



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXVIII No. 2  185

SAN FRANCISCO, CALIFORNIA

Tuesday, February 11, 2025

Galaxy Leader Crew Released

Yemen's Houthi rebels released the crew of the Galaxy Leader on January 23rd to the government of Oman. The 25-person crew included mariners from the Philippines, Bulgaria, Romania, Ukraine and Mexico. The Houthi Rebels had unlawfully detained the crew since seizing the vehicle carrier in November 2023, when the rebels launched a helicopter-borne raid at the start of attacks on shipping in the Red Sea, Gulf of Aden, and Bab el-Mandeb Strait over the Israel-Hamas war. The Galaxy Leader is registered under the Bahamian flag, a flag-of-convenience, operated by Japan, and owned by a British company with an Isle of Man address. Isle of Man is often seen as a second register for United Kingdom shipping. The company is at least partially owned by the Israeli businessman Rami Unger.

In the Philippines, President Ferdinand Marcos Jr. confirmed the release of 17 Filipino crew members, describing the moment as "utmost joy." The Filipino crew members returned to their home country to welcomes from their families and government officials.

While this is a monumental moment for the crew of the

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MATT HENNING ELECTED SUP PRESIDENT

Sam Worth Elected Vice-President

Brendan Bohannon Elected Seattle Branch Agent

Leo Martinez Elected Wilmington Branch Agent

Patrick Weisbarth Elected Honolulu Branch Agent

Roy Tufono Elected San Francisco Business Agent

The triennial election of officers of the Sailors' Union of the Pacific — via secret, mail balloting over a two-month period — concluded on January 31, 2025, with the tallying of ballots in San Francisco. Using various methods and steps, the tally was certified by UniLect, Corp. the Impartial Balloting Agent selected by the membership at the November 2024 Union meetings.

For President/Secretary-Treasurer, Matt Henning — the incumbent Vice President/Assistant Secretary-Treasurer — was unopposed but his candidacy was resoundingly confirmed as he garnered the top number of total votes across the board. Henning

will relieve Dave Connolly, who has held the post since 2019.

Sam Worth emerged victorious over Dale Gibson in the race for the job of Vice President/ Assistant

Secretary-Treasurer. It was a decisive win with more than 72% of the vote falling to Worth. In Honolulu, incumbent Branch Agent Pat Weisbarth defeated Nick Manesiotis with more than two-thirds of the vote falling to Weisbarth.

The races for Seattle Branch Agent and Wilmington Branch Agent were unopposed but Brendan Bohannon and Leo Martinez were both re-elected. In San Francisco, Business Agent Roy Tufono was also re-elected. Out of a field of four qualifying candidates, Matt Henning, Sam Worth, Roy Tufono and Berit Eriksson were elected as Trustees to the



SUP Building Corporation.

Matt Henning and Sam Worth's leadership role and readiness was further confirmed by the membership's vote to elect them as SUP delegates to the Seafarers International Union of North America Convention in 2027.

More election news on page 5

Supply Chain Outlook Suffers Tariff Whiplash

The Trump administration paused plans to institute a 25% tariff on goods from Mexico and Canada hours before they were due to take effect after securing commitments from both trading partners to increase border security. But uncertainty prevails. "Uncertainty is the biggest threat to supply chain efficiency, and the latest tariff developments underscore why," says Matt Lektutis at global procurement and supply chain consultancy Efficio.

A 10% tariff on goods coming into the US from China has gone into effect, meanwhile, prompting immediate retaliatory measures from China on a range of US goods from crude oil to agricultural machinery. No measures have as yet been announced for European trading partners, but Trump told reporters that tariffs on EU goods imported into the US could happen "pretty soon."

While a trade war with Canada and Mexico has been averted for now, businesses do not know for sure whether the tariffs will now

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Consequences: Trump Begins Massive Government Overhaul

In the first days of his Administration, President Donald Trump, has put in motion an enormous overhaul of the federal government. The changes span the vast arena of government activity, including trade and tariffs, federal workers, border control, military leadership, agency changes and more.

In a blitzkrieg of actions, he has fired prosecutors, inspectors general and board members of independent agencies, defying both legal rules and standard governmental norms. He blocked migrants request for asylum, stopped a ban on TikTok, and moved to close the US Agency for International Development. He has nullified laws, such as the one that says that babies born to undocumented parent on U.S. soil are citizens. Courts have blocked some edicts, and lawsuits are pending on others.

