



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Tuesday, October 20, 2020

Relief Deal Stalls Before Election

President Trump, returning to the White House from treatment for COVID-19 infection, abruptly withdrew from negotiations related to the next economic relief package. The order to his negotiators gave specific direction to wait until after the pending Nov. 3rd election.

Meanwhile, the House of Representatives advance under Speaker of the House Rep. Nancy Pelosi a 2 trillion dollar plus package that met predictable resistance in the Senate.

As a result millions of Americans have no hope of receiving additional unemployment benefits. It also runs counter to the advice of Federal Reserve Chairman Jerome Powell, who on the same day — on October 6 — said that without more funding the economy will be in deep trouble.

Financial markets tanked. Trump and Republican senators renewed their push for a last minute confirmation of Supreme Court nominee Amy Coney Barrett, even as some vulnerable Republicans were alarmed at what one of them, Senator Susan Collins of Maine, called a “huge mistake.” Democrats seized on the president’s move to accuse Mr. Trump of callous disregard

for Americans struggling amid the pandemic.

Mr. Trump took to Twitter to try to walk back his own decision to kill the negotiations, suggesting that he might support narrower stimulus measures.

Such bare-bones measures have failed in the past and both Republicans and Democrats in Congress have resisted them. If that holds then there will be no stimulus checks, no unemployment benefits, no help for the state and local governments, or the airline industry, and potentially the Maritime Security Program.

On the weekend of October 17, Senate Majority Leader said there would soon be a Republican bill of \$500 billion to address what he called the small business protections, but Democrats were expected to block the measure.

Speaker Pelosi said the White House has watered down language Democrats have been pushing to create a national plan for Covid-19 testing and contact tracing, not to mention rejecting much of the language already agreed to.

“They took out 55% of the language that we had there for testing and tracing,” Pelosi said, and noted that they are “seeking clarity” on the details of the language.

Unrenewed unemployment benefits as well as a failure to provide tax breaks for small businesses among many other government programs, could hit the economy at exactly the wrong time, during a period of historic employment vulnerability and just as the third wave of the pandemic breaks. Absent a breakthrough, Congress is likely to await the election results.

**2020 Election
Official Labor
Endorsements,
pages 4-5**

APL and SUP Reach New Two-Year Agreement

The SUP Negotiating Committee, together with the MFOW and the SIU, as the combined SIU-Pacific District, reached a deal for a new two-year agreement on September 28, 2020 at SUP Headquarters in San Francisco.

Working within a COVID compressed bargaining schedule, the Committee began negotiating with management on September 21st on the General Rules that apply to all three unions. These sessions were

interspersed with Work Rules meeting, and each Union meeting separately on them in different locations.

The Unions demanded recognition of their already strenuous and dangerous work made especially difficult during the increased risk and hardship of the pandemic. They cited Company profitability, improved margins, and favorable trends in shipping related to e-commerce and other economic conditions. They cited their effective collaboration

with industry to support the Maritime Security Program and the importance of a long-term investment in the workforce.

The Company argued that the uncertainty of the pandemic and the economic outlook far exceeded the foreseen benefits. Citing increased operating costs due to the pandemic and within the context of the reductions forced by its parent company CMA-CGM’s global reorganization, APL resisted the Unions

continued on page 8

IMO and CMA-CGM Hit by Hacker Attacks

The latest maritime cyber attack came this time against APL’s parent the shipping giant CMA CGM. The Company suspended external access to its IT applications as it sought to address a cyber-attack impacting peripheral servers.

The attack began on the shipping line’s servers in Asia. The company later posted on Twitter, “As soon as the security breach was detected, external access to applications was interrupted to prevent the malware from

spreading.” They said that the CMA CGM Group, excluding CEVA Logistics, was dealing with a cyber-attack.

Ransomware and other forms of cyberattacks have been on the rise in 2020 with the maritime industry being one of the latest targets for hackers. Cybersecurity consultancy Naval Dome reported a 400 percent increase in attempted hacks against the maritime industry between February and June 2020. They reported that the

primary cause was an increase in malware, ransomware, and phishing emails attempting to exploit the COVID-19 pandemic. They forecast that there would be more than 500 major cybersecurity breaches, with substantially more going unreported, during 2020.

The cyber-attacks have cut across all sectors of the maritime industry in the past few years. In August, Carnival Corporation reported that for the second

continued on page 2

Military Study Reveals Low COVID Transmission Risk in Airplanes

A new U.S. military led study shows a low risk for passengers traveling aboard large commercial aircraft to contract an airborne virus such as COVID-19 — and it doesn’t matter where they sit on the airplane.

Researchers concluded that because of sophisticated air particle filtration and ventilation systems on board the Boeing 767-300 and 777-200 aircraft -- the planes tested for the study -- airborne particles within the cabin have a very short lifespan, according to defense officials with U.S. Transportation Command, the Defense Advanced Research Project Agency (DARPA) and Air Mobility Command,

which spearheaded the study.

The favorable results are attributable to a combination of the airframes’ high air exchange rates, coupled with the high efficiency particulate air (HEPA) filtration recirculation systems, and the downward airflow ventilation design which results in rapid dilution and purging of the disseminated aerosol particles.” Vice Adm. Dee L. Mewbourne, deputy commander of U.S. Transportation Command, said.

DARPA teamed up with bio-defense company Zeteo Tech, scientific research company S3i and the University of Nebraska’s National Strategic Research Institute (NSRI) for the trials. In-

dustry partners included Boeing and United Airlines.; the study was funded by TRANSCOM, according to Army Lt Col Ellis Gales, spokesman for the command.

“All areas on both aircraft proved to be extremely effective in dispersing and filtering out the aerosol particles,” said Navy Lt. Cmdr. Joseph Pope, TRANSCOM Operations directorate liaison for the airflow particle test. “So specifically, can I tell you to sit in seat XYZ? No; they all performed very well.”

During the tests, analysts released two types of aerosols that had specific DNA signatures.

continued on page 7

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
- Hannu Kurppa BK#3162
- Gunnar Lundeborg.....BK#4090
- Duane NashBK#2437
- Vince O'HalloranBK#2463
- John Perez..... BK#3810
- Alex RomoBK#3093
- James Savage.....BK#7488
- David Shands.....BK#7483
- Arthur Thanash.....BK#3249
- Mark HurleyBK#5870
- Walter Price.....BK#3870
- Grant WeggerBK#3637
- Knut Rasmussen..... BK#3175
- Donald Cushing... ..BK#4777
- Alexander Earle... ..BK#1885

Political Fund

- David Mercer\$200
- Roy Tufono \$50
- Ariel Odion..... \$30
- Brendan Bohannon..... \$50
- Bruce Thompson \$100
(In Memory of Stanley Branch)
- Gabriel Moreno, Jr \$10
- Archie Bickford \$100
- Kai E. Sorensen \$100
(\$50) In Memory of Kaj E. Kristensen
(\$50) In Memory of Holger Jorgensen
- Louie Urbano..... \$50
- Haiden Isberto..... \$50
- Valeriy Goncharov \$50
- Benjamin Linn \$100
- Christopher Go..... \$100
- Hillard Lai \$10
- Dave Connolly\$200
- Patrick Weisbarth\$60
(In Memory of Jimmy Kula)
- Emmanuel Rezada..... \$50

West Coast Sailors

- Jon Clark..... \$10
- Michael Pfleeger \$50
(In Memory of Phil Howell)
- William Martin..... \$10
- Christopher Go..... \$100
- Anonymous \$5

Organization/General Fund

- Albert Rossi \$100
- Dennis Sumague \$20
- Joel Schor \$25

Final Departures

Kaj E. Kristensen, Book #3120. Born in Denmark in 1930. Joined SUP in 1950. Died in California, September 18, 2020. (Pensioner)

Charles M. Rafael, Book #3141. Born in Hawaii in 1930. Joined SUP in 1954. Died in Makawao, Hawaii, September 28, 2020. (Pensioner)

Clifton E. Cobb, Book #3767. Born in Massachusetts in 1925. Joined SUP in 1944. Died in Washington, September 30, 2020. (Pensioner)

Jeong Lee, Book #4288. Born in China in 1925. Joined SUP in 1951. Died in California, September 30, 2020. (Pensioner)

Welfare Notes

October 2020

Expanded Time Limit for Requesting Welfare Plan Reimbursements

The time limit for filing Welfare Plan claims for reimbursements prior to August 01, 2020 was 90 days. Effective August 01, 2020 the time limit for submitting a claim for reimbursement is 180 days. This means for services received August 01, 2020 or later you have 180 days from the date of services or the date of processing by the prime carrier, such as Medicare, to submit your claim for reimbursement.

This new filing time limit includes copayments for active participants and reimbursements of eligible expenses under the Pensioners Annual Allowance. This is only for charges incurred August 01, 2020 or later. See President's Report for more.

Increase in Miscellaneous Maximum for the Special Pensioners Medical Benefit

Effective August 01, 2020 the Maximum Allowance for Reimbursement of Medical, Dental, and Vision charges under the Special Pensioners Medical Benefit will increase from \$1,500.00 in a Plan year (August 01 through July 31 of the following year) to \$2,000.00. See President's Report for more.

A notice regarding the above two changes will be mailed to you.

Participants Newly Enrolled in a Plan

Members who have newly enrolled in a Plan should contact that Plan within a week of receiving acknowledgement of the enrollment from the SUP Welfare Plan. You should contact the Plan to make sure the enrollment has been completed. Contact the SUP Welfare Plan if there is any problem with the enrollment so that we can follow up with the Plan you have chosen.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

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

Gina Jew, Claims gina@marinersbenefits.org

Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

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

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

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

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

Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on the October 1, 2020 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
James King	BK#3187	6 yrs.	A.B.	A
Scott Hudson	Bk#S889	6 yrs.	A.B.	A
Jack Forde	Bk#2261	6 yrs.	A.B.	A
George Babbin	B-19666	1 yr	A.B.	B.
Efrain Vega	C-2839	30 Days	O.S.	C
Felix Sandoval	C-2840	30 Days	A.B.	C

Ratings: Bosun Stamp

Michael Ruan	Bk#3207
John Pancho, Jr.	BK#3882
Jennifer Corner	BK#4816

Membership and Ratings Committee: Robert L. Reed, Bk#3203; Jacob Narkiewicz, Bk#C2799; Antony Wylie., Bk#19570



Anthony Wylie, Robert Reed, and Jacob Narkiewicz review the applications for upgrades in seniority at the October meeting of the Membership and Ratings Committee in San Francisco on October 1, 2020

Hacker Attacks

continued from page 1

time in two years that they had detected a ransomware attack that accessed and encrypted a portion of its information technology systems. Earlier in 2020, both Vard and MSC reported attacks against portions of their systems.

Ports have also found themselves the target of attacks. In 2018, the Port of San Diego reported that it had been attacked and even the US Coast Guard at the end of 2019 warned the maritime community to harden defenses against phishing and cyberattacks after a new outbreak of encryption ransomware attack at an unnamed MTSA-regulated facility.

The largest shipping companies with their vast networks have been targets for the cybercriminals for the past few years. In 2017, Maersk's container booking and terminal operations were affected by a widespread ransomware attack. It also was forced to shut down multiple systems to prevent the possibly Russian "notPetya" malware from spreading. Similarly, in 2018, Chinese shipping conglomerate Cosco reported that its American shoreside operations have been hit by a ransomware cyber-attack.

The International Maritime Organization also sustained an attack on its IT systems that shut down its website and caused other problems. No evidence of coordination between the attacks but the size and sophistication on maritime targets occurring at the same time has raised concerns.

As the *West Coast Sailors* goes to press comes word that Matson may have been the target of hackers as well.

