



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Friday, June 18, 2021

## California Offshore Wind Projects Get Approval

The Biden administration plans to open the California coast to offshore wind development, ending a long-running stalemate with the Department of Defense that has been the biggest barrier to building wind power along the Pacific Coast.

The move adds momentum to the administration's goal of reaching 100% carbon-free electricity by 2035, coming just weeks after the country's first large-scale offshore wind farm was approved off the coast of New England. Today, the country has just a handful of offshore wind turbines in the Atlantic Ocean, with around a dozen wind farms being developed in federal waters off the East Coast.

"It's an announcement that will set the stage for the long-term development of clean energy and the growth of a brand-new, made-in-America industry," national climate adviser Gina McCarthy says. "Now we're thinking big and thinking bold."

The agreement identifies two sites off central and Northern California with the potential to install massive floating wind turbines that could produce 4.6 gigawatts of electricity, enough to power 1.6 million homes.

Interest in offshore wind on the West Coast has grown for years,

especially with California's own ambitious goal to cut greenhouse gas emissions. The deep waters off the coast have the potential to produce a significant amount of energy. (Chart is on page 11.) But the Defense Department has largely objected to the idea since the Navy and Air Force use the area for training and testing operations. In 2018, the federal Bureau of Ocean Energy Management solicited interest from wind developers. But negotiations with the Defense Department have been slow going ever since, effectively blocking wind development off California. The announcement outlines a compromise for a 399-square-mile area off Morro Bay, a site that's appealing to renewable energy companies because of existing transmission lines nearby that once serviced a retired power plant. It also identifies a location off Humboldt County in Northern California.

"It's our view that the world faces a grave and growing climate crisis," says Colin Kahl, undersecretary of defense for policy. "Climate change is both a threat to the Department of Defense's operations around the world and an existential challenge to our ability to maintain resilience here at home."

Another key site, just offshore from the Diablo Canyon nuclear power plant, was not included in Tuesday's deal. California's last-remaining nuclear plant is scheduled to close completely by 2025, freeing up more potential transmission lines for offshore wind.

Still, the areas identified in the agreement may not be enough for hitting the administration's clean electricity goal as well as California's. The state is planning to get 100% of its electricity from zero-emission sources by 2045.

A potential lease auction for the offshore wind sites could be held in mid-2022. But the projects will still have to negotiate concerns about the potential impact on California's fishing industry and shipping channels as well as any environmental concerns about sensitive ecosystems.

A map of California showing offshore wind speeds is on page 11.

## Matson Launches New China Service Shanghai to Oakland in 12 Days

Just as other carriers suspend their Northern California service, Matson Navigation Co expanded its own with SUP onboard.

Zim Integrated Shipping and Hapag-Lloyd Lines have recently dropped westbound calls in Oakland, and other companies are skipping the port for now. But Matson sees opportunity and stepped into the breach. It announced on June 7, 2020 that it was starting a new trans-pacific container service with a first call in Oakland.

Called the China-California Express (CCX), the service will begin with the deployment of

the *Mokihana* on July 27 sailing from Ningbo. Chief Financial Officer Joel Wine disclosed in Company documents that the *Kanaloa*-class ships will be also be used in the service. "Our newest vessels, *Lurline* and *Matsonia*, will be joined by *Mahimahi* in operating this new service, which will offer three sailings from China every five weeks.

In addition, *Mokihana*, fresh out of dry dock, will deploy in the Hawaii trade to provide weekly westbound service and eastbound service two of every five weeks during this period," said John Lauer, Executive Vice President and Chief Commercial

Officer.

With a 12-day transit time direct from Shanghai to Oakland, the direct to Oakland service is a remarkable change from recent years where nearly all transpacific services made Los Angeles/Long Beach the initial U.S. port.

Oakland has suffered from its own congestion-related issues that have resulted in long backlogs, not dissimilar to those in Los Angeles. Record spikes in import volumes, terminal congestion, infrastructure setbacks, as well as labor shortages have slowed the overflow capacity of Oakland for most carriers.

*continued on page 6*

## Longshore Labor Objects to Terminal Automation

The decision of management at Total Terminals International's (TTI) to automate its 385-acre Pier T terminal in Long Beach sets up a major waterfront battle. The International Longshore and Warehouse Union (ILWU) opposes the project on the grounds it will eliminate some dockworker jobs. Employers say automation is needed to increase capacity and keep the ports of Long Beach and Los Angeles competitive.

"As the Long Beach Harbor

Commission, the mayor of Long Beach, and the executive director of the Port of Long Beach consider TTI's request, we ask that it carefully weigh the impacts that continued automation would have on American jobs and our local communities," Danny Miranda, president of ILWU Local 94, said in a statement Wednesday.

The Pacific Maritime Association (PMA), which represents West Coast terminal operators in negotiating and administer-

ing the coastwide labor contract, claimed automation would increase the throughput crucial to stemming cargo diversions to other ports. "In Southern California you're almost at capacity," James McKenna, the president of PMA said "When you can't handle cargo, the cargo leaves."

Marine terminal automation, which involves replacing manually operated yard stacking cranes, yard tractors, and other cargo-handling equipment with

*continued on page 5*

## Mass Shooting at Railyard in San Jose

A disgruntled employee in San Jose opened fire on fellow workers at a Union meeting resulting in nine deaths. The shooter killed himself as law enforcement arrived on the scene.

On May 26, Samuel Cassidy, a 57 year old mechanic with the Valley Transportation Authority went to work heavily armed and highly disgruntled. At a meeting of the Amalgamated Transit Union at shift change, he opened fire on deliberately chosen victims. At one point, he said to the president of the Union who is not a VTA employee, "I'm not going to kill you today." He passed over some as he slaughtered others.

He moved between two buildings and kept up the carnage.

A maintenance worker who was in the same meeting where six co-workers were slain — curled into a ball on the floor and was somehow spared. ATU President John Courtney, who was in that meeting but he called it "this unfathomable tragedy." In a letter to the 1,600 VTA workers who his Amalgamated Transit Union Local 265 represents, Courtney wrote: "There simply are no words to describe what happened and what I saw. It will stay with me forever."

Before Cassidy left the house at 0539 that morning and drove

to the job he held for 20 years, he put a pot full of bullets on the stove, authorities said, and placed fuel for the fire nearby. In less than an hour, the house was on fire and at the same time Cassidy unleashed a barrage of bullets in the VTA conference room. It's not entirely clear what Cassidy did or said before he pulled out one of three semi-automatic handguns he was carrying and opened fire.

In the midst of the tragedy there was also selfless heroism. Taptej Singh, a 36-year-old light rail operator with a wife and two young children at home, had

*continued on page 5*





# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners	Political Fund
Diane Ferrari.....BK#2251	Joseph Mantanona.....\$50
Hannu Kurppa .....BK#3162	Gil Manipon .....\$40
Gunnar Lundeborg.....BK#4090	Vincent O'Halloran .....\$200
Duane Nash .....BK#2437	Tom Tynan.....\$50
Vince O'Halloran.....BK#2463	David Reinking .....\$50
John Perez.....BK#3810	Daniel Tin Tun .....\$100
James Savage.....BK#7488	Archie Bickford .....\$100
Arthur Thanash.....BK#3249	Erik Thunstrom.....\$100
Grant Wegger .....BK#3637	Matt Henning .....\$25
Alexander Earle.....BK#1885	Dave Connolly .....\$200
Frank Portanier.....BK#3835	
Emmert Holloway .....BK#5875	

Organization/ General Fund
Ivan Ocson.....\$30

## SUP Welfare Plan and SIU-PD Pension Plan Notes

### Change in Mailing Address

Be sure to keep the Plan office informed of address changes. It is important for us to keep you informed of plan changes and changes in legislation that may affect your coverage. Read the information that is mailed to you since there are often requirements for you to reply with time limits on your response.

Also check your email if you have sent emails to the Plan. We may need clarification from you to properly respond to your inquiries.

### Newly Acquired Dependents

New born babies, new spouses, and newly adopted children must be added to your plan coverage within 30 days of the birth, marriage, or completion of the adoption. A delay in adding the dependent may require you to wait until the next open enrollment period in August.

### ID Cards and Using Your Coverage

Check to see if you have ID cards for your coverage. Medical Plans issue ID cards for all enrolled members and enrolled dependents. Dental Plans generally issue only one ID card for the family. Copy the ID card for the family to use when you ship.

Familiarize yourself with the plan procedures that you can use for services when on vacation, out of the area and how to contact a provider by email or for a phone consultation.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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Michael Jacyna Eligibility mjacyna67@sbcglobal.net

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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

## Wealthiest Americans Pay Little or No Taxes

In a groundbreaking new report by the non-profit investigative journalism organization ProPublica, it was recently revealed how little the 25 wealthiest people in the US, including the Amazon founder, Jeff Bezos, the Berkshire Hathaway chairman, Warren Buffett, and the Tesla CEO, Elon Musk – are paying in taxes. Some paid nothing, while their own personal wealth soared to unbelievable amounts.

Jeff Bezos, whose net worth is currently estimated at more \$190bn, didn't pay any federal income taxes in 2007. The stock value for his company, Amazon, more than doubled that same year. Bezos also didn't pay federal income taxes in 2011. That same year, he apparently claimed a \$4,000 tax credit for his kids.

Warren Buffet, meanwhile, paid only 0.1% for every \$100 he added to his wealth between 2014 and 2018 — despite advocating for raising taxes on wealthy Americans such as himself. George Soros, the billionaire investor, is also a supporter of increasing the amount that wealthy Americans like himself are taxed, yet ProPublica's report shows that he did

not pay any federal income tax for three years in a row. Michael Bloomberg, the businessman and former mayor of New York City, also did not pay federal income taxes in a recent tax year.

In 2018, Elon Musk, the second-richest person in the world, also paid no federal income taxes.

The 25 individuals listed in the report earned a combined \$1.1 trillion in income in 2018 — the same amount as 14.3 million "ordinary Americans" put together, ProPublica observes. The organization also notes that the first group, the wealthy 25, paid \$1.9bn in federal income tax that year. The latter group, the 14.3 million ordinary wage earners, paid \$143bn. The report concludes that "Taken together, it demolishes the cornerstone myth of the American tax system: that everyone pays their fair share and the richest Americans pay the most. The IRS records show that the wealthiest can — perfectly legally — pay income taxes that are only a tiny fraction of the hundreds of millions, if not billions, their fortunes grow each year."