Labor Reacts To New Federal Workforce Orders

In his first week in office, Trump signed a flurry of executive orders and rescinded more than 40% of Biden's executive orders, affecting everything from immigration to the environment. Agency staff and many others are still interpreting the orders — and the White House is still clarifying them — so the extent of their effects on workers across industries isn't yet clear. But three sectors in particular will be immediately impacted: construction, food production and processing, and the federal bureaucracy.

The new presidential directives that water down protections for federal employees are especially concerning. President Donald Trump's orders will change the structure of the federal workforce by removing civil service protections for a large segment of federal employees. The move re-establishes the "Schedule F" employment category that affects as many as 50,000 federal workers. Trump described the action as a step toward enhancing "accountability" within the federal workforce. The order notes that federal workers don't need to be in lockstep with the current president politically, but "are required to faithfully implement administration policies to the best of their ability... Failure to do so is grounds for dismissal."

Unions and labor observers noted that reassigning employees as Schedule F essentially makes those workers at-will employees and therefore far easier to fire. Further, Schedule F defies merit principles and instead would require political loyalty to a president.

AFGE National President Everett Kelley said, the order "is a blatant attempt to corrupt the federal government by eliminating employees' due process rights so they can be fired for political reasons. It will remove hundreds of thousands of federal jobs from the nonpartisan, professional civil service and make them answerable to the will of one man. This unprecedented assertion of executive

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Hannu Kurppa BK#3162
- Gunnar Lundeborg.....BK#4090
- Vince O'Halloran.....BK#2463
- James ClayBK#4794
- Mike WorthBK#3629
- Terrence LaneBK#4107
- Mike Dirksen.....BK#2739
- Teofilo RojasBK#3194
- Leo Moore.....BK#6492

Political Fund

- Herbert Oquendo \$50
- Milton Caballero \$5
- John Barut \$10
- David Garcia..... \$50
- Ben Garman \$50
- Dieg Rizan \$70
- Saher Ali \$50
- Esther Gonzalez \$20
- David Green..... \$50
- Vincent O'Halloran \$200
- Archie Bickford \$100
- Reid Barlow \$30
- Victorino Ramos \$20
- Erick Weiss \$100
- Dave Connolly \$200

West Coast Sailors

- Ben Garman \$50
- Cesar Runatay \$50
- Patrick Weisbarth \$20
- Janan Johair..... \$50
- Reid Barlow \$20

Organization/General Fund

- Noel Itsumaru \$50
- Ariel Odion..... \$50
- Mark Hargus \$50

Membership and Ratings Committee

The Committee met on February 6, 2025 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatetime	Rating	
Jose Ysern	Bk#257	6 yrs.	A.B.	A
Edgar Juluat	Bk#4332	6 yrs.	A.B.	A
Leopoldo Martinez	Bk#6558	6 yrs.	A.B.	A
Cody Clark	Bk#4835	6 yrs.	A.B.	A
Cornelio Villano, Jr.	B-19824	1 yr.	A.B.	B
Sean Tupas	B-19825	1 yr.	O.S	B
Joshua Cisneros	B-19826	1 yr.	A.B.	B
Virginia Davis	B-19827	1 yr.	O.S.	B
Diamond Payne	B-19828	1 yr.	O.S.	B
Patric Firme	C-3074	30 days	O.S.	C
Mused Nasser	C-3075	30 days	A.B.	C
Angela Clinton	C-3076	30 days	O.S.	C
Kalae-Mitchal Huihui	C-3077	30 days	A.B.	C
Ronald Poyotte	C-3078	30 days	A.B.	C
Ghanem Ali	C-3079	30 days	A.B.	C
Dahir Abdi-Shire	C-3080	30 days	A.B.	C
Wendy Zampardi	C-3081	30 days	A.B.	C

Ratings: Bosun Stamp

Cody Clark BK#4835

Membership and Ratings Committee's Report: Dimitri Seleznev, BK#7551; Jason Alonzo, B-2911 and John Chiovarou, C-3048.



AMERICAN MARITIME HEROES: SUP bosuns (now pensioners) Mike Worth and Paul Fuentes, who together possess roughly 100 years of Union and sea service, at the counter in San Francisco. Photo Roy Tufono



The Membership and Ratings Committee for February 2025: from left is Jason Alonzo, B-19757, Dmitri Seleznev, #7511, and John Chiovarou, C-3381.

SUP WELFARE PLAN NOTES

Current Addresses

Please be sure the Plan office has your current mailing address and email address so that we can send you important mailings concerning plan changes and anything else you need to know about the SUP Welfare Plan.

Unfit For Duty

You must have doctor's documentation of your Unfit-For-Duty status sent to the SUP Welfare Plan if you become Not Fit-For-Duty. Because of Privacy Laws, your shipping company employers will not automatically send the information to us if you are injured on the ship. You must request that the shipping company do so.