SUP Meetings

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

	Hdqtrs.	Branch
November	9	16
December	14	21

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Dave Connolly,
President/Secretary-Treasurer

Editor

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Jones Act Applies to Offshore Wind Projects Says House

The U.S House of Representatives has passed the “Clean Economy Jobs and Innovation Act” seeking to reform U.S. energy policy and authorize major investments in research and development in transition to renewable and low-carbon energy sources. The bill was passed Thursday by a vote of 220-185.

Included in the bill was an amendment by Congressman John Garamendi (D-CA03) to enforce Jones Act requirements for all offshore renewable energy production by clarifying that the Outer Continental Shelf Lands Act, a 1953 law governing offshore mineral and energy development, applies to lease sales for non-fossil fuel energy sources such as wind power, hydrokinetic, or ocean thermal energy conversion.

“My commonsense amendment simply clarifies that all existing requirements that govern offshore oil and natural gas extraction also apply to renewables,” explains Garamendi.

According to the American Wind Association, the United States’ offshore wind industry is poised for exponential growth over the next decade as states along the U.S. East Coast – Connecticut, Maryland, Massachusetts, New Jersey, New York, and Virginia – drive up demand for clean energy. It says market projections anticipate up to 30,000 megawatts of offshore wind to be developed in U.S. waters by 2030, which would create up to 83,000 jobs and deliver \$25 billion in annual economic output.

“Demand for offshore wind development in federal waters is strong, and Congress must act to ensure this burgeoning industry abides by federal laws and regulations including the Jones Act so we have the strongest possible labor and environmental protections,” said Garamendi.

“I have been a vocal proponent of the Jones Act during my time on the Subcommittee on Coast Guard and Maritime Transportation. The Jones Act is the lifeblood for a U.S. maritime trade

that supports 650,000 jobs and almost \$100 billion in annual economic impact. Ensuring our nation’s offshore renewable energy investments are governed by the strongest labor protections, environmental requirements, and safety standards is commonsense,” Garamendi added.

The Clean Economy Jobs and Innovation Act now heads to the U.S. Senate where it could be presented for conference negotiation, although it is unlikely to see further action this year, according to The National Law Review.

However, while the OCSLA specifically calls out exploration and developing activities for oil and gas, the language offered around offshore wind only refers to production and support. The legislation defines coastwise points as devices permanently or temporarily attached to the seabed for the purpose “of producing or supporting the production of energy from sources other than oil and gas.”

This language indicates that an installation on the OCS would be considered a coastwise point only when producing or supporting energy production. Industry sources suggest it could be a loophole: US Customs and Border Protection (CBP) could interpret the language such that a wind turbine would not be considered a “coastwise point” under OCSLA until it is “producing or supporting” the production of energy.

If this language makes it through, it might open up transport or feeding operations during installation and construction to non-coastwise qualified vessels. This loophole could dramatically impact both the costs of installing offshore wind farms and the US’ Jones Act maritime sector’s participation in construction and installation activities.

The bill will now go to the US Senate, and if it is passed, it will be sent to the president’s desk to be signed into law. America’s offshore wind future could hinge in part on meaning and intent of two words: “producing” and “supporting.”

Rapper Cuts Song; Gets Arrested

Los Angeles Rapper Nuke Bizzle released a song called “EDD” in which he brags about defrauding the unemployment benefit system while waving a stack of debit cards. Federal authorities were not amused, apparently, when they arrested Bizzle on charges that he fraudulently obtained more than \$1.2 million in federal benefits distributed by California’s Employment Development Department.

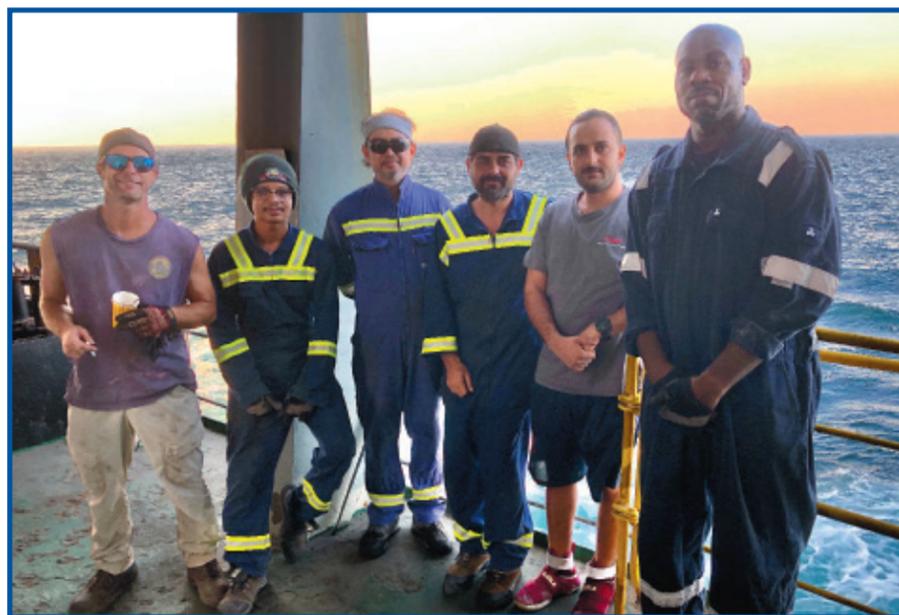
“I just got rich off of EDD,” Bizzle raps in the eponymous song, which was released in September. “Get on that laptop, I’m working out, 25 claims in four hours.”

EDD, which has doled out \$101 billion

in benefits since the onset of the pandemic, recently reopened after a two-week reset period during which it implemented a new ID-verification tool to mitigate fraud and speed up processing times. Though concerns about fraud remain, the claim backlog has fallen from about 1.6 million to just over 1.2 million, according to EDD data.

Overall California unemployment fell to 11% in September, with the hard-hit leisure and hospitality sector notching more than 48,000 new jobs.

If convicted, Bizzle could face 22 years in federal prison.



Aboard the busy shuttle ship *APL Gulf Express* at sea in the Persian Gulf are AB Rocky Cazzaza, AB Terry Carter, AB Mervin Guevarra, Bosun Eduardo Zepeda, AB Ahmed Mohamed, and AB Lee Bolden.

Matson Posts Higher 3Q Revenue Earnings up with volumes across all trade lanes

Matson Navigation reported an excellent quarter compared to a year earlier, and showed that the Company is remarkably resistant to both COVID-19 dislocations and economic downturns.

Matson expects 3Q20 operating income for Ocean Transportation to be \$84.5 to \$86.5 million vs. \$43.9 million in 3Q19.

“Matson’s businesses continued to perform well in the third quarter despite the ongoing challenges from the COVID-19 pandemic and related economic effects,” said Chairman and Chief Executive Officer Matt Cox. “Our China service, consisting of the CLX and CLX+ services, was the primary driver of the increase in consolidated operating income year-over-year as a result of strong demand for our expedited ocean services and ongoing challenges in the transpacific air freight markets.”

Mr. Cox added, “In our other core trade lanes, we saw an improvement in freight volume... from the levels achieved in the second quarter during the height of the COVID-19 pandemic as freight demand improved with the reopening of local economies. Hawaii volume approached the level achieved in the prior year quar-

ter, although continued restrictions on tourism and a second shelter-in-place order in the latter half of the third quarter weighed on freight demand.

For the three months ended September 30, 2020 compared to the three months ended September 30, 2019 and on a FEU basis volumes increased as follows:

- Hawaii container volume decreased 0.8 percent primarily due to lower volume from the state’s COVID-19 mitigation efforts including restrictions on tourism and a second shelter-in-place order that took effect in August;
- Alaska volume increased 1.5 percent primarily due to higher southbound volume as a result of stronger seafood volume compared to the prior year partially offset by modestly lower northbound volume;
- China volume was 124.7 percent higher primarily due to volume from the CLX+ service in addition to higher volume on the CLX service as a result of increased capacity in the tradelane;
- Guam volume was 2.1 percent higher primarily due to increased demand for retail-related goods as the local economy reopened following the shelter-in-place in the second quarter of 2020; and
- Other containers volume increased 4.5 percent

Boeing Ends 787 Plane Production in Seattle

Boeing told employees it will consolidate 787 Dreamliner production in South Carolina, abandoning the original final assembly line in Everett, Washington. The formal announcement that Washington state loses the airplane it worked so hard to secure 17 years ago came with the expectation of widespread layoffs.

The news leaked out the night before FAA Administrator Steve Dickson flew the 737MAX on a test flight as part of the process to recertify the airplane and return it to service. Boeing recently laid off its last seven, highly skilled, Flight Training Pilots (FTA) and announced training for the pilots of airline customers is being outsourced to Cambridge Communications, Ltd., a pilot contract house based in the Isle of Man.

The decision to move production to North Charleston and abandon its Dreamliner line in Everett comes after years of bargaining and NLRB hearings on related matters, and is disappointing and frustrating to the thousands of engineers, technical workers and pilots represented by the Society of Professional Engineering Employees in Aerospace (SPEEA), IFPTE Local 2001. Since launching the 787 program in 2003, through its first flight in 2009 and delivery to launch customer ANA in 2011, the professional aerospace employees represented by SPEEA have been integral to the program. “We believe Boeing is making a mistake,” said SPEEA Executive Director Ray Goforth. “SPEEA’s immediate focus is supporting the members who will be laid-off.”

**Defend the Jones Act
Support the
SUP Political Fund**

Virus Resurgence “Heading in Wrong Direction” Worries Doctors

The number of new coronavirus cases in the United States is surging once again after growth slowed in late summer. While the geography of the pandemic is now shifting to the Midwest and to more rural areas, cases are trending upward in most states, many of which are setting weekly records for new cases.

There were two earlier peaks of the pandemic, on April 10 and on July 19, as well as where the case counts stand today. The case curves show new cases reported each day nationwide, and the maps show the number of new cases reported in each county in the preceding two weeks.

Taken alone, case counts are an imper-

fect measure of the pandemic’s severity, and it is difficult to compare the current numbers with earlier points in the U.S. outbreak when testing was less widespread. But other critical measures are showing a resurgence, too. And the continuing spread of cases to new areas of the country suggests the outbreak is far from over.

“We are headed in the wrong direction, and that’s reflected not only in the number of new cases but also in test positivity and the number of hospitalizations,” said Caitlin Rivers, an epidemiologist at Johns Hopkins University. “Together, I think these three indicators give a very clear picture that we are seeing increased transmission

in communities across the country.”

The rise since mid-September has been especially profound in the Midwest and Mountain West, where hospitals are filling up and rural areas are seeing staggering outbreaks. The regions are home to almost all of the metro areas with the worst outbreaks.

“We are starting from a much higher plateau than we were before the summer wave,” Dr. Rivers said. “It concerns me that we might see even more cases during the next peak than we did during the summer.”

Of the 100 counties with the worst per-capita outbreaks in the last seven days, more than half are home to fewer than

10,000 people. Almost all have populations under 50,000.

There are reasons for optimism, Dr. Rivers said, like increased testing capacity and better knowledge about effective treatments and containment measures. But, she said, several factors keep her concerned about the current rise. Dr. Rivers pointed to the start of flu season, the continued politicization of control measures like mask mandates and cold temperatures that would force people indoors, where the virus thrives.

“I think we are in a dangerous place,” Dr. Rivers said.

US DOT Rejects Mask Mandate For Commercial, Public Transportation

On the day that President Trump, the First Lady, as well as three US senators all tested positive for the novel coronavirus—the US Department of Transportation rejected a petition by the Transportation Trades Department, AFL-CIO and its 33 member unions, the SUP among them, for an emergency order requiring masks on all forms of commercial public transportation.

