



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXVII No. 6  185

SAN FRANCISCO, CALIFORNIA

Wednesday, June 12, 2024



On Utah Beach in Normandy, a long overdue monument to the U.S. Merchant Mariners who participated and died in the D-Day invasion. Maritime historians have recently focused on the pivotal role they played in achieving victory.

Maritime Labor Fights to Stay Ready

Army Set to Cut Prepositioning Ships

The SUP and other maritime labor unions are criticizing a proposal to cut U.S. prepositioning readiness. Joining with contracted companies, the Unions have now forthrightly opposed the Army's attempt to decommission the seven Afloat Prepositioned Stock 3 (APS-3) vessels and replace them with land-based storage facilities.

The details of the plan have not been released, and according to an anonymous military source is "pre-decisional." The timeline appears abnormally fast, however, especially on a matter of such significant strategic importance. A decision may come this summer and a transfer of cargo and ships to land-based facilities could come by October 2025. A March 27 Army document cited by Politico's Morning Defense outlines the unofficial proposal and cites concerns that in a possible conflict with the People's Republic of China could interfere with deployment. The publication quotes an anonymous



source as saying that the Office of the Secretary of Defense and Joint Staff must approve it this month if the decision is made to move the provisions off the ships and into land-based facilities by October 2025.

Congress could intervene in the process, and some have serious questions. Rep. Michael Waltz, Chair of the House Armed Services Committee Readiness Subcommittee and Rep. John Garamendi, Subcommittee Ranking Member, have expressed concerns and are asking the Department of Defense for more information. Both

Congressmen are important voices on maritime capability and readiness.

The ships, which are operated by Military Sealift Command and stationed around the globe, serve as floating warehouses equipped with everything troops need in a conflict, including ammunition, tanks, medical supplies, and parts. They provide quick and efficient movement of military gear between operating areas without reliance on other nations' transportation networks, giving U.S. regional combatant commanders the as-

continued on page 11

Victory Came From Merchant Ships: D-Day Eighty Years Later

June 6, 2024 marks the 80th anniversary of the launch of Operation Overlord, better known as D-Day. The beach landings at Normandy, France are perhaps the most enduring symbol of

Allied courage in the face of Nazi aggression, and are especially symbolic this year: many of the same allies are pushing back on a new war of aggression in Ukraine, the first major land war in Europe since the end of WWII.

President Biden and key U.S. allies were in Normandy to commemorate the brazen air and sea invasion would mark the beginning of the end of World War II, leading to the defeat of Adolf Hitler's Nazi German forces in Europe less than a year later.

Mr. Biden, French President Emmanuel Macron, British Prime Minister Rishi Sunak and Canadian Prime Minister Justin Trudeau were together to mark the most significant victory of the Western allies in the war, as well as the largest seaborne invasion in history. "What the allies did here 80 years ago, far surpassed anything we could have done on our own," Mr. Biden said in remarks Thursday. "Together, we won the war."

On June 6, 1944, Allied forces
continued on page 4

Bipartisan House Coalition Urges Full MSP Funding

Representatives Trent Kelly (R-MS), Joe Courtney (D-CT), and Rob Wittman (R-VA) joined with nearly 70 House lawmakers to urge House appropriators to include full funding for the Maritime Security Program in the forthcoming Fiscal Year 2025 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill.

MSP is a vital component of our military strategic sealift and global response capability. It is designed to ensure that the United States has the U.S.-flag commercial sealift readiness capability and trained U.S. citizen merchant mariners available in times of war or national emergencies.

The Members of Congress sent a letter to the House Appropriations Committee praising the value of the program and

calling for the full \$318 million. The letter cites recent testimony from General Jacqueline Van Ovost, Commander of the U.S. Transportation Command (USTRANSCOM), emphasizing the critical importance of MSP toward our national security, "with the assured access provided by the 60-ship U.S. flag sealift vessel Maritime Security Program, and increased funding to preserve the operational readiness of the U.S. government-owned ships in the Ready Reserve Force, we will bolster our ability to conduct operations at sea and meet DOD requirements with the most useful capacity while maintaining a U.S. flag presence in international trade."

On manpower alone, it's hard to overestimate the importance of the MSP, which supports and

sustains the merchant mariner base by providing employment for 2,400 highly trained, skilled U.S. merchant mariners. These are the same mariners who may also crew the U.S. Government-owned surge sealift fleet when activated. The MSP also supports more than 5,000 additional shore-side jobs in the maritime industry.

Lawmaker requests for FY25 funding were significantly delayed this year due to several 'continuing resolutions' and looming government shutdowns in the midst of partisan gridlock. Full funding for MSP has enjoyed strong bipartisan support over the years and will be subject to negotiations by congressional leaders before government funding is scheduled to expire on September 30, 2024.

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 Lundberg.....BK#4090
- Vince O'Halloran.....BK#2463
- James ClayBK#4794
- Mike WorthBK#3629
- Terrence LaneBK#4107
- Mike Dirksen.....BK#2739
- Teofilo Rojas BK#3194

Political Fund

- Jonathan Pampilon \$100
- Cosme Bigno\$50
- Scott Oliphant \$100
- Isnin Idris \$100
- Archie Bickford \$100
- Dave Connolly \$100
- Paul Purugganan \$50

Organization/General Fund

- Robert Hubbard \$10
- Antolin Avorque..... \$20
- Cosme Bigno \$50

West Coast Sailors

None

SUP Pensioner Join the Ranks of Retirement

No Retirements reported this month.



In Long Beach the SUP joined *President Grant* as the first permanent crew. From right is bosun Brian Burns with AB's Paul Farillas, M. Kondapperuma, Manuel Roxas, and Andy Facundo

SUP Meetings 2024

HQ

- June 10, Monday
- July 8, Monday
- August 12, Monday
- September 9, Monday
- October 15, Tuesday
- November 12*, Tuesday
- December 9, Monday
- *Tuesday meeting due to holiday

Branches

- June 17, Monday
- July 15, Monday
- August 19, Monday
- September 16, Monday
- October 21, Monday
- November 18, Monday
- December 16, Monday

SUP WELFARE PLAN NOTES

Communication with the SUP Welfare Plan

If you use email to communicate with the SUP Welfare Plan Office, it is best to send your email to more than one person in case one of our employees is out of the office. Please also respond to inquiries from the Plan Office when we have questions in our emails or written correspondence.

To protect your sensitive information, we recommend that you do not include social security numbers or dates of birth in your emails to the Plan Office. If we need additional information to identify you, we will request it from you.

Follow Plan Office instructions when enrolling for coverage. If something is not clear, let us know.

Dependent Enrollment

Initial Plan enrollment for dependent coverage requires that you send us an original copy of the marriage certificate to enroll your spouse and original copies of birth certificates to enroll any dependent children. A newborn dependent child must be enrolled within 30 days of the date of birth. Please submit an enrollment request on a plan enrollment form. You can request the form from the Plan office.

Do not delay the enrollment if the birth certificate is not available. Submit the enrollment request and advise us that you will follow up with the copy of the birth certificate when it is available to you.

Group Three eligibility does not include coverage for dependents.

Michelle Chang, Administrator michelle@marinerbenefits.org,

Patty Martin, MPP & 401(k) Plans, Death Benefits patty@marinerbenefits.org

Gina Jew, Claims gina@marinersbenefits.org

Michael Jacyna, Eligibility michael@marinerbenefits

Derek Chang, SIU-PD Supplemental Benefits,

Contributions derek@marinerbenefits.org

Dan Gaipa, SIU-PD Pension Plan dan@marinerbenefits.org

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

SUP Welfare Plan 730 Harrison Street Suite 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 Jun 6, 2024 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Edwin Narvasa	Bk #2479	6 yrs.	A.B.	A
Ray Van Truong	B-19801	1 yr.	A.B.	B
Mohamed Ali Rachid Ayache	B-19802	1 yr.	O.S.	B
Stuart Waite	C-3041	30 days	A.B.	C
Turale Nelson	C-3042	30 days	O.S.	C
Alvaro De Casas	C-3043	30 days	O.S.	C
David Bell	C-3044	30 days	A.B.	C

Ratings: Bosun Stamp

None

Membership and Ratings Committee's Report: Abdulhamid Mohamed, B-10574, Luis Abea, B-19766 and Dennis Solijon, B-19516.



Robots Again Interfere In Longshore Collective Bargaining

The International Longshoremen's Association (ILA) canceled talks that were scheduled for June 11, 2024 to negotiate a new contract with management. The cause was concerns over automation projects. The ILA is bargaining with employers represented by the United States Maritime Alliance (USMX) for a new contract that would cover US East and Gulf Coast ports replacing the existing six-year deal.

ILA has asked management to outline the information technology and automation projects it is planning, especially at Maersk and its APL Terminals subsidiary. ILA canceled the talks "after discovering tht APM Terminals are utilizing and Auto Gate system, which processes trucks without ILA labor. ILA said it will not meet with management until the issue is resolved.

"There's no point trying to negotiate a new agreement with USMX when one of

its major companies continues to violate our current agreement with the sole aim of eliminating ILA jobs through automation," ILA chief negotiator Harold Daggett said in a June 10 news release.

Automation has long been a sticking point for dockworker unions on both coasts in the U.S., over worries that the proliferation of the technology could threaten jobs. In the meantime, the ILA and USMX have until September 30 to reach a new labor agreement, and if they don't, Daggett has previously stated that the ILA would go on strike.

The longshore labor situation on the East Coast is reminiscent of what happened through 2022 and 2023 on the West Coast. Last June, a deal between the ILWU and employers was reached for labor contract at 29 west coast ports. It covers the following six years and ended more than a year of negotiations, labor and company actions to resist, and other problems.

West Coast Sailors

Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Periodicals' postage paid at San Francisco. (USPS 675-180). Printed by Dakota Press Co., a Union shop. POSTMASTER: Send address changes to West Coast Sailors, 450 Harrison St., San Francisco, CA 94105.

Dave Connolly,
President/Secretary-Treasurer
Editor

BRANCH OFFICES

Seattle, WA 98199
4005 20th Ave. W. Ste.115 (206) 467-7944
FAX: (206) 467-8119

Wilmington, CA 90744

533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367

Honolulu, HI 96813

707 Alakea St., Rm. 101 (808) 533-2777
FAX: (808) 533-2778

WELFARE OFFICE

(415) 778-5490

PENSION PLAN OFFICE

(415) 764-4987

Navy Secretary Favors Bold New Maritime Strategy

At a Senate Armed Services Committee meeting recently, Secretary of the Navy Carlos Del Toro voiced his strong support for the recently published congressional action plan aimed at halting the decline of America's maritime strength. (See *May West Coast Sailors*, page 1).

Senator Mark Kelly (D-AZ) stressed the importance of bolstering the US Merchant Marine, expressing concerns about its current state and the associated national security risks. He pointed to a bicameral report titled "Congressional Guidance for a National Maritime Strategy," which lays out a detailed framework for rejuvenating the nation's maritime sector. Sen. Kelly also urged the Secretary to consider the report's recommendations. "I have reviewed the recommendations," Del Toro responded with enthusiasm. "And I fully support all ten of them."