We do not need extensive medical information, lab reports, x-rays, or doctor notes. The documentation should indicate the date you became Unfit-For-Duty, the dates you will be unable to work, the likely return to work date, and the dates you have seen the doctor. Follow-up documentation should be submitted periodically approximately every two months if you remain unable to work for an extended period.

This information may extend your eligibility for coverage or affect your future pension calculation.

Fit-For-Duty documentation is also required when you are able to work again. Modified activity is still considered Unfit-For-Duty.

Michelle Chang, Administrator michelle@marinerbenefits.org,

Brian Farmer, MPP & 401(k) Plans, Death Benefits brian@marinerbenefits.org

Gina Jew, Claims gina@marinerbenefits.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

SUP Pensioner Join the Ranks of Retirement

Mervin Guevarra

Bk#3047

2/01/2025

Final Departures

George Rodriguez, Book #2973. Born in California in 1927. Joined SUP in 1947. Died January 10, 2025. (Pensioner)

Frank Parks, Book #3798. Born in Washington in 1934. Joined SUP in 1952. Died in Washington, January 13, 2025. (Pensioner)

Mitchell Roseveare, Book #3187. Born in California in 1956. Joined SUP in 1974. Died January 15, 2025. (Pensioner)

SUP Meetings 2025

HQ	Branches-
March 10	March 17
April 14	April 21
May 12	May 19
Jun 9	June 16
July 14	July 21
August 11	August 18
September 8	September 15
October 14*	October 20
November 10	November 17
December 8	December 15

*Tuesday meeting due to holiday

West Coast Sailors

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Abandoned Seafarers Reach Record Number in 2024

The number of abandoned seafarers set a new record last year: worldwide, the total was 3,100 aboard 300 vessels, according to the International Transport Workers' Federation.

That number was more than double the total reported in 2023.

"2024 was the worst year on record," says ITF Global Inspectorate Coordinator Steve Trowsdale. "It's an absolute disgrace." Trowsdale says seafarers are often treated as "disposable commodities," adding, "It's nothing less than a betrayal of the key workers of global trade."

The ITF blames the burgeoning number of abandonments on low-quality, flag-of-convenience registries. The International Maritime Organization also blames the Covid-19 pandemic and the growth of the shadow—or dark—fleet.

The typical case of abandonment involves a decrepit vessel with a "murky" record of ownership. By walking

away from the ship and crew, disreputable or bankrupt owners save on the cost of back wages, crew sustenance and repatriation. Abandoning a ship also means leaving behind any outstanding debts or fines that the vessel has accumulated.

The ITF helps advocate for the resolution of abandonment cases, but there is only so much it can do. When the shipowner will not cooperate or respond, enforcement is the responsibility of the flag state.

But since low-quality registries compete for the business of low-quality shipowners, flag states have no incentive to step in to deal with an abandoned vessel and crew.

Another complication: The ITF reported that last year, there were 20 cases in which the vessel had no identifiable flag state at all—a big increase over years past. "The



industry must take robust action," says ITF General Secretary Stephen Cotton. "Those responsible must be held to account and punished. Anything less gives a green light to these appalling abuses of fundamental labor and human rights."

Bad Doge! AFL-CIO Sues to Clean up DOL Data Dump

The AFL-CIO filed a federal lawsuit in a Washington, D.C. court to prevent Elon Musk's Department of Government Efficiency (DOGE) from accessing the Department of Labor's systems. The federation of unions argues that the access could expose non-public investigations into Musk's companies, including Tesla, SpaceX, and the Boeing Company, as well as probes into competitors.

Musk, tasked by President Donald Trump with identifying government fraud and waste, has rapidly expanded control over federal agencies. DOGE has already accessed Treasury Department data, federal employee records, and has restructured USAID.

Union officials warn that DOGE's access to OSHA databases could reveal sensitive details about workplace safety complaints, worker compensation, and wage theft claims. A Reuters report cited OSHA's past investigations into SpaceX, including fines related to worker safety incidents. DOGE's control over the Bureau of Labor Statistics also raises concerns about the independence of economic data.

White House spokeswoman Karoline Leavitt stated Musk would recuse himself from conflicts of interest. However, critics fear his oversight could grant him undue influence over government agencies and competitors.

The lawsuit, filed before U.S. District Judge John Bates, seeks a temporary restraining order against DOGE. The court has yet to rule on the request.