“It is unfathomable that in the midst of a global pandemic which has killed

more than 209,000 Americans and left millions more sick and potentially facing lifelong side effects—including the president of the United States—the US Department of Transportation would outright reject such a simple, science-backed, lifesaving measure,” said TTD President Larry Willis.

“The DOT’s decision is heartbreaking, and in light of yesterday’s news, frankly, shocking. Sadly, it is working people who will suffer because of this decision.

Already, tens of thousands of frontline transportation workers—our members—have become ill or perished due to Covid-19 exposure,” Willis said.

“It is beyond clear that Covid-19, and the public health crisis it has created, is not going away anytime soon. In the absence of real, federal leadership from the Trump Administration, transportation labor will continue fighting for the health and safety of our members.”

During a town hall event with the

Amalgamated Transit Union Saturday, Democratic presidential nominee Joe Biden said DOT “made a gigantic mistake” by refusing to require masks. He said his administration “will insist on it” and would provide PPE to transit workers.

“[T]his is not about freedom, it’s about patriotism,” he added.

“To reject the chance to do the easiest possible thing to save lives, I find it appalling. I promise you that my Department of Transportation will insist on it,” he added.



Political Endorsements for the November 3, 2020 General Election

THE FUTURE IS
#UNIONSTRONG

U.S. REPRESENTATIVES IN CONGRESS

Congressional District 1 Audrey Denney (D)
 Congressional District 2 Jared Huffman (D)
 Congressional District 3 John Garamendi (D)
 Congressional District 4 Brynne Kennedy (D)
 Congressional District 5 Mike Thompson (D)
 Congressional District 6 Doris Matsui (D)
 Congressional District 7 Ami Bera (D)
 Congressional District 8 Chris Bubser (D)
 Congressional District 9 Jerry McNerney (D)
 Congressional District 10 Josh Harder (D)
 Congressional District 11 Mark DeSaulnier (D)
 Congressional District 12 Nancy Pelosi (D)
 Congressional District 13 Barbara Lee (D)
 Congressional District 14 Jackie Speier (D)
 Congressional District 15 Eric Swalwell (D)
 Congressional District 16 Jim Costa (D)
 Congressional District 17 Ro Khanna (D)
 Congressional District 18 Anna Eshoo (D)
 Congressional District 19 Zoe Lofgren (D)
 Congressional District 20 Jimmy Panetta (D)
 Congressional District 21 T.J. Cox (D)
 Congressional District 22 Phil Arballo (D)
 Congressional District 23 Kim Mangone (D)
 Congressional District 24 Salud Carbajal (D)
 Congressional District 25 Christy Smith (D)
 Congressional District 26 Julia Brownley (D)
 Congressional District 27 Judy Chu (D)
 Congressional District 28 Adam Schiff (D)
 Congressional District 29 Tony Cardenas (D)
 Congressional District 30 Brad Sherman (D)
 Congressional District 31 Pete Aguilar (D)
 Congressional District 32 Grace Napolitano (D)
 Congressional District 33 Ted Lieu (D)
 Congressional District 34 Jimmy Gomez (D)
 Congressional District 35 No Endorsement
 Congressional District 36 Raul Ruiz (D)
 Congressional District 37 Karen Bass (D)
 Congressional District 38 Linda Sanchez (D)
 Congressional District 39 Gil Cisneros (D)
 Congressional District 40 Lucille Roybal-Allard (D)
 Congressional District 41 Mark Takano (D)
 Congressional District 42 No endorsement
 Congressional District 43 Maxine Waters (D)
 Congressional District 44 Nanette Barragan (D)
 Congressional District 45 Katie Porter (D)
 Congressional District 46 Lou Correa (D)
 Congressional District 47 Alan Lowenthal (D)
 Congressional District 48 Harley Rouda (D)
 Congressional District 49 Mike Levin (D)
 Congressional District 50 Ammar Campa-Najjar (D)
 Congressional District 51 Juan Vargas (D)
 Congressional District 52 Scott Peters (D)
 Congressional District 53 Georgette Gomez (D)

California State Assembly

Assembly District 1 Elizabeth Betancourt (D)
 Assembly District 2 Jim Wood (D)
 Assembly District 3 No Endorsement
 Assembly District 4 Cecelia Aguiar-Curry (D)
 Assembly District 5 No Endorsement
 Assembly District 6 Jackie Smith (D)
 Assembly District 7 Kevin McCarty (D)
 Assembly District 8 Ken Cooley (D)
 Assembly District 9 Jim Cooper (D)
 Assembly District 10 Mark Levine (D)
 Assembly District 11 No Endorsement
 Assembly District 12 Heath Flora (R)
 Assembly District 13 OPEN
 Assembly District 14 Tim Grayson (D)
 Assembly District 15 Buffy Wicks (D)
 Assembly District 16 Rebecca Bauer-Kahan (D)
 Assembly District 17 David Chiu (D)
 Assembly District 18 Rob Bonta (D)
 Assembly District 19 Phil Ting (D)
 Assembly District 20 Bill Quirk (D)
 Assembly District 21 No Endorsement
 Assembly District 22 Kevin Mullin (D)
 Assembly District 23 No Endorsement
 Assembly District 24 Marc Berman (D)
 Assembly District 25 Alex Lee (D)
 Assembly District 26 Drew Phelps (D)
 Assembly District 27 Ash Kalra (D)
 Assembly District 28 Evan Low (D)
 Assembly District 29 Mark Stone (D)
 Assembly District 30 Robert Rivas (D)
 Assembly District 31 Joaquin Arambula (D)
 Assembly District 32 Rudy Salas (D)
 Assembly District 33 No Endorsement
 Assembly District 34 No Endorsement
 Assembly District 35 Dawn Addis (D)
 Assembly District 36 No Endorsement
 Assembly District 37 Steve Bennett (D)
 Assembly District 38 No Endorsement
 Assembly District 39 Luz Rivas (D)
 Assembly District 40 James Ramos (D)
 Assembly District 41 Chris Holden (D)
 Assembly District 42 No Endorsement
 Assembly District 43 Laura Friedman (D)
 Assembly District 44 Jacqui Irwin (D)
 Assembly District 45 Jesse Gabriel (D)
 Assembly District 46 Adrin Nazarian (D)
 Assembly District 47 Eloise Gomez Reyes (D)
 Assembly District 48 No Endorsement
 Assembly District 49 Ed Chau (D)
 Assembly District 50 Richard Bloom (D)
 Assembly District 51 Wendy Carrillo (D)
 Assembly District 52 Freddie Rodriguez (D)
 Assembly District 53 Miguel Santiago (D)

Assembly District 54 Sydney Kamlager-Dove (D)
 Assembly District 55 Andrew Rodriguez (D)
 Assembly District 56 Eduardo Garcia (D)
 Assembly District 57 Lisa Calderon (D)
 Assembly District 58 No Endorsement
 Assembly District 59 Reggie Jones-Sawyer (D)
 Assembly District 60 Sabrina Cervantes (D)
 Assembly District 61 Jose Medina (D)
 Assembly District 62 Autumn Burke (D)
 Assembly District 63 Anthony Rendon (D)
 Assembly District 64 Mike Gipson (D)
 Assembly District 65 Sharon Quirk-Silva (D)
 Assembly District 66 No Endorsement
 Assembly District 67 Jerry Carlos (D)
 Assembly District 68 Melissa Fox (D)
 Assembly District 69 Tom Daly (D)
 Assembly District 70 Patrick O'Donnell (D)
 Assembly District 71 No Endorsement
 Assembly District 72 Diedre Thu-Ha Nguyen (D)
 Assembly District 73 Scott Rhinehart (D)
 Assembly District 74 Cottie Petrie-Norris (D)
 Assembly District 75 No Endorsement
 Assembly District 76 Tasha Boerner-Horvath (D)
 Assembly District 77 Brian Maienschein (D)
 Assembly District 78 Chris Ward (D)
 Assembly District 79 No Recommendation
 Assembly District 80 Lorena Gonzalez (D)

California State Senate

Senate District 1 Pamela Swartz (D)
 Senate District 3 Bill Dodd (D)
 Senate District 5 Susan Eggman (D)
 Senate District 7 No Endorsement
 Senate District 9 Nancy Skinner (D)
 Senate District 11 OPEN
 Senate District 13 Josh Becker (D)
 Senate District 15 David Cortese (D)
 Senate District 17 John Laird (D)
 Senate District 19 Monique Limon (D)
 Senate District 21 Kipp Mueller (D)
 Senate District 23 Abigail Medina (D)
 Senate District 25 Anthony Portantino (D)
 Senate District 27 Henry Stern (D)
 Senate District 29 Josh Newman (D)
 Senate District 31 Richard Roth (D)
 Senate District 33 Lena Gonzalez (D)
 Senate District 35 Steven Bradford (D)
 Senate District 37 David Min (D)
 Senate District 39 Toni Atkins (D)

Ballot Measure

Proposition 14: Authorizes Bonds to Continue Funding Stem Cell and Other Medical Research. **No Recommendation**

Proposition 15: Increases Funding for Public Schools, Community Colleges, and Local Government Services by Changing Tax Assessment of Commercial and Industrial Property. **Vote YES**

Proposition 16: Authorizes California Repeal Proposition 209 Affirmative Action Amendment. **Vote YES**

Proposition 17: Authorizes California Voting Rights Restoration for Persons on Parole Amendment. **Vote YES**

Proposition 18: California Voting for 17-Year-Olds Amendment. **Vote YES**

Proposition 19: Property Tax Transfers, Exemptions, and Revenue for Wildfire Agencies and Counties Amendment. **Vote YES**

Proposition 20: Restricts Parole for Non-violent Offenders. Authorizes Felony Sentences for Certain Offenses Currently Treated Only as Misdemeanors. **Vote NO**

Proposition 21: Expands Local Government’s Authority to Enact Rent Control on Residential Property. **No Recommendation**

Proposition 22: Changes Employment Classification Rules for App-based Transportation and Delivery Drivers. **Vote NO**

Proposition 23: Authorizes State Regulation of Kidney Dialysis Clinics. Establishes Minimum Staffing and Other Requirements. **Vote YES**

Proposition 24: Amends Consumer Privacy Laws. **No Recommendation**

Proposition 25: Referendum to Overturn 2018 Law that Replaced Money Bail System with a System Based on Public Safety Risk. **Vote YES**

At Least One COVID-19 Case on 190 US Navy Ships

The US Navy recently announced that "more than 190" of its ships have experienced at least one case of COVID-19 on board since the start of the pandemic. However, the Navy appears to have succeeded in limiting serious outbreaks: only two vessels have experienced significant challenges (*USS Theodore Roosevelt* and *USS Kidd*), according to the service.

The challenge for the Navy is comparable to that for civilian vessel operators. At shoreside facilities, the rate of infection among sailors is not significantly different than the rate in the nearby populace, and about 35 percent of positive cases display no symptoms.

The Navy has controlled spread by taking stringent precautions. These include a 14-day "restriction of movement sequester" for oncoming crewmembers and ship riders, with a test before quarantine and a test after; "aggressive" sanitation; social

distancing under way; and — when an outbreak occurs — contact tracing and isolation.

Shipboard cases have been connected back to instances in which individuals or commands allegedly departed from guidance. Three units experienced COVID-19 outbreaks after a command-sponsored dinner at a public restaurant; at least one unit had an outbreak after ending a sequester period before getting back test results; and several units contracted COVID-19 cases after mixing an oncoming, sequestered crew with the ship's existing caretaker crew too soon. Completing the full sequester procedure appears to prevent the virus from coming aboard. "When the [oncoming] crew remained sequestered for the full 14 days and were not mixed together until negative test results were confirmed, we have achieved 100 percent success in deploying COVID-19

free," Adm. Gilday, the Chief of Naval Operation wrote in a memo.

