

West Coast Sailors

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SAN FRANCISCO, CALIFORNIA

Monday, May 18, 2020

US Maritime Labor and MSP Carriers Sound Alarm on COVID Cargo Losses

The Covid-19 pandemic has crippled global commercial seaborne trade. The U.S. markets are not immune, and sharp reductions of most of the military and civilian government cargo on which the US-flag fleet depends are already taking a toll. Carriers in various shipping sectors are showing volume losses from a minimum of 20% to upwards of 85%. It appears likely that unless Congress steps in with emergency funding, the ships in the Maritime Security fleet could be laid up “for a protracted period,” as maritime unions and US-flag shipping companies are warning.

In an April 28 letter to Congressional leaders, the USA Maritime Coalition, (which includes carriers and maritime labor unions including the SUP), has called on legislators to provide help in the next coronavirus Aid, Relief and Economic Security Act.

“Covid-19 is having a significant and extremely negative effect on the operation of US-flag vessels in the international trades,” the coalition says.

“This situation, which shows no sign of ending any time in the immediate future, puts at severe risk the ability of our industry to provide the sealift readiness and surge support the Department of Defense relies on to support American troops deployed abroad.”

The group said a loss of MSP vessels due to the pandemic would exacerbate the critical shortfall in the number of qualified American merchant mariners essential to maintaining US sealift readiness. This is particularly true for the longer duration, as layoffs and job loss, can cause long-term damage in the recruitment and retention of credentialed, qualified mariners.

Congress has repeatedly reaffirmed its strong support for MSP and its fleet of 60 militarily useful US-flag ships: legislators voted on a bipartisan basis in the last national defense authorizations legislation to extend the program through fiscal year 2035. They also voted last year to increase the annual stipend intended to supplement the revenue generated by commercial and government cargoes.

To keep crews fully employed and MSP ships in a state of operational readiness, the USA Maritime Coalition is urging Congress to authorize and appropriate \$109.8 million — equal to an additional \$1.83 million for each MSP vessel — for the period April 1, 2020 to the end of the current fiscal year.

The coalition is also requesting that Congress authorize an additional \$109 million—\$1.82 million per vessel—to be appropriated as needed for the period Oct. 1, 2020 to March 31, 2021.

“The assistance we are requesting will significantly mitigate the impact of the coronavirus on the US-flag international fleet, the US citizen merchant mariners who have been recognized as part of America’s essential workforce and the commercial sealift capability provided by our industry under the Maritime Security Program,” the coalition wrote. The Transportation Trade Department of the AFL-CIO also weighed in favor of the emergency funding.

The stipend plus the emergency readiness payment would allow MSP vessels to remain 100 percent militarily ready, although significant carrier expenses — including

those directly related to dealing with the pandemic itself — would remain uncovered.

“Maritime labor and the US-flag shipping companies stand together during this difficult time for our industry and our country,” they wrote. “We will continue to do what we can to meet the current challenge,” but “we need your help to protect the jobs of American merchant mariners and to ensure the continued viability and effectiveness of the Maritime Security Program and the international US-flag shipping industry.”

The letter written to House and Senate leaders, had gained more than fifty co-signers by the time the West Coast Sailors went to press. For more on the letter see the President’s Report on page 10.

\$3 Trillion Relief Package Clears House Faces Fierce Opposition in Senate

On May 12, House Democrats launched the next coronavirus relief package, the \$3 trillion Health and Economic Recovery Omnibus Emergency Solutions (HEROES) Act. The major focus of the HEROES Act is the provision of \$875 billion in general aid to state and local governments. It also includes another round of direct payments to Americans.

The bill also provides more than \$30 billion in transportation funding and includes a number of hard-fought provisions important to organized labor.

On May 15, for the first time in its 231 year history, the House of Representatives allowed remote voting, and passed the bill by a vote of 208 to 199. Described by Republicans as a wish list and Dem-

ocrats as a messaging bill, it is only the opening move in what will likely be drawn-out negotiations. The legislation as presently drafted would include a second round of payments of \$1,200 per family member and up to \$6,000 per household. It would also extend federal unemployment benefits of \$600 per week through January 2021. It also provides for \$175 billion in new funding to assist renters and homeowners with their monthly rent and mortgage payments.

The bill will also establish a \$200 billion “Heroes Fund” for essential frontline workers, ensuring those workers who risked their lives throughout the pandemic receive hazard pay, and \$75 billion would go towards testing, contact tracing,

continued on page 6

U.S. Unemployment Hits Record Levels

The Labor Department reported on May 8 that the economy shed more than 20.5 million jobs in April, sending the unemployment rate to 14.7 percent as the coronavirus pandemic took a devastating toll. In terms of jobs lost, it’s worst since the Great Depression, far exceeding the 8.7 million jobs lost in the last recession, when unemployment peaked at 10 percent in October 2009.

The only comparable period is when unemployment reached about 25 percent in 1933, except that the total number of actually unemployed was far lower because there were less people in the workforce.

Many economists envision a negative gross domestic product in the range of 10 to 20%, and forecasters expect the unemployment rate to remain elevated at least through 2021. U.S. workers have filed nearly 38 million applications for unemployment benefits in the seven weeks since closures

were put in place to combat the coronavirus.

As part of the government response, House Democrats are putting the finishing touches on their next bill, a package that will propose another massive round of aid just as President Trump and some Senate Republicans are urging caution on quickly passing new spending. The bill being drafted by Democrats is expected to include more than \$750 billion in aid to state and local governments, as well as another round of direct support to Americans.

In California, for example, the unemployment rate will probably exceed 18% this year, and the state will grapple with a \$54.3 billion hole in its budget, according to the governor’s finance office.

The next rescue package may also include funding for individuals as before in terms of an extension of unemployment insurance, as well as further protections for transportation workers.



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Donald Cushing	Book #4777
Diane Ferrari	Book #2251
Kaj E. Kristensen	Book #3120
Hannu Kurppa	Book #3162
Dave Larsen	Book 19078
Gunnar Lundeborg	Book #4090
Duane Nash	Book #2437
Vince O'Halloran	Book #2463
John Perez	Book #3810
Alex Romo	Book #3093
James Savage	Book #7488
David Shands	Book #7483
Arthur Thanash	Book #3249

Political Fund

Gene Castano	25.00
David Connolly	100.00
Vincent O'Halloran	200.00
Shermiah Iaea	50.00
Napoleon Nazareno	25.00
Paul Splain	100.00

SUP Meetings

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

	Hdqtrs.	Branch
June	8	15
July	13	20
August	10	17
September	14	21
October	Tues 13	19
November	9	16
December	14	21

West Coast Sailors

Roy Bradshaw	25.00
Ben Bracerros	20.00
Paul Splain	100.00

Organization/General Fund

Abe Acosta	20.00
Marc Dulay	50.00
Robert Hubbard	10.00
Warren Wade	30.00

Final Departures

Michael Duvall, Book #2732. Born in California in 1945. Joined SUP in 1964. Died April 11, 2020. (Pensioner)

James Kenny, Permit #18317. Born in California in 1959. Joined SUP in 1988. Died April 29, 2020, in Riverside, California. (Active)

Defend the Jones Act

Support the SUP Political Fund

Membership and Ratings Committee

The Committee met on May 7, 2020, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
James Linderman #4126	6 yrs.	AB	A
Robert Leeper #4127	6 yrs.	AB	A
Napoleon Nazareno #2476	6 yrs.	AB	A

Ratings: Bosun stamp

James Linderman	#4126
Joel Schor	#7524
Angelito Lopez, Jr.	#4124
Roger C. Tupas	#3307 (Correction from April WCS typo, 4/2 committee)

Membership and Ratings Committee's Report: action pending. Committee members: Paul Fuentes, #2239, Andre Price, Jr., #19566, John C. Linderman #4094. The Committee urges all members to submit only copies of required documents.

California Sues Uber and Lyft for Misclassification of Workers

California's attorney general and a coalition of city attorneys in the state sued Uber and Lyft claiming the companies wrongfully classified their drivers as independent contractors in violation of a state law that makes them employees.

The law, known as Assembly Bill 5, requires companies to treat their workers as employees instead of contractors if they control how workers perform tasks or if the work is a routine part of a company's business.

At least one million gig workers in the state are affected by the law, which is supposed to give them a path to benefits like a minimum wage and unemployment insurance that have been traditionally withheld from independent contractors.

Although A.B. 5 took effect on Jan. 1, Uber, Lyft and other gig economy companies that operate in California have resisted and are not taking steps to reclassify their drivers. Uber, Lyft and DoorDash have poured \$90 million into a campaign for a ballot initiative that would exempt them from complying with the law. Uber has also argued that its core business is technology, not rides, and therefore drivers are not a key part of its business.

The lawsuit also claims the ride-hailing companies are engaging in an unfair business practice that harms other California companies that follow the law. By avoiding payroll taxes and not paying minimum wage, Uber and Lyft are able to provide rides at "an artificially low cost," the suit claims, giving them a competitive advantage over other businesses. The suit seeks civil penalties and back wages for workers that could add up to hundreds of millions of dollars.

"California has ground rules with rights and protections for workers and their employers. We intend to make sure that Uber or Lyft play by the rules," Xavier Becerra, California's attorney general,

said in a statement. The city attorneys of San Francisco, Los Angeles and San Diego joined in the lawsuit.

California's move is a significant threat to the gig companies and could influence other states with similar laws to take action against them, labor experts said.

"Uber and Lyft have lived a kind of charmed life in terms of escaping law enforcement generally, and particularly with regard to employment law," said William B. Gould IV, a law professor at Stanford University and the former chairman of the National Labor Relations Board. "The attorney general's action can't help but have a positive influence on law enforcement generally against them."

California labor has consistently fought against the unfairness and exploitative nature of the misclassification at the center of the gig economy, and long before there was a law against it.

"Uber and Lyft are breaking the law. We are going to put a stop to it," said Dennis Herrera, the city attorney of San Francisco. "This pandemic just highlights the danger of the work these essential workers are doing."

West Coast Sailors

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(415) 764-4987



U.S. Department of State
Passport Services

NOTICE TO MARINERS WITH INTERNATIONAL VOYAGES
April 13, 2020

Due to public health measures to limit the spread of COVID-19, effective March 20, 2020, we are only able to offer service for customers with a qualified life-or-death emergency and who need a passport for international travel within 72 hours (3 business days).

Mariners with International Voyages
Passport Services will also serve mariners who urgently need a passport for international voyages, and whose current valid passport expires in 13 months or less.

