent to make sure the Union has received the job orders. Jeff Nicholas, bosun.

USNS Watkins — Stephen Alarcon, delegate. Medical situation had an AB rushed to the hospital, back home and doing well. Ship expected to be in Korea for next couple of months. Cosme Bigno, bosun.

SLNC PAX — Frank Duffin, delegate. Ship scheduled for Japan, February 14th with Duffin and Robles getting off. A job well done.

Cape Orlando — Ship is currently in the Portland shipyard and possibly heading to her new home in Olympia, Washington after. Dennis Sumague, bosun.

Cape Horn, Henry, & Hudson — Docked in San Francisco, ROS. No major beefs, possible activation in June.

Chevron — Dispatched several members the past two months and all have done a great job and looking forward to their permanent positions. Shore leave continues to be an uphill battle.

I represented the SUP at the monthly Alameda and San Francisco Labor Council meetings via zoom. Receiving the Covid-19 vaccination continues to be frustrating for all labor unions with little or no guidance. Please check with your county and health insurance providers to see if you are eligible. Feel free to contact me if you are unsure how to do this.

Matt Henning

BUSINESS AGENT'S REPORT

February 2021

President Wilson — Andrew Montoya delegate. After a 4 day cargo delay in Long Beach ship arrived in San Francisco with infections and went to quarantine anchorage. According to reports the non-member joiner contracted the virus prior to joining the vessel, then had social contact with two other crew members and virus spread setting off new rounds of COVID-19 testing. Isolation in own rooms followed for 10 days with other necessary precautions to prevent spreading. After the final rounds of testing all hands tested negative and remaining crew disembarked before the oncoming crew. Meanwhile, the company hired an outside contractor to sanitize and disinfect the vessel. After sanitizing and disinfecting the vessel, crew change was made at anchorage. Now standing by for berth availability. Michael Henderson, Relief Bosun.

President Truman — Lee Bolden delegate. In at Oakland#56. Ongoing delays in Long Beach due to the lack of longshoreman with the virus spiking at an all-time high. Two day anchor awaiting berth and more delay in Oakland. In good hands with relief bosun Ariel Odion.

Mahi Mahi — Arthur Brosnan delegate. Email from delegate with updated information they just arrived in Shanghai on the 5th. Dry dock scheduled for Feb. 8th. The boys are beat: long days and short nights then the cross-decking to Manoa back to the States. Good gang and nothing we can't handle with relief Bosun John Crockett

RJ Pfeiffer — Isnin Idris, delegate back from his trips off with no issues on the southern triangle running smooth with Art Garret as Bosun.

Lurline — David Mercer, delegate. In at Oakland #62. Clarification on original lashing gear. Running steady on the southern triangle in good hands with Patrick Weisbarth as Bosun and sailed for LA with no beefs.

Kamokuiki — Joel Tetrault, delegate. Made a 45 day trip on a short term contract then laid-up back at the San Francisco shipyard for an undisclosed amount of time. Gang made good money while it lasted. No beefs. Nick Hoogendam Bosun.

Maunawili — Jerry Komoto, delegate. In and out of Oakland#62 and sailed for Honolulu with no beefs. Rhonda Benoit as Bosun.

Matsonia — Scott Hudson delegate sailed for Los Angeles with no issues on the southern triangle. David Reinking as Bosun.

San Francisco Bar Pilots — Pier#9. Big Mike Koller, delegate. Highly qualified mate operators ready to step up. Leo Moore, Dock Bosun

Reminder when applying for an upgrade. Please send in copies of your discharges. Do not send in originals after the upgrading process we shred all copies sent in. Worked in the front office and helped dispatch.

Roy Tufono