As most Navy ships have experienced at least one case, the guidelines call on commanders to remain vigilant even after the sequester period is over and the vessel is under way. The standing order is to "assume COVID-19 is on board" and plan accordingly. Crewmembers must use facial coverings, minimize time spent within six feet of each other and avoid unnecessary close contact. Commanders are instructed to keep sailors separated by cohort where possible to limit spread, and to restrict the use of common spaces like gyms and "smoke pits." In the close quarters of berthing compartments, sailors are instructed to sleep alternating head to foot in order to maximize distance.

When outbreaks have occurred, these measures appear to have reduced the rate of spread. "In the majority of [shipboard]

cases, aggressive early action to isolate, quarantine, contact trace, and continue strict health protection mitigation measures has contained the incidence rate on board to well less than five percent, allowing those ships to 'fight through' and remain on mission," wrote Adm. Gilday.

The Navy has introduced these stringent control measures in order to avoid a repeat of the outbreak aboard the carrier *USS Theodore Roosevelt*, which was sidelined for weeks this spring. After a scheduled call at Danang in early March, several crewmembers tested positive for COVID-19, and *Roosevelt* called at Guam for assistance. Most of her crew disembarked and entered an extended quarantine period while the ship was disinfected. Ultimately, more than 1,100 members of her crew tested positive for the disease, and *Roosevelt* did not return to full operational status until June.



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DIST. 3 ESTHER KIA'AINA
DIST. 5 CALVIN SAY

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TRUSTEE AT-LARGE KEONI SOUZA

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JOE BIDEN (D)

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DIST. 6 NICOLE LOWEN (D)
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DIST. 8 TROY HASHIMOTO (D)
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DIST. 10 ANGUS MCKELVEY (D)
DIST. 12 KYLE YAMASHITA (D)
DIST. 13 LYNN DECOITE (D)
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DIST. 15 JAMES TOKIOKA (D)
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HAWAII COUNCIL DIST. 5 IKAIKA RODENHURST
HAWAII COUNCIL DIST. 6 MAILE DAVID
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KAUAI COUNCIL BERNARD CARVALHO, JR.
KAUAI COUNCIL MASON CHOCK
KAUAI COUNCIL FELICIA COWDEN
KAUAI COUNCIL ARRYL KANESHIRO
KAUAI COUNCIL KIPUKAI KUALI'I
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MAUI—KAHULUI TASHA KAMA
MAUI—SOUTH MAUI TOM COOK
MAUI—MAKAWAO-HAIKU-PAIA MIKE MOLINA
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MAUI—LANAI GABE JOHNSON
MAUI—MOLOKAI STACY CRIVELLO

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DIST. 22 DONOVAN DELA CRUZ (D)
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DIST. 21 SCOTT NISHIMOTO (D)
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DIST. 23 DALE KOBAYASHI (D)
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DIST. 28 JOHN MIZUNO (D)
DIST. 29 DANIEL HOLT (D)
DIST. 30 SONNY GANADEN (D)
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DIST. 32 LINDA ICHIYAMA (D)
DIST. 34 GREGG TAKAYAMA (D)
DIST. 35 ROY TAKUMI (D)
DIST. 36 TRISH LA CHICA (D)
DIST. 37 RYAN YAMANE (D)
DIST. 38 HENRY AQUINO (D)
DIST. 39 TY CULLEN (D)
DIST. 40 ROSE MARTINEZ (D)
DIST. 41 DAVID ALCOS (R)
DIST. 43 STACELYNN ELI (D)
DIST. 44 CEDRIC GATES (D)
DIST. 46 AMY PERRUSO (D)
DIST. 47 SEAN QUINLAN
DIST. 48 LISA KITAGAWA (D)
DIST. 49 SCOT MATAYOSHI (D)
DIST. 50 PATRICK BRANCO (D)
DIST. 51 LISA MARTEN (D)



2020 GENERAL ELECTION ENDORSEMENTS
HAWAII STATE AFL-CIO
Unions of Hawaii



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Senator Jeff Merkley

CONGRESS
Congresswoman Suzanne Bonamici, CD 1 (D)
Congressman Earl Blumenauer, CD 3 (D)
Congressman Peter DeFazio, CD 4 (D)

OREGON SECRETARY OF STATE
State Senator Shemia Fagan

OREGON STATE TREASURER
State Treasurer Tobias Read

OREGON ATTORNEY GENERAL
State Attorney General Ellen Rosenblum

STATE SENATE
Melissa Cribbins, SD 5 (D)
Deb Patterson, SD 10 (D)
Kate Lieber, SD 14 (D)
State Senator Kathleen Taylor, SD 21 (D)
State Representative Chris Gorsek, SD 25 (D)

STATE HOUSE
Mary Middleton, HD 4 (D)
Alberto Enriquez, HD 6 (D)
Cal Mukumoto, HD 9 (D)
Jackie Leung, HD 19 (D)
State Representative Paul Evans, HD 20 (D)
Ramiro "RJ" Navarro, Jr., HD 25 (D)
Wlmsvey Campos, HD 28 (D)
Debbie Boothe-Schmidt, HD 32 (D)
State Representative Maxine Dexter, HD 33 (D)
Dacia Grayber, HD 35 (D)
Dr. Lisa Reynolds, HD 36 (D)
State Representative Rachel Prusak, HD 37 (D)
Tessah Danel, HD 39 (D)
Khanh Pham, HD 46 (D)
Zach Hudson, HD 49 (D)
Ricki Ruiz, HD 50 (D)
Jason Kropf, HD 54 (D)
State Representative Greg Smith, HD 57 (R)

STATEWIDE BALLOT MEASURES
Measure 107
Yes for Fair and Honest Elections.
Measure 108
Yes for a Healthy Future.
Measure 110
Yes for More Treatment. A Better Oregon.

2020 WSLC Endorsements

CONGRESS

1st CD — **Suzan DelBene**
2nd CD — **Rick Larsen**
3rd CD — **Carolyn Long**
(Endorsed at WSLC's 2019 Convention)
5th CD — **Christopher Armitage**
6th CD — **Derek Kilmer**
7th CD — **Pramila Jayapal**
8th CD — **Kim Schrier**
9th CD — **Adam Smith**
10th CD — **Beth Doglio**

STATEWIDE

Governor — **Jay Inslee**
Lt. Governor — (dual) **Denny Heck** and **Marko Lias**
Attorney General — **Bob Ferguson**
Lands Commissioner — **Hilary Franz**
Secretary of State — **Gael Tarleton**
State Auditor — **Pat McCarthy**
State Treasurer — **Mike Pellacciotti**
Sup't of Public Instruction — **Chris Reykdal**

JUDICIAL

STATE SUPREME COURT
Pos. 3 — **Raquel Montoya-Lewis**
Pos. 4 — **Charles Johnson**
Pos. 6 — **Helen Whitener**
Pos. 7 — **Debra Stephens**

STATE LEGISLATURE

<p>1st LD Senate — Derek Stanford House 1 — Davina Duerr House 2 — Shelley Kloha</p> <p>2nd LD Senate — Gina Blanchard-Reed</p> <p>3rd LD Senate — Andrew Billig House 1 — Marcus Riccelli House 2 — Timm Ormsby</p> <p>4th LD House 1 — Lori Feagan House 2 — Lance Gurel</p> <p>5th LD Senate — Ingrid Anderson House 1 — Bill Ramos House 2 — Lisa Callan</p> <p>6th LD House 2 — Thomas McGarry</p> <p>10th LD Senate — Helen Price Johnson House 1 — Suzanne Woodard House 2 — David Paul</p> <p>11th LD Senate — Bob Hasegawa House 1 — Zack Hudgins House 2 — Steven Bergquist</p> <p>12th LD House 1 — Adrienne Moore</p> <p>16th LD Senate — Danielle Garbe Reser House 2 — Skyler Rude</p> <p>17th LD Senate — Daniel Smith House 1 — Tanisha Harris</p> <p>18th LD House 2 — Donna Sinclair</p> <p>19th LD Senate — Dean Takko House 1 — Clint Bryson House 2 — Brian Blake</p> <p>21st LD House 1 — Strom Peterson House 2 — Lillian Ortiz-Self</p>	<p>22nd LD Senate — Sam Hunt House 1 — Laurie Dolan House 2 — Jessica Bateman</p> <p>23rd LD Senate — Christine Rolfes House 1 — Tara Simmons House 2 — Drew Hansen</p> <p>24th LD Senate — Kevin Van De Wege House 1 — Mike Chapman House 2 — Steve Tharinger</p> <p>25th LD Senate — Julie Door House 1 — Jamie Smith House 2 — Brian Duthie</p> <p>26th LD House 1 — Carrie Hesch House 2 — Joy Stanford</p> <p>27th LD Senate — Jeannie Darnelle House 1 — Laurie Jenkins House 2 — Jake Fey</p> <p>28th LD Senate — Twina Nobles House 1 — Mari Leavitt House 2 — Dan Bronoske</p> <p>29th LD House 1 — Melanie Morgan House 2 — Steve Kirby</p> <p>30th LD House 1 — Jamila Taylor House 2 — Jesse Johnson</p> <p>32nd LD House 1 — Cindy Ryu House 2 — Lauren Davis</p> <p>33rd LD House 1 — Tina Orwall House 2 — Mia Gregerson</p> <p>34th LD House 1 — Eileen Cody House 2 — Joe Fitzgibbon</p> <p>35th LD House 2 — Darcy Huffman</p>	<p>36th LD House 1 — Noel Frame House 2 — Liz Berry</p> <p>37th LD House 1 — Sharon Tomiko Santos</p> <p>38th LD Senate — June Robinson House 1 — Emily Wicks House 2 — Mike Sells</p> <p>39th LD House 2 — Ryan Johnson</p> <p>40th LD Senate — Liz Lovelett House 1 — Debra Lekanoff House 2 — Alex Ramel</p> <p>41st LD House 1 — Tana Senn House 2 — My-Linh Thai</p> <p>42nd LD House 1 — Alicia Rule House 2 — Sharon Shewmake</p> <p>43rd LD House 1 — Nicole Macri House 2 — Frank Chopp</p> <p>44th LD House 1 — John Lovick House 2 — Anne Anderson</p> <p>45th LD House 1 — Roger Goodman House 2 — Larry Springer</p> <p>46th LD House 1 — Gerry Pollet House 2 — Javier Valdez</p> <p>47th LD House 1 — Debra Entenman House 2 — Pat Sullivan</p> <p>48th LD House 1 — Vandana Slatter House 2 — Amy Walen</p> <p>49th LD House 1 — Sharon Wylie House 2 — Monica Stonier</p>
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Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Commercial Regulations & Standards Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 08-20, Change 4
Date: September 30, 2020
E-Mail: OutbreakQuestions@uscg.mil

COVID-19 – Mariner Credentials

Extension of Merchant Mariner Credential Endorsements, Medical Certificates and Course Approvals

This update to MSIB 08-20 provides guidance concerning mariner credentials, medical certificates and course approvals, and the action being taken by the Coast Guard due to the novel coronavirus and the disease it causes (COVID-19). We are doing this in keeping with national guidance to meet the challenge of this disease and in response to a number of questions and concerns raised by the maritime industry and mariners. The provisions in this MSIB are consistent with the Executive Order on Regulatory Relief to Support Economic Recovery issued on May 19, 2020.

