

West Coast Sailors

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Cargo Preference Finally Gets Its Bill

In the midst of a series of attacks on cargo preference, a bipartisan bill aimed at invigorating U.S.-flag shipping for international government cargo was introduced on September 30th by Rep. John Garamendi, D-Calif.

The Rebuilding the United States-Flag International Fleet Act, co-sponsored by Rep. Bob Gibbs, R-Ohio, if it becomes law would restore a requirement that at least 75% of cargo for international food aid programs be carried on US-flagged vessels. That requirement, which was in place from 1985 to 2012, was rolled back to 50% by the food relief lobby during the Obama Administration.

"For too long, Congress and both Democratic and Republican presidents have allowed the commercial fleet of U.S.-flagged, ocean-going vessels to dwindle," said Garamendi. "The global supply chain crunch during the height of the COVID-19 pandemic, the Russian invasion and blockade of Ukraine, and the People's Republic of China's island building in the South China Sea and saber-rattling in the Taiwan Strait have shown that

the United States cannot remain reliant on foreign vessels flying flags of convenience."

A report published in September by the U.S. Government Accountability Office found that the use of U.S.-flag vessels by the U.S. Agency for International Development and the U.S. Department of Agriculture decreased for both agencies by about 46% from 2012-20. "This decline was due, in part, to a statutory reduction in the minimum percentage of food aid required to be carried on U.S.-flag vessels from 75% to 50%, beginning in fiscal year 2013," the report concluded.

In addition to restoring the 75% government export minimum, the legislation would also:

- Restore a DOT requirement reimbursing international food aid programs for any cost premium under the U.S.-flagged vessel cargo preference to protect the federal budget from increased shipping costs.

- Reaffirm the U.S. Maritime Administration as the only federal agency able to waive the U.S.-flag requirement for government cargo when such vessels are unavailable at fair and reasonable rates.

- Strengthen transparency and oversight by requiring public notice online of all waivers of the U.S.-flag requirement and timely notification to Congress, as required for Jones Act waivers.

- Allow foreign vessels seeking federal cargo contracts to be re-flagged into the U.S. registry for less than three years, provided they satisfy similar requirements as vessels enrolled in the Maritime Security Program.

- Clarify that the current U.S.-flagged vessel requirement for international food aid applies to all agricultural products, including processed food, and not only commodity crops.

The legislation comes shortly after the testimony of MM&P President Don Marcus, testifying on behalf of U.S. maritime labor

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SUP Members Ratify APL Agreement

The SUP membership ratified the latest Agreement between the Union and American President Lines. The vote was overwhelmingly in favor as members acknowledged solid gains in wages, benefits, and conditions.

The outcome of a series of concentrated sessions with the employer APL, the SUP Negotiating Committee bargained in a coalition with the Marine Firemen's Union and the Seafarers International Union-AGLIW, covering the three unlicensed departments (deck, engine, steward) of the Company's ships.

The coalition is among the longest lasting in American labor and is known as the Seafarer's International Union, Pacific District. Applicable to all Unions equally was the General Rules, and each individual Union also bargained on their individual Work Rules.

They reached a tentative concession-free, two-year deal in late September, which was subject to ratification and is now confirmed. The wage increases of 7.5% retroactive to October 1, 2022 and 3.5% on October 1, 2023 were the main focus

but only part of the package. Also included was maintenance and improvement of fringe benefits, including pension upgrades, jurisdiction protection, and a new holiday — Juneteenth.

Advances in internet access, better personal protection equipment and policy, updates to entry level employment opportunities, and the ships covered by contract were all part of bargaining and were built into the language of the contract. The ratified deal also encompasses renewals to the SUP Maintenance Agreement and Extra Maintenance Agreement accompanied by new rates improved by the same percentage increase.

The preparations for bargaining began March and came in the context of many hardships and burdens produced by the pandemic. America's seagoing essential workers were stressed and pressured as much as others in transportation workforce, and they rose to the challenge repeatedly. The Agreement reflects some of that, especially in wages. "SUP members at APL were overdue for a raise," said President Dave Connolly.

Pensioner Boosts Have Different Sources

As part of bargaining with its Employers, as well as reaching agreement with Pension Plan trustees, the Union locked in gains for retirees this month. The gains come in several forms.

First, for plan participants retiring July 1, 2022 there is a Pension Plan improvement to the maximum monthly benefit of \$125, with corresponding pro-rata increases for lower levels of service.

Second, a new cost-of-living adjustment of 2% for eligible pensioners currently in pay status who retired at age 55 or older with 20 or more years of qualifying service is retroactive to July 1, 2022..

Next, eligible pensioners will see an increase in the annual maximum reimbursement from the Special Medical Pensioner Benefit of \$200.

Meanwhile, the federal government through the Social Security Administration on October 13, 2022 announced an 8.7 percent cost of living adjustment, the largest inflation adjustment to benefits in four decades — a welcome development for millions of older Americans struggling to keep up with fast-rising living costs.

The cost-of-living adjustment for 2023, which will be applied to benefits in January, is based on

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Jones Act Waiver in Puerto Rico Slammed by U.S. Maritime Unions

Maritime labor unions and American shipping companies have reacted with anger to the administration's Sept. 28 decision to temporarily waive the Jones Act to allow a BP tanker to unload diesel fuel in Puerto Rico, calling it "an undeserved slap in the face to American mariners and U.S.-flag vessel operators."

"The Jones Act is critical to our continued ability to maintain a domestic U.S.-flag merchant marine," the unions said in a joint statement. "That's why we are shocked and outraged at the U.S. Department of Homeland Security's decision to issue an illegal, unjustified and unnecessary Jones Act waiver for a British Petroleum tanker that took active steps to ignore and then circumvent fundamental American law."

The foreign tanker had been lingering for days off Puerto Rico's southern coast, carrying a cargo of

300,000 barrels of diesel loaded in Texas City, Texas.

After Hurricane Fiona, despite numerous, authoritative reports that the island was adequately supplied, seven Jones Act critics in Congress and the governor of Puerto Rico fired off a barrage of waiver demands.

U.S.-flag vessels and foreign-flag vessels carrying legal cargoes of fuel, either from American ports or from foreign ports, had already been discharging their cargoes in Puerto Rico in full compliance with the law, the unions noted.

"Every day, our mariners go to work to ensure that Puerto Rico and the rest of the United States have safe and dependable domestic shipping, helping to move all the goods they need to live, work, and raise their families," they added.

"And, every day, our mariners subject themselves to the dangers of the sea. Not all of them make it home."

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Periodicals postage paid at San Francisco, CA (USPS 675-180)



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Alexander CastilloBK#4791
- Joseph Ginez.....BK#3026
- Hannu Kurppa BK #3162
- Gunnar Lundeberg.....BK#4090
- Duane NashBK#2437
- Vince O'Halloran.....BK#2463
- Alexander Earle.....BK#1885
- Terry LaneBK#4107
- Michael Sposeto.....BK#7503
- Michael Worth.....BK#3929

West Coast Sailors

- David Eriksen..... \$150
- Jason Alonzo \$10
- Dave Mercer.....\$20
- Chris Bartolo.....\$20

Organization/General Fund

- Juan O. Duran \$10
- Juan Gonzalez\$40
- Jonathan Agbayani..... \$50
- David O'Neill..... \$10

Final Departures

Eugene Campedel, Book No. 4798. Born in California in 1948. Joined SUP in 1991. Died on September 5, 2022. (Pensioner)

Political Fund

- Mike Ruan \$50
- Kimmy Rizan \$30
- Vernon Hoffman \$10
- Editho Barraca \$10
- Valeriy Goncharov \$50
- Louie Urbano..... \$50
- Brendan Bohannon \$50
- Vincent O'Halloran \$200
- Jonathan Agbayani..... \$50
- Victor Ramos..... \$20
- Napoleon Nazareno..... \$30
- David Purganan \$20
- David Eriksen..... \$150
- Cesar Runatay \$50
- Christopher Go..... \$100
- Bruce Thompson \$50
- (In Memory of Don Cushing)*
- Bruce Thompson \$50
- (In Memory of Jimmy Dimitroutis)*
- Remoni Tufono..... \$50
- Roy Tufono \$50
- Dave Mercer.....\$60
- Chris Bartolo \$20
- Sam Worth..... \$100
- Steve Swinson \$25
- Dave Connolly \$200
- John Dacuag \$50
- George Babbins..... \$100
- Isnin Idris \$100
- Dave Hampton \$10
- Archie Bickford \$100

Membership and Ratings Committee

The Committee met on October 6, 2022 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatetime	Rating	Seniority
Artemis Ervin	Bk#1900	6 yrs.	AB	A
Doatawan Boriboon	B-19732	1 yr.	OS	B
Manfred Olson	B-19733	1 yr.	OS	B
Jesse Whittaker	C-2937	30 days	OS	C
Jeffrey Pitcher	C-2938	30 days	OS	C
Ali Mohamed	C-2939	30 days	OS	C
Shannon Woodland, Jr.	C-2940	30 days	OS	C

Ratings: Bosun Stamp
None

Membership and Ratings Committee's Report: Sam Worth, B-19320. Larry Davis, Jr., B-19602 and Ventrell Johnson, B-19678.



The SUP Membership and Ratings Committee for October 2022 at SUP Headquarters. From left is Ventrell Johnson, Larry Davis, and Sam Worth.

SUP Meetings

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

SUP HQ	Branches
November 14	November 21
December 12	December 19



SUP Welfare Plan Notes

The Standard Retirement Services Call Center

Protecting Plans participants' data is very important to The Standard and it takes appropriate steps to ensure that access to participant data is fully secure. While we were recently informed that The Standard utilizes an offshore team to handle its call center for the SUP Money Purchase Pension Plan and SUP 401(k) Plan, The Standard's customer service representatives operate under the same data security standards and laws that apply in the U.S. Furthermore, participant personal data is never transported overseas. It is solely maintained within The Standard's domestic systems. Should you have any concerns, The Standard's Privacy Notice below answers many common questions:

Privacy Notice



The privacy of your personal information is important to us. To help you understand how we protect the information we receive about you, this notice describes our current privacy policy and practices.

We want you to know that:

- We do not sell or rent the information we have about you to anyone;
- We do not share your information with outside companies for the purpose of selling their products or services to you; and
- We do not offer a right to opt out since we only share information about you with others as permitted or required by law.

Information We May Collect and From Whom
We collect your personal information to offer you insurance and financial products and services. The type of information we collect and the extent to which it is used depends on the products and services we provide to you. For example, we may obtain information such as:

- Your name, mailing and e-mail address(es), date of birth, telephone number, Social Security number, employment, education, occupation, assets and income from applications and other forms from you, your employer and others;
- Your policy coverage, claims, premiums and payment history from your dealings with us;
- Your financial and medical history from other insurance companies, insurance support organizations or consumer reporting agencies, if you apply for insurance or benefits;
- Your medical history and records from medical providers or facilities, with your authorization, if you apply for insurance or benefits; and
- Your use of the services offered on our Web sites from online information collection devices.