The bipartisan group behind the report, which includes Congressmen John Garamendi and Mike Waltz, and Senators



Navy Secretary Carlos Del Toro speaks at the DOT on Maritime Day, 2024 in Washington DC.

Mark Kelly and Marco Rubio, called for a thorough national maritime strategy to combat the decline of America's maritime power. The guidance document emphasizes

the critical need to revitalize the U.S. maritime industry, citing its essential economic and national security implications. In a compelling call to action, it urges immediate, substantial investment in America's maritime future, describing it as a once-in-a-generation opportunity.

The report, backed by data from the Office of Naval Intelligence, highlights a staggering disparity: China's shipbuilding capacity surpasses that of the United States by a factor of 230. This significant imbalance jeopardizes the U.S.'s position in the global ocean economy, estimated to be worth between \$3 trillion and \$6 trillion. The report calls on government leaders to promptly address this critical issue. It urges the President to establish a National Maritime Council, led by a Presidential appointee, to develop and implement a comprehensive national maritime strategy. Furthermore, it appeals to Congress to review and adequately fund maritime agencies essential to the industry, such as the US Coast Guard, Maritime Administration and

Federal Maritime Commission. These agencies have faced significant challenges due to chronic underfunding and understaffing. For example, MarAd operates with less than 2 percent of the workforce of the Federal Aviation Administration.

On Maritime Day, the Secretary said he remains committed to restoring the Nation's vital strategic shipping and shipbuilding industry.

"History reveals that no nation has endured as a great naval power without also being a commercial maritime power, both in shipbuilding and shipping," said Secretary Del Toro. "And for the first time in 125 years, we have a full-spectrum, global maritime competitor. That is why, as Secretary of the Navy, I have advocated so forcefully to revive commercial shipbuilding and the U.S. Merchant Marine."

Remarkably, Secretary Del Toro has also remained deeply engaged across the presidential Cabinet to advance a whole-of-government effort to rebuild the comprehensive American maritime power.

USA Needs to Regain Maritime Standing Says Admiral

The following opinion piece was first published in Real Clear Defense.com.

Alternative historical fiction is a popular genre in America, where readers explore possibilities such as Napoleon deciding not to invade Russia or a Confederate victory in the Civil War, pondering the hypothetical impact on world history. In honor of Maritime Day 2024, let's consider what would have happened if the United States had fought the Second World War without a strong Merchant Marine and the tens of thousands of courageous mariners who delivered crucial supplies, troops, and weapons across dangerous waters.

It's clear: we would have lost the war or failed to achieve a decisive victory.

During WWII, an estimated 250,000 mariners served, and nearly 10,000 gave their lives, resulting in a higher per capita casualty rate than any of the armed services. Over 700 Merchant Marine ships were sunk by enemy attacks, and hundreds of mariners were held as prisoners of war. FDR recognized the indispensable role of the Merchant Marine, which he considered the "fourth arm of defense" on par with the navy, army, and air force.

As we observe current global instability and brutal Eurasian conflicts, who will be the visionary leader and advocate who ensures the readiness of our Merchant Marine for the challenges ahead? Its current state is far from adequate.

The distinction between admirals, generals, and media commentators who freely opine on strategy and theory neglects or casually assumes away the hard reality of logistics. Lately, the strategists have not fared well in deterring conflicts, and the logistic shortcomings in Ukraine and the Middle East are glaring. While those deficiencies are apparent, they pale in comparison to a potential war in the Pacific.

Policymakers properly acknowledge China as the pacing threat, but so few seriously consider the critical importance of logistics and the availability of highly trained and militarily obligated maritime personnel. Decades of war in the Middle East have conditioned us to the luxury of uncontested sea and airspace. We enjoyed large support bases close to combat operations. Our fleet had uninterrupted access to intact and secure port facilities. Even as we flow supplies to Ukraine, it's along Europe's modern road and highway systems.

A war in the Western Pacific is a vastly different game, one difficult for Americans with a faded understanding of past conflicts to comprehend. Our Merchant Marine will operate in vast contested waters. The potential ship and human loss will be staggering. Instead of moving supplies short distances on well-established road systems, our mariners will face a 6,000-mile journey across the Pacific, scores of enemy submarines, and barrages of missiles far in excess of the sporadic Red Sea attacks. If the war is over Taiwan, in addition to military supplies, sealift will be vital to the survival of that democracy, delivering fuel and food through a formidable gauntlet.

The People's Liberation Army knows that sealift is key to our success. While many debate the vulnerability of our aircraft carriers, they gloss over that our combat power will be short-lived without robust sealift and persistent combat logistics in a war at sea.

Regrettably, we are no longer a true maritime nation; we are now a naval nation.

China, now a bona fide maritime nation, has made significant investments in its merchant fleet and can call on over 5,000 merchant vessels during war. The US has around 80. We must expand our commercial fleet to align with our strategic interests. That means acquiring more ships and enhancing our ability to build, maintain, and quickly repair them. Above all, we cannot prevail without a significant number of merchant marine officers who are ready and obligated to serve the nation when called upon.

To that end, there must be a thorough and honest assessment of current merchant mariner capacity. Our pool of mariners is aging, and there is a decline in the number of young men and women pursuing maritime careers. Building more ships will make a difference, but greater focus, effort, and coherence by the Administrations and Congress on the logistical realities of our time are needed.

At the top of the list should be the U.S. Merchant Marine Academy (USMMA) at Kings Point, New York. As a former commandant of the U.S. Naval Academy, I know that Kings Point must receive sufficient investment for programs and facilities that reflect its significance, placing it on par with the other federal service academies. Its

infrastructure hasn't been upgraded since it was established by FDR during WWII. The outdated facilities discourage the brightest individuals from enrolling.

Like Annapolis, USMMA, which produces over 80% of our Strategic Sealift Officer Force, requires careful, thoughtful, and continuous attention. Like our other service academies, it is not just a college; it is an institution vital to our national security.

On this Maritime Day, let us remember the extraordinary contributions and sacrifices of our merchant mariners, past and present, the "fourth branch" of our citizens

who go in harm's way. Beyond remembering, it's time to give them what's needed to deliver victory as they have so admirably and valiantly done before.

Admiral Roughead (U.S. Navy, ret.) is a graduate of the U.S. Naval Academy whose naval career culminated in serving as the Chief of Naval Operations, the senior officer in the U.S. Navy and a member of the U.S. Joint Chiefs of Staff. Previously he held six operational commands and is one of only two officers in the Navy's history to have commanded both the Atlantic and Pacific Fleets.

USNS Dahl Crew Helps U.S. Army Train on Helo Ops



SUP LSE-qualified Able Seafarer Dominic Metz (in yellow jersey, lower right) indicates the all-clear to the U.S. Army pilot of a UH-60M Black Hawk helicopter on the flight deck of the pre-positioned ship USNS DAHL.

(U.S. Navy Courtesy photo)

Army Assault Choppers Conduct Deck Landings on Dahl

Soldiers with the 2nd Combat Aviation Brigade conducted deck landings with UH-60M Black Hawk helicopters on the prepositioning ship USNS Dahl. To certify air crew and pilots, the choppers practiced deck landings and takeoffs off Jinhae, South Korea. The training is part of an overall maritime air movement capability and readiness. The SUP crews the deck of Dahl, and this real world training, neither a classroom nor a computer simulations, is invaluable. The challenges of actual air operations is rarely experienced in training. Although inherently dangerous, the entire event was executed safely without incident. The Dahl is a Watson-class large, medium-speed roll-on/roll-off ship part of the Maritime Prepositioning Ship Squadron 3. It supports American forces throughout the Indo-Pacific Region, ensuring that Army, Navy, Air Force, and Marine Corps vehicles, heavy equipment, personnel and supplies are strategically positioned to support the full range of military operations.

D-Day at 80: U.S. Veterans Welcomed Back to France

World War II veterans flew to Paris on June 1 to pay homage to the thousands of fellow Americans who perished in the fight to liberate Europe from Nazism. “By serving your country you have liberated ours,” France’s former ambassador to the U.S., Philippe Etienne, told the nearly 70 “Greatest Generation” veterans in a small but enthusiastic reception at Charles de Gaulle airport. “The flame of remembrance must never be extinguished.”

Cadets from the U.S. service academies as well as American Airlines employees and Americans living in the Paris area cheered and waved small American and French flags as the veterans, most in wheelchairs, appeared in the arrival hall.

The veterans and merchant mariners, whose ages average slightly over 100, smiled and waved in return despite coming off a nine-hour flight from Dallas-Fort Worth airport. For the flight, the cabin of the American Airlines Boeing 787 “Dreamliner” was festooned with small American flags and red, white and blue decorations. Soon into the flight, a member of the support team advised the veterans’ escorts to have their prescription medicines close at hand and to make sure their veterans shift their weight to avoid clots which can threaten such elderly passengers.



U.S. and British ships off Normandy, France on D-Day, June 6, 1944.

Reynolds Tomter, 107 years old, is believed to be the oldest merchant mariner alive and was part of the journey. “I’m lucky to have a chance to go,” he said. Tomter was a ship’s baker and backup gunner and made five crossings

of the Atlantic during the war. From Wisconsin, he told local news station WTMJ that luck is the key to long life: “Lots of luck and I’ve always had a positive attitude.”

The group first paid homage to American war dead during a wreath-laying ceremony at the Suresnes American Cemetery in Paris where 1,583 Americans are buried. Most of those buried there died in World War I. An honor guard from the 173rd Airborne Brigade, based in Vicenza, Italy, fired a 21-gun salute. The pilgrimage was organized by American Airlines and volunteer groups that support veterans.

A large crowd at Dallas-Fort Worth airport saw the group off and hundreds of travelers at the crowded airport cheered as volunteers wheeled the veterans down Departure Hall D just before they boarded the flight. Travelers crowded around the 66 elderly men and two women, representing “Rosie the Riveters” who took defense industry jobs so men could go fight. The crowd cheered, took Smartphone photos and approached the veterans to thank them for their service and sacrifice.

Roughly 243,000 merchant mariners served in WWII and 9,521 perished. The Normandy landings on June 6, 1944, (D-Day) were the largest seaborne invasion in history and merchant shipping played a pivotal role. Losses to them were lower than expected and many ships sailed multiple voyages between English ports and the beaches at Normandy. As the battle went on, the U.S. Naval History and Heritage Command describes how a modern, artificial port was eventually built under fire at Omaha and Utah beaches. Some 22 merchant ships were scuttled to make a breakwater and the Armed Guards on them provided vital attack and cover fire. For days they endured



June 1, 2024 David Yoho, 96, who served aboard an oil tanker in the Merchant Marine in the Pacific in World War II, smiles at well-wishers as he and other veterans arrive in Paris to attend ceremonies marking the 80th anniversary of D-Day. (Photo: Robert H. Reid/Stars and Stripes)



U.S. assault troops in an LCPV landing craft approach Omaha Beach, June 6, 1944.

the early fury of the German counter-attack and helped give fire protection to the forces ashore from their partly submerged ships.

Source — Robert Reid, Stars and Stripes

Victory Came From Merchant Ships: D-Day Eighty Years Later

continued from page 1

under General Dwight D. Eisenhower took advantage of a narrow weather window and stormed the beaches at Normandy, France. It was the largest amphibious assault in history and a momentous step towards the end of the war.