Please be aware the following measures may cause a backlog in the processing of credentials and course approvals, especially near the end of the extension dates. Mariners and training providers are strongly encouraged to fulfill the requirements and submit applications as early as possible in order to avoid a lapse in their credential or training approval. Mariners are also advised that under our current statutory authority, the expiration dates of merchant mariner credentials may be extended for no more than one year. Similarly, training providers need to make every effort to submit their application early to avoid expiration of their current approval.

To mitigate the impact to the seafarers and the industry caused by the novel coronavirus disease COVID-19, the Coast Guard is taking the following actions:

Merchant Mariner Credentials.

- **National Endorsements:** Under 46 USC Section 7507, Merchant Mariner Credentials may only be extended for up to one year from their date of expiration. Merchant Mariner Credentials (MMC) (National Endorsements only) that expire between March 1, 2020 and December 31, 2020 are extended until the EARLIER of
 - o June 30, 2021; OR
 - o One (1) year after the initial expiration date of the credential (i.e., one year after the expiration date printed on the credential).

Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of this notice.

- **STCW Endorsements:** To remain consistent with the extension of national endorsements above, MMCs with STCW endorsements that expire between March 1, 2020 and December 31, 2020 are extended until the EARLIER of
 - o June 30, 2021; or
 - o One (1) year after the initial expiration date of the credential (i.e., one year after the expiration date printed on the credential).

Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of this notice.

- o Until July 1, 2021, for mariners who have met the requirements for initial competency in survival craft and rescue boats other than fast rescue boats (PSC), PSC-limited, fast rescue boats (FRB), basic training (BT), and advanced firefighting (AFF) and who are renewing MMCs that expire between March 1, 2020 to June 30, 2021, the Coast Guard will accept shipboard experience in fire, emergency, and/or abandon ship drills for demonstrating continued competence in PSC, PSC-Ltd, FRB, BT, and/or AFF provided they have obtained at least 360 days of relevant service within the past five years. Relevant seagoing service will be determined as described in NVICs 4-14, 05-14, 08-14 and 09-14.
- o Mariners who do not have at least one year of relevant service in the past five years can only renew their STCW endorsements by demonstrating continued competence for PSC, PSC-Ltd, FRB, BT, and/or AFF as specified in 46 CFR 12.613(b)(4) or 46 CFR 12.615(b)(4) and NVIC 04-14 (for PSC and PSC-Ltd); 46 CFR 12.617(b)(4) and NVIC 05-15 (for FRB); 46 CFR 11.302(e), 12.602(e), and NVIC 08-14 (for BT); and/or 46 CFR 11.303(e) and NVIC 09-14 (for AFF). These mariners will need to complete original or “refresher” training for PSC, PSC-Ltd, FRB, BT, and/or AFF, as appropriate. Shorter and less comprehensive “revalidation” courses are not acceptable.

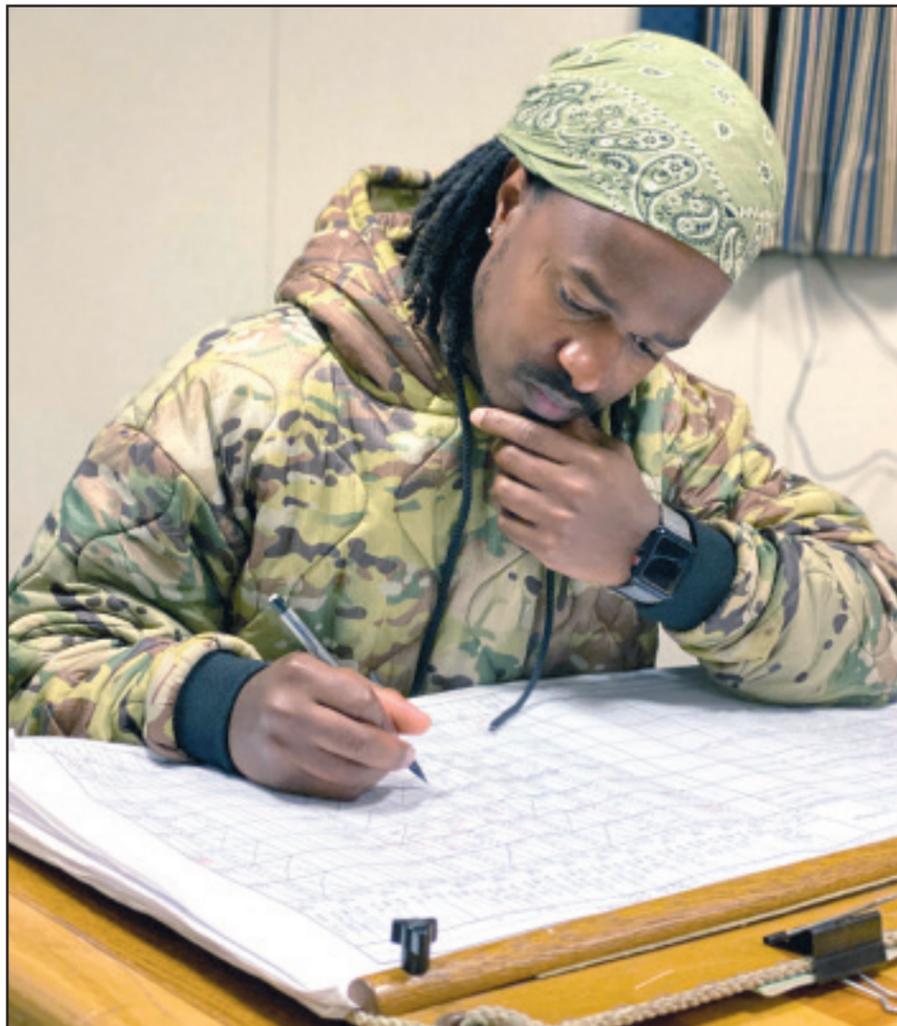
Medical Certification. The NMC is processing applications for medical certificates within normal time frames and therefore the guidance on extending medical certificates has not changed.

- **National Medical Certificates.** Medical certificates with a national expiration date between March 1, 2020 and September 30, 2020 are extended until December 31, 2020. Mariners who are actively working on expired medical certificates that meet the extension criteria must carry the expired credential with a copy of this notice. This measure relaxes the requirement to carry an unexpired medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.
- **STCW Medical Certificates:** Medical Certificates with an STCW expiration date between March 1, 2020 and September 30, 2020 are extended until December 31, 2020. Mariners who are actively working on an expired medical certificate that meet the extension criteria must carry the expired certificate with a copy of this notice. This measure ONLY relaxes the requirement to carry an unexpired STCW medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.

The NMC may issue additional guidance on these extensions and other administrative measures consistent with this MSIB. This guidance will be posted at <https://www.uscg.mil/nmc/>. For questions on administrative measures visit the NMC website, or contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

R. V. Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends

This release has been issued for public information and notification purposes only.



AB and delegate Jonathan Robinson works the sheets in the Chevron Jones Act tanker *Mississippi Voyager* at the Richmond Long Wharf.

**State of Hawaii
New Online Safe Travels Application
Mandatory on Sept. 1
All travelers required to complete
the digital application**

August 28, 2020

HONOLULU — The State of Hawaii is announcing that the new online Safe Travels application will be mandatory for all travelers on Sept. 1. This new digital application, which collects the required health and travel information, is critical to protecting the health of our residents and visitors alike. Safe Travels is one part of a multi-layered screening process which includes arrival temperature checks, and secondary screening for those with symptoms or temperatures of 100.4 degrees Fahrenheit or higher. The application can be found at <https://travel.hawaii.gov>.

National Maritime Center
Serving Our Nation's Mariners



**COVID-19 Impacts to Merchant Mariner Credential (MMC)
Application Processing Times**

The National Maritime Center (NMC) continues to experience increased MMC application net processing times due to the transition to telework and staggered staffing at our facility.

Below are important things **YOU** can do to streamline application processing:

- **Submit your MMC application electronically in a .pdf format:** Information on submitting electronic applications is available on the [NMC website](#).
- **User Fees:** Use [Pay.gov](#) to pay all fees. Include a scanned copy of your payment receipt with your application submission.
- **Documentation:** Ensure all necessary documentation (course completion certificates, drug tests, sea service forms, etc.) is included. Approximately 50 percent of applications are missing documents and trigger an “Additional Information” letter causing processing delays.
- **Don't Wait:** Despite the extensions provided via [Marine Safety Information Bulletin \(MSIB 08-20\)](#), you should submit your application once you've met the requirements. Remember, you can apply up to 8 months prior to your MMC expiration.

Applications are processed on a ‘first in, first out’ basis. The NMC will consider expediting cases when an employer verifies it is critical to operations or an applicant’s employment. To request expedited service, contact the Customer Service Center at 1-888-IASKNMC (427-5662).

Every effort is being made to maintain our 30-day net processing goal, with a corresponding high level of customer service you’ve come to expect. The above items will greatly help streamline application processing. Thank you in advance for your assistance.

Sincerely,

/K. R. Martin/

Kirsten R. Martin
Captain, U.S. Coast Guard
Commanding Officer



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Appeals Court Sides with ILWU in Landmark Jurisdiction Case

International Longshore and Warehouse Union members have the right to perform maintenance and repair work at Pacific Maritime Association port facilities on the West Coast, the Ninth Circuit held, overruling the NLRB.

The intra-union dispute over the right to perform certain maintenance and

repair (M&R) work for Kinder Morgan Terminals (Kinder Morgan) at its Bulk Terminal facility in Vancouver, Washington spans many years. In 2008, Local 4 of the International Longshore and Warehouse Union (the Longshoremen) 1 and the Pacific Maritime Association (PMA), an association of West Coast port oper-

ators, negotiated a collective bargaining agreement (CBA) with the Longshoremen in which they agreed to offset anticipated future losses of longshore jobs to automation by expanding the Longshoremen's jurisdiction to include additional work at facilities run by PMA members. One such member, Kinder Morgan, had previously subcontracted the electrical M&R work at its Vancouver facility to a company that employed electricians represented by Local 48 of the IBEW.

A cacophony of agency and arbitral decisions ensued. Following a 2011 hearing, the NLRB awarded the disputed work to the Electrical Workers over the Longshoremen's defense that they were preserving work secured under the new CBA. Meanwhile, the arbitrator on the ILWU grievance case found that the CBA covered the disputed work. The IBEW then filed unfair labor practices (ULP) charges, and the NLRB opposed the ILWU's continued pursuit of the disputed work. In 2014, an administrative law judge (ALJ), after a seven-day hearing, found the Longshoremen's actions were aimed

at preserving bargained-for work and dismissed the NLRB complaint.

But five years later, the NLRB again disagreed and reversed the ALJ, rejected the Longshoremen's work preservation defense, found them in violation of the NLRA, and ordered them to cease all attempts to obtain the disputed work. The Ninth Circuit then stepped in declaring first of all the ILWU's procedural right to go forward in preservation defense and also that the 2008 CBA encompasses the disputed work which both unions claim. The plain language of the agreement unambiguously assigns to the Longshoremen all M&R work, on all present and future stevedore cargo handling equipment—including [*3] its technological equipment and electronics—for all PMA members, at all West Coast ports. The Court said the Board blew it by using extrinsic evidence to inject ambiguity into the CBA's unambiguous terms and, by extension, assessing the Longshoremen's work preservation defense based on that erroneous construction.

Alcohol Consumption No Help with COVID

While hand sanitizers containing 60-95% ethyl alcohol can help destroy the coronavirus on surfaces, drinking alcohol — including beverages with high percentages of alcohol — offers no protection from the virus. The concentration of alcohol in the blood after one standard drink is in the range of 0.01-0.03% (a blood alcohol level of 0.01-0.03 gm%), which is a tiny fraction of the concentration needed to produce an antiseptic action. Indeed, a blood alcohol concentration of 0.40% can be fatal.