We may request an insurance support organization to collect information that we

need about you. If we do, they will submit a report to us. They may keep a copy of the report and share its contents with others. They will do this only as permitted or required by law.

Information We May Disclose
We may share the types of information described above with others. These disclosures are only made as authorized by you or as permitted or required by law. For example, disclosures such as:

- To others that perform business services or functions on our behalf or to serve you;
- To employers and their representatives, to reinsurers, to other insurance companies, and to insurance support organizations for purposes related to insurance you may have or apply for;
- To others that may have a joint marketing agreement with us, unless state law restricts such use;
- To insurance departments or other federal, state or local legal authorities in connection with the regulation of our business or to comply with laws and regulations;
- To law enforcement agencies to help prevent fraud or illegal activities;
- To authorized persons to respond to a subpoena, warrant or other court order;
- To others for purposes of complying with auditing and reporting requirements; and
- To our affiliates who may provide insurance or financial products and services to you.

When information about you is disclosed to others, we expect them to protect your information. We expect them to use the information only for the limited purpose for which it was shared.

Your Rights
We want to make sure that we have accurate information about you. In general, you have the right to review your personal information that we have. If you believe that any of the information about you is not accurate, you may inform us in writing of

any changes you believe should be made. We will review your request and respond to it accordingly.

Confidentiality and Security
We restrict access to information about you to those employees who need to know that information to provide products or services to you. We safeguard your information through written privacy policies and physical, electronic and procedural protections.

Further Information
We will advise you of our privacy policy at least once a year. We may change our privacy policy at any time. As long as you remain a customer, we will inform you of any changes. If your relationship with us ends, we will continue to limit disclosures of your information in accordance with our stated privacy policy.

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Claims for Foreign Bills

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

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

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West Coast Ports Keep Working During ILWU Negotiations

Amid talk about worker productivity and the awarding of job assignments, West Coast port labor negotiations drag on as unions and port management work through the latest round of issues.

The International Longshore and Warehouse Union has been accused of using slowdown tactics that have reduced cargo handling but the evidence is not immediately apparent.

The labor negotiations between the ILWU representing dockworkers and the Pacific Maritime Association (which represents the terminals and ocean carriers) continue. Dockworkers have been working without a contract since July.

According to one report, a “slowdown” resulted in reduced productivity at the Oakland and Seattle-Tacoma ports, but the industry itself is conflicted on the source of the congestion, and sources suggest that operations at these ports have been in line with the ports’ recent productivity. Likewise, there have been no significant cargo handling issues recorded.

Officials at the Port of Seattle-Tacoma confirmed that in the last week of September there was a small number of picketers at Seattle’s Terminal 5 protesting the terminal over using the Machinists Union instead of the ILWU to perform “cold ironing,” a process where ships can use shore power while docked. Vessel operations were delayed for one shift and the issue was reportedly resolved. The terminal is used by SSA Marine.

“The ILWU is working and negotiating, and we’ve done both successfully for near-

ly 90 years” said ILWU Coast Committeeman Cameron Williams. “Unfounded rumors are rampant during negotiations, and it’s unfortunate that some media publish opinions instead of facts.”

Meanwhile, the ILWU claims that SSA Marine, a member of the Pacific Maritime Association, “circumvented the assignment of work” by having the National Labor Relations Board get involved and award the cold ironing jobs to another union, work that should have gone to their members according to contract terms. “We are shocked that SSA is taking such an action, and we are currently re-grouping to determine how to proceed in negotiations while we watch an employer violate the very provision of the contract over which the parties were bargaining,” Williams said.

Logistics companies fear the latest round of accusations will only increase tensions for a supply chain and national port infrastructure already dealing with multiple labor concerns.

Re-routing of containers to the East Coast may have led to the Port of New York to take the No. 1 spot in processing import and export containers in August. Port of Los Angeles fell to third.

Container dwell times at the Port of Oakland have been improving over the month of September, according to some. But Seattle operations are experiencing heightened export dwell times, currently at 11 days. Export delays out of the Pacific Northwest have been reported by U.S. farm exporters.

Global Piracy at Lowest Levels Since 1992

The International Maritime Bureau (IMB) reported that global piracy and armed robbery incidents at sea are at their lowest levels since 1992. Their recent report details 90 incidents of piracy and armed robbery against ships in the first nine months of 2022.

Perpetrators were nonetheless successful in gaining access to the vessels in 95% of the reported incidents. There were at least 85 vessels boarded, four attempted attacks, and one vessel hijacked. In many of the cases vessels were either at anchor or slow steaming when boarded, with nearly all the incidents occurring during the hours of darkness.

Though these are amongst the lowest reports in decades, violence to crew continues. At least 27 crew were taken hostage, six assaulted and five threatened. The risk to the crew is significant despite



the less violent nature of the originating crimes. Of the 90 global piracy and armed robbery incidents, 13 have been reported in the Gulf of Guinea region — compared to 27 over the same period of 2021. This signals a positive and significant decline in the number of reported incidents in the region off west Africa which emerged as the world’s biggest piracy hotspot in recent years

Setting Traps: Employers Charge for Training After Quit

Nearly 10% of American workers surveyed in 2020 were covered by a training repayment agreement, said the Cornell Survey Research Institute.

The practice, which critics call Training Repayment Agreement Provisions, or TRAPs, is drawing scrutiny from U.S. regulators and lawmakers.

On Capitol Hill, Senator Sherrod Brown is studying legislative options with an eye toward introducing a bill next year to rein in the practice, a Senate Democratic aide said.

At the state level, attorneys general like Minnesota’s Keith Ellison are assessing

how prevalent the practice is and could update guidance.

Ellison said he would oppose reimbursement demands for job-specific instruction while it “could be different” if an employer wanted reimbursement for training for a certification like a commercial driving license that is widely recognized as valuable.

But instruction that is low level or widely available has caused complaints about in healthcare, trucking, retail and other industries who charge employees who quit large sums of money for training.

AFL-CIO: “Freedom is on the Ballot on Nov. 8”

“Our basic freedoms are on the ballot this year — and we can make the winning difference for our democracy in critical races,” says AFL-CIO President Liz Shuler.

The federation has kicked off a massive voter mobilization effort to elect pro-worker candidates in November, aiming to empower working people to make the difference in scores of close races around the country.

The AFL-CIO has launched a new election website — aflciovote.org — where union members can:

- find election volunteer opportunities in nine key states;
- share their opinions;
- check out their voter registration status, and more.

“We need to engage all our members, retirees and their families because every freedom we hold dear — from joining a union to earning a living wage to participating in democracy itself — is gravely threatened,” Shuler says.

“This election is really about the future of our democracy and every freedom that comes with it.”

“Let’s do what unions do best: join together and fight for a better, fairer future.”

Union Membership is a Millionaire Ticket

If you want to make a million more dollars over your lifetime, there’s one solution: Join a union.

That’s according to a new paper in Cornell University’s ILR Review. Researchers Zachary Parolin of Bocconi University and Tom VanHeuvelen of University of Minnesota Twin Cities examined the advantages of being part of a union throughout your entire career.

“We find that a person who spent the entirety of their career in a labor union were predicted to earn about a million dollars more over the course of their career compared to somebody who was never in a labor union,” VanHeuvelen said.

To quantify the impact of unionization on lifetime earnings, they used the Panel Study of Income Dynamics, which tracks some Americans every several years. The researchers zoomed in on men who would’ve been in their late 20s in the 1960s and 1970s, and tracked their earnings through retirement as well as whether or not they were union members.

The result was the \$1.3 million premium for workers who spent their whole careers in unions, even though those workers were more likely to retire earlier. Workers who are never in a union were projected to earn around \$2.1 million their whole careers, while those who were in unions for their whole careers were estimated to make \$3.4 million.

It’s long been clear that union members make more than their non-unionized peers. In 2021, according to the Bureau of Labor Statistics, non-unionized workers made just 83% of unionized workers’ wages — but the study shows the long-term effects of a career spent as a union member. The data also comes after decades of American wealth becoming more and more concentrated at the top, as union membership tumbled and continues to drop.

“All this research that has been done shows that unions are really important for inequality, and that the demise of unions is a really important contributor to this growth of economic inequality and economic polarization,” VanHeuvelen said.

Workers without college degrees particularly benefit from career-long union membership. In fact, a worker without a college degree who has been in a union for 100% of his career is actually expected to make more than a non-union worker with

a college degree.

That’s significant, especially with the “college premium” that higher education affords for lifetime earnings. Going to college is still one of the most reliable ways to boost how much money you’ll make, although many borrowers then come up against thousands — and sometimes hundreds of thousands — of dollars in student loan debt. But unionization rates have declined over time, and that spells bad news for workers without a college degree.

The summary of the study reads: “Studies on labor union earnings premiums generally investigate their size through point-in-time estimates. This study posits, by contrast, that point-in-time estimates of the union premium overlook the cumulative earnings advantages of long-term, persistent union membership.” Investigating how lifetime union membership contributes to earnings advantages, the authors found that unionization throughout one’s career is associated with a \$1.3 million mean increase in lifetime earnings, larger than the average gains from completing college. Second, the lifetime earnings gains are channeled entirely through higher hourly wages and occur despite earlier-than-average retirement for long-time members of unions. Third, the union wage premium is not constant throughout a worker’s career; instead it increases with more years of union membership. They concluded that “the cumulative advantages of union membership for workers’ economic well-being are far greater than point-in-time estimates suggest.”

There are some signs of life in the previously small labor movement. Union approval is at its highest since 1965, according to Gallup survey results. Workers have been pushing back for over a year, sparking a crop of unions in places like Starbucks, Amazon, and Chipotle. The number of union representation petitions filed in fiscal year 2022 increased by 53%, according to the National Labor Relations Board. But all of that is still coming up against low union membership rates and other organizing challenges.

“The process of de-unionization that’s occurred over the last half century or so has really undermined an important second channel through which people could find a path of upward economic attainment,” VanHeuvelen said.

MARAD: Crew Shortage Clouds Extended Activation Outlook

The Maritime Administration issued its final report on Breakout 2022 – an eight-day tabletop Government fleet activation involving a virtual breakout of 49 surge sealift vessels. The SUP and the other maritime unions took part in the annual Command Post Exercise that ran from April 13-20, 2022.

The exercise, also known as a “tabletop,” was carried out on paper — mariners were not actually required to report to the vessels. The paper breakout allows the Government to test whether the industry’s workforce capability of a full-scale activation of organic surge sealift vessels. As reported back in May, SUP dispatchers worked to satisfy the exercise obligations by filling on a virtual basis all required jobs for RRF and surge military vessels. The SUP-crewed MarAd (RRF) vessels that were part of the activation included those managed by Patriot Contract Services and Matson Navigation.