To support the operation, the Allies had a force of 150,000 soldiers, 11,000 aircraft and 7,000 vessels at their disposal, including 4,000 landing craft and 860 merchant ships. Despite its massive size, “Operation Overlord” was kept secret until the beginning of the assault, a success attributable to a careful campaign of deception.

Despite the weather, the landings were a success. By the end of the

first day Allied troops were on shore and ready to push Nazi forces out of France - but at a heavy price. The men landed under heavy fire from gun emplacements overlooking the beaches, and the shore was mined and covered with obstacles such as wooden stakes, metal tripods and barbed wire. 4,400 Allied personnel died in working their way up the beach, including 2,500 American soldiers. The landing at Omaha Beach accounted for nearly half of the casualties, as steep terrain and limited fire support made the going especially tough.

Within a day, naval forces began to engineer the installation of a temporary seaport at Omaha and Gold beaches. Dozens of merchant ships

were stripped down, dispatched to the site and sunk in place as block ships to create rudimentary breakwaters, making it easier to bring landing craft onto the beach. The armed crew of these grounded block ships were under aerial bombardment and artillery fire for weeks. Within weeks, engineering teams turned the beachhead into a rudimentary port, complete with piers and floating roadways. It handled four million tonnes of cargo to fuel the fight over the next 10 months. The remains of this engineering marvel can still be seen today at the seaside town of Arromanches, France, the home of the D-Day Museum.



MV Dali Refloated, Channels Open, Crew Restricted: Unions Show Support

Salvage teams refloated the *MV Dali* on May 20 in Baltimore, and shifted her back to berth almost two months after the allision with the Francis Scott Key Bridge.

The massive vessel moved slowly, surrounded by five tugboats, its bow still covered with blocks of concrete, damaged containers, and steel trusses. A large hole was visible on its starboard side, above the waterline.

After temporary repairs are made at the Seagirt terminal, the ship will be moved to a Norfolk shipyard for major repairs. Reaching the refloating is a major step in the efforts of the Unified Command to fully reopen the port. Since the bridge collapsed, authorities have opened four temporary channels to allow some shipping to resume. Final removal of the bridge debris is expected by June 7 or 8. A spokesman for the Army Corps of Engineers said that "We are not taking our foot off the gas."

Since the incident, the 21-person crew of *MV Dali* have remained on board the vessel the entire time. They have been unable to communicate with their families because their cellphones were confiscated by the FBI as part of the investigation. They have since received new phones, but some had not received their SIM cards

back, and were lost to basic contacts and functions such as banking.

"The prolonged detention of *MV Dali* seafarers aboard their vessel and the failure by authorities to return their personal communication devices are unjust," said MM&P President Don Marcus in a statement. "Our hearts go out to the master, officers and crew of the *MV Dali*, who not only suffered a mortifying and tragic experience resulting in the loss of six lives, but who continue to remain in isolation from their loved ones."

"However long the investigation takes, the crew's rights and welfare should not be infringed upon during its course," Dave Heindel, president of the Seafarers International Union and head of the ITF Seafarers' Section, said in a statement. "We call on the authorities to be mindful that seafarers utilize mobile devices to conduct personal business for bill payments and more importantly, transfer money to their home country to sustain families," he said. "Crew members are becoming demoralized without the basic tools we all take for granted."

Besides the terror of the tragic bridge strike that killed six highway workers, the crew has also endured the controlled



explosions used by salvors to break apart the section of the bridge that was stuck across the ship's bow. CNN's Holly Yan interviewed representatives of the Singapore Maritime Officers' Union (SMOU), which represents the ship's officers, and the Singapore Organization of Seamen (SOS), which represents the rest of the crew.

"It has been tough for the seafarers, primarily [because] they know that there's been loss of life," Yan quoted Gwee Guo Duan, SMOU assistant general secretary, as saying. "It is tough for them, being on board and having to look at the accident

site every single day."

It could be months before they can disembark because their U.S. visas have expired, and the investigation is ongoing. Additionally, the ship must be manned. As they wait for the situation to be resolved, members of the crew are carrying out their jobs on board and helping the salvors, a spokesperson for shipowner Synergy said.

The section of bridge that remains in the water must be cut into several pieces and then lifted out of the sediment by one of the massive cranes being used to remove debris.

UK Navy Support Fleet Mariners Take Action For Better Pay

The UK's powerful trade union Nautilus said it has decided to proceed with a job action despite the country being plunged into a general election. Parliament officially dissolved one minute after midnight on Thursday, May 30, signally the start of a five-week run up to voting on July 4, but according to the union, the action was necessary over a long-running pay dispute.

RFA members are civilian employees who operate the supply and logistics ships for the Royal Navy. Formed in 1905, the fleet consists of 13 vessels in-

cluding tankers and supply ships. There are approximately 1,750 individuals classed as civil servants in the RFA according to the RMT. They work four-month tours at sea.

The pay dispute began last fall after both Nautilus, which represents RFA officers, and the RMT (National Union of Rail, Maritime and Transport Workers) which represents employees in the deck, engine, communications, and catering areas, rejected government offers for pay increases.

The union reported the government

imposed a 4.5 percent pay increase this year. Nautilus has called for a consolidated pay rise that reflects the high rate of inflation and a pathway to pay restoration. They allege in real terms the members have experienced a pay cut of over 30 percent since 2010 due to inflation and meager raises or pay freezes. They point out that the Royal Navy received a five percent pay increase this year while also alleging that the ranks of the RFA are down 28 percent since 2015.

Both unions took a strike vote late in 2023 and threatened the first strike at the RFA in its 119 years. Five years ago in 2019, the RMT also threatened a strike against the RFA. Nautilus reports 60 percent of the RFA officers turned out for the vote with 79 percent authorizing a full-on strike while 85 percent supported a lesser job action.

The union in mid-May said that the RFA officers would begin their job action on June 1. They are emphasizing that this is an "action short of a strike," where the members will "not provide cover or act in a capacity above or below their job title." The officers will only undertake work responsibilities commensurate with their

job title according to Nautilus. Today, they reported the action will proceed as scheduled despite the elections.

Two weeks ago, on May 19, the RMT conducted a full strike for one day that Sunday involving all the ships in port, including Birkenhead, Portland, Plymouth, and Falmouth. Both unions said their actions were because, after a series of talks between the unions and the government, no credible offer had been made. "This decision to take industrial action has not been taken lightly" but notes "that members at the RFA who are overworked, underpaid, and undervalued," said Nautilus' Martyn Gray. "It is incumbent on all political parties to ... affirm their support for our national defense and the Royal Fleet Auxiliary by committing to a pay rise reflective of the rate of inflation and restoring the pay our members have lost over the last decade."

Nautilus says it will seek to work with the next government, but the strike mandate is active until October and said further action is possible. The Sunak government said the RFA would have to evolve to reflect the changing defense environment of the 21st century.

Portland Terminal Gets Lifeline From Oregon Governor

The Port of Portland, Oregon's only ocean-going container port, announced it will get funding to save container operations. The state's governor, Tina Kotek, released a letter on May 24 saying she would provide stop-gap funding and would include long-term funding for channel maintenance in her state budget. In total, she is proposing \$40 million in future support to the port and its container operations.

"Farmers, union members, shippers, and business leaders have all asked me what the state can do to keep this important service in place," Governor Kotek wrote in announcing her decision. She said the port and specifically the container service provides a competitive advantage for Oregon growers and other businesses which would have been forced to truck their shipments hundreds of miles to neighboring ports.

In April, the port authority sent a letter to shippers advising of the termination of container operations at the port in October 2024. More than \$30 million was by the terminal in the last three years, including a projected \$14 million shortfall this year. The plan was to end container service at the T6 Terminal but maintain

the bulk, RoRo, and other operations.

"The port has been working to rebuild container service since taking over the operation in 2018, following a temporary shutdown under former operator ICTSI," the port authority writes in its response to the governor. "Without direct state support or a financially acceptable third-party lease, container operations have not been sustainable."

The governor said she understands that the port's location makes container operations economically challenging, citing upriver port within a small metropolitan area but urged efficiencies. In addition to the stop-gap funding, she said she will include an initial investment of \$15 million for dredging of the Lower Columbia River. She expects up to \$70 million will be required in a new round of investment for the river.

The Port of Portland has had a difficult history with container operations. They attracted ICTSI to operate the terminal but the company became embroiled in a dispute with the union that ultimately led to the suspended operations and a long legal battle. The legal battle was recently settled, but the port had attempted to run the container terminal.

MADE IN AMERICA

Cookout shopping list

<ul style="list-style-type: none"> Coca-Cola Budweiser beer Foster Farms fresh chicken Heinz ketchup French's mustard 	<ul style="list-style-type: none"> Frito-Lay chips Breyers ice cream Oscar Mayer hot dogs Butterball burgers and franks Weber Q Series grills
--	--

TEXT MADE TO 235246

Find more union barbecue items at aflcio.org/Barbecue.

Captain of Dive Boat Sentenced to Prison After Tragic Fire

A federal judge sentenced Jerry Boylan, 69 of Santa Barbara, the captain of the dive boat *Conception* to four years in federal prison. The vessel caught fire off the coast of California in 2019 and 34 passengers and crew died. A jury in November 2023 found him guilty of “seaman’s manslaughter.” The Civil War era statute that was invoked by the prosecution allows for at least a 10-year detention.

The *Conception* fire was a tragedy of historic proportions, the worst maritime disaster since the sinking of the *El Faro*. The 75-foot passenger vessel was anchored near Santa Cruz Island, when it appears that batteries recharging at night may have resulted in an electrical fire that spread and trapped the passengers and crew who were asleep below deck. Only five crewmembers, including Boylan,

were able to escape and survive.

According to evidence presented at a 10-day trial, Boylan committed a series of failures. Chief among them was abandoning his ship instead of rescuing passengers. The jury also found that Boylan should have posted a roving night watch, should have had more fire drills and crew training, did not warn or instruct passengers and crew about the possibility of fire and how to fight it, either before or during the actual fire when it started. The exact cause of the fire is still undetermined.

In his defense, Boylan’s lawyers blamed the vessel’s owner for not requiring night patrols or fire training. They also argued that he broadcasted a distress call before jumping overboard when he believed he wouldn’t survive.

The National Transportation Safety



Board (NTSB) determined that the owner and operator of the *Conception*, Truth Aquatics, Inc., did not give proper oversight the vessel or crew operations. This lack of oversight led to a situation that allowed an undetected fire to grow. The NTSB also highlighted the absence of smoke detection in all accommodation

spaces and inadequate emergency escape arrangements as contributing factors to the high loss of life.

Boylan was sentenced in Los Angeles by U.S. District Court Judge George Wu, who scheduled a restitution hearing for July 11. The case against the owner Truth Aquatics is still pending.

Uninsured Shadow Fleet of Russian Tankers Risks Ships, Coastlines, Marine Environment

Various maritime news outlets have identified the safety risk of tankers that do not follow international documentation and certification standards. Since Russia’s invasion of Ukraine, the so-called dark fleet of old ships without insurance, opaque ownership, and “flag hop” between different permissive ship registries has grown explosively, to an estimated 1,400 ships. Their presence poses considerable risk to other ships, to the environment, and to countries experiencing maritime accidents caused by the vessels. The lack of insurance adds grave financial risk to the equation.