## Membership and Ratings Committee

The Committee met on June 3, 2021 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

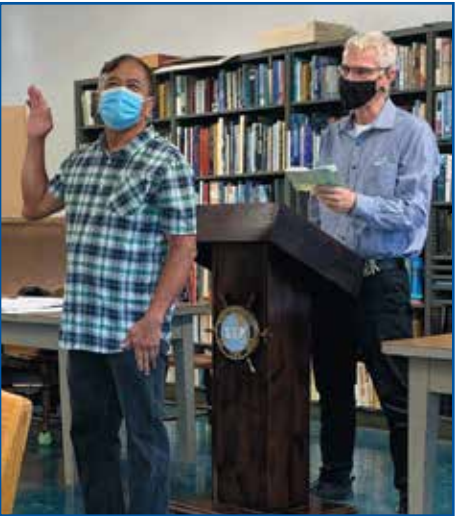
Name and Membership	Number	Seatime	Rating	Seniority
Rodencio Purganan	Bk#3884	6 yrs.	A.B.	A
James McGuire	Bk#6552	6 yrs.	A.B.	A
Preston Lau	Bk#4130	6 yrs.	A.B.	A
Dan Ternura	Bk#3309	6 yrs.	A.B.	A
Ernesto Lagramada	Bk#4131	6 yrs.	A.B.	A
Ivan Ocson	C-2863	30 Days	O.S.	C
Gil Manipon	C-2864	30 Days	A.B.	C
Brandon Hubbard	C-2865	30 Days	O.S.	C
Brent Johnson	C-2866	30 Days	A.B.	C

<b>Ratings: Bosun Stamp</b>	
Christopher Go	Bk#30445

**Membership and Ratings Committee's Report:** Paul Fuentes, Bk#2239, Dennis F. White, Bk#3647, Mervin Guevarra, B-19326



The SUP Membership and Ratings Committee met on June 3 2021 at Headquarters to review the applications for upgrades and rating stamps. From left to right is Mervin Guevarra, Paul Fuentes and Dennis White  
Photo Roy Tufono



AB Dan Ternura takes the Oath of Obligation after gaining full seniority in the SUP after 6 years of seatime.

### Final Departures

**Benjamin Oani, Book #2466.** Born in the Philippines in 1931. Joined SUP in 1984. Died March 23, 2021. (Pensioner)

**William Ofsthus, Book #2440.** Born in Washington in 1931. Joined SUP in 1950. Died in Stanwood, Washington, May 3, 2021. (Pensioner)

**William Brasher, Book #5137.** Born in California in 1927. Joined SUP in 1946. Died May 4, 2021. (Pensioner)

**Peter Villanueva, Book #857.** Born in California in 1934. Joined SUP in 1959. Died in Concord, California, May 10, 2021. (Pensioner)

**Anthony Radochonski, Book #3154.** Born in Illinois in 1934. Joined SUP in 1952. Died in Washington, May 12, 2021. (Pensioner)

**David Kosevich, Book #2930.** Born in Illinois in 1926. Joined SUP in 1944. Died September 24, 2018. (Pensioner)

**Francisco Rosales, Book #3198.** Born in Texas in 1938. Joines SUP in 2007. Died December 1, 2018. (Pensioner)

### SUP Meetings

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

SUP HQ	Branches
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

## West Coast Sailors

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# From President Biden’s Proclamation on National Maritime Day, 2021

“We must protect those who protect our country...”

“Since the first days of our Republic, America has been a proud maritime Nation. To this day, the United States Merchant Marine is a pillar of our country’s prosperity, playing a vital role in the maintenance of our economic and national security. Through every period of peace and war, our merchant mariners have been dedicated to protecting our freedom and promoting commerce. On National Maritime Day, we honor the steadfast commitment and sacrifices of the men and women who serve in the United States Merchant Marine, and recognize their essential role in safeguarding and strengthening our Nation.

Called the “fourth arm of defense” by President Franklin D. Roosevelt during World War II, the Merchant Marine established itself as a cornerstone of sealift

support for our Armed Forces, sailing through theaters of war to deliver troops and supplies while keeping vital ocean supply lines operating. The perseverance and dedication of the Merchant Marine contributed to the Allied victory even as they suffered one of the highest casualty rates of any of our military services.

Our merchant mariners also play a critical role in times of peace. They ensure our economic security by keeping our coastal and inland waterways open to trade, while United States-flagged ships operated by American merchant mariners transport goods across our country and all over the world. United States maritime freight operations helped support \$5.4 trillion of economic activity among the many non-maritime industries that depend on the Merchant Marine for access to world markets. This movement of goods domestically and internationally



Former Wilmington Branch Agent Mark Hurley with active members Kate Healey, Lucy Bishop, and Dale Gibson at the Wall of Honor for the Maritime Day celebration in San Pedro California on May 22, 2021.

continues to ensure America’s economic competitiveness throughout the world — growing jobs and supporting businesses of all sizes here at home.

The maritime industry has long pro-

vided opportunity for Americans of all backgrounds — and the Merchant Marine continues to advance a more equitable industry in which barriers to entry and advancement are eliminated.

## House Seapower Committee Calls For Sealift Overhaul Long-Term Strategy Needed After Decades of Neglect

House lawmakers asked leaders of the U.S. Transportation Command and the U.S. Maritime Administration to create a sealift strategy amid decades of concerns over the capacity of the sealift fleet.

During a joint hearing between the House Armed Services Committee’s seapower and projection forces subcommittee and readiness subcommittee on Tuesday, lawmakers criticized and expressed concern over the lack of a cohesive strategy to build up the sealift fleet.

“Throughout this hearing, it appears as though the effort that has been made by MARAD, by TRANSCOM, Navy and by the committee has not been successful,” HASC readiness subcommittee chair Rep. John Garamendi (D-Calif.) said. “We’ve made a little bit of progress here and there, but we really have not been able to really put in place a comprehensive strategy and then carry it out. We’ve had bits and pieces.”

Garamendi pointed to several components contributing to a strategy – the tanker security program Congress created, recent legislation mandating the U.S. military transport its cargo with U.S. planes and ships, and MARAD’s construction of National Security Multi-Mission Ves-

sels – but said an overarching strategy is necessary.

The HASC readiness chair suggested lawmakers hold a roundtable so Congress and officials from the Defense Department and Transportation Department can produce a cohesive strategy to incorporate into this year’s defense policy legislation and possibly the appropriations bill.

“Here’s what I am proposing... is that we have a roundtable. Invite members of the two committees — Mr. Courtney’s committee and my committee – to participate, staff and members of the maritime committee, of the [House] Transportation [and] Infrastructure Committee,” Garamendi said. “That sometime within the next month we sit down, invite [U.S. Transportation Command commander Gen. Steve] Lyons or whomever you would like to send to that meeting, and that we develop for this year’s NDAA a strategy that would provide over both dealing with the immediate — meaning now, this year, next year – appropriations, as well as the NDAA, and long-term.”

Rep. Rob Wittman (R-Va.), the ranking member of the seapower panel and the vice ranking member of HASC, echoed Garamendi’s concerns about the



The USNS Watson, the namesake of the Watson-class LMSR’s.

lack of a strategy.

“There doesn’t seem to be one. If there’s not a long-term strategy about how we recapitalize, then it deeply concerns me, especially because we’ve been emphasizing this. Now I know — between Chairman [Joe] Courtney and myself, Chairman Garamendi and Mr. [Doug] Lamborn now — this is going on four years and we still haven’t gotten to the point of getting two additional ships in. And I can tell you by any other measure, in any other place, that would be unacceptable. And I would say it’s unacceptable here,” Wittman said.

While Congress in the Fiscal Year 2021 policy bill authorized the Navy to purchase two used sealift vessels and in the FY 2021 appropriations bill allotted \$60 million for those ships, the service has yet to get them on contract.

During the hearing, Wittman also ex-

pressed concern over the recent decrease to the Ready Reserve Force, which went down to 41 ships from 46. MARAD took SS *Cape Mohican* (T-AKR-5065), SS *Cape May* (T-AKR-5063), SS *Flickertail State* (T-ACS-5), SS *Grand Canyon State* (T-ACS-3) and SS *Petersburg* (T-AOT-9101) out of the force.

Lucinda Lessley, MARAD’s deputy administrator, said she is examining the maritime transportation strategy released under the Trump administration to assess whether it’s in sync with the Biden administration’s aims.

Luria asked a series of questions drawing attention to the current state of the U.S. maritime industry. Lessley confirmed to Luria that there is no mandate that U.S. cargo, besides government cargo, be transported on ships built and flagged by the U.S.

## MSP and TSP Funded In President’s Budget Request

The President’s FY 2022 budget request includes full funding for the Maritime Security Program and funding for several other maritime industry priorities.

The White House noted that MSP “supports and contributes to the expansion of the merchant mariner base, providing employment for approximately 2,400 US merchant mariners who crew the US government-owned surge sealift fleet, as well as up to 5,000 additional shore-side workers.” MSP is part of the national maritime policy to provide funding for 60 “militarily useful” ships in an effort to keep the U.S.-flag flying in the international trades. Despite other U.S. policy that requires U.S. ship to carry a “significant portion” of that trade, most estimates put the total amount of U.S.-flag carriage of U.S. generated cargo around only 2% of

the total. Without the MSP, that number would be much closer to zero.

The budget further requests \$60 million for a new Tanker Security Program “to address the urgent and critical national security requirements for US-flag product tankers to support our deployed Armed Forces in contingency operations and provide a global network of distribution capabilities.”

The new Tanker Security Program, the White House said, will create and sustain US mariner jobs, and support economic security and global competitiveness by lowering reliance on foreign-flag tankers.

The President’s budget also includes an \$80 million request for ferry boat programs and \$315.6 million to allow MARAD to complete the National Security Multi-Mission Vessel school ship replacement program.



Before throwing off the lines at San Francisco's Pier 50 and departing on the Pacific Pathways and Defender mission the fully vaccinated deck gang of the Ready Reserve Force ship *Cape Henry* assembled for a Union meeting on the main deck . L-R - AB-John Springfield, OS Manfred Olsen, AB and delegate George Babin, AB Anthony Wylie, Bosun Ian Serra, OS Brandon Box, AB Ariel Odion, AB Eric Weintraub , OS Robert Jenkins Photo by Roy Tufono



# Naming the Waters: Boundaries at Sea

A state controls territorial waters up to 12 nautical miles (22 kilometers) from shore, but it can punish violations of its customs, fiscal, immigration and sanitary laws that occur within its territory or territorial waters in a “contiguous zone” up to 24 nautical miles (44 kilometers) out. States have control of all economic resources in the exclusive economic zone, which extends up to 200 nautical miles (370 kilometers) from shore.

“International waters” isn’t actually a defined term in international law. To varying degrees, depending on location, all ocean waters are international. For example, in a country’s territorial sea, ships of all states enjoy the right of “innocent passage.” But sometimes the term “international waters” is used as an informal shorthand to refer to waters beyond the territorial sea of any state.

In these waters, all states enjoy “high seas freedoms” (like the freedoms of navigation and overflight) and other lawful uses of the sea. In general, that means that ships of any country — even a ship flying the flag of a landlocked country — are entitled to exercise those freedoms without interference from any other state. This system of customary international law is reflected in the Law of the Sea Convention.