MarAd noted the exercise was a success based on its goal of reinforcing the communication between ship managers and maritime unions and the response that resulted in filling the virtual billets for the vessels involved in the exercise. The report noted that “the rapid and engaged responses from the maritime unions and the ship managers/operating companies validates the MarAd communications process during a surge sealift activation.”

However, the exercise only tests an initial full-scale breakout. The MarAd expressed concerns that sealift operations would face serious crewing challenges for sustained operations. The report supports “...the conclusion that there existed enough qualified mariners to meet the demand signal at activation, likely will not reflect real-world dynamics of a very



The Ready Reserve Force ship *MV Cape Horn* (T-AKR-5068) at berth in San Francisco, California. *Cape Horn* has 2 sister ships named *MV Cape Hudson* and *MV Cape Henry*, all operated by Matson Navigation Company for the U.S. government.

tight labor pool and ongoing crewing challenges even when only a few ships activate for missions or test activations.” This repeats concerns that MarAd and U.S. Transportation Command officials have repeatedly stressed to Congress and others – that resupply efforts following the initial surge will be problematic without further expansion in the amount of suitable U.S.-flag ships and the trained and credentialed workforce necessary to sustain such operations.

The report also noted that an actual breakout nearly coincided with this exercise when seven ships were activated for Turbo Activation 22-1. During this Turbo Activation, several ROS and FOS crewmembers tested positive for COVID-19 on board, and two ships failed to meet the five-day ROS to FOS period, due in-part, to crew availability related to COVID-19. “As evident during Turbo Activation 22-1, mariners testing positive for COVID-19 will almost certainly impact the ability to activate multiple ships simultaneously,” said the report. Since the spring activity, RRF ships have been activated on missions, for shipyards and sea trials, and for no-notice activations on a continuous basis.



Gas bubbling at the surface off Bornholm Island in the Baltic Sea near the leak from Nord Stream 2 (Danish Defence Command)

Pipeline Sabotage Evidence Collected on Baltic Sea Floor

Sweden's Security Service has completed its investigation of the scene of the Nord Stream 1 and 2 gas pipeline leaks in the Swedish EEZ, and the results have strengthened suspicion of “gross sabotage.”

“The Security Police can state that there have been detonations at Nord Stream 1 and 2 in the Swedish economic zone, which have caused extensive damage to the gas pipelines,” the agency said.

The results confirm data recorded by a Nordic seismological consortium, which reported disturbances of 2.1-2.3 on the Richter scale at the same times and places

as the gas leaks. The vibration patterns clearly indicated explosions in the water column, Bjorn Lund of the Swedish National Seismic Network told Reuters the day after the blasts.

The Security Police have made “certain seizures” from the scene of the crime and will review and analyze the evidence. The next steps will determine whether an individual or party can be prosecuted.

The prosecutor in charge of the case has lifted the security cordon around the leak sites in the Swedish EEZ, and the Swedish Coast Guard is standing down its exclusion zone for the area.



Severe Winds Capsized Liftboat

NTSB Again Calls For Personal Locator Beacons

WASHINGTON (Oct. 18, 2022) — Severe winds during a thunderstorm led to a loss of stability and ultimately the capsizing of the liftboat *Seacor Power*, the National Transportation Safety Board said Tuesday during a public board meeting. Of the 19 people aboard the vessel, six died and seven are missing, presumed dead. Six people were rescued by the U.S. Coast Guard and other vessels. The *Seacor Power*, valued at \$25 million, was a total loss.

On April 13, 2021, the *Seacor Power*, a liftboat supporting offshore work on oil-producing platforms, capsized off the coast of Port Fourchon, Louisiana. Vessel operators reported heavy rain, winds exceeding 80 knots and 2- to 4-foot seas at the time of the capsizing.

The *Seacor Power* is shown above hours after the capsizing as seen from a Coast Guard response boat.

The *Seacor Power* was destined for an oil and gas lease block in the Gulf of Mexico and got underway shortly after noon. Sometime after 3 p.m., the *Seacor Power* was overtaken by a rain squall. The vessel’s mate said a second squall about 10 minutes later caused “white out” conditions. The crew began to lower the vessel’s 265-foot-long legs to the seafloor to allow the vessel to ride out the storm. During the leg-lowering process, the mate turned the *Seacor Power* into the wind to slow its speed. As the vessel turned, it heeled over and capsized at around 3:57 p.m.

A National Weather Service report concluded the area of the capsizing was affected by an “unusually intense thunderstorm wind event.”

The NTSB determined the probable cause of the capsizing of the *Seacor Power* was a loss of stability that occurred when the vessel was struck by severe thunderstorm winds, which exceeded the vessel’s operational wind speed limits. Contributing to the loss of life on the vessel were the speed at which the vessel capsized and the angle at which it came to rest, which made egress difficult and the high winds and seas in the aftermath of the capsizing, which hampered rescue efforts.

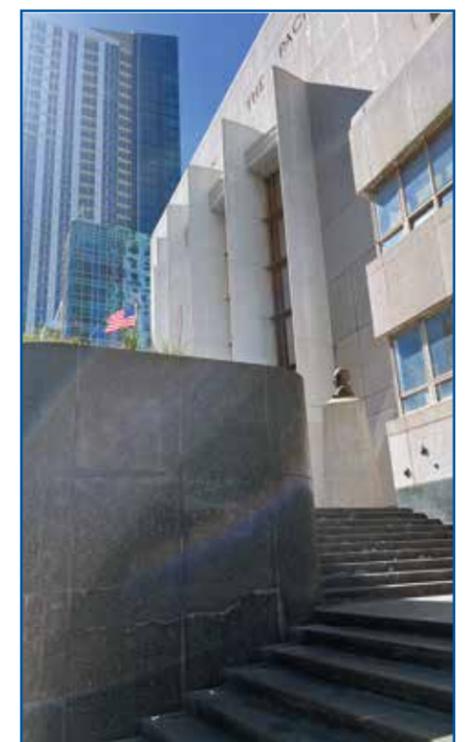
The NTSB issued three safety recommendations to the U.S. Coast Guard: develop procedures to inform mariners in affected areas whenever there is an outage at a navigational telex broadcasting site; modify restricted-service liftboat stability regulations to require greater stability for liftboats; and develop procedures to integrate commercial, municipal, and non-profit air rescue providers into Sector’s and District’s mass rescue operations plans.

The NTSB also reiterated a recommendation to the U.S. Coast Guard to require all personnel employed on vessels in coastal, Great Lakes and ocean service be provided with a personal locator beacon. The NTSB also recommended the Offshore Marine Service Association notify members of personal locator beacons’ availability and value.

“We’ve been waiting five years for the Coast Guard to implement our recommendation on personal locator beacons — a call to action we’re renewing today for the fourth time,” said NTSB Chair Jennifer Homendy. “Mariners’ safety can’t wait, which is why I’m urging employers to invest in personal locator beacons for their crew. As the *Seacor Power* tragedy shows, the lifesaving promise of these devices cannot be overstated.”

The first time the NTSB recommended the Coast Guard require personal locator beacons was following the 2015 sinking of the cargo vessel *El Faro* in which all 33 crewmembers perished. NTSB reiterated the recommendation for the first time after the fishing vessel *Scandies Rose* sank off Sutwik Island, Alaska, in 2019, which killed five people; and again following the 2020 sinking of the *Emmy Rose* fishing vessel off the coast of Massachusetts, which killed all four crewmembers.

The public docket for the investigation includes more than 10,000 pages of factual information, including interview transcripts, a meteorology report and other investigative materials.



The bust of Andrew Furuseth looks out from SUP HQ on Rincon Hill in San Francisco.

Slavery at Sea Persists

Published Oct 10, 2022 2:17 pm
By Ian Urbina

While forced labor exists throughout the world, one place where it's especially pervasive is the South China Sea, and especially in the Thai fishing fleet. Partly this is because in a typical year, this country's fishing industry is short about fifty thousand mariners, according to the UN in 2014. As a result, tens of thousands of migrants from Cambodia, Laos and Myanmar are whisked into Thailand each year to make up this chronic shortfall. Then, unscrupulous captains buy and sell the men and boys like chattel.

With rising fuel prices and fewer fish close to shore, maritime labor researchers predict that more boats will resort to venturing farther out to sea, making the mistreatment of migrants more likely. The work is brutal. And in this bloated, inefficient, and barely profitable national fleet, captains require crew members to simply do what they were told, when they were told. No complaints, no matter how long the hours, how little the food, or how paltry the pay. In short, these captains rely on sea slaves.

The Outlaw Ocean Project, a non-profit journalism organization based in Washington D.C., got onboard a Thai distant-water vessel using enslaved labor. There, three dozen Cambodian boys and men worked barefoot all day and into

the night on the deck of a purse seiner fishing ship.

The third episode of the podcast series *The Outlaw Ocean*, from CBC Podcasts and the L.A. Times, tells the harrowing stories of sea slavery.

Rain or shine, shifts ran eighteen to twenty hours. At night, the crew cast their nets when the small silver fish they target — mostly jack mackerel and herring — were more reflective and easier to spot in darker waters. During the day, when the sun was high, temperatures topped a hundred degrees Fahrenheit, but they worked nonstop. Drinking water was tightly rationed. If they were not fishing, the crew sorted their catch and fixed their nets, which were prone to ripping. One boy, his shirt smudged with fish guts, proudly showed off his missing two fingers, severed by a net that had coiled around a spinning crank. Their hands, which virtually never fully dried, had open wounds, slit from fish scales and torn from the nets' friction. Infections were constant. Captains never lacked amphetamines to help the crews work longer, but they rarely stocked antibiotics for infected wounds.

On boats like these, deckhands were often beaten for small transgressions, like fixing a torn net too slowly or mistakenly placing a mackerel into a bucket for sablefish. Dispatched into the unknown,



A Cambodian worker on a Thai fishing ship during an inspection in Thailand.
Credit: Fábio Nascimento/The Outlaw Ocean Project

they were beyond where society could help them, usually on so-called ghost ships — unregistered vessels that the Thai government had no ability to track. They typically did not speak the language of their Thai captains, did not know how to swim, and, being from inland villages, had never seen the sea before.

Virtually all of the crew had a debt to clear, part of their indentured servitude, a “travel now, pay later” labor system that requires working to pay off money they often had to borrow to sneak illegally into a new country. The debt just becomes more elusive once they leave land.

There is this modern assumption, especially in the West, that we got rid of slavery. But debt bondage is still very much present. Like the Cambodian boys held

captive, killed if they try to escape. This is what modern day slavery looks like. And until we modernize our understanding of that, we won't know how to identify it, much less do anything about it.

Ian Urbina is the director of The Outlaw Ocean Project, a non-profit journalism organization based in Washington DC that focuses on environmental and human rights concerns at sea globally. (Editor's Note: the practice of slavery at sea, whether it is called indentured servitude or forced labor, is not new. In fact, 19th Century American seafaring history is replete with examples of physical and economic violence and other such abuse in whaling, commercial, and military and many other types of vessels. The Sailors' Union of the Pacific rose in part as opposition to this horror.