In addition to serving the transportation needs of Russia (as well as Iran, North Korea, and Venezuela), the shadow fleet exploits the flag of convenience system and causes tangible harm that targeted countries can do little to punish. If countries do try to block dark ships from their waters, or escort them away, it could prompt retaliation and escalation by Russia.

The Financial Times reported that Russian tankers skirting sanctions are relying on phony insurance that will never pay a

claim. Because Western sanctions have banned trading a wide range of Russian cargoes and put a cap on the price of Russian oil, Western insurers — who dominate the market — no longer insure such shipments. Thus, companies that still want to engage in this lucrative trade have been turning to shadow vessels instead — ageing ships with obscure ownership that lack international certification and Western insurance.

Two-thirds of the tankers carrying Russian crude are now insured by “unknown.” Even if held, many contracts include a “sanctions exclusion” clause, that allows the unknown owners to escape responsibility and liability. And because they lack proper insurance and disguise their ownership, these tankers also operate outside international maritime regulations.

The potential clean-up costs in the event of an oil spill, highly likely given the extremely lax certification and safety standards, could be astronomical and uninsured.

All indications are that the shadow fleet is growing fast: there are at least 400 to



The dark fleet tanker *Pablo* caught fire off the coast of Malaysia last year. Photo: Malaysian Maritime Enforcement Agency/AFP/Getty Images

650 ships that meet the definitions and almost two-thirds are tankers. But those are only the ships that have been identified: experts double that number when estimating the number of actual ships in the trade.

According to S&P Global, in Gabon — today’s flag state of choice for the growing dark fleet — about 98% of all the medium and large oil tankers in the group are high risk or have no identifiable owner. And Norwegian authorities estimate that an average of 12 shadow vessels, typically transporting Russian oil, traverse Norwegian waters every day.

The shadow fleet exploits long problematic loopholes in international law making them difficult to simply ban. As Elizabeth Braw wrote in Atlantic Council: “Blocking shadow vessels from territorial waters or exclusive economic zones involves significant hurdles such that it is at least unfeasible and sometimes impossible. The United Nations Convention on the Law of the Sea (UNCLOS) grants vessels the right of innocent passage, which means the right to “freely navigate through territorial seas.” A country’s territorial waters comprise the twelve nautical miles adjacent to its coast. The journeys must truly be innocent, defined by UNCLOS as “(a) traversing that sea without entering internal waters calling at a roadstead or port facility outside internal waters; or (b) proceeding to or from internal waters or a call at such roadstead or port facility.” Vessels must also obey the laws of the country whose waters they traverse; those laws include the ship being in good repair and pos-

sessing proper insurance. Most countries, though, would consider it too risky to try to block shadow vessels and suspected shadow vessels on such grounds, especially since there is no internationally acknowledged registry of shadow vessels.”

Meanwhile Bloomberg reported that a Russian tanker to deliver crude while under US sanctions made a secret cargo transfer onto another ship, a sign of the lengths to which Moscow is going to undermine the effectiveness of American restrictions on its fleet. The SCF Primorye was sanctioned by the US Treasury’s Office of Foreign Assets Control in October, after which it didn’t load oil again for about six months. But in late April, the tanker went to Russia’s Black Sea port of Novorossiysk and collected a cargo of Urals crude before embarking on a 7,500-mile voyage to a location about 70 miles east of Singapore.

Not long after it arrived east of Singapore, the 900-foot tanker vanished from the automatic identification system, or AIS, where commercial vessels broadcast their locations for safety reasons. AIS can be turned off by a ship’s crew.

However, after it disappeared, satellite imagery shows that the ship engaged in ship-to-ship transfer of its cargo onto another vessel, the *Ocean Hermana*, on June 3. The secretive transfer would in theory help whoever is buying the oil to distance themselves from dealing with a sanctioned ship and any risk of further actions from the Treasury. Identifying the receiving ship makes it hard to hide the origin of the cargo.

SUP Pensioners Medical Benefits

The SUP Welfare Plan provides three medical benefit reimbursements for pensioners:

Annual Medical and Hospital Benefit

\$2,000 maximum per benefit year. Can be used toward any type of medical services

Special Medical Pensioners Benefit

\$7,200 maximum per benefit year allocated as follows: \$4,000 to medical & dental premiums (inclusive of Medicare Part B, Medicare Part C Advantage/Medigap and Medicare Part D premiums)

\$1,000 toward prescription drug expenses

\$2,000 for all other expenses

Maximum \$200 toward any additional expenses in the above three categories.

(Pensioners with less than 20 years of service receive a pro-rata benefit amount for both the Annual Medical and Hospital and Special Medical Pensioners benefits above.)

Medicare Part B Premium Reimbursement

The standard Medicare Part B monthly premium is typically deducted from Social Security benefits but reimbursed to eligible SUP pensioners, either directly from the SUP Welfare Plan or included as a convenience on monthly SIU Pacific District Pension Plan benefit payments.

The Medicare Part B premium amount for the 2024 calendar year is \$174.70.

ITF Slams Outrageous Living Conditions Aboard Liberia-Flag Bulker

Some shipowners are barbaric. The International Transport Workers Federation and authorities in Australia are working together to resolve the case of a Liberia-flag bulk carrier that has been detained in a number of ports for maintenance and safety problems, wage theft and deficient living conditions. The *Eleen Sofia*, which is currently under arrest in Gladstone, Australia, is controlled by a beneficial owner in Bulgaria.

“The ITF’s inspectors have met this ship at a number of Australian ports to

check crew welfare and safety, examine payment records, and enforce the Maritime Labor Convention standards for provisioning aboard the ship,” said ITF Australian Inspectorate Coordinator Ian Bray.

Before its current detention, authorities in Australia had targeted the vessel for frequent follow-up inspections for serious mistreatment of the crew. A review of its records shows a March 2022 detention in New Orleans by the U.S. Coast Guard for “excessive fuel oil

leaking from oil tanks, manifolds, and all high-pressure fuel lines and pumps on the main diesel engine.”

In February 2024, while the *Eleen Sofia* was docked in Port Adelaide and later in Portland, Victoria, the ITF says inspectors became aware of overdue or unpaid wages. Inspectors were able to get the crew paid and the ship provisioned, but when it returned to Mackay, Australia, the same issues were once again identified. In late April, ITF inspectors found the crew had “no access to food.”

Additionally, the ITF says, there are “unanswered questions” about the disappearance and presumed death of the ship’s cook, who went overboard at an anchorage in South China.

The ITF is working closely with regulators, the Australian Border Force, and local port authorities in Queensland to ensure that while the vessel is under arrest in Gladstone, the remaining crew are living in healthy conditions and have access to food, shore leave, medical attention, and — potentially — repatriation.

Carriers Send Ships Around Africa, Rates Skyward

Ship diversions from the Red Sea continued to push up container freight rates up. Ship owners and brokers say nine out of 10 large container ships are doing the Red Sea workaround, since a series of attacks on merchant ships by Iran-backed Houthi rebels.

The canal normally handles about 15% of world shipping traffic and about 30% of the global container trade. Many of those ships now go around the Cape of Good Hope in South Africa, adding up to two and a half weeks of traveling time.

“There’s been a spike in ship rates and long delays,” said Dennis Tsakiris, owner of two Blu Kouzina restaurants in Sarasota, Fla., and in Singapore. “We are frontloading as much cargo as we can as prices keep going up.”

A typical four-week sailing now takes seven to eight weeks and costs 30% more. During the pandemic, rates surged to

\$20,000 per box from China to California in 2022. The cost is less than that now but still very high. shipped from China to California at the height of the pandemic in 2022, about six times higher than normal levels.

Drewry’s World Container Index (WCI) recorded gains of 14%, 17% and 11% on its Shanghai-Rotterdam, Shanghai-Genoa and Shanghai-Los Angeles routes, respectively.

Its reading for the Asia-North Europe leg stood at \$6,032 per 40ft, while Xeneta’s spot rate XSI index for the same route gained 18.5%, to reach \$5,647 per 40ft. The WCI’s Shanghai-Los Angeles leg stood at \$5,975 per 40ft, while the Shanghai-New York spot rate grew 6%, to \$7,214 per 40ft. The XSI’s transpacific route recorded a growth of 19.5%, to reach \$5,859 per 40ft.

Shipping executives say the unabating

crisis in Gaza, higher manufacturing prices and tough trade talk on China by both President Biden and former president Donald Trump ahead of the election.

“Big importers like Amazon and Walmart can wait it out with their orders for the rest of the year already in the pipeline with longer-term contracts locked earlier this year when freight rates were quite low,” said Peter Sand, chief analyst at shipping platform Xeneta. “But with U.S. consumer demand staying strong and the Red Sea remaining inaccessible, transport costs with retailers no doubt continue going up.”

The National Retail Federation said earlier this month that America’s top dozen ports handled 1.96 million containers in April, up 10% compared with a year ago and 2% from March, pointing to a strong trend for imports in the third quarter, the busiest season for shipping as retailers

stock up for the year-end holidays.

“U.S. imports are continuing to increase,” said Jonathan Gold, vice president of supply chain and customs policy at the NRF. “Retailers have adjusted to limits on the use of the Panama Canal and the Red Sea.”

The diversions are good news for shipping lines, which raised their yearly outlooks this month. They had previously warned of deep losses over the next two years as dozens of new ships come into service, creating a slump of tonnage in the water that will outstrip demand.

“We expect the Red Sea diversions to continue for the rest of the year and volumes are coming in stronger than anticipated,” Vincent Clerc, chief executive of Danish-shipping major A.P. Moller-Maersk, said in an interview. “All shipping lines have adjusted their networks around Africa more or less permanently.”

Gabon and Eswatini are Newest Flags of Convenience

The International Transport Workers’ Federation (ITF) adds two new countries to its longstanding list of Flags of Convenience.

Two ship registries strongly associated with ‘dark fleet’ transportation — Gabon and Eswatini — are the latest additions to the ITF’s Flags of Convenience (FOC) list. The additions are accompanied by the re-

moval of Tonga from the 76-year-old list, bringing the total number of FOCs to 43.

“It’s a toxic industry – registering ships in countries where there is no regulation, no oversight and no accountability. It allows for exploitation and the abandonment of seafarers.

“The aim is to provide a short cut for shipowners to generate money without

necessarily complying with best practice risk mitigation and due diligence through regulatory accountability said Paddy Crumlin, President of the ITF.

Companies often register ships in low regulation countries to hide ownership, reduce tax obligations, employ cheap labour or skirt safety standards – with profound implications for seafarers working on those vessels.

Some 50 percent of the world fleet is registered in FOC states. The top three contributors — Panama, Liberia, and the Marshall Islands — alone account for over 40 percent of the international fleet

The ITF defines an FOC vessel as one flying the flag of a country other than its actual ownership. This practice occurs despite international law - the United Nations Convention on the Law of the Sea – stating that there must be a “genuine link” between the ship and the flag state.