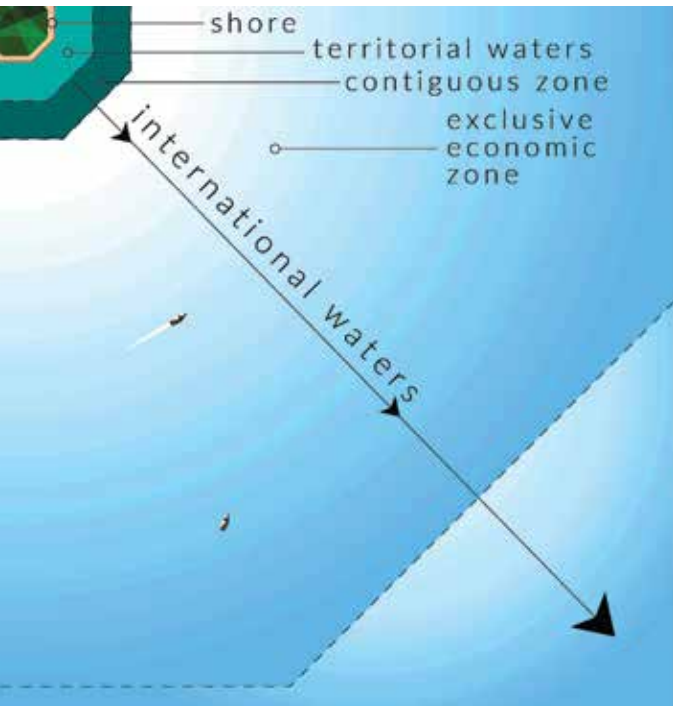
The Law of the Sea Convention also provides for another important maritime zone: Up to 200 nautical miles (370 kilometers) offshore, a coastal nation can claim an “exclusive economic zone” or EEZ. In that zone, the country has specific rights and jurisdiction for certain limited purposes, including managing fisheries and producing energy from the water and wind. With respect to traditional uses of the ocean, the United States considers that the Law of the Sea Convention reflects customary international law, binding on all countries.

About 90,000 commercial vessels transport goods between countries. Also, all countries can lay underwater pipes and cables in international waters. Fisheries in EEZs and on the high seas are also important. But even in the territorial sea, all vessels (including military vessels) have the right of innocent passage — they may expeditiously transit territorial waters as long as they do not engage in certain specified activities deemed to disrupt the peace, good order or security of the coastal state. Sometimes, countries make excessive maritime claims that attempt to unlawfully restrict access to or use of the seas.

When this happens, the U.S. Department of State often lodges a protest with the government for making unlawful claims, and works with the country to bring its claim into accordance with international law as reflected in the Law of the Sea Convention. Also, the Department of Defense may conduct a “freedom of navigation operation” to assert the international principle of freedom of the seas.

The definitions for mariner certification and licensing add more complexity. Some of the seagoing requirements for example depend on the “the Boundary Line,” which marks the dividing point between internal and offshore waters, and is used in crediting inland/offshore sea service for mariners licensing; refer to the USCG National Maritime Center website for licensing issues concerning the Boundary Line.

The Boundary Line is sometimes confused with the Demarcation Line, which is the divid-



ing point between domestic rules-of-the-road (Inland Navigating Rules) and the international rules-of-the-road (Convention on the International Regulations for Preventing Collision at Sea, aka COLREGS). The Boundary Line and Demarcation Line are different lines for different purposes, although they might coincidentally overlap at places along the coastline.

## Dogs Trained to Detect the Majority of COVID-19 Infections; Even Asymptomatic

Dogs can be trained to detect the majority of COVID-19 infections even when patients are asymptomatic, according to scientists from the London School of Tropical Medicine, Durham University and the group Medical Detection Dogs. Authors of the research, hope the screening of clothing and face masks could help replace the need to quarantine airplane travelers after incoming flights. "What we're suggesting is that dogs would give the first initial screening, and then those (arrivals) that were indicated as positive would then receive a complimentary PCR test," declared co-author James Logan.

How does it work? The results are said to be more effective than temperature

checks as they could detect mild or asymptomatic COVID-19 infections. Dogs that screened arrivals at airport terminals could detect 91% of cases, resulting in a 2.24x lower rate of transmission than with PCR tests alone.

News reports said that Thailand is using dogs trained to detect coronavirus infections by sniffing samples of human sweat as the country deals with a severe outbreak of COVID-19. The samples are stored in small metal containers for the dogs to inspect one by one, and about 2,000 specimens have already been sniffed this month. The trained Labradors at Bangkok's Chulalongkorn University have even shown a success rate of about 95%.

## One Toke Over the Line: More US Workers Test Positive for Pot

The coronavirus pandemic shook up the U.S. employment picture last year, but one trend persisted: a rising share of workers who test positive for marijuana. The proportion of U.S. workers who tested positive for marijuana in urine climbed higher in 2020 while the overall share of positive drug tests plateaued last year, according to Quest Diagnostics, one of the largest drug-testing laboratories in the U.S. About 2.7% of the approximately seven million drug tests Quest conducted on behalf of employers came back positive for marijuana — up from 2.5% in 2019 and 2% in 2016.

Overall, the percentage of working Americans testing positive for any drug was 4.4%, little changed from 2019, when the rate of positive urine-based drug tests hit its highest level in 16 years. Though federal and state data indicate drug overdoses and abuse have risen during the pandemic, Quest officials say that isn't captured in their data because many overdose victims likely weren't subject to workplace drug testing last year.

Drug tests often occur for new-hire candidates, as part of random-testing programs or following an accident or suspicions of drug use.

Positive marijuana tests have climbed among American workers as more states have allowed marijuana for medical and

recreational use in recent years. Seventeen states have passed legalization measures, according to the National Conference of State Legislatures — including, most recently, New York, New Jersey, Virginia and Arizona.

Along the way, the shifting legal backdrop and changing cultural attitudes have prompted some employers to stop testing for it while others have quit factoring it into hiring decisions. Some businesses say testing policies promote accountability, although many take a more lenient stance toward marijuana than toward other drugs.

“We haven't really seen a sea change in the overall testing rate, but we've been seeing changes in the degree to which marijuana is included in the testing panels,” said Dr. Barry Sample, Quest's senior director for science and technology.

For U.S. merchant mariners, testing positive for marijuana can result in unemployment. The drug testing procedures, frequency and enforcement of the United States Coast Guard according to regulation covering mariners, are unchanged. Marijuana is still categorized as a dangerous drug and testing positive for it almost always results in immediate suspension of merchant mariner credentials.



AB Adán González at work on the *President Cleveland* underway off Japan.  
Photo bosun Jesus Hermosillo



# Broken Import Records the New Normal in California

California’s major seaports all reported continued record results again. Driven by consumer demand imports surge as the ports of Long Beach, Los Angeles, and Oakland all exceeded prior highs and continued to expect strong imports continuing into the summer of 2021. Exports levels, on the other hand, were weak at each of the ports.

“We’re sounding like a broken record, but containerized trade continues to flourish as the U.S. economy rebounds,” said Port Maritime Director Bryan Brandes. “And as we’ve said before, there doesn’t seem to be a letup in sight.”

April was the 10th consecutive month that the Port of Long Beach has broken cargo movement record for a particular month amid what port officials called “a historic cargo surge.” It was the first time the port surpassed the 700,000 TEU mark in April beating the previous record set in April 2019. The upward trend persists,

The Port of Los Angeles reported a similar streak noting that it has set records in six of the last nine months, and it was the ninth consecutive month of year-over-year increase. In April 2021 the port moved 946,966 TEU and since the beginning of 2021, it has handled over 3.5 million TEU.

Oakland, while a smaller port, has benefited both from the surge in imports and the overcapacity situation in southern California which prompted some boxships to divert to the further north port. Oakland handled just over 100,000 TEU in April, its third consecutive month of import gains. It was also the second

straight record month. The rebound for container shipping began in July 2020 as Asian manufacturers returned to operations and U.S. consumers staying at home increased their e-commerce purchases. Each of the ports continued to report that strong consumer demand was fueling their growth, while Los Angeles noted that they were observing the return of the service sector. Some economists have felt that as services return and consumers get out more it could be reflected in slower growth for retail sales.

International trade the Port of Long Beach predicted will help to jumpstart the economy. “We are in the midst of our best trade periods in port history, but we cannot forget that the national economy remains in recovery mode,” said Long Beach Harbor Commission President Frank Colonna. “We are closely collaborating with our industry stakeholders to handle the resurgence of cargo we’re experiencing after the dramatic declines we saw last year due to COVID-19.”

The Port of Los Angeles highlighted that its terminals continue to work above their design capacity, but with the support from all sectors of the operation, the ports continue to make headway to reduce the backlog and delays. “Fewer ships are going straight to anchor, and of those that do, the wait time is decreasing as our labor force and supply chain partners adeptly handle the steady stream of cargo on our docks,” said Port of Los Angeles Executive Director Gene Seroka.

The strong imports however are being



cited as one of the factors holding back U.S. exports. All the ports cited strong increases in empties shipping out back to China to meet demands from the Asian factories to get goods to the U.S. New Federal Maritime Commission Chairman Daniel Maffei speaking as part of a briefing with the Port of Los Angeles said that one of his priorities would seek to improve conditions for exporters. He noted, however, that also begins inland to

make sure the costs and infrastructure to move the goods to support exports.

While all the ports continue to see wait times for terminal space, they also reported declines in the backlog. Los Angeles, for example, said that vessels at anchor in San Pedro Bay were down as low as 13 in recent days versus a peak of 60 early in 2021. However, the average time at anchor remains nearly seven days, but more ships are going directly to the terminals.

# Longshore Labor Objects to Terminal Automation

continued from page 1  
driverless machines, is the most contentious issue facing longshore unions on the West and East coasts of North America. It will almost certainly be an issue again next spring when the ILWU and PMA launch negotiations to replace the current contract that expires on July 1, 2022.

TTI would become the fourth automated terminal in Southern California. Long Beach Container Terminal (LBCT) and TraPac in Los Angeles are fully automated, meaning all cargo-handling functions in the container yards — but not ship-to-shore cranes — are conducted with driverless equipment. APM Terminal’s Pier 400 project involves automation of 100 acres at the 440-acre facility through the use of automated straddle carriers that shuttle containers within that portion of the facility. ILWU Local 10 in 2019 tried unsuccessfully to convince the city of Los Angeles to block a construction project for the APM Terminals automation project.

As required by the coastwide contract when an individual employer decides to automate, TTI met Monday with leaders of the three ILWU locals in Southern California to lay out the details of its automation plan. The locals will now provide their input, observations, and suggestions on the plans, but according to the terms of the coastwide contract that was signed in 2008, the ILWU is theoretically prevented from stopping the project. Coastwide contract calls for an exchange in which both parties have certain obligations they must meet to make a path forward for automation,

said Frank Ponce De Leon, ILWU coast committeeman.

“Absent adherence to that quid pro quo, there is no outright, one-way grant of automation to the employers,” he told JOC.com.

McKenna said the PMA was represented at Monday’s meeting, even though all decisions on automating TTI will be made at the local level. McKenna said the ILWU representatives listened closely to the plans and “a lot of good questions were asked.”

Past efforts at automation in Southern California show that automated cargo-handling equipment can eliminate 40 to 70 percent of existing jobs. However, automation also creates new jobs associated with the installation and maintenance of electrified equipment, programming, and related functions that are not present in a manual environment.