Instructions for Urgent Assistance
If you have not already applied for a passport:

- Contact the National Passport Information Center at 877-487-2778 and identify yourself as a mariner who urgently needs to apply for (or renew) a passport.
- The Duty Officer will take your information and schedule an appointment at the nearest passport agency.
- In addition to your passport application materials, described on travel.state.gov, you will also need to submit a letter from your employer or your U.S. mariners union, on company letterhead that includes:
 - Your name
 - Date of your next voyage and duration of the voyage
 - Printed name and title of your supervisor or mariners union representative
 - Signature of your supervisor or mariners union representative
 - Date the letter was issued
- Make a clear copy of your Merchant Mariner Credential (MCC) to include with your application.
- Bring the application, required documents, and the passport fee that includes the \$60 expedited fee with you to your appointment.

If you have already applied for your passport but have not received it, contact the National Passport Information Center at 877-487-2778 and identify yourself as a mariner who has already applied and urgently need your passport. The Duty Officer will provide further instructions and the passport agency will contact you to coordinate the delivery or pickup of the completed passport.

Applying for a Passport for Personal (Non-Life or Death Emergency) Travel
If you are applying for a passport for personal (non-life or death emergency) travel, please see our website travel.state.gov for instructions and the most up-to-date processing times.

We regret any inconvenience and request your patience and understanding as the majority of our passport agencies have limited mission critical staffing due to COVID-19.

ITF Calls For COVID Classification as Occupational Disease

On the occasion of International Workers Memorial Day 2020, the global trade union movement calls upon governments and occupational health and safety bodies around the world to recognize SARS-CoV-2 as an occupational hazard, and COVID-19 as an occupational disease.

With a third of the population around the world currently living under various forms of lockdown to slow the spread of COVID-19, millions of workers, including those in health and social care, emergency services, agriculture, food and retail, transport, education, infrastructure and construction work and other public services continue to work hard to keep society functioning. Yet the vast majority are doing so without the comprehensive protection required when exposed to a recognized occupational disease caused by a biological agent. This poses a profound risk to workers, their families and the communities in which they live.

Workers urgently need official recognition of the SARS-CoV-2 coronavirus as an occupational hazard. Like any hazard, it is the responsibility of employers to protect their workers from it as far as practicable. That means strict hygiene measures, social distancing, sufficient personal protective equipment of the correct types (with proper program implementation), and testing, tracing and tracking protocols for exposed workers and those they may have come into contact with, particularly when testing becomes more readily available.

Furthermore, workers need official recognition of COVID-19 as an occupational disease. Such recognition would ensure the right to worker representation and occupational safety and health rights and the application of agreed measures to reduce risk. These rights include the right to refuse to work under unsafe working conditions. Governments must require reporting and recording of work-related

cases and ensure that full medical care as well as compensation schemes are provided for victims of work-related COVID-19 and for their affected families.

The global trade union movement therefore calls upon all governments around the world to take the necessary steps to protect these workers. First, by ensuring that employers are reminded of their responsibilities to protect the health and safety of their workers from all workplace hazards, including SARS-CoV-2. Second, by ensuring that all workers are protected by amending occupational disease systems to include a 'rebuttable presumption' that where a person's job placed them at risk of exposure to SARS-CoV-2, COVID-19 should be recognized and compensated as a work-related disease.

The inclusion of a rebuttable presumption in the case of COVID-19 infections will mean that the disease is presumed to have arisen out of a worker's exposure to SARS-CoV-2 at work, unless conclusive evidence to the contrary is provided to the relevant authorities within the legislative and regulatory framework for workers' compensation. The definition of the workplace includes travel to and from work. Such recognition as an occupational disease ensures employers are responsible and liable and that negligent

employers are subject to the application of penalties.

Providing this type of protection and recognition for workers will be a start towards showing them the respect that they deserve by ensuring that preventative measures are implemented to the fullest extent possible and, if they are unfortunate enough to contract COVID-19 that they have fair access to compensation. Protection of workers' health by prevention of infection should always be the first priority, but workers who do become ill should be focused on recovery, not worrying about whether they will face financial ruin for getting sick from work.

On International Commemoration Day for Dead and Injured Workers we remember the millions of workers who die each year in workplace fatalities or as a consequence of workplace exposures. This year, as the world is gripped by a deadly pandemic, we have an extra reason to do the right thing. Workers are dying to save lives. They deserve our support and they deserve our thanks. Exposure to SARS-CoV-2 must be recognized as a preventable occupational hazard, and work-related COVID-19 must be recognized and compensated as an occupational disease.

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

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on February 10, 2020 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$ 2,553,488.76
POLITICAL FUND	21,881.34
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS 1ST QUARTER 2020	\$ 3,869,101.09

GENERAL FUND

INCOME	
Dues, Initiation, Assessments	\$ 156,870.00
Interest	28,324.32
Donations - West Coast Sailors	1,395.00
Joint Committee & Hiring Hall	157,540.89
Advertising & Promotion	-
Miscellaneous Income, Reimbursements, Fines	-
Reimbursed Administrative Expenses	33,454.24
Contributions	623.00
TOTAL INCOME:	\$ 378,207.45

EXPENSE	
Auto & Travel	\$ 1,141.13
Rent	18,597.42
Postage, Printing & Office	7,984.20
Telephone	5,883.40
West Coast Sailors Publishing Expense	16,715.16
Per Capita Taxes	20,298.00
Unrelated Business Income Tax	768.26
Salaries & Payroll Taxes	236,168.89
Office Workers Pension	11,783.40
Insurance	53,725.46
Field Expense	1,666.42
Meeting/Committee & Neg., Conference & Conv.	5,197.32
Investment Expense	2,280.18
Officials Pension	5,130.00
Subscription	743.94
Accounting	18,186.48
Legal	3,027.40
Advertising & Promotion	360.00
Miscellaneous	75.00
TOTAL EXPENSE:	\$ 409,732.06

BUILDING CORPORATION

INCOME	
Rents	\$ 152,112.18
TOTAL INCOME:	\$ 152,112.18

EXPENSE	
Building Services & Utilities	35,939.00
General Tax Expense	2,194.00
Repairs & Maintenance	1,394.86
Insurance	13,514.62
Salaries & Payroll Taxes	22,024.55
Pension	795.00
Auto	-
Accounting	11,160.00
Office	2,055.50
TOTAL EXPENSE:	\$ 89,077.53

POLITICAL FUND

INCOME	
Contributions	\$ 4,880.00
TOTAL INCOME:	\$ 4,880.00

EXPENSE	
CA filing fee	50.00
Contributions	4,500.00
TOTAL EXPENSE:	\$ 4,550.00

NET INCOME(LOSS) 1ST QUARTER \$ 31,840.04

The SUP Quarterly Finance Committee, as authorized by the membership at the regular meeting on February 10, 2020, met while practicing social distancing at Headquarters on Monday May 11 to review the Union finances. They voted to approve as presented and referred the matter to the membership at the next regular meeting. Members of the Committee were Ron Reed #3188, Rogelio Timoteo #19339, Roy Tufono #3281, Terry Lane #4107, and Fernando Riganon #19650.

Re-cap of Coast Guard Credential extensions

The United States Coast Guard recently published several Marine Safety Information Bulletins including the actions taken by the agency related to mariner credentials and medical certificates. Among other things, Regional Exam Centers have been closed until further notice and certain expiring mariner documents have been extended for another three months. Regional Examination Centers and Monitoring Units will be closed until further notice effective immediately. Mariners may cancel or reschedule any REC appointment by contacting NMC's Customer Service Center at 1-888-IASK-NMC, by emailing IASKNMC@uscg.mil, or through the NMC online chat system. This includes appointments for application submission, payment of fees associated with an application, or appointments for examinations.

- National Endorsements: Merchant Mariner Credentials (MMC) and Medical Certificates (National Endorsements only) that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of this notice.
- STCW Endorsements: MMCs with STCW endorsements that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of this notice.
- STCW Medical Certificates: STCW Medical Certificates are valid for 3 months from the expiration date in accordance with STCW Regulation I/9. Mariners who are actively working on expired medical certificate that meet the expiration criteria must carry the expired certificate with a copy of this notice. The complete notice can be viewed on USCG website. Members and applicants affected by these newly announced mitigation efforts should be sure to have a copy of the letter to be kept with their credentials at all times.



Front-Line Workers: U.S. Mariners on President Kennedy

The deck gang on the President Kennedy: (Left to right) Bosun David Ibarra, AB Tim Conley, AB Alex Camacho, Chief Mate Christian Ranosa, AB Earl Eastmark, AB Jen Corner, AB Kim Hoogendam, Third Mate Mike Thomsen. Picture taken leaving Busan bound for San Pedro, California.

CAPE HUDSON

The *Cape Hudson*, like her sister ships *Cape Henry* and *Cape Horn*, are part of the U.S. Ready Reserve Force and were built in 1979. They were designed as combination Ro/Ro and container carriers and because of their cranes and relatively shallow drafts they can be used in underdeveloped ports around the world. The *Cape Hudson* was activated to support the Pacific Pathways mobility exercise, loading and discharging cargo at domestic and international ports. The exercise has been held annually since 2014, expanding the U.S. Army's Pacific-region engagement. The *Cape Hudson* was activated to mission status in late December and has called in Honolulu, Tacoma, and many ports in the Far East. See Vice-President's Report on page 12 for more.



Senators Ask President to Oppose Efforts to Weaken the Jones Act

A group of senators has written to President Trump, urging him to oppose any efforts to weaken the Jones Act as the economy begins to reopen. The letter was sent on April 27 by Sens. Roger Wicker (R-Miss.), Cindy Hyde-Smith (R-Miss.), Bill Cassidy (R-La.), John Kennedy (R-La.), Lisa Murkowski (R-Alaska), Dan Sullivan (R-Alaska) and Deb Fischer (R-Neb.).

"As the nation prepares to reopen the economy," they wrote, "we urge you to oppose any proposal that would weaken the Merchant Marine Act of 1920, commonly referred to as the Jones Act. Undermining this law would cost American jobs and damage the domestic maritime industry."

At the beginning of April, the SUP and maritime labor joined with the rest of the US-flag maritime industry in asking the president to deny a Jones Act waiver request made by domestic oil and gas interests seeking financial stimulus from the government. Citing the impact of the crude oil price war between Saudi Arabia and Russia, energy company officials met with members of the administration on April 3, reportedly to request a waiver of

the Jones Act.

The Jones Act mandates that only American vessels that are owned and crewed by American citizens can be used to transport goods between US ports.

"The Jones Act has enhanced American prosperity and national security for 100 years," the senators wrote in their recent letter. "It ensures that maritime transportation between two US ports is carried out by vessels that are US-built, US-owned and US-crewed. The law is fully consistent with your Buy American, Hire American agenda."

"Opponents of the Jones Act have used the Covid-19 crisis as an opportunity to attempt to undermine existing law," they said. "There is absolutely no connection between the Jones Act and Covid-19. In fact, the law has helped produce the types of vessels and qualified mariners necessary to support a variety of crisis response operations. If anything, the administration and Congress should look for ways to strengthen the Jones Act," they added.