Far from offering protection, alcohol misuse makes the body more susceptible to viral infections and can worsen the prognosis. Alcohol in the body at the time of exposure to a pathogen tends to impair the body's immediate immune response to the pathogen, making it easier for an

infection to develop.

Longer term, excessive alcohol consumption impairs immune cell functions in the lungs, making the body's immune response less effective. Excessive alcohol use also damages the cells that line the lung surface and this damage can go undetected until an infection occurs in the lungs.

Alcohol misuse is also associated with Acute Respiratory Distress Syndrome (ARDS). In fact, individuals who misuse alcohol chronically are more likely to develop ARDS, more likely to need mechanical ventilation, have a prolonged stay in the intensive care unit, and have a higher risk of mortality from ARDS. All of these effects of alcohol misuse could certainly complicate COVID-19 prevention, treatment, and recovery.

Military Study Reveals Low COVID Transmission Risk in Airplanes

continued from page 1

The tagged fluorescent tracers allowed for researchers to better follow their distribution path, both in flight and on the ground.

Sensors throughout the aircraft measured over 300 iterations of aerosol releases — at rates of 2 to 4 minutes -- across four cabin zones on the 777, and three zones on the 767, Mewbourne explained. The dispersions were mapped in real-time, he said.

The particles were quickly diluted, however, and only remained detectable for fewer than six minutes on average, TRANSCOM said in the report. By comparison "a typical American home takes around 90 minutes to clear these types of particles from the air," the command said.

While the more time spent on an aircraft correlates to a potential infection rate, according to the study, even passengers on long-haul flights wouldn't be able to pick up a sufficient viral load under the test conditions. Passengers traveling on board the 777 would need to spend at least "54 hours when sitting next to an index patient in the economy section," and more than 100 hours in the other cabins of both the 777 and the 767 to be exposed to an infectious dose, the study said.

Mannequins representing passengers were positioned throughout the aircraft, some wearing masks and some without. David Silcott of S3i and one of the authors of the report said the dispersed mannequins were part of both breathing and cough tests.

During the simulated cough tests, masked mannequins showed a "very, very large reduction in aerosol that would come out of [them], greater than 95% for most cases," Silcott said. "It definitely showed the benefit of wearing a mask inflight from these tests."

Pope said it is important to consider that the study was specific to aerosols and not ballistic droplets, those that are emitted while coughing, sneezing or breathing heavily.

That said, "the mask is very important in that the larger droplets that travel ballistically through the air will be caught by your mask," Pope said. "And if you don't have the mask on, then you cannot reduce those numbers of ballistic particles."

Scientists also collected samples from surfaces like armrests and video screens, considered "high-touch" zones; the tests showed that while the distribution on surfaces was minimal, flat surface areas -- like armrests -- are more likely than vertical surface areas like seatbacks or screens to collect deposits of particles.

There are other caveats: The scientists didn't try to simulate passengers freely moving about the cabin, moving around to switch locations or turning toward one another to have a conversation.

The study next heads into a peer review before its findings can be submitted for a scientific journal. TRANSCOM is examining the results, which could spur new travel policies or proposals, Pope said.

Following the onset of the coronavirus pandemic in March, TRANSCOM identified an immediate need to move passengers in a safe manner, including high-risk patients as well as military members and families traveling aboard the Defense Department-contracted Patriot Express flights. The two Boeing aircraft used for the aerosol simulations are the aircraft most typically used for Patriot Express flights.

The officials stressed service members should still follow current Centers for Disease Control and Prevention guidelines and airline protocols when boarding a flight.

SAILORS REMEMBERED



SUP pensioner Jan Peter Johnsson, AB and Capt James Linderman, with SUP pensioners Klaus Lang and John Linderman before sailing on a voyage in remembrance of recently departed Kaj Kristensen, Bob Copeland and Dave Larsen.

Crew prepares the 1885 gaff-rigged sloop *Freda* for the outbound trip and the burial-at-sea ceremony in the Golden Gate near Pt. Bonita.





The APL Negotiating Committee before a meeting in the Dispatcher's Office of SUP Headquarters during late September negotiation with the Company. On the left is VP Matt Henning, Chairman Mike Worth, Norhaslan Idris, Dave Frizzi, Robert Reed and SF Business Agent Roy Tufono.

New Two-Year Agreement

continued from page 1

demands. APL also noted the unknown impact of health considerations on international trade, renegotiation of trade agreements, returning container capacity pressure on freight rates, and the election as uncertainties affecting bargaining.

During the course of negotiations, dozens of proposals were exchanged, advanced, debated and withdrawn. The Committee proposed practical solutions to perennial problems as well as higher wages and benefits. At the same time, they defended against rollbacks and reductions in pay as well as attempts at changing the nature of their work and the structure of their compensation.

Through it all the issue restrictions to ship figured prominently. The SUP, MFOW and SIU took strong positions, formally demanding a return to normal and full shore leave with reasonable precautions. The cumulative hardship of prolonged restriction was emphasized by the Unions, and the basic contradiction of a more restrictive policy for front-line maritime workers than for the general

public was detailed.

The Company for its part instead proposed elimination of existing restriction language. Without progress both sides ultimately withdrew their proposals and the terms of the extension to existing restriction agreement were re-negotiated in coordination with the licensed unions MEBA and MMP.

Overall, the short-term two-year agreement is responsive to pandemic and economic uncertainty while making advances in wages and benefits and giving up nothing to get them. The SUP Negotiating Committee, comprised of Chairman Mike Worth, Norhaslan Idris, Robert Reed, Dave Frizzi, along with San Francisco Business Agent Roy Tufono, Vice-President Matt Henning, and President Dave Connolly, having met its goals of concession free increases, maintenance of benefits, and job security, concluded along with the MFOW and the SIU on September 28th that nothing was left on the table. They recommended approval and on October 13 and 19 the membership agreed and ratified the Agreement.

Nautilus Federation Calls for Ship Detentions to Stop Crew Crisis

An international federation of unions said that the hundreds of thousands of seafarers who are stuck at sea beyond the internationally agreed 11-month maximum service term are being denied their human rights.

To call attention to it, the Nautilus Federation has called on ports to detain ships when crews work beyond the time limits set by international treaties.

"The failure of governments, industry and flag states to name seafarers as key workers and get them off ships and home to loved ones has led to a humanitarian crisis that can no longer be tolerated," says Nautilus Federation Director Mark Dickinson.

The unions said industry and governments must prepare for the disruption to global supply chains that would result from detaining ships in ports to facilitate seafarers' repatriation.

"Maritime and shipping professionals, at sea and on inland waterways, have had enough," the group said in its statement, which was released on Sept. 24 to coincide with International Maritime Day. "We will continue to push for an international solution, together with the affiliates of the International Transport Workers Federation, so that the key workers of the world's seas and rivers are able to get to and from their vessels without delay."

The unions noted that major flag states have the ability to resolve the crisis simply by refusing to allow seafarers on their ships to be denied their fundamental human rights.

While many of these flags-of-convenience quickly ratified the Maritime Labor Convention 2006, the "ease and speed by which many... subsequently ignored the rights of seafarers is a stain on the entire maritime industry," they said.

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 Title: PUBLISHER
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Vote Union by November 3



SUP PRESIDENT'S REPORT

American President Lines

As of the meeting today a new stimulus bill is still pending in Washington. Bound up in that bill is many things, including for us substantial, worker-centric economic relief package, including emergency funding for the Maritime Security Program. As reported last month in this report and in the September edition of *West Coast Sailors*, the elected leaders of America's transportation labor unions jointly demanded that Congress pass the bill. We reminded Congress that transportation workers are among the frontline workers steering the country through this public health and economic crisis. Like those in aviation and rail, maritime workers put themselves at risk for the benefit of all, getting the goods where they need to go. Congressional inaction to meet the needs of these workers will ripple through our Unions, our industry, and eventually the effects will be felt across the economy. It is an unacceptable disservice to the people who are both doing the work and bearing the brunt of this crisis to fail to pass this legislation.

Maybe they heard us because it now appears that another stimulus package is likely, with only the question of whether it comes before or after the election remaining. Whatever the short-term timing, over the long course of SUP history, the future health of the Union has sometimes been intertwined with vast political forces. This is also one of those times.

APL Agreement: The SUP Negotiating Committee met on September 18, 2020 to review materials and otherwise prepare for a new agreement within a compressed bargaining schedule with APL. The Committee began negotiating with management on September 21st as the combined SIU-Pacific District on the General Rules, later meeting separately on the SUP Work Rules. During the whole of bargaining, dozens of proposals were exchanged, advanced, debated, withdrawn, and very occasionally, agreed to. On September 28, together with the MFOW and the SIU, the SUP reached a tentative agreement with APL consistent with the following summary:

General Rules:

1. Term of Agreement: Two years from October 1, 2020 through September 30, 2022.
2. Wages and Wage-related Items:
3. Three percent (3%) on October 1, 2020
4. One and one-quarter percent (1.25%) on October 1, 2021.
5. Welfare Contribution Increase as measured by Medical Care Services CPI-W (at 6%) applicable October 1, 2020 and CPI-W (rate as determined by the federal government) on October 1, 2021.
6. MFOW, SIU, and SUP Training Funds Contribution Increase of fifty cents (\$0.50) per work day on October 1, 2020 and October 1, 2021.
7. Update Appendix B Transportation Fare increase and renew Maintenance Agreements.
8. Update to Section 11 Quarters (to delete "satellite TV" feasibility study) and Section 12 Messrooms (to replace "vacuator" with "coffee maker") and in both sections to bring existing and new vessels into compliance with the Maritime Labor Convention as the applicable standard.
9. Update to Section 17 Transportation to replace "coach" with "economy" and retain all other provisions business or first-class transportation if medically required repatriation.

SUP Work Rules:

It is important to note that the Committee proposed several good faith fixes to perennial problems such as guaranteed weekend overtime for both watchstanders and daymen, new protections for the 1500 knock off, new additional billets for Ordinary Seaman, and streamlined overtime payments for handling of all stores, as well as higher wages and a vacation day among other things (with impact to both General Rules and Work Rules).

At the same time, and especially in terms of the SUP Work Rules, we defended against scores of Company-proposed deletions and revisions in a sustained attempt at wholesale and fundamental change. These initiatives ranged from elimination of the existing restriction to ship language (while rejecting a realistic Union proposal for safe and equitable shore leave), rolling back health and welfare provisions, downgrading minimum storing and menu standards as well as adding the requirement of dental exams not to mention removing the 16" oscillating fans. The Company also aimed at overtime reductions through a new fixed overtime scheme, tried for permanent bosuns, as well as a restructured watch system and elimination of the helmsman, carpenter's work, deck port watches and many other things. In the end, as our improvements were rejected, their attacks were repulsed, and the SUP Work Rules remain concession-free and status quo.

Overall, the short-term two-year agreement responds to unfavorable pandemic and economic conditions while making a minor advance in wages, a not-so-minor maintenance of benefits, and giving up nothing to get them. Comprised of Chairman Mike Worth, Norhaslan Idris, Robert Reed, Dave Frizzi, along with San Francisco Business Agent Roy Tufono, and SUP VP Matt Henning the Committee concluded on September 28th that nothing was left on the table and recommends ratification.

Mr. Chairman I recommend ratification of the tentative agreement with APL Marine Services as just described and laid out in the attachments.