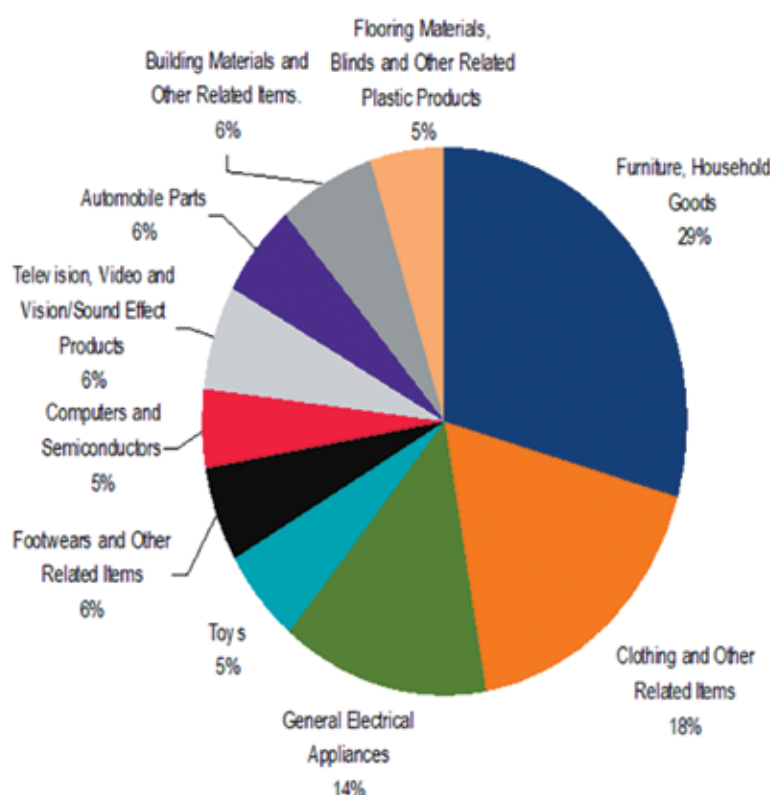
David Heindel, ITF’s Seafarers’ Section Chair, said: “The whole flags of convenience system is complex on purpose.

The reasons for registering ships under flags of convenience is to avoid tax, avoid safety regulations, and circumvent labour standards and human rights. “A genuine link between the ship and its registry is so important to be able to identify who is the real owner. Flag registers should not be allowed to operate as businesses using lower standards than traditional national registers. Until that’s stopped, seafarers’ rights will continue to be abused with impunity.”

Both Gabon and Eswatini’s registries are believed to be involved in the growing, so-called ‘shadow’ or ‘dark fleets’ transporting sanctioned oil. Gabon’s registry has grown exponentially since international sanctions came into effect following Russia’s invasion of Ukraine. Eswatini’s registry opened in November 2023, taking in three vessels sanctioned for supporting Syria – later claimed by Eswatini to be de-registered – and also known to have transported Ukrainian grain from Russian-occupied territories

This is a depiction of all global containers in all trades on average. Contents of any container may vary greatly depending on a multitude of factors including carrier, ship, route, flag, season, etc.

Exhibit 91: Container Breakdown by Commodity
Furniture, Household & Goods represents almost 30%



Source: OOCL, BofA Global Research estimates

BofA GLOBAL RESEARCH

Receive the *West Coast Sailors* via First Class Mail

Name (print) _____ Book No. _____

Address _____

City _____

State _____ Zip _____ Country _____



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

Send check or money order to:

West Coast Sailors

450 Harrison Street, San Francisco CA 94105

TTD Transportation Labor Calls for Worker Protections Against Extreme Temperatures

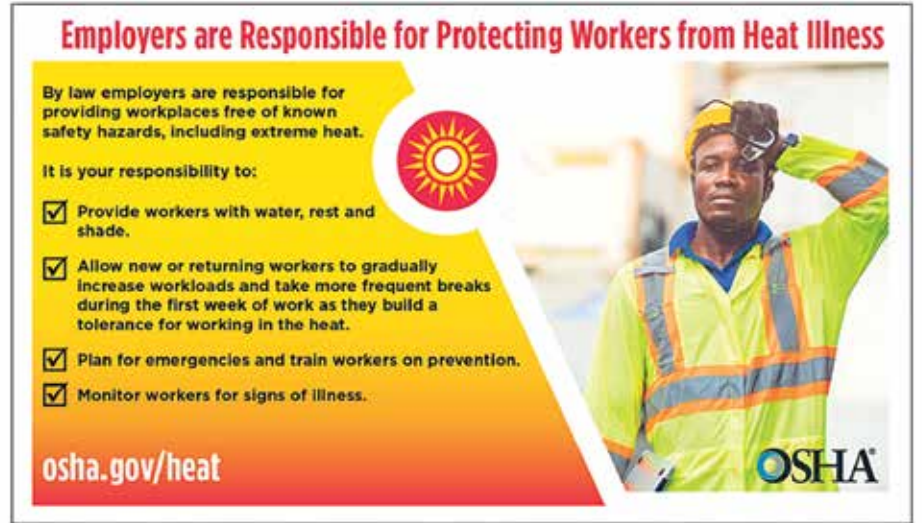
Excerpted from TTD Policy Statement No. S24-05

Extreme temperatures coming mainly from global climate change are the new negative normal for transportation workers. In fact, the World Meteorological Organization (WMO) reported that 2023 was the warmest year ever recorded.

It has become increasingly clear in recent years that extreme temperatures are not going away. Now more than ever, we must rise to meet this challenge, especially as some states like Texas have attempted to do away with mandatory water breaks and other protections for outdoor workers. All workers should be guaranteed necessary protections to mitigate the risks of exposure to extreme temperatures. As the nation's largest transportation labor federation, the impact of extreme temperatures is felt in every industry. In the building trades, workers are exposed to harsh weather conditions on construction sites. A 35-year-old lineworker died recently from heat exhaustion while working on power lines to restore electricity to East Texas residents.

In the aviation sector, unregulated cabin temperatures negatively impact passengers and crew. Extreme temperatures have caused crewmembers to fall ill and planes to divert leading to delays.

In the railroad industry, rail workers work outside in extreme heat and cold. Transit workers, who keep buses and passenger trains moving during record-hot summers and freezing winter weather, must also be mindful of the dangers of



and private sector employers nationwide. The labor movement stands united in our support for policies that mitigate the effects of extreme temperatures on the transportation workforce, support good middle-class jobs, and ensure safe transportation on an equitable basis in communities across the country.

Schooner and 2 Sailors Lost in Freak Storm Off Bahamas

A historic sailing ship used to operate an eco-cargo service crossing the Atlantic was reported lost with two of its eight crewmembers missing.

The U.S. Coast Guard and the Royal Bahamas Defense Force suspended the search operation after 44 hours and a search covering 3,700 square miles. Six crewmembers were recovered and two of the vessel's lifeboats were located along with a debris field approximately 20 miles north of Great Inagua at the southernmost end of the Bahamas. The crewmembers had donned their survival suits they told their rescuers when it became apparent the vessel was sinking.

The survivors reported that the ship was sailing in good conditions with winds less than 10 knots and a good sea state on Tuesday, May 21. They are indicating that an "extremely sudden and violent" meteorological phenomenon overtook them while they were underway in otherwise mild conditions. The captain is among the survivors and they are reporting the people were professional sailors and trained in sea survival and rescue techniques.

The vessel, named *De Gallant*, left Santa Marta, Colombia on May 11. The company had posted pictures online showing a cargo of coffee, cocoa, and cane sugar being loaded aboard. Reports said they were bound for Europe with a planned stop in the Azores.

The cargo service was launched in 2017 by a French company called Blue Schooner designed to use wind energy to transport mostly organic goods. *De Gallant*, with a length overall of approximately 119 feet (36.2 meters), had a capacity of 35 tons. Built

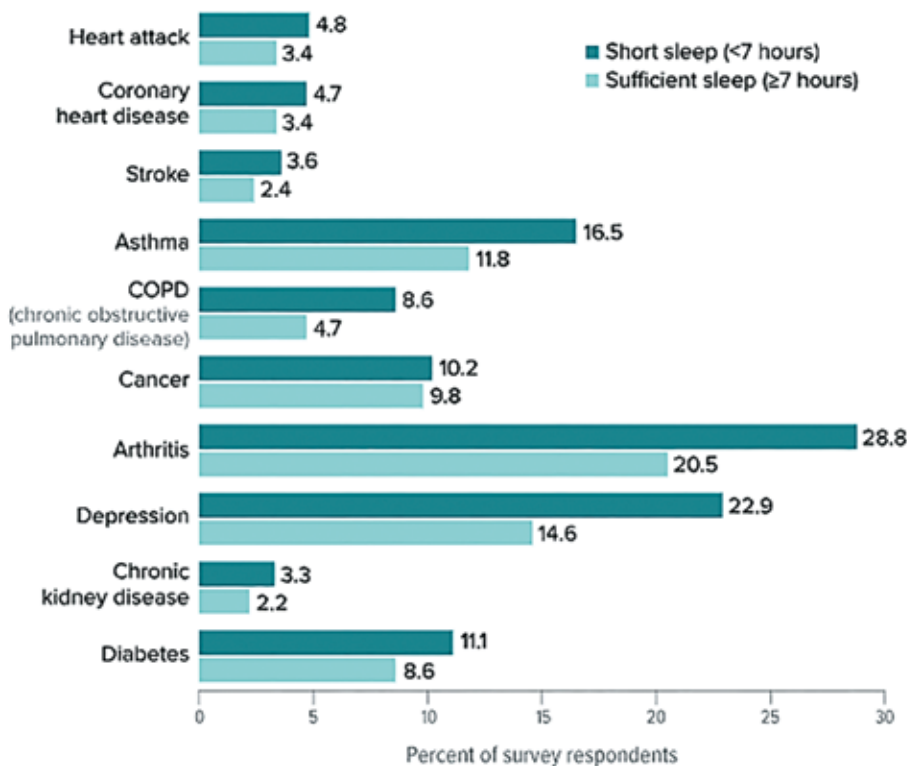


De Gallant built in 1916 was operating an eco-cargo service (Blue Schooner)

in Vlaardingen (Netherlands) at the Figeo brothers' shipyard and launched in 1916 under the name Jannetje Margaretha, she was most recently registered in Vanuatu and operating under charter to Blue Schooner.

Manage Sleep as a Health Condition

Chronic health conditions and sleep duration



SOURCE: CDC.GOV/SLEEP/DATA_STATISTICS.HTML

KNOWABLE MAGAZINE

In 2014, US adults who reported regularly sleeping for less than seven hours in a 24-hour period were also more likely to report having these 10 health problems compared with those who said they usually get the recommended amount of sleep.

SUP Member Application Mariner Documents

Credentialed professional merchant mariners are welcome to apply for registration with the Sailors' Union of the Pacific.

Now is an excellent time to get started.