The senators closed by asking the president to stand with them in opposing any efforts to weaken the Jones Act.

USNS MERCY Completes Mission, Departs LA

By The Maritime Executive 05-15-2020 07:59:37

The hospital ship *USNS Mercy* has departed Los Angeles and returned to her home port in San Diego, ending her seven-week mission to assist the LA area's healthcare system.



Image courtesy USN

Mercy arrived in LA on March 24 to provide the area's hospitals with extra capacity for non-COVID-19 patients. However, the outbreak in Los Angeles ultimately proved to be small, and the hospital ship only helped 77 people over the span of her stay. Her operations experienced one setback: even though she was intended to remain a COVID-free facility, *Mercy* experienced a small outbreak of coronavirus amongst her crew. Nine sailors came down with the disease and had to disembark for isolation and treatment. An additional 750 more were disembarked for onshore housing and self-quarantine.

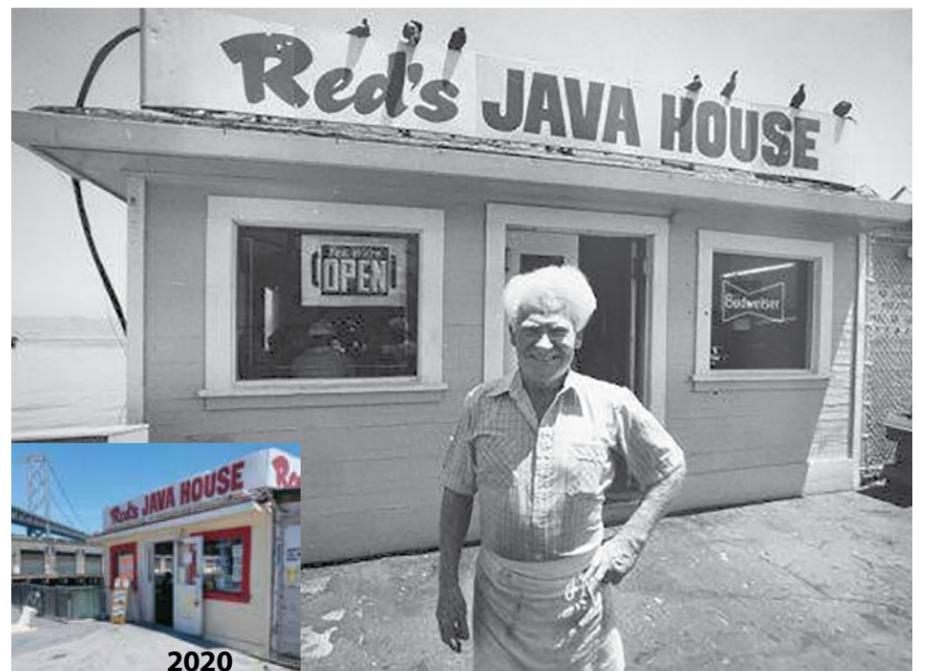
Though *Mercy* has departed, about five dozen members of her medical complement have remained behind to provide care for patients in shoreside facilities, including a purpose-built site for the isolation and treatment of mild COVID cases.

"Having the *Mercy* and [her] highly-trained medical personnel stationed in the most populous region of the state was critical to our ability to respond in the first stages of the pandemic," Mark Ghilarducci, director of the Governor's Office of Emergency Services, said in a statement. "We thank our colleagues in the U.S. Navy, FEMA and the federal administration for their support in allowing us to use the *Mercy*."

"We came to Los Angeles to be the relief valve for local hospitals in the fight against COVID-19," said Capt. John Rotruck, commanding officer of Medical Treatment Facility (MTF) on board. "Sailors from across the country answered the call, forming a unified team focused on our mission to treat patients from Los Angeles. I couldn't be more proud."



In 1992 standing outside what *San Francisco Chronicle* history writer Carl Nolte called "the Chartres Cathedral of cheap eats" — is Tom "Red" McGarvey, a former sailor, and owner of the famed hamburger joint Red's Java House at Pier 30-32 on the Embarcadero. Originally called Franco's Lunch, the shack fed longshoremen and sailors dating back to the Big Strike in the 1930's. Red and his brother Mike took over in 1955. After retirement, the first menu change in 40 years came under new ownership with the addition of French fries. Surviving fires and earthquakes, real estate redevelopment plans and a global pandemic, Red's still serves beer and burgers today (sourdough bread with onions, pickles and yellow mustard -- no tomatoes and no lettuce) in the same location.



Hamburgers & Hot Dogs	Combos	Specials	Breakfast
Hamburger or Hot Dog \$5.29 TAX	Double Cheeseburger & Soda \$10.29 TAX	Mon Sausage & Sandwich \$7.99 TAX	Two Egg Breakfast Plate \$8.99 TAX
Double Burger or Double Dog \$7.77 TAX	Double Cheeseburger Fries & Soda \$12.99 TAX	Tues Corn Beef \$7.99 TAX	Breakfast Sandwich \$6.99 TAX
Cheeseburger or Cheese Dog \$5.92 TAX	Hamburger or Hot Dog & Beer \$7.99 TAX	Wed Meatball \$9.99 TAX	Eggs & Chili Rancheros \$8.99 TAX
Double Cheeseburger \$8.28 TAX	Single Cheeseburger & Soda \$7.48 TAX	Thurs Chicken Parmesan \$9.99 TAX	Pancakes \$6.99 TAX
Double Cheesedog \$7.25 TAX	Double Cheeseburger & Bud \$12.99 TAX	Fri Fish & Chips \$10.99 TAX	Pancake Plate 2 Eggs & Bacon \$9.25 TAX
Chili Cheeseburger \$7.25 TAX	Double Cheeseburger & Bud \$15.99 TAX	Sat Sun Corn Beef Hash \$10.99 TAX	Breakfast Quesadilla \$6.99 TAX
We Don't Serve Lettuce or Tomato			

Pandemic Stress on FoC Shipping System

Flag of Convenience Not So Convenient in Survival Mode

Oceangoing shipping companies are straining to keep commerce moving around the world as governments try to keep their staggering economies propped up and supplies heading to increasingly strained communities. But many operators are going into survival mode themselves, as the coronavirus pandemic takes a toll on trade.

"Demand is caving and supply chains are in distress," said George Lazaridis, head of research at Greece-based Allied Shipbroking. "Nobody knows when restrictions will be lifted and the industry is in a battle for survival." Moody's Investors Service sent a grim warning sign of the troubles spreading through shipping when the firm cut the ratings outlook for Denmark's A.P. Moller-Maersk A/S, the world's biggest boxship operator by capacity, from stable to negative. Transportation operations, including port cargo handlers and trucking companies and railroads that move goods inland, are considered essential businesses in nations that now are locking down business.

Unlike airlines, which could be set to gain billions of dollars in bailout funds, most shipping companies can't count on

financial relief from governments, however. Much of the world's commercial cargo fleet operates under a variety of flags (flags of convenience) and already receive tax and other support such as lax regulation.

But now the world's shipping companies are struggling to adjust to the new economic realities such as demand destruction.

Bulk carriers, the operators that move coal, iron ore, wheat and other commodities, are coping with low freight rates and slipping demand. China, the world's biggest commodities importer, drastically cut down inbound cargoes of iron ore and coal in the first quarter. A recovery in freight rates isn't expected until late into the second half and that is if the virus doesn't engulf big exporters like Brazil and Australia. The average daily freight rate for large bulkers stands at around \$8,000 a day, less than half the break-even level.

The specialized car carriers that haul automobiles and other vehicles around the world are reeling as automotive factories shut down. Norway's Wallenius Wilhelmsen, one of the world's biggest car carriers, last week said it would fur-

lough about 2,500 workers — half of its production staff in the Americas — and pulled 14 ships from its fleet.

Only tanker operators appear to be weathering the pandemic storm. Crude carriers are on a healthy run as oil importing countries and traders are buying big amounts of oil to replenish strategic reserves and for storage at record low prices. Still, a recession in the global economy would sharply reduce the demand for oil in the coming months.

For the container ship carriers that move most of the world's manufactured goods, the downturn is already severe.

The sector canceled about half of their services out of China in the first quarter and are continuing to "blank" sailings on major trade routes for the second quarter as they try to preserve cash. More than 200 blank sailings have occurred in the past 30 days in the Pacific trade lanes alone. In January "we thought some cargo would be delayed, but things would be OK as ports stayed open," said the chief executive of a European ship chartering company with a fleet of two dozen vessels. "Now, I have to let go of a quarter of my staff and I don't know whether I'll still have a business at the end of April."

Matson Reports 1Q Profit but Withdraws Full Year Outlook

Matson Navigation Company announced a first quarter 2020 increase in volumes and revenues, although it withdrew earlier earnings guidance due to uncertainty around coronavirus impact. It reported a net income and EBITDA of \$3.8 million and \$46.5 million, respectively.

Matt Cox, Matson's Chairman and Chief Executive Officer, commented, "Matson's businesses performed well in the first quarter. However, much of the quarter occurred prior to seeing most of the impacts from the evolving COVID-19 situation. Our China service returned to normal volume levels in March, slightly ahead of our expectation, and we saw relatively steady volume in our Hawaii, Alaska and Guam trade lanes as consumers bought essential goods and home food. But we also faced challenges at SSAT and in our Logistics business segment due to the COVID-19 situation."

The Company's ocean transportation segment reported that container volume in the Hawaii service in the first quarter 2020 was 1.7 percent higher year-over-year primarily due to increased volume of home food and essential goods as residents sheltered-in-place due to COVID-19. In March of this year, the State of Hawaii implemented several orders to address the spread of COVID-19 on the islands. As a result, tourism to Hawaii fell significantly in late March and in April, and is expected to have a meaningfully negative impact on Hawaii's economy in the near-term.

In China, the Company's container volume in the first quarter 2020 was 6.5 percent lower year-over-year primarily due to an elongated post-Lunar New Year period as China's shelter-in-place orders impacted factory production, factory-to-port

infrastructure logistics, and inventory sourcing. Matson continued to realize a rate premium in the first quarter 2020 and achieved average freight rates that approximated the level achieved in the first quarter 2019. The Company expects the disruption and loss of capacity in the transpacific air cargo and ocean freight markets to provide opportunities for its differentiated, expedited CLX service.

In Guam, the Company's container volume in the first quarter 2020 was 3.9 percent lower on a year-over-year basis primarily due to typhoon relief-related volume in the year ago period, partially offset by higher volume due to COVID-19 related home food and essential goods demand. The loss of tourism and the temporary closure of retail stores is expected to have a meaningfully negative impact on the Guam economy in the near-term.