Restriction to Ship Agreement:

A main subject of bargaining at APL negotiations was the ongoing restrictions to ship, especially in San Pedro and Oakland. In August, as a patchwork of restrictions were imposed, as ships were sequestered and detained, and especially after COVID-related death struck close to home aboard a U.S.-flag ship, the Unions agreed to a temporary restriction to ship grievance settlement (RTS agreement) that allowed for

compensation and other improvements. At the bargaining table, the Unions proposed (as we have from the outset of the pandemic) that sailors be subject to only those restrictions imposed on the general public by the local authorities in each port. Backed up by our record of aggressive and meticulous preventative behaviors, the Company nevertheless rejected our proposals, favoring instead an even more restrictive version of the present scheme that would permanently eliminate our Section 18 on Restriction to Ship.

In that context, after the close of general bargaining, the Unions including the SIU-PD and the licensed Unions, reached separate agreement to extend the RTS agreement along exactly the same lines, except to increase to the stipend or flat rate from \$100 to \$150 per day.

(A "day of restriction" shall be considered any period of time of four (4) hours or more in a twenty-four (24) hour period, during which crew is required aboard between arrival and departure as defined by the Agreement. To be clear such conditions include time alongside a berth or while a vessel is anchored or moored at or in the vicinity of a port and a minimum of four (4) hours of restriction is necessary for payment in each twenty-four (24) hour period, including during consecutive days of restriction. Restrictions imposed or lasting for less than four (4) hours within any twenty-four (24) hour period will be payable at the penalty rate (hourly straight time rate in addition to daily base wage) and not the daily rate for that period. Exceptions may be made on a reasonable showing of need upon approval by the Master and approval from the appropriate Company shoreside management. Only one payment per twenty-four hour period is payable. The previously increased internet speeds, as well as special attention to any internet problems in the *President Roosevelt*, along with the \$40.00 weekly slop chest credit, is also agreed to. The agreement expires at midnight (2400), on October 31, 2020, unless extended by mutual agreement of the parties.)

Mr. Chairman, I recommend renewal of the Restriction to Ship Agreement with APL Marine Services.

SUP Welfare Plan

Pensioner Benefit Improvements: The Trustees of the SUP Welfare Plan (SUP VP Matt Henning and myself for the Union and Thomas Percival for Matson and John Dragone for APL) met on September 16, 2020 for the regular quarterly meeting. After considerable debate and financial review, Employer Trustees agreed with the Union Trustees proposals for two benefit improvements.

Reviving a proposal made in June, an increase of five-hundred dollars (\$500.00) was made to Special Pensioner's Medical Benefit, bringing the annual reimbursable amount allowable in the "Miscellaneous" category from \$1500 to \$2000 during the Plan Year (August 1 through July 31).

In addition to two other increases in 2015 and 2018, this new increase brings to seven thousand (\$7,000) the total amount available for reimbursement of health and medical expenses under the rules of the Special Pensioners Medical Benefit. Together with another benefit, the pre-existing \$2,000 Pensioner benefit amount available under the Regular Fund of the Welfare Plan, the total reimbursement now accorded to SUP Pensioners amount is \$9,000 annually.

The Union Trustees also moved to lengthen the allowable window of claims reimbursement from 90 days to 180 days effective August 1, 2020, making the benefit more accessible. That motion also carried. The allowable reimbursement categories include Medicare Part B premiums, medical gap health insurance premiums, prescription drug payments, dental payments, and other miscellaneous medical expenses.



With Chairman Roy Tufono (far right) supervising, Robert Leeper and James Linderman, having gained top seniority in the Union, stand before the membership at the Headquarters meeting in San Francisco on October 13, 2020, and take the oath of obligation.

SUP President's Report continued

Election 2020

Election Day looms but the 2020 U.S. General Election is well underway with many states mailing ballots last week. For workers, it is hard to overstate the importance of this election. Whether it's packing the courts with anti-labor judges or the NLRB with anti-union appointees, or supporting "right to work" (for less) legislation that increases union freeloaders, or restricting overtime pay, among many other things, the Trump Administration has routinely lined up against labor. Both presidential candidates support a pro-U.S. maritime policy, but only Joe Biden has repeatedly and unequivocally supported the Jones Act in vote after vote while at the same time helping to create the Maritime Security Program. As the *West Coast Sailors* reported last month, Biden made comprehensive support for the U.S. merchant marine a critical element of his "Plan for America." More generally, Biden has come out in favor of the Protect the Right to Organize (PRO) Act which could be landmark labor legislation and capable of a complete reconfiguration of the nation's Union landscape. Biden's excellent pro-union record helped him gain the endorsement of the AFL-CIO, and his running mate for Vice-President, California Sen. Kamala Harris, is a long-time friend of maritime labor and the Sailors' Union. Urge all hands to vote and vote in their economic best interests.

SUP Building Corp. and Union finances

At the last meeting of the SUP Building Corporation, Trustees discussed various items related to the management of the Headquarters property at 450 Harrison St. Chief among the issues was the ongoing trend of tenant vacancy and the associated loss of rental income. Soon after that meeting a major tenant gave non-renewal notice on their lease, and the pandemic-driven negative trend gained momentum. Yet, as recent Quarterly Finance Committees can attest, the Union remains in good shape financially, mainly due to aggressive cost control, particularly in staffing, offsetting revenue losses. Fiscal discipline has long been our policy, but it can only go so far before member services are impacted. Steady building income has been for years a cushion against the press of rising costs, allowing us to avoid for example the question of a dues increase. Like the income from our stalwart Union dues-paying pensioners, building income has subsidized union operations. But financial independence is our strength and on that we can't take anything for granted. We have only the Union we can afford and depend on none but ourselves to maintain it.

Maritime Regulation on Vessel Automation

Just as the U.S. Navy and Coast Guard announced plans to test unmanned surface vessels in Hawaii and elsewhere, the Coast Guard's regulatory unit issued a formal initial "request for information" on the regulation of existing and future use of autonomous U.S.-flag commercial vessels. Since SUP members have a vested interest in the commercial application of automation technology, I worked with the Transportation Trades Department of the AFL-CIO (TTD) to help establish a primary a primary position submitted for consideration under Docket No. USCG-2019-0698.

Despite labor's consistent advocacy for responsible review of automation technologies, the deck is already unsurprisingly stacked against labor. The maritime workforce faces great uncertainty and risk, on a variety of levels including from automation, and protecting good jobs and maintaining safety at sea is unfortunately perceived by many as a retrograde mentality in our technologically transfixed society. Even the request for information has baked-in biases in favor of automation. It calls for comments that extol the values of automation and presumes large cost savings while giving short shrift to critical questions of safety and impacts to the maritime workforce.

Accordingly, we urged the Coast Guard to consider how new technology may impact maritime workers, particularly if it is now inserting itself in the marketplace

development and deployment of automated vessel technologies via the elimination of so-called regulatory barriers. There is no critical urgency in the maritime industry to prematurely accelerate the introduction of automation, and the International Maritime Organization has previously warned that "a degree of caution is needed to ensure that an inappropriate regulatory framework is not hastily put in place..." The Coast Guard should closely study how automated vessel technology may alter the future of work for mariners and take a leading role in supporting active labor market and training/retraining programs to prepare these employees for the challenges and opportunities presented by new technology. Further, any efforts to develop these types of programs cannot be developed in a vacuum and must be shaped in consultation with mariners and their unions.

Moreover, maritime labor, shipping companies, and our federal defense partners have long sounded the alarm on the decline in the merchant mariner workforce, and the dangers of a shortage of domestic, Coast Guard qualified merchant mariners. Regardless of how automation unfolds, existing shortfalls in the maritime employment base are an immediate problem. Efforts that blindly champion the future of automated vessel technology without consideration for impacts on employment will have a chilling effect on the recruitment, training, and retention of the maritime workforce already under strain.

The Coast Guard must uphold safety standards in partnership with mariners before approving automation deployment. Commercial maritime vessels pose enormous risks to marine safety. Even minimally intrusive automation could lead to tragic technical failures if insufficient crewmembers are available onboard to service the ship, respond to emergencies, and ensure proper operation. Prudent seamanship has for centuries had high levels of reliability, and that may sometimes falsely appear as unnecessary redundancy. Finally, we demanded that the Coast Guard seriously reckon with the cyber-security risks around automation, taking into account the increasingly frequent attacks and the hacking of shipboard technology.

It is likely that the SUP will grapple with the impact of automation for decades to come, and future generations of members may gain orientation from our response.

Credentials Update

On September 30, the Coast Guard issued Change 4 to the Marine Safety Information Bulletin 08-20 covering mariner credentials during COVID-19. The main point is that both national and STCW endorsements that were set to expire between March 1, 2020 and December 31, 2020, are now extended. The extension goes to the EARLIER of either June 30, 2021 or one year from the expiration date of the credential. Members are urged not to wait and make application as soon as possible since there will likely be backlogs as the pandemic drags on. The full MSIB and other related and unrelated important credentialing information is available on the "Shipping Documentation" page of the SUP website at www.sailors.org.

Holidays

Veterans Day: All SUP hiring halls will be closed on Wednesday, November 11 for Veterans Day, an SUP contract holiday.

Thanksgiving: All SUP hiring halls will be closed on Thursday, November 26 for Thanksgiving, an SUP contract holiday.

Action taken

M/S (Reed, several) to ratify the APL Agreement. Carried unanimously.

M/S (Rossi, several) to approve the new terms and renewal of the temporary APL RTS settlement agreement. Carried unanimously.

M/S (Thanash, several) to concur in the balance of the President's Report. Carried unanimously.



Over a bar and a barber shop, in 1911 the headquarters of the Sailors' Union of the Pacific and the offices of the *Coast Seamen's Journal* (predecessor of the *West Coast Sailors*) was situated only steps away from its founding site on lumber pile on Folsom St. wharf along San Francisco's Embarcadero.



At the San Francisco hall in 1981 stood Frank Portanier, an unidentified member, former Business Agent Kaj Kristensen and James Cunningham.

China Threatens to Detain U.S. Nationals

In response to U.S. Justice Department prosecution of Chinese military scholars, government officials in Beijing have warned that U.S. nationals could be detained in China.

The message was clear: the U.S. should drop the prosecutions or U.S. citizens in China may be found in violation of

Chinese law. The U.S. Department of State warned that U.S. nationals in China with any kind of a business dispute or government "investigation in criminal or civil issues may result in an exit ban which will prohibit your departure..." The tensions arise from alleged visa and espionage arrests and incidents in Houston and San Francisco related to Chinese military researchers, and usher in a potential new phase of international relations called "hostage diplomacy."

A former U.S. national security official said that "historically these dust-ups were resolved behind closed doors to contain the diplomatic fallout..." No the "DOJ's recent moves represent a full-on assault..." A September travel advisory from State recommended that U.S. citizens avoid China travel for a number of reasons including that they may unwittingly become "bargaining leverage."



Biden Promises Union Jobs

Democratic presidential candidate Joseph Biden Jr. at a rally in Toledo OH on October 7 worked to gain the unionized, noncollege-educated voters who may have supported the Republican ticket in 2016.

"My dad was an automobile man," Biden said to United Auto Workers members in Toledo. The former vice president employed his trademark empathy as he compared auto industry hard times from his childhood to more recent times.

Biden promised to "reward work, not wealth," by raising taxes on corporations and the "super-wealthy" and by adding higher paying unionized jobs.

"Look, I view this campaign as between Scranton (Pennsylvania, Biden's early childhood hometown) and Park Avenue. Between Toledo and Park Avenue," Biden said.

"Like a lot of you, I spent a lot of my time with guys like Trump looking down on me, the Irish Catholic kid in the neighborhood. Guys who thought they were better than me because they had a lot of money," he said. "Guys who inherited everything they ever got, and still managed to squander it."