Mariners with the Merchant Mariner Credential (MMC), the Transportation Worker Identification Credential (TWIC), a U.S. Passport, a U.S. Coast Guard medical certificate without limitations, and with the following international STCW endorsements on the MMC:

1. Able Seafarer/Deck (AS/D)
2. Basic Safety Training (BST)
3. Proficiency in Survival Craft (PSC)
4. Vessel Personnel with Designated Security Duties (VPDSD)
5. Tankerman Assistant (DL) or higher and Basic Oil Tanker Cargo Operations on the Merchant Mariner Credential

Feel free to ask questions, Please call, contact and send your mariner documents to

sam@sailors.org • (925) 788-7661

SUP MEMBERSHIP APPLICATION

<https://sites.google.com/sailors.org/sup/home>





SUP PRESIDENT'S REPORT

GOVERNMENT MATTERS

Afloat Prepositioning Drawdown: As previously reported, the Military Sealift Command has notified Patriot that the U.S. Army is considering laying up the ships in the forward-deployed Afloat Pre-Positioning Squadron. The indication is that MSC ships carrying Army cargo — for us that's the *Watson*, *Watkins*, *Charlton*, *Red Cloud*, *Soderman*, and *Pomeroy* — could be transitioned to Reduced Operating Status over the next year and half. The idea is to offload cargo at undisclosed locations to land-based operations due to normal budgetary pressures. This untested and consequential strategic shift would reverse decades of military strategy, planning and procurement. The negative impact on U.S. readiness and sealift capability, not to mention Union jobs, is considerable and multi-faceted and deserves our vigorous opposition. Accordingly, the SUP and MFOW joined this month with other unions and allies to investigate and resist. There are still many possible outcomes. Urge all hands to remain committed to the work despite the negative rumor mill. More to come.

Basic IGF Code Operations (LNG) Endorsement Renewal: The endorsement for basic LNG operations is good for five years, but a credentialing practice at the National Maritime Center (NMC) adds confusion. The Merchant Mariner's Credential (MMC) the LNG endorsement may overlap such that the LNG expires when the MMC expires. This synchronization of the endorsement and the credential does not reduce the five year validity of the endorsement, unless the credential expires. If the credential expires, then that credential's LNG endorsement also expires. The same endorsement, however, will still be good in the next valid credential so long as the training was less than 5 years from the date of application for the new credential. An expiring credential must also be renewed so the LNG expiration that we see in credentials is mainly for the purpose of the credential; the LNG endorsement itself retains a 5-year period of validity.

The training certificate, on the other hand, is only good for the purpose of gaining the endorsement in the credential and valid for only one year. Once it is converted into the credential endorsement it is good for 5 years, provided the training was taken less than five years before the application for a new credential. (Ninety days of sea service in a qualifying vessel will also suffice for renewal.) Converting the certificate into the endorsement in the credential creates the five-year validity. If the certificate is not used for the endorsement after one year the training and the certificate expires worthless. Members should retain still certificates to verify training dates as well as any qualifying seatime for future applications.

After training members should fill out the CG-719B form to apply for V/3-1, Basic IGF Code Operations, and checking the box in the STCW column for a new endorsement" and submitting the package with training certificate to NMC. SUP Training Representative Berit Eriksson or SUP agents can assist with the application. Because it is a new area, the regulations can only be pieced together from Coast Guard guidance on May 8, 2024 and before, mainly from a general checklist on STCW renewals. (see Communications package for the checklist). Urge all hands that have taken the training to gain the endorsement.

The Andrew Furuseth School of Seamanship has agreed to another LNG class in Honolulu on August 1st and 2nd. Please apply via Branch Agents. Of course, all Basic IGF Code Operations classes are for members who intend to ship on LNG-propelled ships (presently Daniel K. Inouye and eventually, Manukai, and Kaimana Hila). There is also a June 24-25 class in San Diego and a July 30-31 class in Honolulu.

STCW Medical Certificate Renewals: Due to a lack of personnel, especially qualified medical examiners, the National Maritime Center, has been slow to process STCW medical certificate renewals. STCW med certs have only a 2-year validity, and must be renewed via a physical documented by USCG form 719K. The short window of validity is exacerbated by this process delay because it requires earlier application. What was once a two-week turnaround now could take four months. Members are urged to pay continuous attention to this medical recertification issue.

READY RESERVE FORCE

2024 Solicitation for RRF Ship Management: A dispute between the Maritime Administration and contract bidders for the management of Ready Reserve ships drags on (under Solicitation 693JF722R000009). A series of amendments were issued to the bid in May, and ship managers and Unions were required to submit revised price proposals by June 6, 2024. Discarding previous bids, I worked again with the MFOW and SIU to develop a new comprehensive wage and benefit package using Total Labor Cost methodology for the five-year initial period. Like the other bids, the package was based on a unified Union agreement known as the "tripartite" from September of 2023, as adjusted to synchronize with the new amendments. At the same time, MarAd said various review factors could interfere with an award and noticed the possibility of bridge contract that would effectively extend the Ready Reserve from July 25, 2024, to January 25, 2025, or another six months, with an optional six month extension on that if the bid process was incomplete in January. As of today's meeting, although a definitive bid with very significant increases submitted, uncertainty persists. Given the history of this one, more changes are likely and will keep the membership informed.

Matson Exits RRF: On May 28, 2024, Matson management informed the Union that it would exit its operation of existing Ready Reserve ships to remain focused on its core commercial business. Matson will not seek contract renewal during the ongoing bid process. The ship operation of *Cape Horn*, *Cape Hudson* and *Cape Henry* will be transferred from Matson to Patriot Contract Services. According to management the turnovers will begin on June 25, 2024 (or sooner) for the *Cape Hudson*, June 28th for the *Cape Henry*, both in San Francisco, and July 9 for the *Cape Horn* in Pearl Harbor. Both employers expect a seamless transition and recognize that all SUP Shipping

Rules shall remain in force and tours of duty shall be counted as continuous. It is also expected that *Cape Hudson* will activate for a mission shortly after turnover.

Cape Trinity — On May 14, the Union was notified that the activated RRF ship *Cape Trinity* had suffered a main engine casualty enroute a European port in the Atlantic Ocean. On one engine, the vessel arrived safely in Ponta Delgada, in the Azores off Portugal. After inspections and emergency repairs, the ship departed Ponta Delgada for Rota, Spain and more complete repairs. The ship departed Rota for a Mediterranean destination port on June 4.

MATSON NAVIGATION

Offshore Agreement: In accordance with Section 36 of the General Rules of the Agreement between Matson Navigation Company and the SIU Pacific District, there shall be a three (3.0) percent increase on all rates of pay and wage related items (overtime, supplemental benefits, etc.) effective July 1, 2024.

A cost-of-living increase shall also be made (if applicable) on the basis of comparing the May Consumer Price Index for all Urban Consumers (CPI-U), as published by the Bureau of Labor Statistics of the U.S. Department of Labor, to the previous May Consumer Price Index. An increase in this index above four (4.00) percent, not to exceed five (5.00) percent, shall be added to the base wage effective July 1, 2024. The publishing date for the May 2024 CPI is June 12, 2024.

The General Rules also includes a provision for the increase of \$0.25 per manday contribution to the Andrew Furuseth School of Seamanship effective July 1, 2024. Mr. Chairman, I recommend the entire increase be allocated to wages and wage related items.

Maintenance Agreement (Paint and Rigging Gang): Under Section 20 of the SUP - Matson Maintenance Agreement the same economic benefits (3%) in the General Rules will apply to the members working under the Maintenance Agreement.

CV-700: Under Section 2 of the 2023 Memorandum of understanding between Matson Navigation Company and the SIU Pacific District unions covering the operation of the CV-700 class vessel the C/V Kamokuiki there're will be a four (4.0) percent increase in wages and wage related items effective July 1, 2024.

Manukai: Matson called for crew to join in China to break out the *Manukai* from a year-long shipyard that repowered the ship to LNG operations. The ship is expected to enter the China trade (CLX). As per Shipping Rule No. 57, past practice, and membership confirmation in April of 2023 on Daniel K. Inouye re-crewing, the jobs for *Manukai* will be first called in ports on the CLX string (Honolulu and Wilmington), and then filled from all ports as necessary. According to the Company, due to extended testing and sea trials needed to gain USCG COI and ship classification clearance of *Manukai*, a special type of multiple entry Chinese visa called a business visa will be issued. The Chinese visa process being what it is, crews must be called immediately to be able to join on or about July 6, 2024.

Mr. Chairman, I recommend allocation of the entire negotiated Matson percentage increases to wages and wage related items.

APL MARITIME

New Ships: The *President J.Q. Adams* was reflagged and delivered to the Union on May 23, 2024. The ship sailed for the Far East from Oakland with a full crew. The *President Grant* was reflagged, and SUP crew joined on June 3. At the same time the *President Truman* and the *President F.D. Roosevelt* sailed for de-flagging in Korea. Credit goes to all members who joined the new ships and finished the job on the ships flagging out. Combined with the skill and persistence of all SUP dispatchers made this challenging transition a success.



Photo L-R: Dan McKisson ILWU, Giorgio Pompei SUP, Congresswoman Jayapal, Steve Walker MEBA.

SUP President's Report continued

Payroll: The work to improve APL payroll continues. This month the Company, with input from the Union, implemented a standby payment process that should reduce timesheet handling delays, the better to make payday cutoffs. Timesheets will be signed and scanned on board then emailed to payroll. Copies will be retained by the members to compare with payroll records for accuracy. Company payroll pledged to continue to work with the Union to both correct problems and improve timeliness on the bi-weekly payrolls.

PATRIOT

Payroll: PCS management informed the Union that a test transition period to a new app-based payroll system it calls ADP Self-Serve would be complete on June 13, 2024, and be fully implemented on that date. The testing included some SUP input. It allows mariners to access complete pay history, (including that of other ADP employers), as well as statements, taxes and deductions, W-2 data and existing pay vouchers. It improves payroll and cybersecurity which was a main driver of the change. Physical pay vouchers will still be issued to mariners on the ship upon discharge from the ship. Patriot will cease mailing statements at payroll. PCS has also pledged support for mariners having problems with ADP Self-Serve and members are encouraged to ask the Company for assistance.

Haina Patriot: On May 8 the Union was notified by PCS that MSC would exercise the option Period 1 of the Contract No. N3220523C4018 (*Haina Patriot*) for the period of June 29, 2024 to June 28, 2025. This is in accordance with Federal Acquisition Regulation Clause 52.217-9, Option to Extend the Term of the Contract. The notice does not obligate the Government to exercise or fund this option, but it provides notice of the Government's intention to do so. Under Section 4 of Appendix 2 to the Haina Patriot Memorandum of Understanding, there shall be a three percent (3%) increase in Total Labor Cost on the third anniversary date of the agreement, which is October 1, 2024.

CALIFORNIA LABOR FEDERATION

At the Executive Board meeting of California Labor Federation, the stakes for the upcoming U.S. general election were laid out in existential terms for Unions. The near and long-term projection of Union power will be determined, from the top of the ticket down. SUP interests lay in remaining a viable Union organization and maintaining the legal foundations of the U.S. merchant marine, specifically the Jones Act. We will support those candidates that support our work and jurisdiction and align with those interests. The Federation will hold its biennial convention on political endorsements in July. SUP Vice-President Matt Henning and myself will represent to ensure our issues remain central to the Federation

COMMITTEE ON CONSTITUTION

As per Article XVII of the SUP Constitution all resolutions to amend the Constitution and Shipping Rules must be submitted IN WRITING at today's Headquarters meeting or at the Branch meetings on June 17, 2024.

The resolutions will be referred to a Committee on Constitution, comprised of three members elected at today's Headquarters meeting and one member elected at the Seattle Wilmington and Honolulu Branch meetings next week.