Mr. Cox added, "Our Hawaii, Guam and Alaska trade lanes currently face the challenge of dramatically reduced tourism, and each of our business lines is faced with an economic backdrop of increasing uncertainties regarding the COVID-19 pandemic. Regardless, we remain focused on safeguarding the health and safety of our employees and maintaining our best-in-class vessel on-time performance to provide a high-quality service to our customers and the communities that count on us during this difficult time. We are also focused on ensuring Matson has adequate financial liquidity, and our most recent debt agreement amendments provide the necessary headroom for us to manage through the economic downturn." The company closed on Title XI financing for \$186 million at an effective interest rate of 1.60%

Opposition to Bail-Out of Foreign-Flag Cruise Industry

The economic suffering afflicted by the onset of the coronavirus has prompted cruise industry lobbyists to urge lawmakers to consider an economic package to offset their loss of business. Though some Florida politicians as well as President Trump and Vice President Pence have echoed sentiments in support of such a notion, U.S.-flag interests are serving up a dose of reality to those who may not understand the situation as clearly. "They aren't American," the Chairman of the House Transportation & Infrastructure Committee Rep. Peter DeFazio said of the cruise companies. "They don't pay taxes in the United States of America. If they want to re-flag their ships... and pay U.S. wages and pay U.S. taxes, then maybe." MM&P President Don Marcus said that, "We should not give one dime in stimulus money to 'flag-of-convenience' party boats...they should be the last on the list for a federal bailout." President Marcus concluded,

"If Congress and the White House want to protect American interests, foster an economic recovery, and help the maritime community, monies would be better spent assisting ferry systems such as the Alaska Marine Highway System now taking a double blow from the economic downturn and the decline in oil revenue. Assistance also should be offered to commuter ferries such as the Washington State Ferries and Staten Island Ferry that have suffered a loss of commuter traffic. The domestic ferry systems employ American workers, and they are an essential part of our transportation infrastructure. The virus crisis and our dependence on foreign trade also highlights our nation's over reliance on foreign cargo fleets, especially those of China, Hong Kong and South Korea. Congress should increase incentives for cargo vessels that fly the American flag for reasons of both national security and the free flow of commerce."

Short Term Spike in Container Rates Mask Trans-Pacific Trade Decline

Due in part to the effect of reduced capacity created by blank sailings, and increased demand for essential items creating a surge in imports from Asia, container spot rates in the eastbound trans-Pacific rose up from the depths recently.

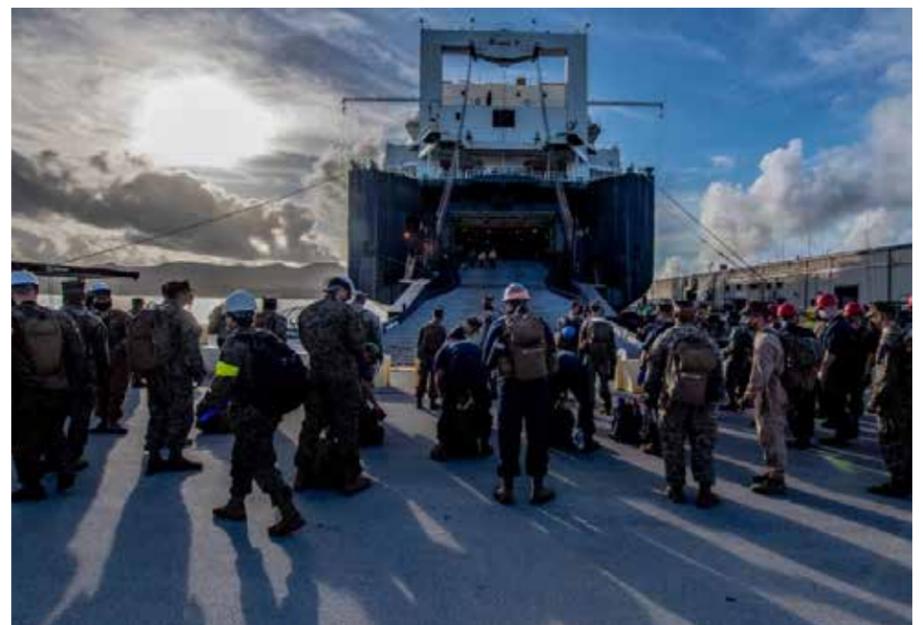
The West Coast spot rate was up 12.8 percent from a week ago to \$1,724 per FEU. The East Coast spot rate gained 5.2 percent to \$2,773 per FEU, according to the Shanghai Containerized Freight Index (SCFI). "Space is certainly tight, but volumes are strong," said one industry expert, noting that cargo demand during the COVID-19 pandemic has varied widely by product category. Products such as furniture and luggage have been hit hard by stay-at-home mandates in a number of states, but a variety of imports that are sold online or are used in everyday life are still moving, he said.

Overall, and over the longer term, con-

ditions in the trans-Pacific this year due to COVID-19 are deeply impaired, resulting in a 21.5 decline in imports from China in just the first quarter according to industry analysts at IHS Markit.

Carriers have responded to the large drop in US imports from Asia through blank sailings, cutting capacity about 25 percent to the West Coast and 20 percent to the East Coast in recent weeks.

Meanwhile, U.S. gross domestic product shrank 4.8 percent in the first quarter, according to data released by the US Bureau of Economic Analysis, while some economists are projecting a double-digit decline in Q2, indicating import volumes overall in May and June will most likely decline. "The second quarter will be the worst ever," said Christian Sur, executive vice president of sales and marketing at the global forwarder Unique Logistics International.



HELP ON THE WAY: the USNS DAHL in Apra Harbor, preparing to offload medical supplies in support of US Navy sailors positive for COVID-19 in the USS Theodore Roosevelt.

Quarantine, Plague, and the Marine Health Service in San Francisco — 120 years ago

By Andrew Lawler

On March 6, 1900, the body of a 41-year-old Chinese-American worker named Chick Gin was found in the basement of a hotel in San Francisco's Chinatown. While writing up the death certificate, a city doctor noticed strange nodules on the corpse. Tests at a municipal lab showed that the cause of death was the dreaded bubonic plague, the first case ever identified on American soil. The city's newly founded Board of Health immediately put Chinatown under a strict quarantine.

Over the next two years followed an extraordinary struggle between California officials who denied the existence of plague and federal scientists who fought to stop the growing epidemic. The resulting nationwide controversy drew in the president and nearly two dozen governors, and ultimately forced California's governor from office — but not before a leading scientist was demonized and more than a hundred victims had died of the grisly disease.

"Apprehension that an epidemic might generate widespread furor, and cause severe economic consequences, encouraged the business interests to deny the truth," wrote the late Philip Kalisch, a University of Michigan historian who studied the event.

What was called the Black Death in medieval times was then raging across Asia. Millions had died, and U.S. public health officials had long feared that it could make its way across the Pacific to West Coast ports. The highly infectious disease, typically carried by rodents, was usually fatal.

But then, two days after Gin's body was found, the San Francisco Chronicle published a front-page story with the headline, "Plague Fake is Part of a Plot to Plunder." Local businessmen feared that news of a plague outbreak would ravage the economy, and they hotly disputed the claim by the city's Board of Health. Under their pressure, the city lifted the quarantine the next day.

The newspaper celebrated the decision, complaining that it had caused "vast injury to business."

Another local publication, the Bulletin, at the same time insisted that plague was, in any case, less dangerous than "measles, mumps, or any of the common ills we know of." The newspaper added with alarm that news of the plague was diverting both tourists and cargo from the bustling port.

On March 11, a federal official named Joseph Kinyoun confirmed that Gin had

died of plague. Kinyoun led the port's Marine Health Service, the federal office responsible for dealing with disease threats that could enter through the nation's ports. A respected physician, he had helped found the U.S. Hygienic Laboratory that led to the National Institutes of Health.

More deaths from plague followed. In May, Kinyoun warned the surgeon general that the outbreak was turning into an epidemic. "I have to request the matter be brought to the attention of the President," the surgeon general wrote to his superior, the Secretary of the Treasury, on May 21. He asked that the president approve "such regulations as may be necessary to prevent the spread of this disease." (This is how some cities "flattened the curve" when the flu pandemic hit 18 years later.)

President William McKinley agreed to the request that day. But the federal government was reluctant to take dramatic steps that might anger California's Republican governor, Henry Gage, and the state's powerful business community. Its actions were limited to re-imposing the quarantine on Chinatown while using armed patrols to halt movement of all Chinese into and out of the city.

San Francisco's supervisors continued to insist that there was no epidemic, only a few isolated cases that had been contained. And the Chinese community fought back against what its leaders saw as blatant discrimination. A court ordered the quarantine lifted on June 15, siding with a Chinese business association that claimed it was based on race rather than science. The judge also ruled that there was insufficient evidence to prove the plague's existence. Even the Pacific Medical Journal denied there was an epidemic, claiming that the plague tests were faulty.

The stakes were high: Other nations were considering halting trade with California, and tourism was slumping. Newspapers like the *Chronicle* continued to insist that claims of plague were part of a secret effort to undermine the city's economy. Kinyoun quickly became the prime target of the naysayers, despite his sterling credentials. He had studied with plague experts in Europe — including one of the two men who discovered the bacillus that caused the disease — and had been put in his position specifically to safeguard California from the expected arrival of plague. When he refused to accept bribes to falsify his data, he was mercilessly attacked in print as corrupt and incompetent, and even suspected of planting the bacillus on Gin's corpse.

Kinyoun continued to report to the surgeon general on the epidemic. In Octo-

ber, he noted three more individuals with plague. "All cases terminated fatally," he wrote. "The area of infection is gradually growing wider."

The following January, Governor Gage publicly castigated "the plague fakers" and accused Kinyoun by name of giving a "postmortem inoculation" using "imported plague bacilli." Such a crime, he added, was a felony with a punishment of life imprisonment. Kinyoun was later briefly arrested by state officials.

A commission appointed that month by the Secretary of the Treasury to determine the truth about the plague prompted Gage to send an angry telegram to President McKinley insisting that the commission was an insult to the state of California. The president feared alienating Gage, so the treasury secretary responded that the panel's results would be kept secret. In exchange for this silence, Gage would conduct sanitary operations in Chinatown.

The panel found six new cases of plague, but the Marine Health Service was ordered by Washington not to mention plague. Kinyoun was ignominiously transferred to Detroit.

"Dr. Kinyoun's offense was that he simply told the truth, and did not actively go to work to suppress it," concluded an editorial in the *Journal of the American Medical Association*. Governor Gage continued to refuse to admit the existence of plague in his state, despite new cases reported to his office but which were not

publicized.

The White House declined to put pressure on California, but other governors knew about the plague and feared the consequences of an epidemic sweeping the country. In January 1903, more than 20 state delegations met in Washington, D.C. to warn that they would quarantine California unless quick action was taken, and singled out Gage for criticism. He continued to blame Kinyoun and the federal government for creating a fake crisis.