Employers claim that to meet growth existing terminals need to “densify” operations, making the existing spaces more efficient. Not all terminals will choose to densify. Rather, those that do will balance the high costs associated with automation — \$1.4 billion in the case of LBCT — and the efficiencies and reduced labor costs inherent in automation. LBCT had the luxury of beginning its project a decade ago on a large parcel of vacant land, TTI however will be challenged by installing automation while it continues to handle large cargo volumes each day. This will likely make automation a phased in development, which would take much longer.

# Mass Shooting at Railyard in San Jose

continued from page 1  
heard the commotion on the VTA radios. He immediately told co-workers to hid, and began shepherding others to safety, his relatives said they were told by survivors. “He put a lady in a control room to make sure she was safe,” his brother, Bagga Singh, said. Singh’s 42-year-old supervisor, Paul Megia, was doing the same. He hurried Cecilia Crowder into his office, locked the door from the outside, and told her “Don’t let anyone in.” Then he continued to try to help get others to safety. It wasn’t long before Crowder said she heard gunfire outside the door. In their efforts to save their co-workers, both Singh and Megia found themselves face to face with the killer.

“I’m really sorry,” Crowder told Megia’s family and loved ones at a vigil Friday. “Paul saved my life.”

In under 10 minutes, Cassidy had fired 39 rounds. He had about 10 times that amount of ammunition in reserve when he turned the gun on himself when Sheriff deputies arrived from the courthouse nearby.

The Transportation Trades Department of the AFL-CIO via President Greg Regan immediately expressed the sorrow and frustration of transportation labor. “We mourn with their families and friends for their loss and stand in solidarity with all

workers, who should never have to walk onto the job fearing for their lives or their safety.” At a meeting of the Executive Committee of the California Labor Federation a report on the horror was heard, and members held a moment of silence for the departed.

“Every mass shooting is a tragedy,” said AFL-CIO President Richard Trumka.

“But this mass shooting hits close to home because the victims are our brothers and sisters. Not only did it happen at a workplace, but the shots rang out in the middle of a union meeting.”

“Today, our grief is matched by our determination. But make no mistake, we will reach a better day. This is a reminder that our work is great and our time together is never long enough,” he said.

Following the shooting, President Joe Biden ordered the White House flag to be lowered to half-staff to mark the losses of life. Dozens of federal, state and local officials expressed their condolences that have become routine following a high-profile mass shooting in this country. But for the colleagues and families of the deceased, any form of healing was far off. Anyone interested in supporting the victims families can visit the link below for the Union sponsored donation fund.

VTA — Working Partnerships USA (wpusa.org)



Valley Transportation Authority shooting victims: (Top) Abdolvahab Alaghmandan, Adrian Balleza, Alex Fritch, Jose Hernandez III. (Bottom) Lars Lane, Michael Rudometkin. Paul Megia, Taptejdeep Singh, Timothy Romo (Courtesy of Valley Transportation Authority)





AB John Pennings standing security watch at the top of the ramp during the load out of the *USNS Dahl* in Blount Island, Jacksonville Florida. The *Dahl* is back in the States for regular shipyard maintenance after a period of deployment overseas.

## Ransomware Attack on Major Ferry Operator

The largest ferry service operator to Martha's Vineyard and Nantucket was hit by a ransomware attack Wednesday that hampered some operations, the latest in a string of cyberattacks in recent weeks.

The Steamship Authority of Massachusetts said delays to service were likely. "The Woods Hole, Martha's Vineyard and Nantucket Steamship Authority has been the target of a ransomware attack that is affecting operations as of Wednesday morning," the Steamship Authority tweeted. "As a result, customers traveling with us today may experience delays."

The attack comes amid a string of ransomware attacks on U.S. companies and organizations that have increasingly raised serious concerns about the impact of hacks on daily life.

Colonial Pipeline, which supplies around 45 percent of the East Coast's fuel supply, was forced to temporarily shut down operations last month when it was targeted by a ransomware attack carried out by a Russian-based criminal group.

Days earlier, JBS USA, the nation's largest beef supplier, was hit by a similar ransomware attack that the company told

the White House they believed to have also originated from Russia. The United Food and Commercial Workers union announced Tuesday that all JBS USA plants had been forced to halt production after the cyberattack. UFCW International President Marc Perrone said in the statement that the group is "urging JBS to ensure that all of its meatpacking workers receive their contractually guaranteed pay as these plant shutdowns continue."

"UFCW is calling on JBS to work with state and federal leaders to help get JBS meatpacking workers back on the job as soon as possible so these essential workers can continue to keep our country's food supply fully operational and secure as this pandemic continues," he added.

Ransomware attacks have been on the rise during the COVID-19 pandemic, with hackers targeting vulnerable and critical organizations more likely to pay the ransom to gain back access to networks.

Hospitals, utilities, shipping companies, food suppliers, health care networks and schools have been targeted, and in some cases have paid the ransom.

## “Raising Working Standards” is Theme of 2021 Day of the Seafarer

The Day of the Seafarer, June 25, serves to focus the world's attention on professional mariners: the men and women who constitute the driving force of the industry.

This year, the campaign will provide a platform for mariners and their supporters to advocate for improvements in working standards.

Leading up to the day, the International Maritime Organization will release short polls aimed at collecting seafarers' feedback on what a fair future should include in terms of working conditions,

safety and training.

The answers, which will be shared afterwards with all respondents and the media, will provide a soundboard to help guide the actions of the International Maritime Organization.

For more information on this year's campaign and to participate, visit the IMO's Day of the Seafarer webpage.



## Matson Launches New CCX Service

*continued from page 1*

The port's largest terminal, Oakland International Container Terminal, which handles about 75 percent of the port's total container volume, lost one of its four berths in January with the arrival of three new super post-Panamax cranes. The berth was out of commission while the cranes were being installed and tested.

The Oakland first port call means faster seagoing delivery to Northern California,

but the Company will also market the CCX service as further expedited via the use of its own "Matsonexclusive" terminal.

The service will also call in Long Beach and Honolulu. Wine cited "extraordinary demand" and the new CCX service is clearly intended to address shippers' concerns about congestion in Southern California. The service is presently expected to operate through the Lunar year 2022.

## Positive Covid Tests Cloud Cruising Restart

After strenuous objections to U.S. health and safety regulation, the flag-of-convenience cruise industry attempted another re-start in carefully controlled circumstances. The coronavirus went along for the trip.

Two passengers from the United States who shared a room on board *Celebrity Cruises' Celebrity Millennium* ship, which was billed as carrying "fully vaccinated crew and guests", have tested positive for COVID-19, the Company said in a statement. The tests came back positive during end-of-cruise testing, which is completed 72 hours before passengers return to the U.S. Both passengers were reported to be asymptomatic.

All adult passengers were required to show proof of vaccination in addition to a negative COVID-19 test within a 72-hour period before the ship departed from the Caribbean island of St. Maarten Saturday.

There are more than 1,200 people on board the ship, mostly from the U.S. To enter St. Maarten, adult passengers had to fill out a form and provide a vaccination card. Cards were also checked at the port.

While the sailing took place outside of U.S. waters, meaning that the CDC's regulations did not apply, a CDC spokesperson said that "cruising safely and responsibly during a global pandemic is

very challenging," when asked about the emergence of COVID on board *Celebrity Millennium*.

Another cruise ship in Italy, despite the same efforts to create a bubble environment aboard the ships, had passengers with positive tests as well.

The *Celebrity Millennium* was five days into its much-celebrated return to service highlighted as the first large cruise ship in the Western Hemisphere to get underway, albeit with vastly reduced passengers. Cruise lines operating from U.S. ports, including Carnival Cruise Line, Norwegian Cruise Line, and MSC Cruises, each announced this week additional restart dates for sailing from ports in Florida, Texas, California, and New York, in addition to the plans for Alaska cruises from Seattle. However, the situation regarding requiring passengers to provide proof of vaccination remains unresolved in Florida and Texas, where the states have banned businesses from requiring vaccine passports. The cruise lines are hoping to find an agreement between the states and the CDC, while at the same time the federal judge hearing Florida's lawsuit said he would issue a ruling soon on the motion for an injunction to end the CDC's restrictions on cruising.

## X-Press Pearl Burns and Sinks, Crew Saved, Captain Arrested

On May 20, the containship *Xpress Pearl* was awaiting entry to the Sri Lankan port of Colombo when it reported a small fire. The ship was loaded with 1,486 containers, including 25 tons of Nitric Acid and other chemicals which it had loaded at the port of Hazira, India on May 15. Preliminary investigations indicate the fire started due to a chemical reaction of the hazardous cargo. There were several explosions in the developing fire.

The ship was ordered to depart the offshore anchorage, approximately 9.5 nautical miles from the entrance to the port, but could not get underway and remains still at anchor. Exacerbated by

strong winds the fire spread quickly, and crew of 25 was eventually safely evacuated as salvors fought to save the ship. Special fire-fighting equipment arrived from Europe but the ship burned for about a week.

Despite fire-fighting efforts, the fire engulfed the entire ship and it sank as salvors were attempting to tow it to deeper waters. The ship's stern is now resting on the bottom at depth of about 21 meters while the forward section remains partially afloat. Adding to the potential environmental casualty is now another case of mariner criminalization. The ship's captain was arrested during the investigation.





# APL Saipan Rescue at Sea North of Saipan

Three Saipan fishermen are back on solid ground after their boat capsized 5 miles south of Sarigan island, about 234 miles from Guam, leaving them barely above water for several hours.

A release from the Commonwealth of the Northern Mariana Islands Department of Public Safety stated that a distress call came in around 4:03 a.m. Tuesday. The boat operator and two friends left Saipan on Monday morning to go fishing. Around 2 a.m. Tuesday, the boat operator noticed the vessel was taking in a lot of water, and within a minute, the vessel began to capsize, according to DPS.

The boat operator used a satellite phone to call a friend to let him know the boat had capsized. The friend then called for police assistance. DPS' Boating Safety Section also dispatched the Zodiac boat from Saipan.

The *APL Saipan*, a U.S.-flag container ship with SUP sailors on deck, was en route to Saipan when it received the distress call from U.S. Coast Guard Sector Guam around 6:45 a.m. APL Guam General Manager Charlie Hermosa said the cargo ship immediately diverted course.

"We went to the general location of where the Coast Guard had pinned them to be. Once the *APL Saipan* diverted, they were able to spot what looked like three gentlemen that were on top of their boat that capsized," Hermosa said. Hermosa said sea conditions at the time of the incident were somewhat choppy.

"The pictures are pretty dramatic with them sitting on top of probably the last portion of the ship that was sticking out. If they were out there for eight hours, you could imagine what they were doing to ensure they were staying above water. I mean, they had a small space, but they did it. But like the captain said, they were extremely tired and hungry. So really they were able to take care of them and let them rest," Hermosa said.

The diversion took four to six hours, but *APL Saipan* was more than happy to assist in the rescue. "We supported in taking on the three individuals on board, and we were able to feed them. We believe they were out there for almost eight hours," Hermosa said. "So we were able to take them on board, give them blankets and feed them. They were able to rest up and were brought to Saipan." According to



In the Western Pacific Ocean among the northern Marianas Islands north of Saipan. They were rescued by the *APL Saipan* a Maritime Security Program ship crewed on deck by the Sailors' Union of the Pacific.