The Committee will review all proposals received since the last election to amend the SUP Constitution. If any of the elected members ship out or are unavailable, recommend that a replacement be shipped off the deck as per past practice.

The Committee will convene at Headquarters on Monday June 24 at SUP HQ to review the resolutions and report back to the membership at the July meetings. If a

proposed Constitution or Shipping Rule amendment is endorsed by a majority vote of the membership at the July meetings it shall be placed on the 2024-25 referendum ballot also in accordance with Article XXVIII of the SUP Constitution.

Mr. Chairman, three members at Headquarters shall be elected today to serve on the Committee on Constitution and so I recommend you open the floor for nominations.

HOLIDAYS

Independence Day: SUP Halls will be closed for July 4, in recognition of Independence Day, a national and contract holiday.

Kamehameha Day: SUP Halls will be closed for June 11, in recognition of Kamehameha Day. In accordance with the Matson Agreement, Kamehameha Day is a paid holiday for those employed in company vessels at sea or in port and for members working under the Maintenance and Extra Maintenance Agreements.

Juneteenth, or National Independence Day: SUP Halls will be closed on June 19, 2024, for Juneteenth, a national and contract holiday.

ACTION TAKEN

M/S to concur in the full allocation of negotiated Matson percentage increases to wages and wage related items. Carried.

M/S to elect nominated members (Colin Dewey, Ron Reed, John Linderman) to the 2024 SUP Committee on Constitution. Carried

M/S to concur in the balance of the June 2024 President's Report. Carried.

Dave Connolly

HOW TO GET A JOB WITH THE SUP



It is a great time to become an SUP sailor. If you are looking for a career that offers challenging work, substantial pay, good benefits, control of your own work schedule, and an opportunity for adventure, a career as a deck department merchant mariner and member of the Sailors' Union of the Pacific might be right for you.

The SUP goes back a long way. The Union was formed in San Francisco in 1885 to organize and aid mariners in the windjammer sailing ships, coastwise lumber schooners, and steamships. Today, we dispatch merchant mariners to containerships, roll-on/roll-off ships, tankers, and shore facilities to the following primary ratings:

- Able Seafarer Deck/Able Seaman**
- Ordinary Seaman**
- Pumpman/Machinist/Wiper**
- Steward/Cook/General Vessel Assistant**

Getting started is a matter of registration. Registration in person in one of our hiring halls, where you present your documentation to an SUP agent is the best method. The minimum requirements necessary are valid credentials as follows:

- **U.S. Merchant Mariner's Credential (endorsed as Ordinary Seaman) and Passport**
- **STCW Basic Training endorsement**
- **STCW Vessel Personnel with Designated Security Duties (VPDSD) and Security Awareness (SA) endorsements**
- **STCW Two-Year Medical Certificate**
- **Transportation Worker Identification Credential (TWIC)**
- **Evidence of DOT-approved drug screen (within six months)**

You must possess all of the above items to be eligible for work. Contact SUP agents or visit our hiring halls for guidance.

The Sailors Union of the Pacific is not an employer and not a hiring agency. As a labor union, the SUP operates equal opportunity hiring halls for qualified members and registrants, dispatching them to fill job orders to fill billets aboard vessels operated by contracted shipping companies. The SUP has a seniority-based rotary dispatch system. The Union neither tolerates nor condones discrimination. The selection and eventual membership status of registrants is also determined by the Union on an as needed basis.

The jobs calls are held at 0900 and 1100 at HQ, and 1000 and 1400 in the Branches, Monday through Friday, at the following hiring hall locations:

SUP Headquarters
450 Harrison St., Rm. 102
San Francisco CA 94105

SUP Wilmington/Los Angeles Branch
533 N. Marine Ave.
Wilmington CA 90744

SUP Seattle Branch
4005 20th Ave., Ste 115
Seattle WA 98199

SUP Honolulu Branch
707 Alakea St., Rm. 101
Honolulu HI 96813



SUP Salutes Maritime Day at the Wall of Honor in San Pedro California

Social Security and Medicare Financial Picture Brightens

The trustees for Social Security and Medicare reported in May that the financial outlook for both improved due to a good economy. Their projected depletion dates set later.

Medicare's go-broke date was pushed back five years to 2036, due to higher payroll tax income and lower-than-projected expenses from last year. Medicare is the government's health insurance program that covers people age 65 and older and those with severe disabilities or illnesses. It covered more than 66 million people last year, with most being 65 and older.

Meanwhile, Social Security's trust funds — which cover old age and disability recipients — will be unable to pay full benefits beginning in 2035, instead of last year's estimate of 2034. Social Security would only be able to pay 83% of benefits. Unless something is done.

Social Security Administration Commissioner Martin O'Malley called the report "a measure of good news," but told The Associated Press that "Congress still needs to act in order to avoid what is

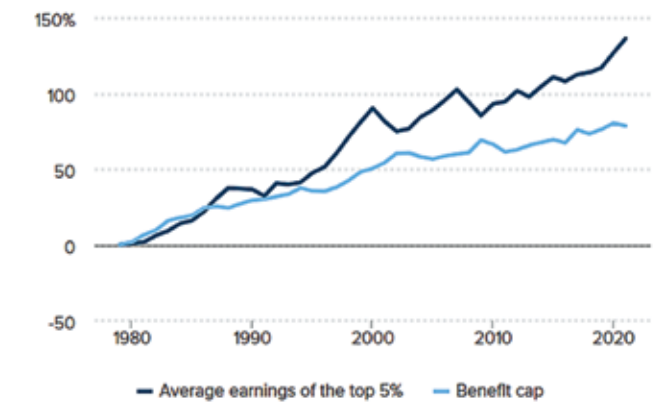
now forecast to be, in absence of their action, a 17% cut to people's Social Security benefits." About 71 million people — including retirees, disabled people and children — receive Social Security benefits.

President Joe Biden responded to the report by saying that "as long as I am president, I will keep strengthening Social Security and Medicare," adding that he wants high-income taxpayers "to pay their fair share" to bolster funding for the benefit programs.

Paying a fair share could be as simple as removing or raising the cap on income that is eligible for taxation. Social Security payroll taxes are not collected on earnings over a set cap. In 2021, this cap was \$142,800, in 2023 it was 163,200. But workers making more than this, including the huge amounts of the top income earners, enjoyed the benefit of zero Social Security taxes on all earnings in excess of this cap. Rising income inequality thus skews the tax structure to the benefit of top earners while leaving less for the crucial retirement program so many Americans rely on. Scrap the cap and problem solved.

Rising earnings inequality causes a growing share of earnings to exceed the tax cap

Cumulative growth in average earnings of the top 5% and the Social Security tax cap, 1979–2021



Note: For detailed methodology, see Gould and Kandra (2022). Source: Annual Statistical Supplement 2022, Table 4.B1, Social Security Administration and Social Security Administration wage statistics.

Economic Policy Institut

Labor Fights Scheme to Degrade Readiness

continued from page 1

insurance that they will have what they need to quickly respond in a crisis, anywhere, anytime. The afloat prepositioned stocks program complements a network of land-based inventories stored in the U.S., Europe, South Korea, and the Middle East.

Five of the ships are large medium-speed roll-on/roll-off ships in the Watson-class, crewed on deck by the SUP. Although the outcome of the ships is unknown, the damage done to reliable supply logistics in

military equipment, manpower readiness and operational know-how is without question. Critical cargo departs the area of operations, becomes harder to track, and takes longer to deliver in times of need. And just as cargo is spread out, ships lay-up and become less operationally functional, and crews disappear as they seek other work.

The proposal appears to run counter to the strategic "pivot to Asia" that military planners espoused after the wars

in Afghanistan and Iraq. It could result in diminished deterrence of Chinese aggression, and signal a withdrawal at time when Ukraine-style territorial claims are being openly considered. Via the withdrawal of a first line of defense, lengthened supply lines, degraded crew and equipment readiness, the tactical disadvantage is palpable. That the damage is self-inflicted having been initiated by the U.S. Army — in conflict with its own doctrine — is hard to understand.

"Considering the levels of combat going on around the world and the uncertainty for the future, the potential stand-down of pre-positioned military equipment and ammunition that is now available immediately to support our forces and those of our allies makes no sense," said MM&P President Don Marcus. "This decision would oblivate hard lessons learned over, at least, the last thirty years."

Logistics are a necessary part of tactics, and Defense Secretary Lloyd Austin has recently noted the national importance of logistics. He has said his emphasis on logistics is informed in part by the Russian experience in Ukraine and calls to mind the statement often attributed to General Omar Bradley: "Amateurs talk tactics, professional talk logistics."

2024 WSLC Endorsements



These are the 2024 election endorsements of the Washington State Labor Council, AFL-CIO as approved at the May 18 Committee on Political Education (COPE) Convention. Additional endorsements may be considered at the WSLC's 2024 Constitutional Convention in July. The WSLC, a state federation of the AFL-CIO, is the largest labor organization in Washington state and represents the interests of more than 600 local unions with over half a million members.

CONGRESS

- U.S. Senate — Maria Cantwell
- 1st CD — Suzan DelBene
- 2nd CD — Rick Larsen
- 3rd CD — Marie Gluesenkamp Perez
- 5th CD — Carmela Conroy & Jacquelin Maycumber
- 6th CD — Emily Randall
- 7th CD — Pramila Jayapal
- 8th CD — Kim Schrier
- 9th CD — Adam Smith
- 10th CD — Marilyn Strickland

STATEWIDE

- Governor — Bob Ferguson
- Lt. Governor — Denny Heck
- Secretary of State — Steve Hobbs
- Attorney General — Nick Brown & Manka Dhingra
- Insurance Commissioner — Patty Kuderer
- State Auditor — Pat McCarthy
- State Treasurer — Mike Pellicciotti
- Superintendent of Public Instruction — Chris Reykdal

JUDICIAL

- STATE SUPREME COURT
- Pos. 2 — Sal Mungia
- Pos. 8 — Steve Gonzalez
- Pos. 9 — Sheryl Gordon McCloud