By then, however, Gage's obstruction had alienated even his own Republican Party. He was denied a second run at the governor's office. The new governor — a medical doctor — took more decisive steps, including a more thorough attack on the city's rat population. The last plague case in the epidemic was reported in early 1904. In the end, 121 cases were recorded, almost certainly a serious undercount, with only two surviving the illness.

Kinyoun's career never recovered. But his earlier accomplishments in bringing first-class research to the health sciences field were not forgotten. In a 2012 paper, two researchers praised a man they called "the forgotten forefather" who helped birth the National Institutes of Health. One of the paper's co-authors was Anthony Fauci, now a leading member of President Trump's coronavirus task force.

This story first appeared in National Geographic.

\$3 Trillion Relief Package Clears House

continued from page 1

and isolation measures. It also provides \$3.6 billion for "contingency planning, preparation, and resilience of elections for Federal office."

These are the pillars of our plan to go forward, to make our own environment in a way that is, again, unifying and respectful of those who are sacrificing their lives, as well as those who are feeling so much pain through all of this," said House Speaker Nancy Pelosi (D-CA) said. "This is what they need — this is meeting the needs of the American people."

The Maritime Trades and Transportation Trades Department of the AFL-CIO pressed for specific improvements across the spectrum of union labor in transportation.

Many were included, especially in aviation and rail, and to a lesser extent maritime, highway funding, and public transportation. Those provisions are the direct result of hard work and effective lobbying undertaken by affiliated unions.

Despite some successes, (such as the establishment of an OSHA standard for front line workers), HEROES Act is only a first step and by no means a done deal. Moreover it leaves many other key priorities unaddressed. The AFL-CIO has pledged to continue to work on strategies to amplify policies, and fix where policy simply fell short.

On May 6th and 7th letter maritime labor and industry joined together to send to Congress a request for emergency relief especially with regard to the Maritime Security Program. Only a small part of that overall request, however, made it into the bill as it stands now. In particular, the bill presently waives the minimum vessel oper-

ating days for Maritime Security Program (MSP) operators for FY20-21 to ensure the MSP stipend is paid in full to all enrolled vessels, and keep the crews employed, but does not provide the requested MSP emergency additional stipend.

While somewhat disappointing for maritime, attention on the package now turns to the Senate. If the present draft were to pass both chambers and be signed by the President, it would become the largest, most expensive spending package in U.S. history — vastly outspending the \$2.2 trillion measure Congress passed in March. House Speaker Nancy Pelosi defended the cost on Capitol Hill. "The chairman of the Federal Reserve Bank has told us to 'think big' because interest rates are so low," Pelosi said. "We intend to use those low interest rates to bolster the American people. We must think big for the people now, because if we don't, it will cost more in lives and livelihood later. Not acting is the most expensive course."

Senate Majority Leader Mitch McConnell called the legislation "dead on arrival" and President Trump threatened a veto. It is doubtless a starting point for negotiations on the full range of topics. McConnell is also insisting that any new bill includes liability protections for businesses and individuals, something Democrats oppose.

Among its provisions, the Democratic proposal provides \$200 billion to essential workers in pandemic hazard pay. It also adds another \$75 billion for coronavirus testing, contact tracing and treatment efforts. But the narrow margin of passage in the House indicates an uneasiness even among Democrats.



The Chevron tanker *Texas Voyager* coming alongside in Pt. Everglades Florida with SUP bosun Scott Oliphant on the bow.



National Maritime Day Observance Will Be Online

The National Maritime Day observance taking place in Washington D.C. on May 22 will this year be conducted mainly as a YouTube broadcast.

In 1933, Congress selected May 22nd as National Maritime Day to honor mariners who have served our nation in times of peace and in war. The day is also a tribute to the maritime industry as a whole and its critical importance to our economy and national security. May 22nd marks the date in 1819 that the American steamship *SAVANNAH* left Savannah, Georgia, on what was the first trans-Atlantic voyage under steam power.

Maritime Day observance will take place on Friday, May 22, 2020 at 10:30 a.m. The national annual event, usually a large formal ceremony in Washington, will be held in a virtual format on YouTube because of the pandemic. The event will be

located on MarAd's YouTube site located at www.youtube.com/c/MaritimeAdministration1950. This year's theme is "Resilient Sealift for a Resilient Nation." For more information, you can visit the DOT Facebook page located at www.facebook.com/DOTMARAD

Department of Transportation Secretary Elaine Chao will speak as well as Maritime Administrator Rear Admiral Mark Buzby and the Commander of the U.S. Transportation Command General Stephen Lyons. In addition, the observance will include a special message from Dave Yoho who sailed in WWII and has been an ardent spokesperson on behalf of the Fourth Arm of Defense.

Ship whistles in American harbors will also "sound off" at noon all week long (May 18-22) to mark the occasion.

AFL-CIO Warns Against Quick Reopening of Economy

Although some state governors are beginning to ease restrictions, the AFL-CIO is warning that many workplaces are still too dangerous to reopen amid the coronavirus pandemic.

There is still not enough personal protective equipment and not enough testing capacity to make worksites safe, AFL-CIO President Richard Trumka says.

He called for stronger legal protections for people who refuse dangerous work as employers begin to call them back.

Many AFL-CIO unions have lost members to the COVID-19 virus. Transportation labor has been hard hit, and the United Food and Commercial Workers estimates that at least 30 of its members—who work in grocery stores, meatpacking and other food supply operations—have died in the pandemic.

Others, such as the hospitality workers union UNITE HERE and Equity, which represents actors, musicians and others who perform live, have had the vast majority of their members laid off.

"There's no question everybody wants to go back to work," Trumka says. "But by asking that the economy be reopened before we have safe workplaces, we put people's lives at risk."

To safely reopen the economy, the AFL-CIO has put forth the following conditions:

- workers must have a say in decisions at every level — workplace, industry, city, state and federal;
- decisions must be based on worker safety and sound science;
- strong, clear and enforceable workplace health and safety standards must be in place;
- workers must have stronger protections against retaliation;
- there must be a massive increase in adequate levels and types of personal protective equipment;
- there must be a massive increase in rapid and reliable coronavirus testing;
- the federal government must oversee a system of recording, reporting and tracking worker infections;
- employers, in coordination with local and state public health departments, must trace the contacts of infected workers and remove exposed workers from work with pay and without retaliation.
- "Worker safety, economic recovery and public health are intertwined," Trumka says.
- "Moving too fast or doing too little on one front poses an extreme danger to everyone."

Maritime labor joined with other Unions in the vulnerable transportation sector to present these demands to Congress on several different occasions. Taking different forms, the most effective set of protections have so far been administrative in nature. That administrative action occurs in anticipation of legislation, however, and more legislation is pending. See page one on next round of relief funding.

APL to Focus on Pacific Trades

The French shipping giant CMA CGM from July will deploy its APL brand exclusively on the trans-Pacific trade, where the carrier holds the second-largest market share behind Cosco Shipping and its subsidiary line OOCL.

APL will be pulled out of routes covering India, the Middle East, and Latin America over the next three months, retaining the group's US government business and remaining as the only carrier brand in the CMA CGM Group with US-flagged vessels, according to Alphaliner.

APL and CMA CGM last year carried a total of 3.59 million TEU in the trans-Pacific, good for a 15.8 percent market share behind Cosco Shipping/OOCL, which held 17 percent (3.85 million TEU), according to industry collectors of data.

When Stéphane Courquin was appointed CEO of APL in mid-2019, he was given the priority of consolidating long-haul trans-Pacific routes as the carrier withdrew from the Asia-Europe trade. But his appointment came in the middle of the United States-China trade war that roughed up the trans-Pacific market in 2019. CMA CGM/APL reported a 2.6 percent decline in volume to 2.54 million TEU last year as total US import volume

from China dropped 9.8 percent to 10.5 million TEU. Evergreen Line was the only carrier in the top five for US imports from Asia to grow its volume in 2019, increasing the number of TEU 5.4 percent. That was before the coronavirus.

While Asia-US volume suffered in 2019, in the westbound trade, CMA CGM/APL continued to dominate US exports to Asia with a 17.4 percent market share, thanks in part to a 9.5 percent year-over-year increase in volume. Ocean Network Express (ONE) is second with a 16.4 percent share. Overall, the top five carriers and common-owned companies share of westbound trans-Pacific container volume in 2019 was mostly flat at 68.3 percent for the full year.

CMA CGM has steadily pulled APL out of other trades since acquiring the carrier four years ago. Its intra-Asia business was taken over by regional specialist CNC Line in December 2018, while Asia-Europe and trans-Atlantic trades transferred to CMA CGM in October 2019. Alphaliner said the carrier's existing service allocations will be transferred to CMA CGM from May 15 on Asia-India Subcontinent and Asia-Red Sea trades, from June 15 on Asia-Middle East/Gulf trades, and from July 1 on Asia-Latin America.

CMA-CGM Secures Loan Backed by France

The French based shipping company CMA-CGM has obtained a 1.05 billion euro (\$1.1 billion) loan to improve its financial position during the pandemic. The loan is guaranteed by the French government in an amount up to seventy percent. Structured over one year with options of up to five years available, according to a company press release, the loan is intended to support French businesses survive the economic fallout from coronavirus.

"This new funding further strengthens CMA CGM's cash position in order to confront uncertainties in the global economy resulting from the health crisis," the group said.

Privately held CMA CGM, which is controlled by the founding Saade family, said it expects a 10% fall in market volumes in the first half of 2020 versus a year earlier. A spokesman added that the group was experiencing a contraction in container shipping volumes in line with this market trend.

Container shipping market leader Maersk said it now expected global demand in the sector to contract this year, after previously forecasting 1%-3% growth, and warned volumes in the second quarter could decline by as much as a quarter. CMA CGM had said in early March it expected a limited impact on its operations this year from the coronavirus, as activity resumed in China after an initial outbreak there. The virus has since spread across the world, particularly affecting Western Europe and the United States.

CMA CGM posted a net loss last year and has been trying to reduce its debt burden following the takeover of Swiss firm CEVA Logistics, aimed at expanding its presence in non-maritime transport. CEVA was facing a downturn in many business sectors it serves, although it was seeing short-term demand for transporting medical supplies like masks, including through airlifts between China and France, the spokesman said, declining to give an estimate of CEVA's level of activity.

Pilot Boat Crew Saves Pilot in Accident in Port of Durban

A pilot escaped injury last week after a rope ladder broke while he was disembarking a ship in the harbor of Durban, South Africa. The news was reported by *Maritime Executive*.

On the morning of April 28, emergency services were alerted that a pilot had fallen into the sea from a crude oil tanker. A rescue boat, medics and police search and rescue teams were activated. Witnesses reported that a securing rope on a rope ladder had severed for unknown reasons while the pilot disembarked. In an effort to protect him from injury, the pilot boat veered away from the ship, allowing the pilot enough space to push away from the ship's hull and avoid being sucked into the propellers.