Hermosa, *APL Saipan* Capt. Robert Soley reported that the fishermen were grateful and extremely tired from the ordeal.

CNMI DPS reported that the cargo ship arrived on Saipan around 3:30 p.m., the same day with the three fishermen on board. All three fishermen stated they were OK and did not have any injuries. Hermosa said *APL Saipan* is grateful to be of assistance despite any delays to their schedule.

"If we ever have an opportunity like

that, obviously the safety of our crew and our ability to save lives is our No. 1 priority. Even though we may arrive a little late to our destination, we hope the community understands because we would do this for anyone as long as we are providing assistance. We are always grateful for the opportunity to be able to support and get involved in a humanitarian type of relief," Hermosa said.

An investigation into what caused the boat to capsize is underway.

## Summary Annual Report For Andrew Furuseth School of Seamanship Training Plan

This is a summary of the annual report of the Andrew Furuseth School of Seamanship Training Plan, EIN 30-0162507, for the year ended July 31, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$869,669 as of July 31, 2020, compared to \$677,010 as of August 1, 2019. During the plan year the plan experienced an increase in its net assets of \$192,659. During the plan year, the plan had total income of \$1,007,119, including employer contributions of \$680,440, earnings from investments of \$280, and other income of \$326,399.

Plan expenses were \$814,460. These expenses included \$142,079 in administrative expenses, and \$672,381 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Andrew Furuseth School of Seamanship Training Plan, at 730 Harrison Street, Suite 400, San Francisco, California 94105, telephone (415) 764-4990. The charge to cover copying costs will be \$2.00 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, 730 Harrison Street, Suite 400, San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.



Speaker of the House Nancy Pelosi on Memorial Day at the Monument of the Unknown Dead in the National Cemetery in San Francisco's Presidio.

## Summary Annual Report For SUP Welfare Plan, Inc.

This is a summary of the annual report of the SUP Welfare Plan, Inc., EIN 94-1243666, Plan 502, for the plan year ended July 31, 2020. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of SUP Welfare Plan, Inc., has committed itself to pay certain medical, dental and death claims incurred under the terms of the plan.

### Insurance Information

The plan has contracts with Health Net, Kaiser Foundation Health Plan of the Northwest, Kaiser Foundation Health Plan of Hawaii, Kaiser Foundation Health Plan, Inc., Kaiser Foundation Health Plan of Washington, Dental Health Services of Washington, Blue Cross and Blue Shield of Louisiana, and Delta Dental of California to pay certain medical and dental benefit claims incurred under the terms of the plan. The total premiums paid for the plan year ending July 31, 2020 were \$6,208,812.

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$24,546,493 as of July 31, 2020, compared to \$22,096,007 as of August 1, 2019. During the plan year the plan experienced an increase in its net assets of \$2,450,486. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$10,453,687, including employer contributions of \$9,166,581, employee contributions of \$12,250, realized gain of \$32,454 from the sale of assets, earnings from investments of \$1,233,448 and other income of \$8,954.

Plan expenses were \$8,003,201. These expenses included \$930,178 in administrative expenses and \$7,073,023 in benefits paid to participants and beneficiaries.

### Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of plan assets; and
5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SUP Welfare Plan, Inc., who is the plan administrator, 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 764-4990. The charge to cover copying costs will be \$49.00 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

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Bosun Isagani Cruz, AB Langston Holmberg, AB Robert Lee, and AB and delegate Roberto Tomas on the back deck of the geared CV-700 container ship *M/V Kamokuiki* before sailing for various ports in the South Pacific and Far East.

Photo by Roy Tufono



At San Francisco’s Pier 70, aboard the C/V 700 *Kamokuiki* before departure to Micronesian nation of Palau in the western Pacific, the SUP standbys bosun Mike Smith, Dominic Pellom, Sam Worth provisioned the ship and otherwise made her ready for the voyage.



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## White House Sets New Disclosure Rules For Jones Act Waivers

The White House, through its new Made in America Office, has released guidance on how it will deal with proposed waivers to federal departments and agencies, including their use of U.S.-flag shipping, specifically under the Jones Act and the Cargo Preference Acts of 1904 and 1954.

“Transparent reporting of waivers from Made in America Laws will not only build confidence that the laws are operating as intended, but also provide data to inform policy development and strategic decision making,” said the Administration.

The guidance follows President Biden’s Made in America Executive Order of January 25, in which the Jones Act was specifically mentioned. The Made In America Office will create a public website to allow for public transparency to be

running during fiscal year 2022.

In citing the need for such a waiver review process within the U.S.-flag industry, the guidance “recognizes foreign near-peer competitors are increasingly creating and exploiting economic vulnerabilities in gaining undue influence over the global transportation system, which provides the access to worldwide supply chains that supports our national defense, vital emergency services, critical infrastructure, economy, and way of life.”

It outlines that any waiver of the laws will include the nature and description of transportation required, why the department/agency cannot acquire a U.S.-flag vessel, an explanation of the national security interest needed for a U.S.-flag waiver. See President’s report for more on this topic.



## Historic *Queen Mary* Fails City Inspection

A new inspection report on the historic museum ship *Queen Mary* in Long Beach determined that urgent repairs are needed. Little has been done to keep up the maintenance of the ship, making it risky in various ways.

The report from a city-hired marine engineering firm called Elliott Bay Design Group, says the city would need an additional \$23 million in urgent safety repairs to keep the ship “viable” over the next two years.

There’s also the \$23 million in bonds and Tidelands funds that the city issued to former operator Urban Commons in 2017 to fix some of the most critical repairs listed in a marine survey. The funds apparently were used up before many of the repairs could be completed. The report says most of the urgent structural work hasn’t even started as the ship slips into further disrepair.

no working bilge system. This was listed as a critical issue to prevent flooding or capsizing in the next two years.

- The emergency generator is not working and needs to be replaced. The boilers are not working and need to be replaced to provide heat and hot water throughout the hotel and for food services.
- The “Spruce Goose” dome needs work to prevent structural integrity issues. Carnival Cruise Lines uses the dome for passenger loading at its terminal and plans to reopen for cruises later this year.

The city in a statement Monday said the *Queen Mary* does not have a reopening date at this time and that the ship will not be reopened by the current or future operator until the critical safety issues identified in the report have been completed. The news was frustrating for some who have worked on the ship and said they sounded the alarm years ago about problems with safety and lack of repairs.

Long Beach owns the *Queen Mary* but long leased the ship to a string of operators with financial problems. In January, the ship’s current operator Eagle Hospitality, filed for bankruptcy with more than \$500 million in debt.

Among the problems found in the inspection were:

- Urban Commons failed to complete at least \$41 million in critical repair work on the ship.
- The sewage holding tanks are compromised. The piping system has leaks.
- The hull has structural and watertight integrity issues and there is

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# SUP PRESIDENT’S REPORT

## Jones Act Attack

A cyber-attack in May shut down a key pipeline creating some East Coast fuel shortages, panic buying, and a targeted waiver of the Jones Act. The Biden Administration contacted the SUP, along with other maritime unions, before implementing the waiver. We made the cautionary point that the waiver should first be avoided, only used for a true emergency, and only then specifically related to a shortage of U.S. ships available to meet the need. We asserted the “last resort” nature of waivers in the past, that it should be temporary and targeted, and not a open ended invitation to a flag-of-convenience free-for-all. Though there were some Jones Act qualified tankers that were in lay-up and not called out, (and labor called for a Congressional investigation on that), the waiver focused on specific charters in target markets. As only rarely in the past, maritime labor may have had some influence on this decision, and without doubt it could have been worse. It is ironic that pipelines, the historic competition to coastwise tankers, now represent a concentration of cyber-risk in a single target, a shore-based vulnerability that when exploited here by foreign criminals resulted in second diminishment of the U.S.-flag Jones Act fleet. A strategic U.S. maritime policy might recognize the resilience that is built into a relatively wider risk dispersion that is the nature of shipping. In any case, together with the problems caused by the pandemic, American supply chains have been exposed as shockingly fragile without the backups and redundancy that were stripped out by the long race to the lowest cost.

As online security continues to degrade, members should understand that we are a nation at cyber-war. The largest U.S. beef producer was just shut down by ransomware, and mass transit and major utilities have been targeted. Maritime targets such as Maersk, APL, Matson, and now the Massachusetts Steamship Authority have taken hits. Dozens of other attacks didn’t make the news, and security experts say every 8 seconds of every day there is an attempted breach of U.S. computers. Our vulnerability is not arcane, not general, and not hypothetical as the Colonial pipeline case shows: it doesn’t need to get much closer to see that the work of the Union –internal and external – is threatened. Accordingly, we will continue to take basic steps to protect itself and its members from malicious cyber-activity. I urge all hands to back up their data, update or replace old operating systems, load system patches, change passwords, run scans, update malware definitions, don’t click on email links and in all internet behavior, both at sea and ashore, exercise extreme caution. For more information check out [www.cisa.gov/ransomware](http://www.cisa.gov/ransomware).

## White House on Maritime Labor Priorities

**Budget Request for Fiscal Year 2021:** On June 11, the Biden Administration hosted a call with maritime labor on the President’s Budget Request to Congress for the Fiscal Year 2022 on the Maritime Security Program, the Tanker Security Program, and the Ready Reserve Force. The request is a victory for labor in the sense that there are no cuts and no program eliminations. The Maritime Security Program, and the fledgling Tanker Security Program, have full funding. The Ready Reserve Force has seven vessel acquisitions included in the budget, and the Maritime Administration has its historic roles funded at or above past levels. It remains for Congress to move on the budget, but this is a very good start.

**Made In America Office:** At the very outset of new Administration, President Biden signed Executive Order 14005, *Ensuring the Future is Made in All of America by All of America’s Workers*. As a firmly positive statement of a sitting U.S. President in support of the laws that make the U.S. merchant marine possible, the Order was without precedent. But now that good intention is being backed up by action. The Office of Management and Budget issued its first guidance on the implementation of the Order that establishes the Made in America Office (MIAO) with greater and direct oversight and reductions of waivers from Made in America Laws. It is also intended to reduce the need for waivers. Especially encouraging is the enforcement support for the U.S. cargo preference system, which is the often forgotten and most abused of element of cabotage system that underpins our work. “Ship American,” the improved name for cargo preference, is specifically included within the “Buy American” framework.

## SUP Election

**Committee on Constitution:** As was noticed in the President’s report for May, and in the West Coast Sailors, the SUP Committee on Constitution is to be elected at today’s meeting. In accordance with Article XXVIII of the SUP Constitution, all resolutions to amend the Constitution and Shipping Rules, must be submitted IN WRITING at today’s Headquarters’ meeting or at the Branch Meetings on June 21. The resolutions will be referred to a Committee on Constitution, comprised of three members elected at today’s Headquarters’ meeting and one member elected at the Seattle, Wilmington, and Honolulu Branch meetings next week. Mr. Chairman, I recommend that you open the nominations to the 2021 SUP Committee on Constitution.