BALLOT MEASURES

- OPPOSE Initiative 2109
- OPPOSE Initiative 2117
- OPPOSE Initiative 2124

Learn more at WSLC.org and www.TheStand.org

STATE LEGISLATURE

- 1st LD House 1 — Davina Duerr House 2 — Shelley Kloba Senate — Derek Stanford
- 22nd LD House 1 — Beth Doglio House 2 — Lisa Parsshley Senate — Jessica Bateman
- 3rd LD House 1 — Natasha Hill & Ben Stuckart House 2 — Timm Ormsby Senate — Marcus Riccelli
- 23rd LD House 1 — Tarra Simmons House 2 — Greg Nance Senate — Drew Hansen
- 4th LD House 2 — Ted Cummings & Eric Wood Senate — Paige Scott & Miguel Valencia
- 24th LD House 1 — Adam Bernbaum & Eric Pickens House 2 — Steve Tharinger
- 5th LD House 2 — Lisa Callan Senate — Bill Ramos
- 25th LD House 1 — Cameron Sevens House 2 — Shellie Willis Senate — Kenneth King
- 6th LD House 1 — Mike Voiz House 2 — Michaela Kelso
- 26th LD House 1 — Adison Richards House 2 — Tiffany Mitchell & Josh Smith
- 7th LD House 2 — Paul "Rocky" Dean
- 27th LD House 1 — Laurie Jinkins House 2 — Jake Fey Senate — Yasmin Trudeau
- 10th LD House 1 — Clyde Shavers House 2 — Dave Paul Senate — Janet St Clair
- 28th LD House 1 — Mari Leavitt House 2 — Dan Bronoske Senate — T'wina Nobles
- 11th LD House 1 — David Hackney House 2 — Steven Bergquist Senate — Bob Hasegawa
- 29th LD House 1 — Melanie Morgan House 2 — Sharlett Mena
- 13th LD House 2 — Alex Ybarra
- 30th LD House 1 — Jamila E. Taylor House 2 — Kristine Reeves
- 14th LD House 2 — Ana Ruiz Kennedy Senate — Maria Beltran
- 31st LD House 2 — Brian Gunn
- 16th LD House 2 — Skyler Rude
- 32nd LD House 1 — Cindy Ryu House 2 — Lauren Davis
- 17th LD House 2 — Terri Niles Senate — Maria Keethler
- 33rd LD House 1 — Tina Orwall House 2 — Mia Su-Ling Gregerson
- 18th LD House 1 — Deken Letinich House 2 — John Zingale Senate — Adrian Cortes
- 34th LD House 1 — Emily Alvarado House 2 — Joe Fitzgibbon
- 19th LD House 2 — Terry Carlson
- 35th LD House 1 — Julia Reed House 2 — Liz Berry
- 21st LD House 1 — Strom Peterson House 2 — Lillian Ortiz-Self
- 37th LD House 1 — Sharon Tomiko Santos House 2 — Chipalo Street
- 38th LD House 1 — Julio Cortes House 2 — Mary Fosse
- 39th LD House 1 — Sam Low
- 40th LD House 1 — Debra Lekanoff House 2 — Alex Rammel Senate — Liz Lovellett
- 41st LD House 1 — Tana Senn Senate — Lisa Wellman
- 42nd LD House 1 — Alicia Rule House 2 — Joe Timmons
- 43rd LD House 1 — Nicole Macri House 2 — Shaun Scott
- 44th LD House 1 — Brandy Donaghy House 2 — April Berg
- 45th LD House 1 — Roger Goodman House 2 — Melissa Demyan
- 46th LD House 1 — Gerry Pollet House 2 — Darya Farivar
- 47th LD House 2 — Chris Stearns
- 48th LD House 1 — Vandana Slatter
- 49th LD House 1 — Sharon Wylie House 2 — Monica Jurado Stonier Senate — Annette Cleveland



Dispatcher's Report

Headquarters — April 2024

Deck	
Bosun.....	6
Carpenter.....	0
MM.....	7
AB.....	13
OS.....	7
Standby S.F.....	12
Total Deck Jobs Shipped.....	45
Total Deck B, C & D Shipped.....	32
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.....	45
Total B, C, & D Shipped-All Depts.	32
Total Registered "A".....	17
Total Registered "B".....	29
Total Registered "C".....	4
Total Registered "D".....	22

SUP BRANCH REPORTS

HONOLULU

May 2024

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Steady, 2 AB Day steady, 3 AB Day Relief, 1 AB Day Return, 1 AB Watch Steady, 2 USNS AB, and 1 USNS Ordinary.

There were 30 Standbys Jobs dispatched for the month.

REGISTERED: 9 A-Cards, 14 B-Cards, 4 C-Cards, and 4 D-Cards.

SHIPS CHECKED: *USNS Charlton*, *USNS Watson*, *Islander*, *Oceania* (Appendix "C" and Restriction being looked into), *D.K. Inouye*, *Manulani*, *Maunalei*, *Mokihana*, *Lurline*, *Kaimana Hila*, *Mahimahi*, *Manoa*, *Maunawili*, *Matsonia*, *R.J. Pfeiffer*, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report:

We had an informal get together at La Mariana Yacht Club to have one last drink with Brother Duane Nash. Even though Duane may have been considered a bit of a teetotaler. He was a great Sailor and Union Man. He will be missed.

Appreciate members stepping up to take a bunch of these "bust ass" standby jobs and do the work in SUP Style. Atta Boy to all you guys

I attended the Hawaii Port Council meeting. Much was discussed about the potential "drawdown" of the prepositioned MSC ships, as well as the recently concluded state legislative session and the upcoming federal, state, and local elections. Rand Swindel (MMP and

Council Chair) announced the Maritime Labor Pa'ina will take place on July 18th, at Café Julia. The Hawaii Congressional Delegation who are friends of the U.S. Maritime industry and the Jones Act will be in attendance. If members would like to take part? Please let me know. It's a good opportunity to show the politicians that fight to protect our important work, who they are fighting for. Dion Dizon (IBEW 1186) informed the council that the Labor Unity Picnic will take place this year, and the event is in the planning stages. I also attended the Hawaii State AFL-CIO board meeting.

I heard rumors over the weekend that there are accreditation issues at the Tongue Point Maritime Academy in Oregon, that were confirmed. Over the years, T.P.M.A. has been an outstanding conduit for young people trying to break into the maritime industry, especially here in Hawaii. I encourage all Alumni of the program to write a brief testimonial on the positive impacts the program has had on your life, to send not only to Job Corp, but your elected Federal Officials as well. It would be a huge blow to the entire industry, to lose this program. If you have six months or less before any of your documents expire? Please get started on the renewal process. Come see me if you need help.

**Fraternally Submitted,
Patrick Max Weisbarth
Honolulu Branch Agent**

VICE PRESIDENT'S REPORT

May 2024

Ships checked — June

APL President Truman — Teodoro Gadais, delegate. APL is replacing the ship with *President John Q. Adams* at the end of the month. *President Truman* changed reflag port to Busan, Korea. Appreciate the crew that stayed on until Busan to make the transition easy. Kris Skorodynski, bosun.

APL President Cleveland — Leszek Jeziorski delegate. Clarification regarding Clarification regarding 15:00 knock off. Sanitary and general deck maintenance is not necessary work. Jesus Hermsillo, bosun.

Matson Manukai — Jobs were called the week of 6/10-6/14 under shipping rule 57. Please remember after completing the LNG course you need to apply for endorsement to go in your MMC. Just having possession of the LNG certificate will not suffice.

USNS Seay — Tim Tess, delegate. Ship is on the hook in Diego Garcia. Things are running smooth on board with many liberty activities ashore. Jeff Nicholas, bosun.

USNS Soderman — Javier Rosales, delegate. Ship is on the East Coast with branches filling two empty billets. All billets filled. Joshua Dickey, bosun

Cape Hudson — *Cape Hudson* to go FOS for mission on June 22nd. This will now be the 4th ship that is currently transitioned from ROS to FOS. Plenty of work available. Dennis Solijon, bosun.

Cape Horn — Christian Demesa, delegate. Ship continues its successful Pacific Pathways mission. SUP dispatched 3 members last month and through the AFSS they were able to take small arms training before joining the ship. Marc Calairo, bosun.

Cape Trinity — Heath Heller, delegate. While crossing the Atlantic, the ship encountered engine problems. Currently in Rota, Spain for repairs. Should be back and running soon. Ronda Benoit, bosun.

Tankers — I want to reiterate SUP has seen a lot of growth in the Tanker industry the past 5 years. We currently crew 7 tankers between Chevron and Patriot. Patriot is looking to add at least one more this year. If members are interested in becoming tankerman please reach out to your Branch Agent or myself.

I represented the SUP at the monthly Alameda Labor Council and Maritime Trades Department meeting this month. Several unions reported organizing campaigns in different industries in CA.

Please renew documents when they have six months remaining on them, if not sooner. The medical certificate used to be the one cert you could count on receiving in a few weeks. This is not the case anymore. It can take the coast guard 90 business days to just acknowledge receipt of your 719k physical. Again, please renew with six months' validity if not sooner.

Matt Henning

WILMINGTON

May 2024

Shipping: Bosun: 4 AB/W, 8 AB/D 7, OS/STOS 0, GVA/GUDE 0, Standby: 31. Total Jobs Shipped: 50 **Registrations:** A 25, B 29, C 4, D 3.

Ships Visited: Making regular visits as time permits me. Also, keeping in contact by phone and email.

Agent's Report:

Shipping has been busy here in LA this last month. We have been able to crew two new vessels for APL well maintaining our other billets on board for Matson and Patriot with minor struggles and minimal difficulties. The time I have here in LA has been stretched thin lately. But I have been able to maintain. Maritime day was a great success and thanks to those who came out to remember and pay respects with us. Many are having issues with the Coast Guard documents turnaround. Word is they are understaffed. Could take longer than usual so as I've said before, and will continue to say — watch expirations, start the process for renewal

at minimum six months ahead of time to avoid any lost time between having documentation in hand. Also in my opinion, if you are still waiting for documentation continuously, call them every day every couple hours or so. Remember the squeaky wheel gets the grease. Also, got word about Tongue Point Job Corps and their seamanship program becoming unrecognized by the Coast Guard. I will be writing the powers that be and let them know some good sailors do come out of that program and have been vital to the to the industry. That school helps a lot of kids that have nothing. Preparing them for life, making a decent living and keeping them off the streets where they would've likely ended up.

As usual pay attention to your expiration dates, keep up with your dues, and attend your monthly meetings.

**Fraternally Submitted,
Leo Martinez, Book #19362
Wilmington Branch Agent**

SEATTLE

May 2024

Shipping: 4 Boatswain (3A, B); 2 AB/D (A); 5 AB/W (4 A, B); 4 Navy AB (A, 2B, C); 3 OS (B, C, D). Matson called for 1 Standy Boatswain (A) and 7 Standby AB's (2A, 2B, 3 C)

Registered: 5 A card for a total of 6, 8 B card for a total of 12, 3 C card for a total of 6, 2 D card for a total of 3.

Agent's Report:

Shipping continues to be steady and wide open here. Seattle has been dispatching to Patriot vessels that are not assigned here to facilitate a timely relief for members that are overdue. Keep the cherry picking to a rational minimum and give your Union brothers and sisters their turn at home.

APL's no sign-on physical policy has been a tremendous help with the open board work and should save you from the hundred-mile last minute drives to find an available clinic.

With the uncertain future of the *Watson* Class vessels, I recommend that the

membership considers getting their tank assist endorsement. You should act on training and endorsement application as soon as possible since the Coast Guard has been running bit slow lately. Should the Watsons turn to ROS, the tanker jobs are steady and will carry us through lean times while we transition between contracts.

The Seattle Branch membership has been actively reaching out to Legislators to inform and illustrate to them the potential damage that a Watson drawdown could have on our nations already diminished Mariner pool and on our future readiness to activate in times of need. Few that I have spoken to are aware that laid up ships quickly turn to unusable junk, or of the fact that with the hurdles of modern credentialing of sailors, few would want to come back to the industry once displaced and expired.

**Fraternally,
Brendan Bohannon
Seattle Branch Agent**



On the side port of the *USNS Red Cloud* in Norfolk VA: Left to right: AB Shoal Nervo, OS Tre'Aj Harris, AB Nick Reed, AB Manfred Olson, Bosun Rory Alexander, AB Jerry Estenso, OS Chase Henderson, and OS Salvador Santos