The crew of the pilot boat rescued him

from the water and took him to shore, where they were met by police and emergency medical personnel. The pilot was treated for mild hypothermia and transported, as a precaution, to a hospital for observation. He was expected to make a full recovery. "The immediate reaction of the skipper and crew of the pilot vessel LUFABA and the calm and deliberate actions taken by the casualty after he fell into the water contributed to his survival, and they are commended," said Durban National Search and Rescue Jonathan Kellerman in a statement.

The cause of the incident is under investigation, but among lax inspection regimes dangerous pilot ladder deficiencies are all-too-common.



On Sand Island in Honolulu at the Matson Terminal, leaderman Ray Tavai checks the schedule of the Paint and Rigging gang working under the SUP-Matson Maintenance Agreement. Joe Mantanona is the bosun and Pat Weisbarth the delegate.

Stand Up and Be Counted in National Census: Participate by Mail, Phone, or Online

A complete and accurate count in the 2020 Census is vital to working families in Washington, Hawaii and California and every state and corner of our country. The results are used for decision-making that affects all of Union members and everyone else at the federal, state and local levels of government. Its data also is used to determine the allocation of billions of dollars in funds for such services as school construction, housing and community development, and road and transportation planning.

As the COVID-19 crisis continues to evolve, state and local governments need a fair and accurate distribution of these funds. Bottom line: an accurate Census 2020 count will help strengthen worker power and build a better nation.

Please join the AFL-CIO, its affiliated unions, constituency groups and allied partners in this week's #LaborCounts Census Week of Action. Help us by participating in the 2020 Census and reaching out to fellow union members and households across the country to ensure they get counted, too.

By now, all U.S. households should have received a notice or form explaining what to do. Can't find it? No matter, here's how you can go ahead and participate:

- MAIL — Fill out and return the census form you received in the mail, OR
- PHONE — Participate by calling 1-844-330-2020 toll free
- ONLINE — Get counted at my-2020census.gov online. Your mailed notice included a Census ID number on it, but that number is not necessary to go ahead and fill it out online.
- In light of the COVID-19 pandemic, the Census Bureau has extended the self-response period through Oct. 31. But don't put it off. Participate and when you're done, contact your family and friends and urge them to participate.

There is no citizenship question in the 2020 Census and your answers are confidential.

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

Receive the West Coast Sailors via First Class Mail

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



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

Welfare Notes

May 2020

COVID-19

Because of Shelter in Place and Social Distancing recommendations and requirements, the SUP Welfare Plan staff has been working at home when possible and with reduced staff in office. If you are sending e-mail inquiries to us, please be sure to send the e-mail to more than one staff member so that we can help cover for each other and better serve you.

Eligibility

Please contact our office if you have any concerns about your eligibility for coverage. We will try to keep you informed so that you can work the required time before your eligibility terminates.

If you have been recently enrolled, we advise you to check with your plan to make sure the enrollment has been completed after you receive our acknowledgment of your enrollment.

If your eligibility has terminated, you must work 120 mandays within a 12-month period to become eligible again and enroll again for coverage.

The 60 mandays required for continuing eligibility must be completed before the end of the eligibility period. The eligibility period may change dependent upon the voyages you have worked.

Be sure your addresses are updated with our office and your phones are in working order. We are often unable to return calls because phone voice mail boxes are full or not setup.

Enrollment Forms

Please contact the SUP Welfare Plan office for enrollment forms. Because our plans are dependent upon the residence of the participants, we must make sure to give you the correct and updated forms. For this reason, enrollment forms cannot be distributed onboard ships. It is best to have a Plan representative guide you in the selection of an appropriate plan.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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

Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

Gina Jew, Claims gina@marinerbenefits.org

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

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

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

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991 Seafarers Medical Center 415-392-3611

Shrimp Boat Captain Resists Arrest After Grounding

A shrimp boat captain attempted to fight law enforcement officers after running aground near a marina at Stock Island, near Key West Florida. The arresting officers reported finding prescription drugs, marijuana and drug paraphernalia on board.

The vessel, a large shrimp boat, ran aground at a position about 100 yards outside of the entrance channel for the Safe Harbor Marina. When Fish and Wildlife officers arrived on the scene, U.S. Coast Guard personnel were already on board.

Upon a search, the officers allegedly found a needle, a smoking pipe, marijuana, tourniquets, a scale and three pills of the prescription painkiller Tramadol. The

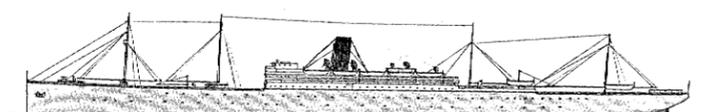
captain, identified in charging documents as Ron Ray Anderson, 39, did not have a prescription for this medication. In addition, officers said that they found a spoon coated with a crystallized substance in Anderson's cabin.

During this boarding, Anderson allegedly charged at the officers and ignored their commands, prompting them to use Mace spray to subdue him.

Anderson has been charged with resisting arrest with violence, leaving the scene of an accident, reckless operation of a vessel, possession of marijuana, possession of drug equipment and possession of a controlled substance without a prescription.



Safe Harbor Marina and shrimp boat docks (file image)



GUARDIANS OF THE GOLDEN GATE

SUP Boat Crews and Dispatchers at the San Francisco Bar Pilots



In the Dispatch Office of the Pilot Station at Pier 9, Peter Winter coordinates all manner of maritime operations in San Francisco Bay."

Twenty four hours a day, seven days a week and all year long, a San Francisco Bar Pilots station boat patrols the entrance to the Golden Gate eleven miles west of the bridge. The boat crews safely board and disembark pilots in some of the world's most treacherous waters.



Having helped choreograph the arrival and departure of multiple ships using computers, radars and radios, Steve Swinson makes the careful adjustments of approach to come alongside a ship underway.



Ray Reed pauses from pre-departure checklist to explain the operation of the hi-tech wheelhouse of the Pilot Boat San Francisco.

Often in blinding fog or howling wind, over monumental sea and swell, they steer everyday on the vessel intercept courses most others seek to avoid. Along with the run boat crews, and expert marine dispatchers, their skill in seamanship is unmatched. They are stalwart workers of the front lines, members of the Sailors' Union of the Pacific, and heroes of the American Merchant Marine.



Chief Dispatcher Peter Winter, SUP VP Matt Henning, Night Dispatcher Austin Warriner taking a break during recent negotiations.



Long-time station boat captain/operators Mike Sposeto, Aidan Minty, and Mark Hargus gather in the wheelhouse before departing on other tour offshore.



With pilots safely on deck, Sven Morgenstern makes a turn and eases off the throttle of the station boat San Francisco.



Chief Steward and chef J.P. Root serves up exquisite culinary fare from a galley with offshore pitch and roll.



Stoy Robinson, Mike Sposeto, Chris Auer and Erick Weiss, the crew of the Pilot Boat California, 11 miles offshore, holding station.



Eternal vigilance: in command of the San Francisco, Ray Reed visually checks the aspect of an approaching ship.



The pilot boat Drake dwarfed by container vessel Anna calling in Oakland for the first time.



SUP crew of the station boat San Francisco, off the Embarcadero: J.P. Root, Steve Swinson, Ray Reed, and Sven Morgenstern.



The run boat Golden Gate performs a "change off the Front" pilot exchange. Smooth boat handling in the tricky fluid dynamics alongside deep draft ships is a skill that takes years to master.

HEROES OF THE AMERICAN MERCHANT MARINE



SUP PRESIDENT'S REPORT

May meetings cancellation

A new shelter-in-place order for the six Bay Area counties was reissued on May 4th and remains in force through the end of May. Separately, the California statewide restriction was also reissued and contains some relaxations for construction and outdoor activities, but congregations or meetings of any are prohibited unless strict social distancing measures are in place. Similar orders remain in Seattle, Honolulu, and Los Angeles.

In accordance with the new and previous guidance from the SUP Emergency Committee, to both maintain readiness by preserving the health and safety of members and agents as well as to comply with local laws, I reluctantly canceled the May membership meeting cycle. All halls posted notice. The regular activities of the Union, including this report, are chronicled in the *West Coast Sailors* which is available in print at the Halls, by mail, on the SUP website at www.sailors.org. All reports of the April and May meetings will be presented for review at the next regular meetings expected in June. (See Attachment 1).

Emergency Union Operations

As the membership will recall from previous reports, the priorities of the Union during the COVID-19 crisis can be broadly expressed in simple terms:

- Protect the health and safety of members, agents, and staff
- Maintain our work, our hiring halls, and our rotary system of shipping.
- Ensure compliance with our Agreements.

These are not theoretical considerations. Every day the crisis puts basic SUP operations to the practical test. Our halls remain open and our Shipping Rules in effect. To maintain the effectiveness of our hiring halls we have however had to balance safety and access, exposure risk and member services, emergency provisions and long-standing tradition. SUP Emergency Committees provided for under the SUP Constitution have met several times to assess and mitigate risk. They agreed that reducing congregational activities to the most necessary functions of the Halls, specifically job call and dispatch, would limit risk. That means that physical socializing, multi-person meetings, ship visits, and in person consultations have been temporarily curtailed. Branch agents are authorized to take appropriate steps for safety and have maintained steady virtual contact by phone and email with the ship crews and members ashore. Union and benefit plan staff are on a reduced schedule but getting the work done. Aside from most dispatching, the normal services of the Union are available to members on remote service basis. This includes grievance handling; registration; welfare, pension, supplemental benefits, and medical services processing; credential and training consultation and guidance; upgrade applications, and many other things. Finally, all SUP-contracted companies are on notice against using the pandemic as a pretext for unilateral changes in our Agreements.

National Emergency Representation

Over the past month, in many teleconference meetings, the SUP joined with the rest of maritime labor to deliver a unified message to government and employers on a wide range of COVID-19 issues meant to improve shipboard and workplace conditions. Many of the calls were hosted by the Maritime Administration with participants from all sectors of the industry including MSP and non-MSP carriers, Jones Act domestic carriers, maritime labor, and many others. Also on the calls were various government agencies such as the Coast Guard, the Military Sealift Command, TRANSCOM and J-4 Logistics, the Department of State, Army Corps of Engineers, and many others. Our advocacy work in that area included some of the following:

Availability of Testing kits: dedication of resources for acquisition and use.

Availability of PPE: calls for masks, gloves, non-touch temperature gauges, sanitizers and cleaning supplies, and other equipment.

Access control standards: reduction of exposure risk by longshore, pilot, standby, storing, vendor, and other non-crew access control to the interior spaces.

Crew change standards: both regular and emergency protocols, stateside and overseas, that protect the sick, and the remaining and joining crew.