UFW legislation gets signed

Supporters of United Farmworkers of America march to the state Capitol in Sacramento on Aug. 26, 2022, urging Gov. Gavin Newsom to sign the farmworker unionization bill. Photo by Rahul Lal, CalMatters

With hundreds of bills on his desk, Gov. Gavin Newsom has been debating the merits of signing or using the power of the veto in late September. One high-profile bill would make it easier for farmworkers to organize unions has been at the forefront of Sacramento speculation. Newsom had repeatedly said that he was opposed to the bill as written.

But an historic and historically reminiscent march to the Capitol in late August by supporters of the bill and the United Farmworkers (UFW) union may have turned the tide. Assisting with that effort Lorena Gonzalez Fletcher, the new Executive Secretary-Treasurer of California Labor Federation, AFL-CIO played a major role in both bringing the UFW back under the Federation's umbrella in July and pressing for support for the legislation.

On Wednesday, September 28, 2022, Newsom unexpectedly showed up at the vigil that members of the United Farm Workers union have been holding outside the state Capitol since late August,

when they completed a 355-mile march to Sacramento urging him to sign a bill that would make it easier for farmworkers to vote in union elections — and signed it.

The move came as a surprise to many Capitol onlookers, given that Newsom's office had repeatedly said the governor was opposed to the bill as written. But strong pressure from President Joe Biden and prominent Latino labor leaders may have helped change his mind, along with a deal Newsom struck with key unions to pass legislation next year containing “clarifying language” to address some of the governor's concerns around implementation and voting integrity. CalMatters' Jeanne Kuang has more on what that means and the significance of Newsom's signature.

Newsom's Sacramento bill signing came after a morning trip to San Francisco, where he gave his stamp of approval to a package of housing bills that includes two complementary proposals to make it easier to build housing on land zoned for commercial use. Before signing the bills, Newsom described housing affordability as California's “original sin,” vowing that this marked the moment “not to give the same speech and expect the same applause, but to begin to do something about it.”

SUP Mental Health Benefits (through Uprise Health)



SUP benefits include the services of Uprise Health, an employee assistance provider with a wide range of services at NO COST to you. The EAP offers confidential advice, support, and practical solutions to real-life issues. Some of the most common and important are confidential counseling related to

- Family and relationship problems
- Front-line workers problems
- Financial problems
- Grief and loss problems
- Parenting Issues
- Addiction Recovery
- Depression or Anxiety issues
- Other mental health issues

The services are provided for members and their families, whether or not they are eligible for full benefits under the SUP Welfare Plan. Such services are:

Up to 3 face-to-face, or video or telephonic counseling sessions for common challenges.

Toll-free access for you or a family member experiencing any kind of crisis.

Online Peer Support Groups

24/7 chatbot for emotional support and check-ins to boost wellness.

Phone: 866.949.3645

Website: uprisehealth.com/members

Access Code: SUP

Credentials Restored If Lost in Hurricanes Fiona and Ian

In accordance with federal regulations, duplicate Merchant Mariner Credentials can be issued free of charge to mariners whose credentials were lost or destroyed as a result of Hurricane Fiona in Puerto Rico and Hurricane Ian in Florida.

Mariners should follow the steps below to obtain an expedited replacement credential:

— Provide a statement of loss to the National Maritime Center by fax at (304) 433-3412 or by e-mail to IASKNMC@uscg.mil. The statement should contain the following:

- Mariner's full name;
- Mariner's date of birth;
- Mariner's reference number (MRN) (if you don't know the MRN, include the Social Security number);
- The mailing address that the replacement credential should be sent to;
- Current phone number and/or e-mail address that the NMC can use to contact the mariner with questions, if necessary;

— Description of the circumstances surrounding the loss/destruction of the credential.

Unless otherwise requested, any duplicate MMCs issued per the request process above will include a corresponding Medical Certificate, if previously issued.

NMC says it will make every effort to have duplicate credentials mailed out the next business day. Alternatively, mariners may submit form CG-719B, Application for Merchant Mariner Credential, with the information above, to a Regional Exam Center.

If your credential is unserviceable due to damage or your lost credential is subsequently found, that credential should be mailed to NMC.

If you have questions or feedback regarding duplicate credentials, please contact the NMC via the Online Chat or Ticketing System, by e-mailing IASKNMC@uscg.mil, or by calling (888) IASKNMC (427-5662).

Seafarers International Union of North America

28th Quinquennial Convention — September 14, 2022

Report of the International Affairs Committee

This is the condensed report of the International Affairs Committee.

As with most if not all recaps that cover the last several years, where else can we start but with the global COVID-19 pandemic?

You all know the related problems we've experienced and are still enduring, beyond the virus itself, and some of them will be addressed here.

But let's begin with, believe it or not, some good things that have happened as a result of the pandemic. We note with clarity that there's nothing beneficial about the pandemic itself, but the response has featured some heartening components.

For starters, during the last few years, the international maritime community has displayed an unprecedented level of cooperation. This has been an industry-wide experience, involving labor, business and government, and it has extended to other issues beyond the pandemic.

Frankly, such collaboration was both overdue and a matter of survival.

As others have noted or will report later during this convention, the pandemic also shined a spotlight on not just maritime workers but many others who are rightly deemed "essential" and who all play key roles in the global supply chain. This crisis caused people to think about where goods are made, how they're delivered - and, most importantly, about the individuals who make it happen.

The resulting publicity is making a difference as labor carries its message to governments around the globe.

Unrelated to the pandemic but also worth mentioning is that the SIUNA, through our affiliation with the International Transport Workers' Federation, has been helping Ukrainian mariners and their families with relocation to Romania and Poland during the war. In some cases, those efforts have been surprisingly straightforward, while in others, complications arise.

Nevertheless, we've been successful in assisting them during a brutally difficult time.

As for the challenges either brought on or exacerbated by the pandemic, two of the most prominent have been crew changes and shore leave. These have predominantly affected international crews, though the seagoing SIUNA affiliates also have endured related difficulties.

At one point, the crew-change crisis saw literally hundreds of thousands of mariners either unable to depart their respective ships or being prevented from traveling to their next assignments. The latter point at times has been overlooked, but it had a profoundly negative impact on seafarers' ability to earn a living.

With so many different types of restrictions in place throughout the world - and with those rules regularly changing not just from country to country but sometimes even from port to port within the same nation - it was and continues to be anything but routine.

Travel restrictions and other factors forced many of the world's mariners to work past their scheduled finishing dates by months and in some cases more than a year, in violation of international conventions. Many of the same factors prevented seafarers from going ashore just to unwind or make basic purchases or visit with family if they happened to be near a particular port.

While it remains a work in progress, thanks to collective international action, it has become much easier for seafarers to get to and from work in timely fashion.

Access to shore leave also has improved. Credit goes to numerous organizations including the ITF and its affiliates; the United Nations; the International Maritime Organization; the International Labor Organization; the International Chamber of Shipping, and many others.

Another ongoing challenge involves crew abandonment. Historically, this is an under-reported issue, and yet we know of more than 70 such cases in 2021 alone, almost always involving so-called flag-of-convenience or runaway flag ships. According to the International Maritime Organization, the total number of cases that were recorded from 2004 to 2020 was nearly 500 and involved almost 6,000 seafarers.

The SIUNA continues working with the ITF, IMO, ILO and others to reduce and, eventually, eliminate this scourge, while also aiding the existing crews.

Regardless of the specific industry, automation and technology collectively is another ongoing reality that everyone must confront. As we've said throughout our existence, the SIUNA would never stand in the way of progress, but we also demand that workers have a voice in how any emerging technology affects their jobs.

Perhaps one of the more sobering bits of news since our last convention was a wide-ranging study by Yale University- commissioned by the ITF Seafarers Trust — that found dangerously high levels of mental stress among seafarers, and recommended how it can be reduced.

The study found a link between poor mental health and a greater likelihood of injury and illness on board.

On that note, we, as advocates of rank-and-file workers, must help ensure that those individuals have every opportunity to maintain a reasonable work-life balance. For example, foreign crews often work 10 months straight. If and when they are required to complete training, it should be part of that 10-month hitch.

Again speaking specifically about the maritime industry, there is a worldwide shortage of manpower. This was true even before COVID-19 arrived and is only becoming worse.

One way to help mitigate the shortage is by attracting more women to maritime - and a key part of such outreach is making sure we do everything possible to ensure safe workplaces. During the past year, allegations of sexual assault and harassment within the U.S. maritime industry with utmost seriousness and we already have implemented numerous steps to protect all of our brothers and sisters on the job, exposure to violence or threats of violence, and low job satisfaction, among other factors. To tackle the mental health crisis at sea, the study goes on to recommend enhanced support for cadets, with proper training and an improved complaint procedure; efforts to de-stigmatize mental health in company culture; and working to recognize and intervene to address workplace violence.

Your committee believes that the more we talk about mental health, the more we reduce the stigma associated with it.

Finally, we conclude with the welcome news that global incidents of maritime piracy fell in the first half of 2022 to the lowest reported level in nearly 30 years, according to the ICC International Maritime Bureau.

That organization's latest report details 58 incidents of piracy and armed robbery against ships in the first six months of 2022, the lowest total since 1994 and down from 68 incidents during the same period last year. The IMB's Piracy Reporting Centre received reports of 55 vessels boarded, two attempted attacks and one vessel hijacked

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A Look Astern

With Harry Lundeberg presiding (far left-center standing between the flags), the delegates and officers of the Seafarers' International Union of North America met in Chicago in 1947, at only the 3rd Convention of the International.

SIUNA Convention 2022 — Summary of Resolutions

As most or all of you all know, full versions of the resolutions for this convention were distributed to our delegates in advance, along with other materials. The statements also were reviewed by our resolutions committee and will be included in their entirety in the formal documentation of these proceedings.

The following is a brief summary of the resolutions along with the full "In Memoriam" statement.

Resolution 1: Automation and the Future of Work

The SIUNA and its affiliates stand ready to embrace new technology and the advancements that come with them, as long as such developments are made with workers in mind and with workers having a seat at the table to negotiate a just transition.

Resolution 2: Supply Chain

While the global supply chain quickly slowed down at the height of the pandemic, getting it back to where it was remains a concern. The U.S.-flag and Canadian-flag maritime unions are working to help provide solutions.

Resolution 3: Get Out the Vote

Exercising one's right to vote goes beyond presidential and congressional elections. Union families must vote the whole ballot, from state legislatures to city halls to local school boards. The SIUNA and its affiliates will mobilize on every level to ensure utmost union member participation in the upcoming 2022 elections and those that follow, because labor's interests are at stake.

Resolution 4: Jones Act Support

The SIUNA will continue its critical fight for jobs created within the scope of the Jones Act. This law supports America's mariners and shipyard workers along with other shoreside personnel. It has proven its value to the economy and national security for more than a century.