The Committee will convene at headquarters on Tuesday July 6, at 9:00 A.M., to review the resolutions submitted and report back to the membership at the July coastwise meetings. If a proposed Constitution or Shipping Rule amendment or a substitution thereof is endorsed by a majority vote of the membership at the July coastwise meetings, it shall be placed on the 2021-2022 referendum ballot also in accordance with Article XXVIII of the SUP Constitution.

## APL Maritime

**RTS renewal:** As it was set to expire management requested another extension of the APL Restriction to Ship Agreement. Coordination with the other signatory Unions showed a lack of interest at best, given the vast improvement of COVID re-

lated problems attributable mainly to the vaccine, and given the state of California’s impending re-opening date of June 15. Accordingly, we declined to extend. Management questioned the commitment of the Unions to vaccinations, noted unique nature of the workplace, as well ship detention possibilities, suggested it would press ahead certain vaccine conditions. We rejected those proposals, while management signaled it would refuse to make all payments related to COVID, including those in the separate quarantine agreement. Management clearly had its international ships and crews in mind and the global situation on COVID. After extended collaboration with the Unions, we agreed to a limited two-week extension until June 15th, at the same rate of \$160.50 and conditions, including the resolve to settle any outstanding restriction grievances, subject to ratification. Mr. Chairman, with the understanding that this period is coming to an end, but to facilitate the termination of the stipend payment and other benefits as well as to confirm the rules and protocols of shore leave, I recommend approval of the extension.

[Note: As the WCS goes to press, the RTS Agreement expired, and APL did not seek another renewal. That means that the stipend, slop chest and other provisions of the Agreement are no longer in effect. Delegates are instructed to account for ongoing restrictions (where shore leave is not prohibited by local governments) according to Section 18 of the Agreement.]

## Patriot Contract Services

**Watson-class update:** Patriot President Lance Bardo informed the Union that in late May the venue for the Watson-class award protest had moved from the General Accounting Office (GAO) to the U.S. Federal Claims court. Bardo said the move was related to the vigorous defense of the award raised by Patriot. He said that the development may have accelerated the determination of the award but did not provide a framework for the new timeline, possibly because a decision may be appealed. In the meantime, we continue to train and dispatch crew to operate the ships.

**T/S General Rudder:** Last month Patriot Contract Services recognized the SUP as the collective bargaining agent for the activation of the training ship USTS *General Rudder*, the training ship of the Texas A & M Maritime Academy, homeported in Galveston TX. A tentative Letter of Agreement to crew certain positions in activations of the General Rudder was negotiated and then ratified by the membership in the May meetings. Although the job orders are expected to be infrequent and temporary, the underlying terms are the same as the SUP/Patriot Ready Reserve Force agreement including all wages and benefits. In the event the SUP is unable to fill those positions and to enable the ship to sail, a Letter of Understanding was then proposed by Patriot for attachment to the LOA to provide a basis for a “pass-through” of benefits — applicable only in the limited circumstances unique to the *General Rudder*. This allows SUP to maintain jurisdiction for the long run despite the near-term lack of a specific qualifying dispatch. The LOU continues to recognize the SUP as the collective bargaining agent but the benefits, set by the SUP Agreement, (including supplemental benefits) “pass through” the SUP benefit plans to the plans of the Union that dispatches the job. Due mainly to late job orders as well as slow rejection of SUP dispatches by Patriot due to medical or other requirements, a recent activation necessitated both the LOA and LOU. Mr. Chairman, to provide jobs to members and maintain our jurisdiction in the training ship *General Rudder*, I recommend ratification of the terms of the *General Rudder* Letter of Understanding.

## Chevron Shipping Co.

Management sent to the SUP and the MEBA a draft policy on vaccinations shortly before internal implementation on May 24, 2021. Participating with MEBA Executive Vice President Claudia Cimini representing Chevron’s licensed personnel, the Union raised points on the implementation of the policy, definitions of terms and authorizations, as well as the consequences that the policy would have on shore leave, non-discrimination, compensation for vaccinations on time off, sick leave for side



The SUP gang in the *Mississippi Voyager* musters on the stack deck off Japan on the voyage to the shipyard in Singapore. From left is Bosun Thor Erikson, Messwoman Vera Sepulveda, ABs Brendan Craughwell and Rolando Catinga, OS Lena von Machui, AB Terry Igot, Cook Ahm Boriboon and AB Art Orcino.



# SUP President’s Report continued

effects, and opening up of the ship visitor policy, among other things. After several meetings with management, successive drafts of a Memorandum of Understanding were exchanged and a tentative agreement, subject to ratification, was reached along the following lines.

- 1. Implementation:** Company-approved vaccinations may take place onboard ship or as otherwise arranged ashore, and subject to individual conditions, exemptions, accommodations, and extensions, as determined by management, and as outlined below, towards fully vaccinated status by the target date of August 1, 2021.
- 2. Compensation During Time Off:** To the extent that vaccinations interfere with scheduled vacation or other time off, prospectively or retroactively, employees shall be compensated one day of base wage for each dose of vaccine required. Except as provided herein, vaccinations on board are neither compulsory nor eligible for additional compensation.
- 3. Sick leave for Side Effects:** Employees that experience side-effects related to the vaccine neutral time (in this case defined as paid sick leave without using vacation days), subject to the agreement of the Company’s Health and Medical department. Shipboard operational accommodations of side-effects shall be subject to the discretion of the Master. Any injury or sickness resulting from vaccine policy during the Emergency Use Authorization period shall be subject to applicable law and regulation.
- 4. Continuing Safeguards for Unvaccinated:** Employees electing not to vaccinate shall provide documentation of medical or religious or other reasons for exemption permitted by law or regulation before August 1, 2021, or as soon as practical thereafter. Unvaccinated persons shall be subject to existing COVID safeguards including self-quarantine period after joining and face covering rules.
- 5. Shore Leave and Restriction to Ship:** Based on the implementation of the program, all restrictions to ship for the fully vaccinated employees shall be lifted upon verification of fully vaccinated status and shore leave for such employees shall be restored where permitted by local government port authorities. Self-quarantine periods for fully vaccinated persons will also be terminated. Compliance with existing COVID safeguards, including restriction to ship, shall continue for those not fully vaccinated, unless cleared by local government port authorities and management. The parties agree to meet and confer about the basis for any ongoing restriction.
- 6. Ship Visits by Union Agents:** Union agents shall be permitted aboard based on prior clearance and on presentation of fully vaccinated status and subject to any addition Company rules around COVID-19 operations.

The terms and conditions of this agreement shall always remain in accordance with all applicable U.S. government law and regulation, including any responsibilities applicable during Emergency Use Authorization period (as defined by the FDA). This MOU shall be subject to ratification and remain in full force and effect through December 31, 2021 unless extended by mutual agreement.

Mr. Chairman, since the outset of the pandemic our Chevron members have endured some of the toughest restrictions of any fleet. This is an opportunity to secure certainty on terms that will improve the conditions, including some pay for vaccinations while on time off, shore leave while on board, visits from Union agents, and other relief, and so I recommend ratification of the terms and conditions of policy as represented by the Memorandum of Understanding.

## Matson Navigation Co.

**China-California Express (CCX):** Management announced on June 7, 2020 that it was starting a new trans-pacific container service with a first call in Oakland. The CCX service will begin with the deployment of the *Mokihana* on July 27 sailing from Ningbo. Chief Financial Officer Joel Wine disclosed in Company documents that the *Kanaloa*-class ships *Lurline* and *Matsonia* will be joined by *Mahimahi* in the new service which will offer three sailings from China every five weeks. In addition, Company documents indicate that *Mokihana* will deploy in the Hawaii trade to provide weekly westbound service and eastbound service two of every five weeks during this period. Although the Company clearly sees an advantage in the turmoil caused by record import volumes and West Coast congestion, the creation of the new service is also testament to the reliability and professionalism of SUP seagoing and shoreside crews.

**RTS update:** Matson on May 26 issued notice of that its crew who are residents of Oahu (as determined by Company address on file) on domestic runs are released to go ashore in Honolulu for the limited purpose of self-quarantining at their residence during port calls and subject to a set of conditions. Under a new State of Hawaii order,

effective May 22, crew to travel from their ship to their residence or designated place of quarantine (subject the entire time to self-quarantine) is permissible. The state order does not allow travel to other locations while enroute to their residence or to the ship during the residential or designated place of quarantine leave. Also built into the order (from Hawaii Department of Transportation and Hawaii State Department of Health) is that crew members are prohibited from having visitors (non-household members) at their places of residence or places of quarantine during the quarantine shore leave. In addition, the Hawaii Emergency Management Agency sets the following crew conditions on the leave:

### Declare the person’s place of quarantine:

1. Temperature screening aboard ship prior to disembarkation;
2. Completion of the state’s Order to Self-Quarantine form before disembarkation;
3. Comply with all applicable Honolulu and Hawaii rules, directives, and orders, including any mask mandates.

The Matson policy document notes crew responsibility of meeting the requirements but the captain shall maintain the temperature screen logs and the State of Hawaii Order to Self-Quarantine forms and make these records available if requested by the state or shoreside management. Like the restrictions in place for returning crew in California and Washington, members returning from shore leave in Honolulu must adhere to the following Matson requirements for five (5) days after returning from shore leave:

1. Remain in stateroom outside of work hours;
2. Wear a face mask at all times when outside of stateroom;
3. Remain at least six feet away from other crew at all times;
4. Take meals and breaks separately from the rest of the crew;
5. Wash hands on a frequent basis;
6. Report any physical signs or symptoms consistent with the COVID-19 infection to his or her supervisor immediately.

This means that all crew on domestic Matson ships in Honolulu, not just residents, are permitted shore leave under the new rules. It requires a “designated place of quarantine” and prohibits “visitors,” defined as “non-household members” during the self-quarantine. It also requires continuous compliance with the self-quarantine rules, but it does not prohibit shore leave. (See Matson COVID-19 Update #44).

All crew members on Matson China trade lane vessels (CLX), who maintain a residence on Oahu or not, are not permitted off the ship while in port in Honolulu. This is due to various Chinese port government regulations and the inherent challenges associated with crew medical care and repatriation from China due to government restrictions, and difficulty re-crewing from these locations, in the case of illness of crew on a CLX vessel become severely ill from COVID-19 after the ship departs Honolulu. All RTS-related matters will be subject of bargaining this month.

**Matson Negotiations:** Matson Offshore Labor Relations Manager Danny Defanti on May 23 acknowledged and responded to the SIU-Pacific District letter requesting to meet and negotiate a new contract, including the SIU-PD General Rules, the individual work rules of the SUP, the SIU-AGLIWD and the MFOW, as well as Shipping Rules and Maintenance Agreements. Negotiations will begin following the trust meetings on June 16 and 17. Matson is willing to meet in person in carefully controlled and fully vaccinated conditions. As was noticed last month in the West Coast Sailors, the SUP Negotiating Committee will meet immediately following this meeting for an orientation on schedule, to present and discuss the membership proposals, and to otherwise prepare for negotiations later in the month.