Repatriation assistance: travel clearance and flight availability for commercial shuttle ships and military contract mariner crews stuck in worldwide lockdown.

Rotational relief procedures: improvements to reduce fatigue and stress

Easing of restrictions-to-ship: eliminate the gangway up order wherever it is safe to do so, allow freedom of movement at least as permissive as local orders for the general public. Improve internet bandwidth capabilities.

Credential and documentation assistance: relief in terms of expiration waivers, expedited processing of passport applications, safe travel documents for lockdown jurisdiction, etc.

These were not surface demands that got buried in bureaucratic procedure. Our goal was never to merely inform, but to directly change policy in favor of members and the Union on a national level. In call after call, we raised our issues with people who held decision-making authority on outcomes. Because of that pressure at the highest levels, and the nature of the emergency itself, government policy makers produced results. The USCG agreed with us on essential worker status, on extension of expirations on MMC credentials and STCW endorsements, among other things; the Department of State agreed with us to provide expedited passports; TSA agreed with us to extend the expiration of TWIC's; and the MSC agreed with us that rotational reliefs had to happen despite the Department of Defense "stop movement order" requiring stasis

of all foreign-deployed military units. Agreement was hard-fought and detailed, but recent implementations prove it was not lip service. Some goals have been met; others are still pending.

Consistent with the high priority goal of maintaining our work, is the urgent legislative effort to defend the MSP fleet against risk of cutbacks and layoffs. Defense and commercial cargoes across every fleet sector have dropped anywhere from 30 to 85 percent. Carriers have been warning for about six weeks that even U.S.-flag ships will begin laying up soon. Accordingly, a unified front of labor and management developed an emergency funding proposal to put into the next stimulus bill. This took the form of an increase on the MSP stipend and was laid out in a USA Maritime Coalition letter to Congress, supported by a letter from the AFL-CIO's Transportation Trades Department, (as well as unified push for co-signers).

Specifically, we pressed for an additional \$109.8 million for the period of April 1, 2020 to the end of the current fiscal year which would allow for an emergency stipend of \$1.83 million per ship. The request included an additional 109 million for the period of October 1, 2020 to March 31, 2021, for an emergency stipend of \$1.82 million per ship. Most importantly, we attached to this emergency funding request the demand that the funds be granted conditionally on the MSP carriers' agreement to maintain 100% employment of their crews whether the ship is in service or temporary lay-up. (See Attachments 2 and 3 and page 1 of the West Coast Sailors for more.)

Transportation Trades Department, AFL-CIO

As part of the legislative work, labor held detailed conversations with key members of Congress. On May 1, 2020, along with members of the TTD Executive Board and President Larry Willis, I joined a call with Senator Sherrod Brown (D-OH) to help advise of transportation labor's broad goals for the next coronavirus bill. We noted and he recognized that the front-line workers of maritime transportation are still not getting enough PPE as well as protocols that are urgently needed. The Senator said this is the latest version of the Administration leadership's unwillingness to regulate worker health and safety. Sen. Brown called us one the most important group of workers on the planet and yet noted that we are not treated as essential. No worker should have to deal with COVID-19 as occupational hazard. He pointed out that Secretary of Labor Eugene Scalia has opposed labor's push for a temporary OSHA standard. Along with Don Marcus, President of the MMP, we also registered our concern for the emergency funding necessary to support for the Maritime Security Program that is crucial to SUP members and enlisted his support.

On May 6, I attended another teleconference with TTD board members and David Price (D-NC) Chairman of the powerful House Transportation Housing and Urban Development Appropriations subcommittee on the transportation specific funding provisions in the next COVID-19 response bill. Cong. Price supported transportation workers in the last relief bill known which included 25 billion in transportation funding. He agreed with us that safety considerations are key; keeping workers safe and employed with the benefits and pay that is appropriate is paramount. In the next bill, CARES Act 2.0, he promised more worker protections. At the same time, Price noted work proceeds on the regular FY 21 TEA transportation appropriations bill.

Chairman Price is in excellent position to directly influence agenda items for TTD unions, including the SUP. He noted however that the process depends on the success of reopening the economy and keeping together some kind of bi-partisanship approach to that effort. In this area, Senate Majority Leader Mitch McConnell (R-KY) has backed away from an earlier statement that advocating state bankruptcies, but there is still some resistance to continued relief funding. Price predicted a tough road ahead.

APL Marine Services

On April 14 the Union was notified by APL that its French parent company CMA-CGM was offering a one-time bonus of \$500.00 payable to crew members who have experienced at least a thirty day delay in being relieved due to the COVID-19 virus. Only the *APL Gulf Express* is presently eligible under the program. The bonus is compensation that falls outside the terms and conditions of the Agreement, and as a result management requested Union acknowledgment as singular non-precedent setting event. Accordingly, on behalf of the membership I agreed subject to membership approval.



The APL Marine Services feeder ship *APL Gulf Express* with SUP sailors on deck.

SUP President's Report continued

On repatriation, as part of maritime labor's ongoing effort to bring attention to the serious relief crisis in *APL Gulf Express*, where all travel has been restricted for more than two months, the Union took more action. Previously, the matter had been raised with both management and government on several occasions. On May 4 the Union received a copy of a letter on May 4 sent by APL and Maersk Lines to MARAD and the Department of Homeland Security asking for their assistance with the Department of State to facilitate crew changes with the local governments in the Persian Gulf and other locations. The letter asked for diplomatic intervention for certain vessels to be able to arrange and facilitate timely crew changes in the ports of Jebel Ali, Mersin and Algeciras. A few days later, on conference call facilitated by MARAD and with other maritime labor representatives on the line, I helped describe the problem and offer possible solutions to Janelle Guest, an advisor in the U.S. Department of State's Regional, Global, and Functional Affairs Office. Those proposals included specially arranged charter flights, access to military bases, special diplomatic clearances, among other things. She promised assistance and attention to the matter. [See Attachment 4].

On April 28, the Union received clarification from APL management about its interpretation of California shelter-in-place orders and how that affects shore leave. The first California order went into effect on March 18, 2020 and remains in effect. It requires crew to remain on board except for essential needs, such as groceries and medicine, any required health care, and exercise such as walking, running, or biking provided that social distancing of at least six feet is maintained and a mask or face covering is worn. Also approved in those orders is the necessary travel or commute to and from a job essential to maintain the continuity of operations in critical sectors of the economy, such as maritime transportation. APL management's statement "strongly recommends" that crew remains onboard as much as possible but notes that crewmembers are not be restricted to the ship by the Company; rather, local restrictions in movement are in place and all crewmembers shall follow the local orders.

Matson Navigation Company

During the past month Matson management contacted the Union about a COVID-19 related problem in its ships in the China (CLX) trade. Soon after a Maersk ship became the first known containership with COVID-19 positive crew, it was detained and quarantined in Ningbo, China. Seeking to avoid similar action, Matson management requested SUP consideration of options that included conducting Honolulu crew reliefs in Long Beach, suspension of all reliefs in CLX ships, among other things.

In this context on April 20th and 21st an Emergency Committee convened to discuss the matter, this time consisting of Vice President Matt Henning, San Francisco Business Agent Roy Tufono, and the Branch Agents Mike Dirksen, Brendan Bohannon, and Leon Gandy. It was the view of the Committee that but for the Company's new imposition of a COVID-19 conditional qualification (adequate prescreening of joining crew of five days), the CLX jobs that would have been called in Honolulu and should continue to be called in Honolulu. The temporary method change would also allow for proper mitigation measures (relief, quarantine, ship sanitization, etc.) in the event of a positive case of COVID-19.

Armed with the agreement of the Committee, I proposed on a non-precedent basis that the Company to arrange and pay for the cost of travel to and from the mainland for both the relief and the relieved. The relieved crewmember will be discharged in Long Beach but receive the normal base wage and benefits through to Honolulu. The Company agreed and on April 24, 2020, Honolulu Branch Agent Mike Dirksen dispatched two qualified sailors under the agreement. Recommend membership approval of this temporary emergency method of complying with the normal rule to avoid detention and quarantine in China.

After the California shelter in place order was put in place in March, Matson management issued a directive to suspend shore leave in California ports. The MFOW and the SUP immediately objected to any order that put greater restrictions on mariners than those put on the public at large. After debate following our objection, Matson agreed and revised its policy to allow the mariners to go ashore with the same restrictions as the public. On March 25, the company notified the Union that shore leave in Honolulu and Guam was no longer allowed. Washington State had recently issued a similar stay-at-home order as California, and Matson advised that crew should remain on the ship unless there was legitimate reason to go ashore. About the same time, shore leave was also denied in Okinawa, Alaska, and China.

On April 5th, however, the Company changed its policy in West Coast ports and extended restriction ship to all port in all locations, including in California and Washington. As has been expressed to management and members, the Union position remains that crew members should be allowed to go ashore in California and Washington ports under the same restrictive guidelines applied to the general public. The Union has been and will continue to collect restriction-to-ship claims from members for a possible future all-encompassing (omnibus) claim.

Patriot Contract Services

In February MARAD issued an RFP to acquire vessels for service in the RRF through a government services contract and invited ship managers to apply. The RFP called for a Vessel Acquisition Manager (VAM) to procure, re-flag, re-classify, and potentially modify, maintain, and operate the vessels. The main goal is to acquire used ships to fulfill defense requirements probably as an overhaul and recapitalization of the government-owned contractor-operated Ready Reserve Fleet.

In late April, the Union was notified by Patriot management that it would bid on the work as the prime VAM contractor. A four-year contract with a two-year option is expected. Patriot was uncertain about the manning or the operating status of the ships since much will depend on the acquisition itself which is unknown at this time. The SUP and the MFOW suggested, and management agreed, that submission of current RRF rates for unlicensed ratings, would suffice for the purposes of the offer. Accordingly, assuming it reaches a formal offer status, recommend membership approval for submitting the RRF rates for the VAM bid.

As reported several times in the past, The Union was notified that the five year contract between the Pacific District and PCS covering the operation and maintenance of eight Watson-class large medium-speed, roll-on/roll-off (LMSR) vessels, which expired on September 30, 2018, had been extended until the end of March 2020. On May 28, 2019, the solicitation (N32205-19-R-3009) for the successor contract was published. It called for a one-year firm, fixed-price contract with four option years. On January 8 2020, PCS provided the Union with the update that MSC wanted a six month bridge contract (March 31, 2020 through September 30, 2020) with a six-month option (October 1, 2020 through March 31, 2021). This request gave an indication of the expected timeline for the award of the next contract. On January 31, 2020, Patriot said that MSC would hold discussions with the Watson-class bidders in the middle of February 2020, and the deadline to submit best and final offers might be shortly thereafter. In March 2020, PC requested that the Unions submit October 1, 2020, total labor cost increases to the draft memorandums of understanding, as it appeared that the final proposal revisions would not be considered until after that date. In coordination with MFOW President Anthony Poplawski, I calculated and reported the new pricing in April.