Biden said his economic plan would create 18.6 million jobs over the next four years through a variety of measures including one million "good-paying union jobs" in manufacturing and building new products and technology would be added, he said. The Biden plan calls for \$600 billion in federal contracts awarded each year for ships, planes and cars that would only go to companies that make the products in America. Investments will be made in construction of bridges, roads, ports and 1.5 million new affordable housing units, he said. High-speed broadband will be in every home "And it's all going to be done by certified union labor," he said.

APLMS/SUP WAGE AND OVERTIME RATES

Effective October 1, 2020

Maritime Security Program: (APL GUAM, GULF EXPRESS, SAIPAN, PRESIDENTS CLEVELAND, EISENHOWER, F D ROOSEVELT, KENNEDY, TRUMAN, WILSON)

Rating	10/1/2020		Supplemental	Supplemental	Supplemental	Money Purchase
	Wages Monthly	Wages Daily	Benefit Base Monthly	Benefit Monthly	Benefit Daily	Pension Plan Daily
Bosun (Bosun/AB)	\$6,096.16	\$203.21	\$6,282.42	\$3,560.25	\$118.68	\$25.00
A.B.	\$4,299.35	\$143.31	\$4,695.33	\$2,660.84	\$88.69	\$25.00
A.B. Watchstander/Daystander	\$4,299.35	\$143.31	\$4,695.33	\$2,660.84	\$88.69	\$25.00
O.S. (STOS)	\$3,297.69	\$109.92	\$3,685.27	\$2,088.44	\$69.61	\$18.51

OVERTIME RATES

	10/1/2020
OT01	The hourly overtime rate for all ratings: except the Ordinary Seaman (STOS) \$35.09
OT01 (STOS)	Ordinary Seaman (STOS) \$26.33

CARGO RATES

	The hourly cargo rate for all ratings:
OT04	Straight Time Hours \$26.33
OT05	Overtime Hours \$43.35

SHORTHANDED (Section 7 SUP Work Rules)

Bosun OT03	Bosun	\$59.89
AB OT03	A.B.	\$45.13
STOS OT03	STOS	\$33.86

STANDBY RATES (Section 43 SUP Work Rules)

Bosun		
Straight Time Hours	\$33.51	\$25.00
Overtime Hours	\$55.08	
A.B.		
Straight Time Hours	\$32.11	\$25.00
Overtime Hours	\$52.90	

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun		
Straight Time Hours	\$29.66	\$25.00
Overtime Hours	\$49.35	
A.B.		
Straight Time Hours	\$28.00	\$25.00
Overtime Hours	\$47.17	

DECK PORT WATCHES (Section 55 SUP Work Rules)

Bosun OT02	Straight Time Hours	\$39.94	
	Overtime Hours	\$59.92	
AB OT02	A.B. and STOS		
	Straight Time Hours	\$30.08	
	Overtime Hours	\$45.13	

FUEL OIL SPILL CLEANUPS

OT06	Straight Time, all ratings	\$21.43
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Dispatcher's Report

Headquarters — SEPTEMBER 2020

Deck	
Bosun	2
Carpenter	0
MM	1
AB	4
OS	3
Standby S.F.	5
Total Deck Jobs Shipped	15
Total Deck B, C & D Shipped	10
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	15
Total B, C, & D Shipped-All Depts	10
Total Registered "A"	22
Total Registered "B"	35
Total Registered "C"	7
Total Registered "D"	9

TIME BACK RATES	
OT07 Bosun	\$25.40
OT07 AB	\$17.91
OT07 STOS	\$13.74

WATSON Correction: FOS Bosun day rate: \$275.33; FOS AB: \$217.79; ROS AB OT: \$26.82

Dispatcher's Report — M/S (Fuentes -several) to accept and publish in West Coast Sailors.

SUP BRANCH REPORTS

HONOLULU

October 2020

Shipping: Shipped the following jobs in the month of August: 0 Bosn steady, 0 Bosn relief, 1 Bosn return, 1 AB Day steady, 0 AB Day relief, 0 AB Day return, 3 AB Watch steady, 1 AB Watch relief, 1 AB Watch return, 0 AB Maint, 1 OS Watch steady and 3 GUDE steady. The shipping jobs were filled by 2A cards, 7B cards, 2 C cards, and 0 D cards.

Standby jobs: Shipped 13 standby jobs. The standby jobs were filled by 0 A cards, 10 B cards, 2 C cards, and 1 D cards.

Registered in Honolulu: 7 A cards, 21 B cards, 7 C cards, 3 D cards

Ships checked by phone and email:

Manukai, DK Inouye, Manoa, Kaimana Hila, Manulani, Mahimahi, Maunawili, Lurline, RJ Pfeiffer, and the Paint and Rigging gang. All are running with few or minor beefs except for the restricted to the ship beefs which we have on all ships and the investigations are ongoing.

APL Guam — no major beefs

APL Saipan — no major beefs

USNS Charlton — no major beefs

USNS Watson — no major beefs

Agents Report:

I have to report that one of our SUP brothers tested positive for the Covid-19 virus at the Paint and Rigging gang on October 9th. The rest of the Paint and Rigging gang was tested that day and all seven of them tested negative. (There are 8 total in the P&R gang). Those remaining seven are to be re-tested on October 13th and if they all come back negative they will be allowed to return to work on October 16th. The one SUP brother that tested positive is being taken care of and as of this writing he is doing good.

This is a big wakeup call! The Covid-19 virus is real and it is getting closer and closer to the ones we love and our membership. Just because you are on a ship where you are quarantined doesn't make you immune. Please take care of yourselves and family and follow all the safety protocols. Even following all of the rules doesn't guarantee you won't get the virus; it just gives you (and your families) a better chance than most to not get infected. I have hand cleaner and masks at the hall for anyone who needs them.

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

Mike Dirksen.

WILMINGTON

October 2020

Shipping: Bosun: 1, AB/W: 12, AB/D: 11, OS/ STOS: 1, GVA/GUDE: 0. Standby: 63
Total Jobs Shipped: 88

Registrations: A:27, B:45, C:4, D:5.

Ships Visited: Checking with ships by phone, email and in person due to COVID 19 restrictions.

Agents Report:

All ships sailing in and out running smooth occasional clarifications.

The SUP Negotiating Committee reached a Tentative Agreement with APL.

Details of new agreement are posted in the Union Hall, recommend ratification.

When your dispatch is complete, clean your room before leaving the ship.

Keep your dues current and be sure to check your documents, dues and document must be current to ship. When you get new documents let me know so I can update your records. This is your Union participate, come to meetings, read the *West Coast Sailors* and stay informed.

Leighton Gandy

SEATTLE

October 2020

Shipping: 4 Patriot AB's shipped, filled with 2 B, 1 C, and 1 D card; Matson called for 20 Standby AB's and were filled with 3 A, 7 B, 7 C, 7 D cards.

Registered:

5 A cards for a total of 13, 12 B cards for a total of 26, 4 C cards for a total of 7, 7 D cards for a total of 7

Agents Report:

I would like to remind all hands that we have bargained for and retain exceptional health care, and when returning from flights Kaiser has COVID tests available. Its quick and will help protect your families and community from possible spread.

If you are renewing with the Coast Guard and do not have reliable computer capabilities, please bring in your applications and CG-719K physicals to the Hall I can scan and submit them for you. Remember, all applications must be submitted to the Coast Guard in PDF.

Brendan Bohannon



VICE PRESIDENT'S REPORT

October 2020

Ships checked — October

APL President Wilson — Mike Henderson, delegate. Ship overcame many logistical hurdles to get into Chinese shipyard. APL and SUP are working together to assist with a recent injury.

APL Gulf Express — Rocky Casazza delegate. Currently dispatches are going through Dubai which requires two-week quarantine before joining ship. Ed Zepeda, bosun.

USNS Sisler — Alex Glosenger, delegate. On the hook in Diego Garcia, next round of reliefs in mid-November for DGAR ships. Xerxes Cunanan, bosun.

USNS Dahl — Randy Cruz, delegate. Clarifications about manning and seniority rights on the ship. Saul Townsend, bosun.

USNS Watson — John Fearon, delegate. No major beefs. Juancho Gutierrez, bosun.

USNS Soderman — Majority of crew recently joined ship in September. Things running smoothly with Jeff Nicholas as bosun.

SLNC PAX — Frank Duffin, delegate. Ship completed a yard period and looking better than ever. Back on the Japan-South Korea-Marshall Island run.

Cape V's and T's — All five ships in Beaumont, Texas. Little or no beefs.

Cape Horn & Henry — Successful activations with long ROM periods. Paul Fuentes and Noel Itsumaru, bosuns.

Cape Hudson — Andrew Montoya, delegate. Ship underway on Pacific Defender mission. Returning to San Francisco in two weeks. Phil Coulter, bosun.

Mississippi Voyager — Jonathan Robinson, delegate. Continuing West Coast run with little or no beefs. Scott Oliphant, bosun.

I represented the SUP at the monthly Alameda Labor Council meetings. The Coast Guard has made several extensions for docs and certs. Having said that, I never recommend relying on extensions. They are in place because of back logs due to COVID and longer processing of documents than normal. Staying ahead of expiring documents is of utmost importance.

BUSINESS AGENT'S REPORT

October 2020

Mahi Mahi — Mick McHenry, delegate. Sailed with no beefs, on the southern triangle running smooth with Bosun Remoni Tufono.

RJ Pfeiffer — Isnin Idris, delegate. In at Oakland #62 ship's been arriving late afternoon the past two trips. Due to weather and berth availability. In good hands with Robert Morgan as Bosun.

Maunawili — Duke Maringer, delegate. In and out Oakland with no beefs on the Northern triangle with Rhonda Benoit, Bosun.

Cape Henry — Yvette Cavan, delegate. All fast at Pier#96 after last month activation for 27 days with the 14 day Quarantine and COVID testing before, during and after the activation. This was a big success for all unions. Noel Itsumaru Bosun.

Cape Horn — At Pier#S0 after last month's activation ship returns to RRF status with Paul Fuentes Bosun.

Admiral Callaghan — Pier#2 John Crockett delegate Ship returns to RRF status after last month's activation & sea trials for a total of 27 days including 14 day quarantine during the activation with no one tested positive a huge success. Joel Schor Bosun.

Cape Hudson — Andre Montoya, delegate. On an extended Pacific Pathway mission enroute for Seattle due back in San Francisco sometime late October. Phil Coulter Bosun.

President Wilson — Michael Henderson, delegate. In Zhoushan shipyard through September expecting to back in service around the end of October. John Duran Bosun

APL Gulf Express — Rocky Casazza, delegate. Things are looking up with the arrival of our new bosun. Unity and leadership is an SUP hallmark. Things have definitely changed for the better. Eduardo Zepeda Bosun.

President Truman — In at Oakland #56 with Elexir Ponce, delegate. Sailed with no beefs, rushing to get back on schedule. Isagani Cruz time up as bosun he will be greatly missed. Gabriel Sipin relieved him as Bosun.

President Eisenhower — In and out Oakland #56 Sailed for the far east with no beefs Paul Harsany as Bosun. Good gang.

APL Negotiations — 2 year Agreement, 1st year 3% increase. 2nd year 1.25% increase, restriction to the ship settlement increase \$50 to \$150.00 per day.

Status quo on the work rules and shipping rules.

Just a reminder for those members filing for supplemental benefits in San Francisco.

Please do not show up at the welfare office. File your vacation via email with your local union hall, or email ,call Headquarters. All COVID-19 related. All Hands mail in your ballot, be sure to Vote November 3rd !

Worked in the front office and helped dispatch.

Roy Tufono