Resolution 5: Crew Changes

Perhaps no pandemic-induced challenge for the world's mariners has loomed larger than achieving crew changes. While significant progress has been made when it comes to getting mariners to and from work, the sheer scope and complexity of the crisis are noteworthy.

The International Chamber of Shipping at one point stated the following: "The continuing inability of ship operators to conduct crew changes has been the single greatest operational challenge confronting the global shipping industry since the Second World War."

The SIUNA applauds the work of every organization that has stood up for seafarers throughout the pandemic. We recognize both the tremendous progress and the work that remains.

Resolution 6: Opposing the Proposed USVI Open Register

The SIUNA and its affiliates call upon the Biden Administration, the Congress, the Department of Defense and the Maritime Administration to reject any effort that would have U.S. Virgin Islands flag vessels be treated as if they are the same as U.S.-flag, U.S. crewed ships for any purpose or for any program. An open register in the U.S. Virgin Islands would take cargo from U.S.-flag vessels, crewed by American citizens, and place it on vessels that do not use American crews, do not pay American taxes and do not meet American safety and labor standards.

Resolution 7: The PRO Act

It is time for the United States bring its labor laws into the 21st century. It is time for the Senate to pass, and the nation to enact the PRO Act, organized labor's top legislative priority. This legislation, already approved twice by the House of Representatives, would help ensure that workers have a right to vote to form a union in an atmosphere defined by free speech and open communication, and without fear of retaliation for standing up for their rights.

Resolution 8: Wind Energy

The SIUNA and its affiliates will continue working with other brothers and sisters throughout the labor movement to plan, build and maintain North America's energy-producing offshore windfarms. We will maintain our vigil on the cabotage laws of the United States and Canada to make sure these renewable energy jobs go to highly trained, qualified American and Canadian union workers.

Resolution 9: Union Plus

The SIUNA remains enthusiastically committed to fully supporting and participating in Union Plus programs and in helping ensure that rank-and-file members of our affiliate unions receive the most current information about those programs.

Resolution 10: Cargo Preference

Cargo-preference laws are good for America, good for the U.S. maritime industry — and good for the foreign citizens who benefit from many of the cargoes themselves. The SIUNA thanks the Biden administration for supporting these laws, which should be maintained and strengthened.

Resolution 11: Appreciation for the Biden Administration

The Biden Administration is well on its way to being the most pro union administration ever. Not only that, the president himself has been an outspoken supporter of American maritime, starting in his first week in office. We are grateful for the

support and will continue backing politicians and administrations who understand and respect the importance of organized labor.

Resolution 12: Support Our Troops and Veterans

The SIUNA has a rich tradition of supporting our men and women in uniform — both active duty and retired — and their families. We will continue our efforts to help ensure that every veteran in search of employment finds it in short order. We hold our troops and veterans in the very highest regard, and we thank them for their service.

Resolution 13: Support for Liz Shuler and Fred Redmond

The SIUNA offers its unyielding support to Liz Shuler and Fred Redmond. Delegates to the AFL-CIO Convention on June 12 elected the duo to serve as president and secretary-treasurer, respectively, of the nation's largest labor federation. The SIUNA looks forward to working with both of them and supporting their ongoing fight for economic justice for working people across the country.

Resolution 14: In Memoriam

At this time, we remember our brothers and sisters who have passed away since the last SIUNA convention. As always, we first honor the memories of rank-and-file members from every SIUNA affiliate that have departed this life since we last convened.

In addition to those brothers and sisters, the following people from the labor movement, the maritime industry and elsewhere have passed away. Please note that any omissions are unintentional, and may be called to our attention for inclusion in the formal record of these proceedings.

Morton Bahr — former President of the Communications Workers of America, and merchant mariner.

Alan Cote — former President of the Inland Boatmen's Union of the Pacific.

Elijah Cummings — former U.S. Representative from Maryland and maritime supporter.

David Durkee — former President of the Bakery, Confectionery, Tobacco Workers and Grain Millers International Union.

Vincent Giblin — former President of the International Union of Operating Engineers.

Wayne Glenn — former President of the United Paperworkers International Union.

Max Hall — former longtime Maritime Trades Department staff member and son of the late SIU President Paul Hall.

Edwin Hill — former President of the International Brotherhood of Electrical Workers.

George Kourpius — former President of the International Association of Machinists and Aerospace Workers.

Robert Lowen — former President of the International Organization of Masters, Mates & Pilots.

Jack Martorelli — former President of the Greater St. Louis Area and Vicinity Port Council.

Joseph Nigro — former President of the International Association of Sheet Metal, Air, Rail and Transportation Workers.

John Sweeney — former President of the AFL-CIO and the Service Employees International Union.

Richard Trumka — former President of the AFL-CIO and the United Mine Workers of America.

Alfred Whitehead — former President of the International Association of Fire Fighters, and merchant mariner.

Larry Willis — former President of the AFL-CIO Transportation Trades Department.

Don Young — U.S. Representative from Alaska, former tugboat captain, and maritime supporter.

Ken Blaylock — retired American Federation of Government Employees (AFGE) National President.

Larry Hanley — Amalgamated Transit Union (ATU) President. Owen Bieber, former President of the United Auto Workers. Frank Pecquex, retired Maritime Trades Department official.

Charlie Stewart — retired longtime official with the National Maritime Union. Congressman John Lewis, maritime stalwart.

Arthur E. Imperatore — NY Waterway Founder & President.

Mike Finnigan — Executive Vice President of the American Maritime Officers

Donna Walsh — former President Industrial Professional & Technical Workers

Report of the International Affairs Committee

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from January through June. Notably, there were no crew kidnappings.

The SIUNA and our affiliates pledge to continue working to help ensure that we maintain a strong voice in international affairs for our members, regardless of industry. We have spent decades cultivating effective working relationships with the Coast Guard, ITF, UN, IMO, ILO and other governing and advisory bodies, and will sustain those efforts for the betterment of not only our own rank-and-file members but for all workers

across the globe.

Specifically, we will work to grow and activate membership and members; involvement in work and trade unionism; lead and support innovative campaigns that win real victories for workers; and demand global and regional policy that makes the future of work, transportation and the global economy fair and sustainable.

This concludes our report and we recommend its adoption.

Jones Act Waiver in Puerto Rico Slammed

continued from page 1

The unions called the waiver “a betrayal of the principles of federal maritime law dating back centuries, made worse by the facts of the case. A foreign ship with a foreign crew loaded fuel in an American port and diverted to Puerto Rico to take advantage of increased fuel prices after the island was hit by Hurricane Fiona. There were American ships available—in- deed, the ship was at sea four days before a waiver was even applied for.”

They said it was a political stunt and a “blatant case grab. The companies behind [it] gambled that they could pressure the U.S. government into ignoring our laws and policy because of the hurricane and they were correct.”

“We condemn the issuance of this waiver, and we urge the Department of Homeland Security to never approve a waiver like this again,” they said.

Industry agreed. “Granting of this waiver rewards calculated and predatory behavior that undermines a dedicated American supply chain for Puerto Rico,

and it is a harmful precedent that invites similar cynical stunts by foreign oil traders,” said Ku’uhaku Park, president of the American Maritime Partnership. “This was a public rush to judgment fueled by hearsay and it weakens the nation and hurts Americans workers and the Administration should never repeat it.”

Park noted that the waiver was completely unjustified and that “the U.S. Coast Guard, FEMA, the Army Corps of Engineers, and the U.S. Department of Energy all have made clear that the supply of fuel to the Island is not an issue.”

SUP is a member of AMP.

In a statement, Puerto Rico Resident Commissioner Jenniffer González Colón, Puerto Rico’s sole representative to the U.S. Congress, agreed that the waiver was unnecessary.

She noted that “at each and every meeting [on the response to Fiona], I have been assured by federal agencies, including the Department of Energy, FEMA and the Corps of Engineers that there is an adequate supply of fuel on the Island

that is available to consumers and that subsequent delivery is planned of more fuel in the short, medium and long term.”

As the *West Coast Sailors* goes to press the U.S. Department of Homeland Security has issued a second Jones Act waiver for Puerto Rico. Also phrased as a “temporary and targeted” waiver it applies to LNG cargoes. It also appears just as damaging and unnecessary.

A “Jones Act waiver to address the unique and urgent need for liquified natural gas in Puerto Rico,” said DHS Secretary Alejandro N. Mayorkas, was

Cargo Preference Finally Gets Its Bill

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before the House Subcommittee on Coast Guard and Maritime Transportation, said “The strict enforcement and enhancement of U.S.-flag cargo preference shipping requirements are essential to providing the base of cargo necessary to sustain U.S.-flag vessels in foreign commerce. Without cargo, there are no merchant ships and without U.S.-flag merchant ships, our military and economic independence cannot be sustained.”

Marcus spoke on behalf of the unions that represent the vast majority of Coast Guard-licensed and unlicensed American mariners—MM&P, AMO, ARA, MEBA, MFOV, SUP, and SIU—as well as the AFL-CIO Transportation Trades Department and the AFL-CIO Maritime Trades Department. The hearing was held against the backdrop of grave threats to cargo preference that are also pending in the House and Senate in the form of concurrent resolutions. One of the concurrent resolutions would waive Ship American rules indefinitely. The other would divert cargoes to foreign carriers for an arbitrary three-year period. A concurrent resolution does not need to

made without input from U.S. shipping industry.

The waiver comes at the request of Puerto Rico’s governor, Pedro Pierluisi, who had previously urged President Biden for “petroleum-derived products and LNG.” But the island already relies of foreign LNG for power generation, primarily from Trinidad and Tobago under long-term contracts and shipped on foreign flag tankers because there are no U.S.-flag LNG ships. Accordingly, the waiver looks to be an feeble political attempt to appear proactive without a basic understanding of the shipping or energy markets.

be signed into law by the President to take effect. It just needs to be passed by both Houses of Congress.

In his testimony, Marcus called it “ironic, and at the same time appalling” that some politicians are working to end cargo preference “only months after World War II merchant marine veterans finally received a Congressional Gold Medal in recognition of their services—and with a major war going on in Europe.” He noted that “American men and women operate U.S.-flag vessels. They do so at all times, and in all conditions: in peace and war, during the pandemic and through all the daily hazards and personal hardships inherent in their occupation. What the opponents of cargo preference fail or refuse to comprehend is that the mariners who operate U.S.-flag vessels that carry preference cargoes are the same mariners who operate the surge and sustainment vessels needed by our military.”

The Garamendi bill acknowledges this critical aspect of support and would go a long way toward shoring up the American jobs that depend on the continuous flow of American cargo on American ships.