## California Labor Federation

Vice-Presidents on the Executive Committee of the California Labor Federation voted in late May to oppose the recall of Governor Gavin Newsom. It was anti-worker forces and anti-Union interests that launched this phony recall, the special election that goes with it. It is the latest version of falsely democratic misuse of the plebiscite or statewide referendum to subvert the power of general elections. So objecting first to the process, but also recognizing that (despite many individual grievances Unions have with the governor, including those of this Union), Newsom has either supported or not interfered with decades of hard-won Union progress in California. That includes increased pay, improvements on worker protections like paid sick leave and paid family leave, public education funding, childcare and homecare, and the right to form unions. On the vaccine we demanded access from this governor, and we worked with the Federation, which worked with his administration, and we got our way. Not as early as we wanted, but as soon as possible, and SUP members got faster vaccinations. Art Pulaski, the leader of the Federation, summed it up best: “Under Gavin Newsom’s leadership, California has the strongest worker protections in the country.” I urge a NO vote on the recall. Anyone interested in volunteering for the campaign should contact SUP HQ.

## Holidays

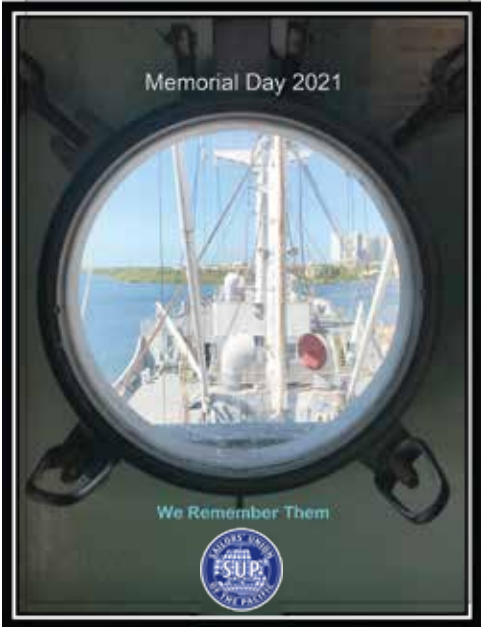
**Independence Day:** Union hiring halls will be closed on Monday July 5 is the day of observance for Independence Day on July 4, a national holiday, and an SUP contract holiday. Bloody Thursday is also observed on July 5, in commemoration of the “Big Strike” in 1934. Two SUP brothers were killed in that strike and its aftermath. Olaf Helland was struck by a tear gas bomb in Seattle on July 20, 1934, during the Battle of Pier 41. Bruce Lindberg, only 20 years old, was knifed and killed in Hong Kong by the scab carpenter on the President Grant in February of 1935 as part of the continuous battle to rid the Dollar Line of scabs after being exposed in the strike.

**Longshore holiday:** SUP hiring halls will be closed on July 28 in observance of a longshore holiday. In accordance with our collective bargain agreements with APL and Matson it is holiday for all company vessels, except Ready Reserve vessels, in West Coast ports and for sailors employed under the APL and Matson Maintenance Agreements. It is also a holiday for run boat operators employed by the San Francisco Bar Pilots. It is not a holiday at sea or in port in Hawaii.

## Action taken

- M/S to approve the extension of the APL RTS Agreement. Carried.
- M/S to nominate and elect Sam Worth, Hussein Ali, and Noel Isumaru to the 2021 Committee on Constitution. Carried.
- M/S to approve the “pass-through” with Patriot on *General Rudder*. Carried.
- M/S to approve Chevron MOU on vaccination policy. Carried.
- M/S to concur in the balance of the President’s Report. Carried

— Dave Connolly





# Juneteenth Becomes Newest National Holiday

With sudden momentum the Senate passed a bill to establish Juneteenth, the day marking the end of slavery in the United States, as a national holiday. After passing in the Senate, it sailed through the House of Representatives, and was to be signed by President Biden’s desk in time for the actual day June 19.

The holiday recognizes the emancipation of formerly enslaved African Americans, commemorating the day in 1865 when slaves in Galveston, Texas, first learned of their freedom. More than 150 years later, Senate Majority Leader Chuck Schumer, D-N.Y., made a motion to pass the bill via unani-

mous consent. No other senator objected, including Sen. Ron Johnson, R-Wis., who dropped his previous objection to the bill. Sen. John Cornyn, R-Texas, and Rep. Sheila Jackson Lee, D-Texas, first introduced the bill last spring at the height of racial tension in the country following the murder of George Floyd, but they could not garner the support needed. Now, about a year later, the bill included 18 GOP co-sponsors. “It has been a state holiday in Texas for more than 40 years,” Cornyn said. “Now more than ever, we need to learn from our history and continue to form a more perfect union.” While Juneteenth has been

celebrated by some Black Americans since the late 1800’s, the holiday has gained in popularity in recent years. Today, cities and towns across the country mark the date with festivals, parades, barbecues and educational events. In 1852, Frederick Douglass famously asked, “What to the American slave is your Fourth of July?” Juneteenth is not the answer, but it could signal a cultural shift that begins to address the injustice and cruelty. “The stakes are a little different,” Mark Anthony Neal, a Duke University African American studies professor, told the New York Times last June. “Many Black Americans feel as though this is the first time in a long time that they have been heard in a way across the culture. It’s an opportunity for folks to kind of catch their breath about what has been this incredible pace of change and shifting that we’ve seen.”

## Lobsterman Swallowed by Whale, Spit Out, Survives

A lobster diver working off the coast of Cape Cod says he found himself in a predicament of Biblical proportions Friday when he was gulped up by a humpback whale. According to WBZ-TV and the *Cape Cod Times*, 56-year-old Michael Packard was diving for lobsters in about 45 feet of water when he "felt this huge bump and everything went dark." At first, Packard thought a great white shark had eaten him. But then, he realized he didn't feel any pain from sharp teeth. "I realized, 'Oh my God I'm in a whale's mouth... and he's trying to swallow me,'" Packard said. The experienced diver thought his life was over. "I was completely inside; it was completely black," he said. "I thought to myself, 'This is it. There's no way I'm getting out of here. I'm done, I'm dead.' All I could think of was my boys — they're 12 and 15 years old." Packard estimates he was inside the whale's mouth for 30 to 40 seconds before the animal began shaking his head side to side. Then he was free. "I saw light, and he started throwing his head side to side, and the next thing I knew I was outside (in the water)," Packard said. The Provincetown Fire Department confirmed to WBZ that it responded to



a call regarding an injured fisherman on Friday morning. The Times reports that Packard suffered "a lot of soft tissue damage" but no broken bones. He was released from the hospital later the same day. Marine life experts say humpback whales are typically not aggressive toward humans. In fact, reports of the whales injuring swimmers and divers are rare. However, the whales eat by "gulp feeding" — opening their mouths widely to suck up their food. While humpback whale mouths are extremely wide, their esophagus is not large enough to swallow a human, explaining why the whale that caught Packard spat him out. Packard said he plans to return to the water as soon as he heals.

## IMO Sets First Ship Carbon Cuts

The world’s top maritime regulator has agreed to a plan to cut the “carbon-intensity” of ocean-going vessels, overriding objections from Western countries that the accord doesn’t commit the shipping sector to specific emission cuts. The environmental accord struck at an International Maritime Organization meeting in London this month includes steps aimed at pushing shipowners to cut the carbon footprint of some 30,000 ocean-going vessels by 40% by 2030, according to a spokesman for the United Nations regulator, and cut overall emissions by half in 2050, compared to 2008 levels. But as anticipated and as is common at the outset of any IMO initiative, the pact set no specific targets, a subject that will not be addressed till 2023. “Some 80 countries talked and there’s a raft of different opinions on whether this was too much or too little,” said Lars Robert Pedersen, deputy secretary general of Denmark-based shipping trade body BIMCO. “It’s pretty doubtful that what was agreed today will actually contribute to the overall CO2-cut goal, but at this point it was a needed compromise to get the process going.” It is the first step taken by the IMO since adopting its initial emissions reductions strategy in 2018, and it comes as the U.S. and the European Union are pressing for stronger action. The EU is considering its own measures, including adding the shipping sector to the bloc’s carbon-trading scheme. The IMO plan includes an effort to measure how much pollution a ship emits and rate progress in its reduction based on volume of cargo. Called “carbon intensity” it would shoot for 2% less annually from 2023 to 2026.

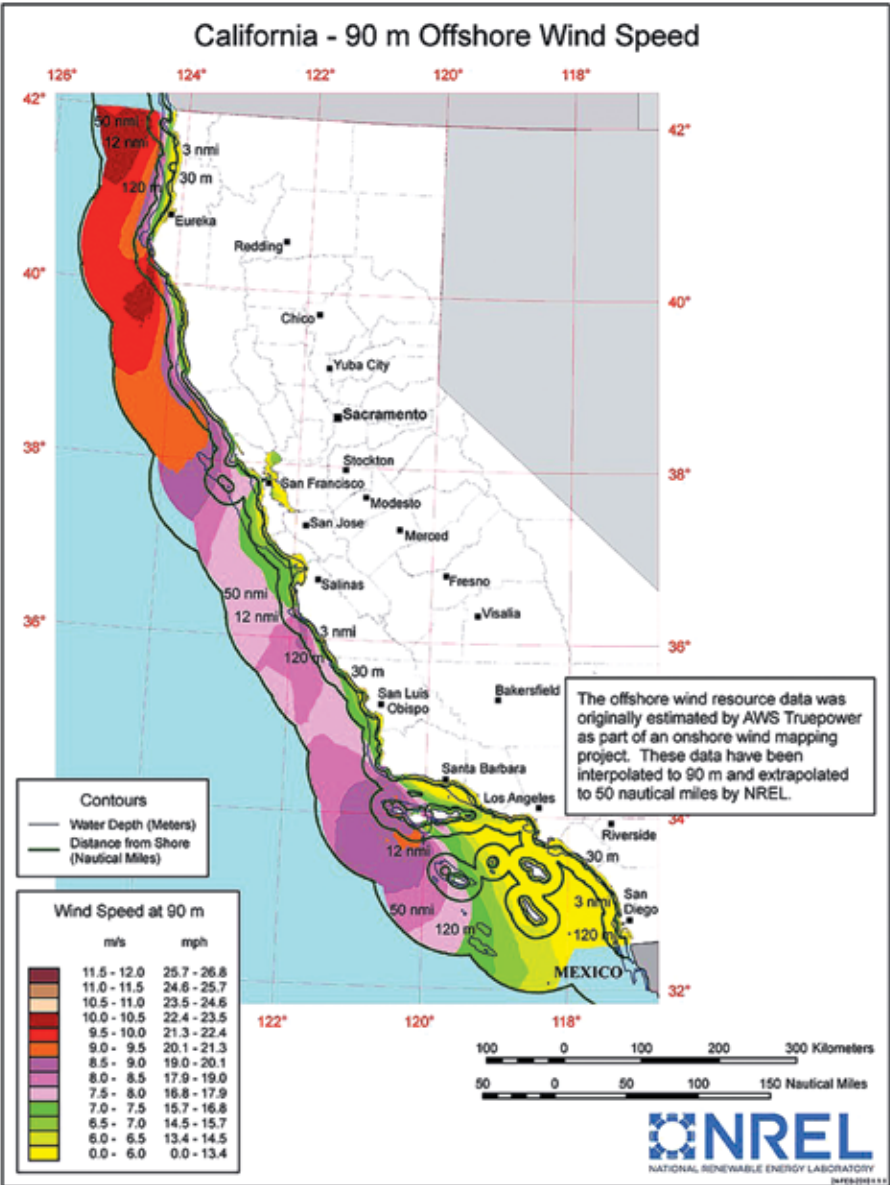


### Dispatcher's Report

Headquarters — APRIL 2021

Deck	
Bosun .....	5
Carpenter .....	0
MM .....	4
AB .....	16
OS.....	13
Standby S.F. ....	11
Total Deck Jobs Shipped .....	49
Total Deck B, C & D Shipped.....	33
Engine/Steward	
QMED.....	0
Pumpman .....	0
Oiler.....	0
Wiper .....	0
Steward .....	0
Cook.....	0
Messman .....	0
Total E&S Jobs Shipped .....	0
Total E&S B, C, & D Shipped.....	0
Total Jobs Shipped-All Depts.....	49
Total B, C, & D Shipped-All Depts....	33
Total Registered "A" .....	18
Total Registered "B".....	34
Total Registered "C" .....	2
Total Registered "D" .....	6

## Wind Farms Off California Get Go-Ahead



Graphic depicts California's offshore wind development potential in terms of sustained wind speeds. See page 1 article.