In late April, however, the Union was notified by Patriot that it was in the competitive range and discussions with MSC would be held on April 29. On May 7, Patriot requested our best and final offer. Again in coordination with the MFOW, and consistent with the two percent anniversary increase previously approved by the membership in earlier iterations of this bid, I calculated the latest wages and benefit allocations and submitted same to the Company.

Foss Maritime Company

The Union was informed on May 5th and May 8th by Foss management, in particular Port Captain Laura Rosenberg that due to the "drastic downturn in shipping activity in Northern California due to the COVID-19 crisis" the Company would reassign one of its crewed boats to call out status. That boat is the shared week-on/week-off 50/50 IBU/SUP steadily crewed boat.

Under the jurisdictional sharing provision of Section 26 of the Agreement, an equal number of crewed boats between the Unions is required. The re-designation of the 50/50 boat to call out status complies with Section 26. Foss management noted its intent to comply with the seniority and layoff provisions of Section 25 and 30 and affected members are now eligible for call out work. Capt. Rosenberg also noted that because of the equalization of work required by jurisdictional sharing, the SUP boats performing IBU work had built up a significant "overage" that would take some time to reduce before the call out jobs could revert to SUP members. Management expressed optimism however about finding enough work to maintain benefits and encouraged affected members without work to apply for state unemployment benefits. Vice-President Matt Henning assisted affected members in understanding the contractual issues, employment options and benefit eligibility.

Holidays

Memorial Day: All SUP hiring halls will be closed on Monday, May 25 2020 in observance of Memorial Day, a holiday under all SUP contracts.

King Kamehameha Day: All SUP halls will also be closed on Thursday, June 11 in observance of King Kamehameha Day. In accordance with the SUP contract with Matson, King Kamehameha Day is a paid holiday for all Company ships in port and at sea and for members working under the Maintenance and Extra Maintenance Agreements.

Dave Connolly



May 22 is the only day of the year that the American Merchant Marine is officially recognized, remembered and celebrated. Presidents routinely issue proclamations to dress ship and acknowledge the service of the maritime industry as an essential component of the American economy and its pivotal role in U.S. history. "Today the successor to the War Shipping Administration is known as the Maritime Administration (MARAD). Under the leadership of Adm. Mark Buzby, the MARAD has been responsive to labor and industry during the COVID-19 emergency. Although most of the usual Maritime Day celebrations are canceled, maritime transportation workers have rarely been so clearly recognized as fundamental to the national well-being. (See story on page 7.)

SUP BRANCH REPORTS

WILMINGTON

May 2020

Shipping: Bosun: 1, AB/W 8, AB/D: 10, OS/ STOS: 1, GVA/GUDE:2,

Standby: 43. Total Jobs Shipped: 65

Registrations: A: 22, B: 51, C: 5, D: 4

Ships Visited: Checking with Ships by phone and email.

AGENTS REPORT:

Shipping is good jobs rotating as usual, the number of standby jobs has decreased.

Keep your dues current and be sure to check your documents, MMC, PP, TWIC, CG-Medical, Basic safety Annual Physical, Drug card, dues and documents must be current to ship. Let me know when you receive new documents, so I can update your records.

Fraternally Submitted
Leighton Gandy
Branch Agent

HONOLULU

May 2020

Shipping: Shipped the following jobs in the month of April: 0 Bosn steady, 0 Bosn return, 4 AB Day steady, 0 AB Day relief, 0 AB Day returns, 2 AB Watch steady, 0 AB Watch relief, 0 AB Watch return, 0 AB Maint, and 0 OS Watch steady. The shipping jobs were filled by 0A cards, 6 B cards, 0 C cards, and 0 D cards.

Standby jobs:Shipped 5 standby jobs. The standby jobs were filled by 2 A card, 1 B cards, 2 C card, and 0 D cards.

Registered in Honolulu: 7 A cards, 28 B cards, 10 C cards, 5 D cards

Ships checked by phone and email:

Manukai, Maunalei, Manoa, Kaimana Hila, Manulani, Mahimahi, Maunawili, Lurline, DK Inouye, Kamokuiki, and the Paint and Rigging gang. All are running with few or minor beefs.

Except for the restricted to the ship beefs which we have on all ships and the investigations are ongoing.

APL Guam-no major beefs

APL Saipan — The C/M on this ship is trying to get sailors to work maintenance to fill out minimums-working with SUP HQ to solve this problem.

USNS Charlton — Finally shipped reliefs to Saipan on May 11th.

USNS Watson — Finally flew reliefs to Diego Garcia on May 5th.

Agents Report:

I would have represented the SUP at the Hawaii Ports Maritime Council meeting, and the Hawaii AFL-CIO executive board meeting, but all meetings were canceled this month.

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

Mahalo,
Michael Dirksen
Honolulu Branch Agent

SEATTLE

May 2020

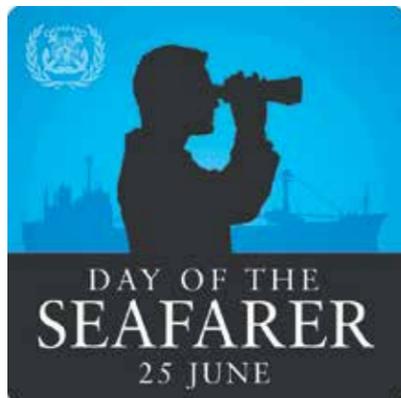
Shipping: Two return AB jobs reclaimed by 2 A cards; 2 Navy AB's shipped, filled with a B and C member; 1 Watson OS billet to went to a B card; 1 GVA and 1 GUD/E filled with B and D seniority; 2 Matson Standbys were filled with 1 B and 1 C card.

Registered: 1 A card for a total of 7, 3 B cards for a total of 19, 5 C cards for a total of 6, 0 D cards for a total of 4

Agents Report:

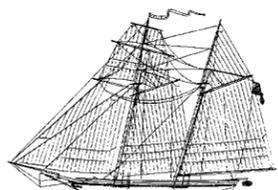
When sending out this month's document renewal notice, I noticed an unusually high number of expired drug free certificates and annual physicals. Just a reminder, Kaiser Occupational Clinic in Seattle is open for business and its schedule is wide open. Members have been able to make appointments for their annual physical within a couple of days. If you have renewed anything, please give me a call or email so I can update your file. Berit reports good news for those in need of BST training. Local training facilities should be up and running by mid-May with a few complications that the schools have found solutions to.

Fraternally,
Brendan Bohannon
Seattle Branch Agent



Dispatcher's Report Headquarters—March 2020

Deck	
Bosun.....	3
Carpenter.....	0
MM.....	1
AB.....	8
OS.....	5
Standby.....	15
Total Deck Jobs Shipped.....	28
Total Deck B, C, D Shipped.....	21
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.....	28
Total B, C, D Shipped-All Depts.	21
Total Registered "A".....	23
Total Registered "B".....	30
Total Registered "C".....	6
Total Registered "D".....	12



VICE PRESIDENT'S REPORT

May 2020

Ships checked:

Mokihana: Kim Dulay, delegate. Successful activation with less than 24 hours notice. Thanks to all the standby and crew members for answering the call. Saher Ali, bosun.

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

APL Saipan: Chris Go, delegate. Several clarifications made in regard to equalization of OT, sanitary duties, and other issues.

USNS Sisler: Jonnell Hodges, delegate. Heading back to Diego Garcia where several members will be getting off. Jon Clark, bosun.

USNS Dahl: Eduardo Rojas, delegate. Arrived at Tango Pier at inner Apra Harbor, Guam. Working on getting reliefs to the ship soon. Xerxes Cunanan, bosun.

USNS Watson: Keith Gomer, delegate. At anchor in Diego Garcia, looking forward to reliefs coming soon. Chris Cupan, bosun.

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

Cape V's and T's: All five ships in Beaumont, Texas. Each ship added an extra GUDE for sanitary.

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

Cape Henry: ROS status in San Francisco, preparing for sea trial at end of May. Yvette Cavan, bosun.

Cape Hudson: Dimitrios Kolymparis, delegate. Currently on Pacific Pathways mission, adjustments being made due to COVID:19. Should be back in SF soon. Mark Relojo, bosun.

Mississippi Voyager: Vicgtorgil Mariano, delegate. Operations running smoothly with no major beefs. Ron Gill, bosun.

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

Represented the SUP at the Alameda Labor Council monthly meeting the past several months via zoom. Many ongoing issues with union in various fields due to COVID:19. Members have been doing a great job maintaining social distancing and limiting time to job call only at the hall. Please feel free to email or call me with any questions/assistance needed with membership services.

Matt Henning

BUSINESS AGENT'S REPORT

May 2020

Daniel K. Inouye: Sean Bane, delegate. In at Oakland#62 Restricted to the ship due to COVID 19 Pandemic taking all the necessary precautions to stay safe. Noel Itsumaru, relief Bosun.

Mahimahi: Gerry Marshall, delegate. In at Oakland #62 Restricted to the ship COVID 19 taking all precaution from contacting the virus. But we still should be able to pay bills. Pick up medication. Relief Bosun is Remoni Tufono.

Mokihana: Ian Serra, delegate. Emergency activation. Matson called for a crew for late Friday along a stand-by Gang for the ship in Oakland. The SUP answered the call. The ship was crewed with standbys turning to the next the morning. Sailed early Monday morning for Honolulu with Saher Ali as Bosun.

Lurline: Michael Ruan, delegate. Both ships checked in with restriction claims. Working on it.

President Eisenhower: Juni Huavas, handling the sheets. In and out Oakland #56 fast turnaround for Yokohama with no issues. Hauling ass to get back on schedule running smooth with Paul Harsany, Serang.

President Wilson: Roberto Tomas, delegate. In at Oakland #56 with the Pandemic crippling our economy we are taking all the necessary precautions on board to keep the crew safe. John Duran, Bosun.

Cape Henry: Company called for extra GUDE'S for clean-up and sanitizing maintenance work. After a long recovering battle back from the fire ship suffered last year, ship expected to activate soon. Possible early call for pre-screening quarantine. Somewhere in the middle of May. Yvette Cavan, Bosun.

Cape Hudson: Hillard L'ai, delegate. Ships on a lover's run shuttling between Thailand and the Philippines she should be headed to the States sometime in late May. Mark Relojo, Bosun.

San Francisco Bar Pilots: At Pier#9 with Mike Koller, delegate. Training on the Station Boat resumes: it's not a job for everyone many are called but few are chosen. Still several men out on the binnacle list wishing them a speedy recovery. Leo Moore Dock Bosun.

Email address is roy@sailors.org. Contact me anytime. Also worked in the front office and dispatching.

Roy Tufono