Stay Up to Date with COVID-19 Vaccines Including Boosters

What You Need to Know

- Updated (bivalent) boosters became available September 2, 2022.
- CDC recommends everyone stay up to date with COVID-19 vaccines for their age group:
 - Children and teens ages 6 months–17 years
 - Adults ages 18 years and older
- Getting a COVID-19 vaccine after you recover from COVID-19 infection provides added protection against COVID-19.
- If you recently had COVID-19, you may consider delaying your next vaccine dose (primary dose or booster) by 3 months from when your symptoms started or, if you had no symptoms, when you first received a positive test.
- People who are moderately or severely immunocompromised have different recommendations for COVID-19 vaccines.
- COVID-19 vaccine and booster recommendations may be updated as CDC continues to monitor the latest COVID-19 data.

About COVID-19 Vaccines

COVID-19 vaccines available in the United States are effective at protecting people from getting seriously ill, being hospitalized, and dying. As with other vaccine-preventable diseases, you are protected best from COVID-19 when you stay up to date with the recommended vaccinations, including recommended boosters.

People who have gotten more than one original (monovalent) booster are also recommended to get an updated (bivalent) booster.

Four COVID-19 vaccines are approved or authorized in the United States:

Pfizer-BioNTech	Moderna	Novavax
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Updated (Bivalent) Boosters

The updated (bivalent) boosters are called “bivalent” because they protect against both the original virus that causes COVID-19 and the Omicron variant BA.4 and BA.5.

Previous boosters are called “monovalent” because they were designed to protect against the original virus that causes COVID-19. They also provide some protection against Omicron, but not as much as the updated (bivalent) boosters.

The virus that causes COVID-19 has changed over time. The different versions of the virus that have developed over time are called variants. Learn more about variants of the COVID-19 virus.

Two COVID-19 vaccine manufacturers, Pfizer and Moderna, have developed updated (bivalent) COVID-19 boosters.

When Are You Up to Date?

You are up to date with your COVID-19 vaccines if you have completed a COVID-19 vaccine primary series and received the most recent booster dose recommended for you by CDC.

COVID-19 vaccine recommendations are based on three things:

1. Your age
2. The vaccine you first received, and
3. The length of time since your last dose

You are still up to date if you receive all COVID-19 vaccine doses recommended for you and then become ill with COVID-19. You do not need to be immediately revaccinated or receive an additional booster.

Getting Vaccines If You Had or Currently Have COVID-19

If you recently had COVID-19, you may consider delaying your next vaccine dose (whether a primary dose or booster) by 3 months from when your symptoms started or, if you had no symptoms, when you first received a positive test.

Reinfection is less likely in the weeks to months after infection. However, certain factors, such as personal risk of severe disease, or risk of disease in a loved one or close contact, local COVID-19 Community Level, and the most common COVID-19 variant currently causing illness, could be reasons to get a vaccine sooner rather than later.

Pensioner Boosts Have Different Sources

continued from page 1

the latest government inflation figures. The final numbers were released after the Labor Department announced the Consumer Price Index for September, which came in at 8.2 percent. In addition, Medicare enrollees can anticipate some additional good news: The standard Part B monthly premium, which is typically deducted from Social Security benefits, but paid back to eligible SUP pensioners as a reimbursement benefit, will decrease next year from the current amount of \$170.10 to \$164.90.

The COLA, one of Social Security’s most valuable features, will give a significant boost to about 70 million Americans next year. While retirement comes to mind when most people think about Social Security,

the program plays a much broader role in providing economic security.

In August, the program paid benefits to 52.5 million people over age 65, but younger beneficiaries — survivors of insured workers and recipients of disability benefits and Supplemental Security Income, the program for very low income people — added 17.9 million people to the total, according to Social Security Administration data.

The annual inflation adjustment has been awarded since 1975 under a formula legislated by Congress. Policy experts have debated whether the current formula accurately measures the inflation that affects retirees, but there’s little disagreement on the COLA’s importance in helping beneficiaries keep up with costs.



The Chevron tanker *Mississippi Voyager* maneuvers off Richmond Long Wharf in San Francisco Bay. Chevron’s newest tanker, the *Utah Voyager* is expected to soon begin trading in the West Coast Jones Act trade while the *Mississippi* approaches the end of a long-term charter. Meanwhile negotiations for a new contract will begin early next year. The SUP represents all unlicensed in the deck, engine and steward departments in Chevron’s U.S.-flag fleet.



SUP PRESIDENT'S REPORT

APL MARINE SERVICES

A concentrated period of collective bargaining between the SIU-Pacific District Unions (SUP, MFOW, SIU-AGLIW) produced a tentative agreement with APL late on Wednesday, September 28th, subject to ratification and summarized as follows including items covered by the General Rules and those specific to the SUP only:

1. Term of Agreement: two years from October 1, 2022, through September 30, 2024.
2. Wages and Wage Related Items:
 - a. Seven and a half percent (7.5%) on October 1, 2022.
 - b. Three and a half percent (3.5%) on October 1, 2023.
 - c. Addition of Juneteenth National Independence Day as a contract holiday.
3. Fringe Benefits:
 - a. Increase of SUP Welfare Plan contributions by 6.1% for full maintenance of benefits and regular eligibility.
 - b. Training contribution increase to \$0.50 per day in each year.
 - c. Pension increase of \$125 per month to a maximum \$2645 per month (5% increase) plus a two percent (2%) cost of living increase for existing pensioners, both retroactive to July 1, 2022.
 - d. Special pensioner annual medical reimbursement cost of living increase of \$200 for eligible pensioners, retroactive to July 1, 2022.
4. Other Items:
 - a. Improved internet access, equipment, connection, and policy.
 - b. Improved supply, quality, and fit of Personal Protection Equipment plus annual safety shoe reimbursement of \$200.00. Use of PPE is required but compliance procedure is consistent and explicit with just cause protections on discipline.
 - c. Inclusion of MLC language (already contained in Matson Agreement) designed to protect against maritime fatigue and not regulatory reduction of established mandatory overtime.
 - d. Renewal of Maintenance/Extra Maintenance Agreements with same increases.

From the outset the Committee's primary goal was a significant wage increase. There were SUP proposals for many other upgrades, but management's unfamiliarity with our way of work made vast degradations of our basic conditions seem reasonable to them. Defending against things like permanent crews, wholesale Work Rule changes on watches, and the elimination of the washdown, for example, took time and effort. The Committee considered everything however, including our normal and late proposals but used the compressed bargaining schedule for concession-free economic gains. Having achieved its primary goal of a significant wage increase, and in addition securing and improving health and pension benefits, maintaining job security, and adding some incremental improvements, the Committee left nothing on the table and recommends ratification and Mr. Chairman I so move.

GOVERNMENT MATTERS

Fiona Waiver: Before Hurricane Fiona flooded Puerto Rico, Jones Act attackers and disaster arbitrage specialists saw an opportunity to loot again in the aftermath of a storm. Before the hurricane hit and without applying for a waiver, a BP chartered flag-of-convenience tanker loaded in Texas City and sailed for a point off the Puerto Rican port of Guayaquil, as a political stunt. Holding the Jones Act as the cause of a shortage of diesel fuel for generators, powerful propagandists for wealthy free traders and foreign predators again perceived weakness in government resolve and achieved their "limited" waiver. What's particularly infuriating in this case is that part of the waiver process is the U.S.-flag vessel availability determination was conducted retroactively, that is after the fact. This nullifies the ability of MarAd to conduct a proper vessel availability survey. Along with the industry as ably represented by the American Maritime Partnership, the SUP will not oppose any waiver that is legitimately necessary as determined by the law. That was not the case here. Five years to the day that Hurricane Maria devastated the island, the laws designed to protect the United States are left in no small part to labor to defend.

Mariner Summit: Against a background of not supporting the U.S. maritime industry and its mariners, the U.S. government called a meeting to bemoan a U.S. mariner shortage. On September 23, 2022, I attended by teleconference a Maritime Administration meeting in Washington D.C. at the headquarters of the Department of Transportation, hosted by the Maritime Administrator Rear Admiral Ann C. Phillips, U.S. Navy (Ret.). In attendance were many ship operators, unions, academies, and governmental agencies. The subjects of discussion were the nature and extent of maritime worker shortages, the well-known barriers to recruitment, retention and advancement, and some proposed familiar fixes including higher pay and better recruitment and new incentives.

PATRIOT CONTRACT SERVICES

Watson-class ships: As the membership will recall, following the award of the Watson class contract to Patriot back in 2018, a protest was lodged at the Military Sealift Command, then the General Accountability Office and then in the Court of Federal Claims. That forced a bridge contract to cover the delayed decision, which was compounded by the COVID-19 pandemic, with an anniversary date of April 1, 2023. Therefore, wage increases were normally due on October 1 for the Watson-class ships are now due on the new anniversary date.

To help our trained members remain committed to the work, back in March the membership approved a government-work incentive in the form of an accelerated seniority accounting. For a six-month initial period, sailors in the six Watson-class ships as well as the two shallow-draft tankers, Pax and Haina Patriot, gained an additional half day (1.5 times normal accrual) for every day employed. The Union has since made great gains in training and recruitment towards getting sailors relieved and filling billets, but the pool of qualified and available sailors still suffers from the lingering effects of the pandemic storm. SUP dispatchers and agents deserve credit for overcoming the odds, and they're catching up, but the job is still just as difficult, and we should do everything we can to assist and not make it worse. Therefore, to fulfill our contractual obligations and maintain our dedicated pool during an extreme industry-wide mariner shortage, Mr. Chairman, I recommend a final extension on the same rate of accelerated seniority in the designated government ships, retroactive to September 1 (to make it continuous) not to exceed December 31, 2022.