SUP BRANCH REPORTS

HONOLULU

**May 2021**

**Shipping:** Shipped the following jobs in the month of May:1 Bosn steady, 0 Bosn relief, 0 Bosn return, 0 AB Day steady, 0 AB Day relief, 2 AB Day return, 0 AB Watch steady, 0 AB Watch relief, 1 AB Watch return, 0 AB Maint, and 0 OS Watch steady. The shipping jobs were filled by 2 A cards, 2 B cards, 0 C card, and 0 D cards. Standby jobs: Shipped 40 standby jobs. The standby jobs were filled by 4 A cards, 30 B cards, 6 C cards, and 0 D cards.

**Registered** in Honolulu: 12 A cards; 22 B cards; 6 C cards; 6 D cards

**Ships checked by phone and email:**  
*Manukai, DK Inouye, Kaimana Hila, Manulani, Maunawili, Manoa, Lurline, RJ Pfeiffer, Matsonia,* and the Paint and Rigging gang. All are running with few or minor beefs except for the restricted to the ship beefs.

*CMA CGM Herodote* — no major beefs  
*APL Saipan* — no major beefs  
*USNS Charlton* — ROS  
*USNS Watson* — no major beefs

**Agents Report:**  
I represented the SUP at Hawaii Maritime Ports Council meeting this month. This was the first face to face meeting in over a year, not a zoom meeting. I was sitting at the table right next to the new Mayor of Honolulu, Rick Blangiardi. When he got up to leave he said that he was on a tight schedule and where there anymore questions? That’s when I asked him what about our crewmembers on the Matson ships as they haven’t been able to go home when they get to Hawaii even though they live here. The Port council then joined in with me and we explained

SEATTLE

**May 2021**

**Shipping:** 3 Patriot OS billets went to D registrants: 1 AB/W taken by an A member. Matson called for 19 Standby ABs filled with 11 B’s, 1 C, and 7 D’s.

**Registered:** 3 A cards for a total of 5; 5 B cards for a total of 15; 1 C cards for a total of 1; 3 D cards for a total of 6

**Agents Report:**  
This month I represented the membership at the Martin Luther King County Labor Council, and the POS Commissioners candidate forum.

For several reasons we are struggling to fill jobs with qualified members. Many of our union siblings have had their dispatches extended beyond reasonable delay and have selflessly sacrificed much time at home to prop up the good name of the union. We all enjoy the protections and benefits of the contracts we work under, and I remind you that contracts are designed to benefit both parties. Our end of the bargain is that we are obligated to fill the billets on all vessels. Protect you jobs, future, and family. Ship out.

*Fraternally, Brendan Bohannon*

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



how standbys workers were allowed to go home and quarantine after they worked the first day of a standby and then return to work on the ship the next day. This was on May 19th. I asked why our crewmembers that live in Hawaii couldn’t do the same. He said that the governor was responsible about exemptions and he would see what he could do. To my surprise on May 22nd an exemption was issued for all sailors who live in Hawaii to be allowed to go home at night and return the next day when it was time for them to turn to. Matson is saying that only crewmembers who are on the pineapple run qualify and not anyone on the China runs will be able to get off in Hawaii. I am working on getting all SUP sailors the same exemption as we are all US citizens. I will keep everyone updated. I find it ironic that all it took was a sit down face to face meeting to get the Hawaii state government to listen to our problems.

Now if everyone one would get vaccinated in Hawaii we could return to an almost regular life. But the last 30% of Hawaii residents are dragging their feet just to say that the Federal government doesn’t control their lives. All they are doing is stopping everyone else from returning to a regular life. This is just my opinion and not the SUP’s.

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

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

*Mahalo, Michael Dirksen*

WILMINGTON

**May 2021**

**Shipping:** Shipping: Bosun 4; AB/W 13; AB/D 5; OS/STOS

**Total Jobs Shipped:** 81

**Registrations:** A: 26; B: 36; C: 3; D: 5.

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

**Agent’s Report:**  
Shipping has been very good in Wilmington with some permits reshipping on a card less than 30 days old or only one person competing for the job. We need more sailors all around and MSC trained sailors are in short supply, anyone interested in MSC training should submit an application, new members with MSC training have a better chance of shipping.

The number of new Coronavirus cases has declined significantly, but we should remain vigilant, when you come to the hall wear a mask wash your hands and practice social distancing when possible.

Check your documents before you are ready to ship and when you receive new documents let me know so I can update your records.

*Fraternally Submitted, Leighton Gandy*

VICE PRESIDENT’S REPORT

May 2021

**Ships checked**  
*Mahi Mahi* — James Coulter, delegate. Currently on a hybrid China run. Haz Idris, bosun.

*APL President Wilson* — Justin Foster delegate. Several crew changes coming in early July. No major beefs. Dmitri Seleznev, Bosun.

*APL President Eisenhower* — Rey Clores, delegate. Ship in Long Beach for extensive engine room repairs. Jen Corner—Ibarra returning from trip off. Mike Henderson, bosun.

*USNS Sisler* — Dominic Metz, delegate. Several reliefs in July. Chris Cupan, bosun.

*USNS Pomeroy* — Josh Dickey, delegate. Another large crew change coming in July. If you have your military training up to date, go the hall. Anthony Orias, bosun.

*USNS Dahl* — Alex Glosenger, delegate. After a long stay on the East Coast ship departed Florida June 15th and heading back to Saipan. Kim Dulay, bosun.

*USNS Charlton* — Benjamin Linn, delegate. Ship is in Philadelphia shipyard for next few months. Both the AB and OS are getting off in June. Rico Enclair Jr., bosun.

*USNS Watkins* — Stephen Alarcon, delegate. Ship called for Guam in early May, all crew offered the J&J vaccine. Cosme Bigno, bosun.

*Cape Orlando* — Andrew Sullivan, delegate. Ship recently departed Pearl Harbor, going to several countries over the next 3 months. Jonathan Pampilon, bosun.

*Cape Henry* — Anthony Wylie, delegate. Underway for Pacific Pathways mission. Congratulations to our first 100% fully vaccinated ship. Ian Serra, bosun.

*Cape Texas* — Alan O’Neal, delegate. Ship returned from the Tampa Shipyard and back in Beamont, Texas. Ean Anderson, bosun.

*Cape Hudson & Horn* — Ships are tied up in San Francisco in ROS. No major beefs. Robert Leeper and Steve Fuentes, bosun.

I represented the SUP at the monthly Alameda and San Francisco County Labor Council meetings. Please check your documents regularly. If you have a question or need help with them, please ask. We are here to help. Renewing an MMC seems to be taking longer than previously at the USCG, I recommend getting ahead of it, so you don’t lose out on a job.

*Matt Henning*

BUSINESS AGENT’S REPORT

May 2021

*Mokihana* — Noel Itsumaru, delegate. Inbound to Shanghai shipyard made good speed but went on the hook until the berth became available. Shifted to the dry dock and cross-decked *Mahimahi*. Took some orientation to know where gear was stowed etc, eventually got the ship squared away and sailed for the west coast. Haz Idris, Bosun.

*Mahimahi* — Noel Itsumaru, delegate took trip off back on the Coast, new delegate to be elected. Sailed for Los Angeles with no issues. The company schedule shows Trans—Pacific triangle skipping Oakland until late July, subject to change. Haz Idris, Bosun.

*Manoa* — Delegate Phil Romei time up in Oakland. New delegate to be elected at sea. Good weather on the Northern triangle running smooth with Mike Worth as Bosun.

*RJ Pfeiffer* — Delegate Rhonda Benoit. Last trip prior to arriving in Oakland we were notified of a random drug test on arrival. After we tied up @ 0200. We were told the Random drug test time has changed to 0900. Frustrating crew from Bay Aarea with limited shore leave. Recommend test on arrival to respect shore-leave. Robert Morgan, Bosun.

*Lurline* — Dave Mercer, delegate. We had a couple of in-house issues with one of our own. Which turned out to be a misunderstanding; problem solved. In good hands with Patrick Weisbarth, as Bosun.

*Matsonia* — Lourdes Macias, delegate. Clarification on Port Prep. On the Southern triangle run. Getting the work done with Nick Hoogendam as Bosun.

*Kamokuiki* — Delegate Robert Tomas. Scuttlebutt is sailing for Guam, Shanghai, and New Zealand ; Matson schedule confirms this run thru August. Good gang with Isagani Cruz as Bosun.

*President Truman* — Delegate Manuel Davis times up in Oakland, delegate to be elected. delays are ongoing due to ships backed up and the lack of berth availability. Gabriel Sipin Bosun.

*President Wilson* — Justin Foster delegate sailed for Yokohama with no beefs, Dimitri Seleznev Bosun.

*APL Gulf Express* — Dimitrios Kolyaparis, delegate. The company added another port to the run. Starting to heat up out here mandatory sun tan weather. Aaron Wiebe Bosun

*President Eisenhower* — Remains at Los Angeles berth#127 Continue to Repair damage suffered in last month’s engine room fire. Delegate Rey Clores Michael Henderson relief Bosun.

*Cape Orlando* — Delegate Andrew Sullivan sailed for Seattle looking at a 4-5 month mission with Jonathan Pampilon as Bosun.

*Cape Henry* — Anthony Wylie, delegate. Sailed for Tacoma on Pathway mission 4—5 months due back In September. Ian Serra as Bosun.

When upgrading seniority please send in only copies. Must be submitted before the 1st Thursday of the month. Worked in front office and helped dispatch.

*Roy Tufono*