Haina Patriot: Sailors in the commercial shallow draft tanker Haina Patriot, are due a 1% wage increase at the first anniversary of October 1, 2022. However, to aid in crewing I have proposed to Patriot a reallocation that focus resources on wages without change to the 1% increase in Total Labor Cost. That works out to be a \$2.00 per job day allocation from Money Purchase Plan, a \$2.18 per job day allocation from Training, and \$1.12 per job day allocation from Joint Employment Committee to raise the base wage by a combined 4.6%. Mr. Chairman the Union retains the right to allocate and the membership last year took similar action to beneficial effect in the Union's other shallow-draft tanker, the SNLC Pax. Therefore, I recommend approval of the preliminary allocation in *Haina Patriot*:

Rating	Base Wage Monthly	Base Wage Daily	Suppl. Wage Monthly	Suppl. Wage Daily	Overtime Rate Hourly	Money Purchase Daily
Bosun –						
AB/Dayworker	\$5,624.07	\$192.77	\$2,624.57	\$87.49	\$27.35	\$18.60
AB Maint. –						
Dayworker	\$5,128.82	\$176.26	\$2,393.45	\$79.78	\$25.15	\$18.60
AB –						
Watchstander	\$4,194.56	\$145.11	\$1,957.46	\$65.26	\$23.07	\$18.60

Surge LMSR bid: As was reported last month, a Union bid on the surge LMSR proposal involving two pre-positioned Large Medium Speed Roll on/Roll off ships was requested by Boriana Farrar, Vice-President and Chief Legal Officer of Patriot Contract Services. The Union provided a total labor cost package for the operation and maintenance of the USNS SEAY and USNS PILILAAU under Solicitation No. N3220522R4119. The ships are two of the Bob Hope-class of Large Medium Speed Roll on/Roll offs that are kept in Full Operating Status in service to the U.S. Marine Corps deployed in the Indian Ocean and the Western Pacific. The competitive bid is as per Memorandum of Understanding and in compliance with the Service Contract Act's required Wage Determination. The wage and benefit schedule for FOS and ROS, subject to membership ratification, will be submitted to the contracting authority (Military Sealift Command) as follows:

Rating	Base Wage Monthly	Base Wage Daily	Base Benefit Monthly	Base Benefit Daily	Suppl. Wage Daily	Overtime Rate Hourly
Bosun	\$9,728.44	\$324.28	7,118.49	\$324.28	\$147.11	\$33.34
Able Seaman	\$6,885.95	\$229.53	5,061.62	\$176.33	\$104.61	\$23.31
Ordinary Seaman	\$5,564.27	\$185.48	3,881.02	\$142.46	\$80.21	\$21.52

And in Reduced Operating Status the following rates:

Rating	Base Wage Weekly	Base Wage Daily	Overtime Rate Hourly
Bosun	\$1,710.52	\$244.36	\$35.84
Able Seaman	\$1,505.25	\$215.04	\$26.03
Ordinary Seaman	\$926.80	\$132.40	\$20.96

The Supplemental Benefits are based on a 16 for 30 in FOS and in ROS the rate is 6 for 30. In both FOS and ROS, the pension contribution is the same as other SUP contracts at \$20.00 per day and the standard Group II eligibility for SUP Welfare Benefits is funded. The Money Purchase Pension Plan contributions for all ratings is \$30.00 per day, and a 3% increase is proposed on the anniversary of the award in each year of the 5-year contract. The bid may change require minor adjustments before there is a best and final offer.

Mr. Chairman, I recommend approval of the wages and wage related items for the SEAY and PILILAAU contract proposal under the draft MOU. [attached in Communications]

WILMINGTON BRANCH AGENT

On September 23, 2022, I received a letter of resignation from Wilmington Branch Agent Leighton Gandy, departing to handle personal matters that require his full attention. Brother Gandy has served with distinction in that office since 2016, bringing expertise and steadiness to difficult work through

SUP President's Report continued

good times and bad. The Union is fortunate that temporary Agent Leopoldo Martinez is qualified, experienced, and available to handle the duties of Branch Agent. Accordingly, under Articles XIII and XIV of the SUP Constitution, Martinez became Acting Wilmington Branch Agent effective October 1, 2022. Please join me in thanking Leon and Leo both for their dedication of service to the membership.

In accordance with Article XV of the SUP Constitution, the compensation of Union officials will be "adjusted automatically on the same percentage basis whenever the membership has a percentage adjustment in wages and vacation pay from the offshore agreements." Effective October 1, 2022, wages of Union officials shall rise by 6.25% which is a average percentage between Matson's 5.0% and APL 7.5%. Along with the other rates, these rates will also be published in the *West Coast Sailors*.

SIUNA CONVENTION

On September 13th, 14th, and 15th the 28th Quinquennial Convention of the Seafarers International Union of North America convened online due to pandemic-related concerns in the Washington D.C. area.

President Mike Sacco opened the Convention and recognized Secretary-Treasurer Dave Heindel for a report from the Executive Committee. He then introduced Liz Shuler, President of the AFL-CIO who addressed delegates to among other things capitalize on our general popularity noting that 71% of all Americans approved of Unions. She called for offshore windfarm organizing and said the maritime trades and the SIUNA deserves its fair share of the work. Convention delegates passed a series of resolutions including statements on Automation and the Future of Work, on the Supply Chain Crisis, on Jones Act, on Crew Change Progress, on Opposing a U.S. Virgin Islands Open Register, on passing the Protect the Right to Organize Act, on maintaining jurisdiction and cabotage laws in an era of Wind Energy construction, on support for Cargo Preference, among others. Delegates also recognized all those dedicated rank-and-file members and leaders that were lost since the last Convention and particularly during the pandemic. The summary text of these resolutions will be published in the October edition of the *West Coast Sailors*.

The Union was represented by its elected delegates, San Francisco Business Agent Roy Tufono, Vice-President Matt Henning, and your secretary and together we attended the assigned committee meetings and all Convention proceedings. Under affiliate reports, I testified to the political, financial, representational, and collective bargaining and benefits strength of the SUP.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the third quarter of 2022, and report back to the membership.

In the event the Committee cannot be filled today, recommend that when the quarterly internal review is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Monday, November 14 at 0800.

HOLIDAYS

Veteran's Day: On Friday, November 11, SUP hiring halls will be closed for Veteran's Day, a national holiday and recognized in all SUP contracts ashore and at sea.

Thanksgiving Day: On Thursday November 24, all SUP hiring halls will be closed for Thanksgiving Day, a national holiday and recognized in all SUP contracts ashore and at sea.

ACTION TAKEN

- M/S to ratify terms/conditions of APL Agreement. Carried unanimously.
- M/S to approve *Haina Patriot* allocation of percentage increase to wages. Carried unanimously.
- M/S to approve Patriot surge LMSR (*USNS Seay* and *USNS Piliilau*) bid on wages and wage related items. Carried.
- M/S to approve limited extension of government ship seniority incentive. Carried.
- M/S to concur in the balance of the President's Report. Carried.

Dave Connolly



The APL containership *President Eisenhower* inbound from sea off Treasure Island in San Francisco Bay.

Pension Plan improvements include an increase in the maximum monthly benefit of \$125 with corresponding pro-rata increases for lower levels of service. It also includes a cost-of-living adjustment of 2% for eligible pensioners currently in pay status who retired at age 55 or older with 20 or more years of qualifying service.

SIU Pacific District Pension Plan Summary of Plan Improvements Active Members

	Monthly Benefit Effective 7/1/2021	Monthly Benefit w/ \$125 Increase
I--Long Service Benefit (25YQT)		
(1)-Retiring at age 60 or older	\$2,520.00	\$2,645.00
(2)-Eligible for Social Security Disability, any age	\$2,520.00	\$2,645.00
(3)-Retiring between ages 55 and 60	\$2,104.94	\$2,209.35
(4)-Retiring under age 55	\$ 300.00	\$ 300.00
II--Basic Service Benefit (20YQT)		
(1)-Retiring at age 60 or older	\$2,016.00	\$2,116.00
(2)-Eligible for Social Security Disability, any age	\$2,016.00	\$2,116.00
(3)-Retiring between ages 55 and 60	\$1,815.88	\$1,905.95
(4)-Retiring under age 55	\$ 250.00	\$ 250.00
III--Reduced Service Benefit		
(1)-15YQT	\$1,134.00	\$1,190.25
(2)-16YQT	\$1,209.60	\$1,269.60
(3)-17YQT	\$1,285.20	\$1,348.95
(4)-18YQT	\$1,360.80	\$1,428.30
(5)-19YQT	\$1,436.40	\$1,507.65
IV--Disability Retirement Benefit		
(1)- 25YQT-retiring at age 60 or older	\$2,520.00	\$2,645.00
(2)- 25YQT- retiring at ages 55-59	\$2,104.94	\$2,209.35
(3)- 25YQT, retiring under age 55	\$ 300.00	\$ 300.00
(4)- 20YQT-24YQT, retiring at age 60 or older	\$2,016.00	\$2,116.00
(5)- 20YQT-24YQT, retiring at ages 55-59	\$1,815.88	\$1,905.95
(6)- 20YQT-24YQT, retiring under age 55	\$ 250.00	\$ 250.00
(7)- 15YQT-19YQT	\$ 187.50	\$ 187.50
(8)- 15YQT-19YQT and eligible for Soc. Sec. Dis.	\$ 218.75	\$ 218.75
(9)- 10YQT-14YQT	\$ 125.00	\$ 125.00
V--Dependent Child Benefit		
(1)-Per child under age 18	\$ 25.00	\$ 25.00
VI--Deferred Vested Benefit per Year of Qualifying Time		
(1)-200 or more Qualifying Days	\$ 75.60	\$ 79.35
(2)-125 to 200 Qualifying Days	Pro Rata	Pro Rata
(3)-Less than 125 Qualifying	\$ 0.00	\$ 0.00



SUP Negotiating Committee members gather in the Dispatcher's Office during a break. From left is Joel Schor, Matt Henning, Ron Reed, Roy Tufono, and Sam Worth.

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APLMS/SUP WAGE AND OVERTIME RATES

Effective October 1, 2022

Maritime Security Program

(APL GULF EXPRESS, CMA-CGM DAKAR, CMA-CGM HERODOTE, PRESIDENT CLEVELAND, EISENHOWER, F D ROOSEVELT, KENNEDY, TRUMAN, WILSON)

Rating	Wages Monthly	Wages Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily	Money Purchase Pension Daily
Bosun (Bosun/AB)	\$6,635.29	\$221.18	\$6,838.02	\$3,875.11	\$129.17	\$25.00
A.B.	\$4,679.57	\$155.99	\$5,110.57	\$2,896.16	\$96.54	\$25.00
A.B. Watch/Daywork	\$4,679.57	\$155.99	\$5,110.57	\$2,896.16	\$96.54	\$25.00
O.S. (STOS)	\$3,545.02	\$118.17	\$4,011.19	\$2,273.14	\$75.77	\$18.51

OVERTIME RATES

The hourly overtime rate for all ratings: 10/1/2022 10/1/2022
 except the Ordinary Seaman (STOS) \$38.19 Money Purchase
 Ordinary Seaman (STOS) \$28.66 Pension Plan

CARGO RATES

The hourly cargo rate for all ratings:
 Straight Time Hours \$28.66
 Overtime Hours \$47.18

SHORTHANDED (Section 7 SUP Work Rules)

Bosun \$65.19
 A.B. \$49.12
 STOS \$36.85

STANDBY RATES (Section 43 SUP Work Rules)

Bosun
 Straight Time Hours \$36.47 \$25.00
 Overtime Hours \$59.95
 A.B.
 Straight Time Hours \$34.95 \$25.00
 Overtime Hours \$57.58

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun
 Straight Time Hours \$32.28 \$25.00
 Overtime Hours \$53.72
 A.B.
 Straight Time Hours \$30.48 \$25.00
 Overtime Hours \$51.34

DECK PORT WATCHES (Section 55 SUP Work Rules)

Bosun
 Straight Time Hours \$43.47
 Overtime Hours \$65.22
 A.B. and STOS
 Straight Time Hours \$32.74
 Overtime Hours \$49.12

FUEL OIL SPILL CLEANUPS

Straight Time, all ratings \$23.33

TIME BACK RATES

Bosun \$27.65
 AB \$19.50
 STOS \$14.77

APLMS/SUP WAGE AND OVERTIME RATES

Effective October 1, 2021

Maintenance and Extra Maintenance Rates

Rating	10/1/2022 Purchase Plan	10/1/2022 Money	Rating	10/1/2022 Purchase Plan	10/1/2022 Money
Rigging-Splicer and Sail Maker					
Straight Time	\$42.74	\$25.00	Straight Time	\$45.75	\$25.00
Overtime	\$70.91		Overtime	\$75.00	
Rigging-Wire Splicers Helper					
Straight Time	\$39.28	\$25.00	Bosun's Mate or Leaderman		
Overtime	\$65.87		Straight Time	\$42.75	\$25.00
Rigging-General Maintenance Work					
Straight Time	\$37.58	\$25.00	Overtime	\$70.91	
Overtime	\$63.20		Carpenter		
Spray Painting, Sandblasting, Steam Cleaning and Welding					
Straight Time	\$40.87	\$25.00	Straight Time	\$41.83	\$25.00
Overtime	\$68.13		Overtime	\$69.75	
Storekeeper - General Maintenance					
Straight Time	\$39.67	\$25.00	Spraying, Sandblasting enclosed spaces additional per hour \$1.65		
Overtime	\$66.17		Extra Maintenance Crew Personnel Agreement		
Bosun					
			Straight Time	\$45.68	\$25.00
			Overtime	\$75.00	
AB — (Rigging — General Maintenance Work)					
			Straight Time	\$37.51	\$25.00
			Overtime	\$63.20	

SUP Officers' Wages

Consistent with the full disclosure intent of Article XV, Section 3 of the SUP Constitution and following the ratification of APL wage increases, the following table reflects the Union officer wage scale as required by the Section 1 of the same article of the Constitution.

Weekly Wages for SUP officers effective October 1, 2022:

President/Secretary-Treasurer	\$1,961.40
Vice President/Assistant Secretary-Treasurer	\$1,831.93
Branch Agents	\$1,831.93
Business Agent	\$1,799.09

Benefits: Medical and dental coverage (SUP Welfare Plan); four weeks vacation per year, participation in the SIU-Pacific District Pension Plan and a \$100 per week auto allowance. SUP officials can contribute to the SUP 401(k) Plan. No contributions are made for SUP officials to the SUP Money Purchase Pension Plan.



Dispatcher's Report

Headquarters — September 2022

Deck	
Bosun	4
Carpenter	0
MM	7
AB	19
OS	17
Standby S.F.	20
Total Deck Jobs Shipped	67
Total Deck B, C & D Shipped	45
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.	67
Total B, C, & D Shipped-All Depts.	45
Total Registered "A"	24
Total Registered "B"	34
Total Registered "C"	5
Total Registered "D"	25

SUP BRANCH REPORTS

HONOLULU

September 2022

SHIPPING: The following jobs were dispatched for the month:

1 Bosun Steady, 2 AB Day steady, 1 AB Day Return, 1 AB Watch steady, 1 USNS Bosun, 2 USNS AB, and 1 USNS Ordinary.

There were 19 Standbys Jobs dispatched for the month.

REGISTERED: 8 A-Cards, 17 B-Cards, 4 C-Cards, and 5 D-Cards.

SHIPS CHECKED: *USNS Charlton, Manulani, Lurline, R.J. Pfeiffer, Kaimana Hila, Mahimahi, Manoa, Maunawili, Manukai, Mokihana, Matsonia*, and the Paint & Rigging Gang. All ships are running smoothly, with few if any Beefs. *Mahalo* to all Delegates for doing a great job.

AGENTS REPORT

Shipping seems to be slowing down a bit on the commercial side. With the layup of the Kamokuiki, and potential layup of other ships, a permit member might want to think about taking the LMSR training. There are ebbs and flows

to our business, and It's always good to be prepared if shipping gets lean.

The Hawaii Building Trades Council, in conjunction with the Hawaii State AFL-CIO held it's "Labor Unity Picnic" on September 4th at the Waikiki Shell. Thousands of Union members and their families came out to enjoy the good food and great entertainment.

I spoke to SUP Legend and pensioner Roland Kula. He says hello to everyone.

If you have six months or less on your documents. It's time to get started on the renewal process.

**Fraternally Submitted,
Patrick Max Weisbarth**

SEATTLE

September 2022

Shipping: 2 Boatswain (A, D), 4 AB/Day (1 A, 2 C, 1 D), 3 AB/W (2 A, 1 B), 1 Navy AB (B), 1 OS (B). Matson called for 26 Standby AB's, filled with 5 A, 6 B, 8 C, and 7 D.

Registered: 7 A card for a total of 15, 11 B card for a total of 16, 3 C card for a total of 6, 4 D card for a total of 9.

AGENTS REPORT:

RJ Pfeiffer — R. Morgan Boatswain. Delegate Jerry Komoto reports a smooth transition to the Alaska run, an overall happy ship, and a strong gang that rolls with the punches. In Alaska ports issues with the mooring winches have set the sailors to tasks traditionally carried out by night mates.

Pax — It looks like crewing this ship could be normalizing as two former *Pax* crewmembers have expressed a desire to return to the ship in the future. The members that have manned this ship over the last few years are owed a dept of gratitude for protecting our reputation by holding fast until relieved. These sailors were not "desperate" D card applicants, rather well-established members that displayed a commitment to the Union and our contract during an unprecedented crewing shortage catalyzed by COVID. We could use a few more members to take the Tank Assist class so we can have a fair rotation on this tub.

**Fraternally,
Brendan Bohannon
Seattle Branch Agent**

September 2022

Shipping: Bosun: 2; AB/W, 9; AB/D, 4; OS/STOS, 3; GVA/GUDE, 0. Standby: 55. Total Jobs Shipped: 73

Registrations: A 21, B 32, C 7, D 6

Ships Visited:

Checking in with Matson and APL ships.

AGENTS REPORT

Coronavirus is still with us, take all necessary precautions; masks are still mandatory when in the Union Hall. Please Remember your masks. It's that time of year again. (Flu season)

Future Care can now do our Sign-on Physicals, Coast Guard Physicals, Annual Physicals, and Drug Screens as well as Concentra

Remember to attend your monthly union meetings and participate by showing up at the union meeting to vote on issues that affect us all. We need a quorum to be able to vote. Participate and make your voice heard.

Shipping has been good here in Wilmington. Always check to make sure your documents are up to date, don't wait till the job call to find out.

**Fraternally Submitted,
Leo Martinez, Book #19362**



Acting Wilmington Branch Agent Leopoldo Martinez handling an SUP job call in September in Los Angeles.

VICE PRESIDENT'S REPORT

September 2022

Ships checked — October

APL President Wilson — Investigation into unsafe/nonoperational winches and CM not allowing contractually agreed upon washdown leaving the West Coast. Brian Burns, bosun.

USNS Sisler — John Relajo, delegate. All cargo off loaded and ship is currently on the East Coast with plans of shipyard in December. Juancho Gutierrez, bosun.

USNS Pomeroy — Noel Matthews, delegate. Ship is in Bayonne Dry Dock and deck gang doing a great Job. Ship is scheduled to complete RAV early January then load up and head to Korea. Jeff Nicholas, bosun.

USNS Dahl — Kinyta Lewis, delegate. Completed successful military exercises Kushiro Japan, ship departed Kushiro 10/12. Xerxes Cunnanon, bosun.

USNS Watson — Kenneth Carradine, delegate. Ship is out of the yard and fully crewed in Baltimore. Prepping for long trip back to DGAR with the potential of Australia. Fernando Rigonan, bosun.

PAX — Ben Linn, delegate. Ship left Kwajelien, Marshall Islands to the MSC pier Yokohama, Japan undergoing much needed generator/pump maintenance. Been several delays and scheduled changes due to ship maintenance.

Cape T's and V's — All ships back to fully crewed in ROS status in Beaumont, TX. Looking for a couple OS's to relieve members who time is coming up. Great opportunity to gain union seniority and deck maintenance skills.

Cape H's — All three ships back in ROS status, docked at pier 50 San Francisco. Several successful activations this year, with more to come likely in December or January.

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

The past couple months have been a major success for Watson Class dispatching. Members are starting to get relieved close to their requested dates. If you are interested in taking military training, please go to the hall and fill out application. As a reminder to all members when you need to take training, fill out an application and apply. Do not take the course and after the fact the try to get reimbursed.

Matthew Henning

BUSINESS AGENT'S REPORT

September 2022

Mahi Mahi — In at Oakland#62 with Jim Linderman delegate. Skipped Oakland last trip due to change in schedule with Matson laying up a couple other ships. So far no word on when and if ship will layup. Always subject to change. Filemu Pule Untoa as Bosun.

Manoa — Delegate Kim Dulay's time aboard is complete: new delegate to be elected at sea. Steady runs on the Northern triangle with Duke Maringer as Bosun.

Matsonia — Cosmo Bigno, delegate. Back from China, Matson's schedule shows transitioning over to the domestic run that looks like the southern triangle. All is well top to bottom, work getting done, switching over the run will be good for this ship. We won't miss the China run. Mark Relajo as Bosun.

Lurline — Oakland#62 Mike Henderson delegate. In from China Matson's put the ship alongside Oak#62 for 8 days for change to the southern triangle according to Matson schedule. This will be a good change for this crew. Phil Coulter as Bosun.

RJ Pfeiffer — On the Tacoma/Alaska run taking over for the Maunalei since they went into lay-up in Tacoma. Robert Morgan as Bosun.

Mokihana — delegate Robert Reed discharging cargo Oak#62 Once that's completed we will shift forward to berth #60. Matson called for a lay-up crew to prepare the vessel for lay-up, stow lashing gear, stow Lifeboat provision and other odd jobs. Haz Idris as Bosun.

President Cleveland — Valery Goncharov, time-up and departing; new delegate to be elected. This ship running smooth and due in Singapore shipyard sometime in the middle of November. The only APL ship that calls for std-bys in Oakland. When these std-bys come aboard they are ready to work and get the job done with Bosun Hussein Ali.

President Kennedy: Roberto Tomas, delegate, got off in Oakland. Disputed time under investigation.

President Wilson — Scheduled for Singapore shipyard in the middle of November.

RRF fleet San Francisco — *Cape Hudson* back from a year long mission. Returning to ROS status pier#50. OS/GVA Cortlen Naylor and OS/GUDE Taylor Weisbarth with Ernie Lagramada as Bosun

SFBP Pier#9 — Delegate Big Mike Koller. Virus is still an issue down here. Get your booster if you haven't already. Leo Moore Dock Bosun.

Check your documents if they are less than 6 months old it's time to start the renewal process.

Membership & Rating Committee meets the 1st Thursday of the Month. Submit ONLY copies of your discharges after the up-grade process is complete and we shred all paperwork.

Worked in the front office and helped out with the dispatching.

Roy Tufono

SUP Pensioner Join the Ranks of Retirement

Dennis C. Belmonte

Bk #5747

September 1, 2022