Galaxy Leader Crew Released

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Galaxy Leader it is just one small step in the right direction. The Galaxy Leader is still moored off the Yemen port city of Hodeida. The Houthi's have stated they will continue their unlawful attacks in the Red Sea against certain vessels linked with Israel but warned wider assaults could resume if needed. Shipping traffic is down roughly 50% through the region since the start of the Israel Hamas war and one small gesture is not likely to encourage shipping companies to reenter the route that's crucial for cargo and energy shipments between Asia and Europe. Egypt, which runs the Suez Canal linking the Red Sea to the Mediterranean has been most affected cutting into their revenue significantly.

The Houthi's have targeted over 100 merchant vessels with missiles and drones since the start of the Israel-Hamas war. The Houthi's have sunk two vessels and

also killed four sailors. Other missiles and drones have either been intercepted by U.S. and European-led coalitions in the Red Sea or failed to reach their targets, which have also included western military vessels. The Houthi's have maintained they were only targeting ships linked to Israel, United States, or UK. However, many of the ships attacked had little or no connection, including some bound for Iran.

This gesture by the Houthi's to gain favor with the new Trump administration may fall flat though. President Trump signed an order urging Secretary of State Marco Rubio to reinstate a foreign terrorist organization designation on the Houthi's. Rubio separately called Saudi Crown Prince Mohammed bin Salman and the foreign minister of the United Arab Emirates, who have led a coalition battling the Houthi's since 2015. The White House stated "Under President Trump, it is now the policy of the United States to cooperate with its regional partners to eliminate the Houthi's capabilities and operations, deprived them of resources, and thereby end their attacks on U.S. personnel and civilians, U.S. partners, and maritime shipping in the Red Sea."



Former President Harry Lundeberg pictured with Nick M. Jortall, book No. 19 who was an original member of the Sailors Union of the Pacific and the first pensioner. Brother Jortall was born in Norway, 1859. The photo of the two was taken in 1941 outside the Andrew Furuseth Memorial on The Embarcadero in San Francisco, CA.

Megaberg Ahead: Massive Iceberg A23a Is Underway

The world's largest iceberg is adrift and heading towards the island of South Georgia Island in the South Atlantic Ocean.

Iceberg A23a is so big that it's hard to visualize: at 1.1 million acres in area, it is about 75 times larger than Manhattan. It measures about 40 nautical miles by 32 nautical miles. It weighs about one trillion tons but it's shrinking. Its sheer sides tower more than 1,300 feet above the water. Large chunks regularly break off in the waves.

The berg's arrival has been a long

time coming. A23a broke off of Antarctica's Filchner-Ronne Ice Shelf in 1986, and began to drift off into the Weddell Sea (taking a Soviet research base with it). It ran aground almost immediately, and stayed anchored to the bottom until 2020, when it finally refloated and began to drift to the northwest. It took three years to reach the tip of the Antarctic Peninsula, and finally reached the Antarctic Circumpolar Current in April 2024.

The grounding was expected to shuttle the iceberg northeast into the Atlantic, where it would melt in warmer waters. However, A23a stalled in the South Orkney Islands for much of 2024. Oceanographers say that it was likely caught in a Taylor Column - a rotating

cylindrical current found above a rise on the bottom. It kicked loose from this spinning water trap late last year began to drift towards South Georgia, which is now about 180 miles away.

When it finally breaks up, the iceberg will pose a hazard to the area's sparse vessel traffic - primarily fishermen - and may block in the rugged beaches of South Georgia, home to King penguins and seals. The last megaberg that reached the island broke up in 2023, and its remains still make a mess of commercial navigation. Fishing vessels operating near South Georgia have to negotiate a shifting city of giant ice blocks to get to and from their fishing grounds. "It is in bits from the size of several Wembley stadiums down to pieces the size of your desk," Andrew Newman of the fishing company Argos Froyanes told BBC.



The vast expanse of A23a near South Georgia (BFSAI)

DEI Casualty: Coast Guard Commandant Removed

Coast Guard Commandant Admiral Linda Fagan, the first uniformed woman to lead a branch of the armed forces, was removed from her post in the first days of the Trump Administration. The ouster was attributed to "leadership deficiencies, operational failures, and inability to advance the strategic objectives of the U.S. Coast Guard," said a Department of Homeland Security official, but it was pointed out that her focus on diversity, equity and inclusion policies presaged her doom with the new administration.

Adm. Fagan had led efforts to battle sexual misconduct within the service, upped

recruitment efforts and called for an increased Coast Guard budget to enable full mission strength. Vice Commandant Adm. Kevin Lunday takes over as acting Commandant until a permanent replacement is installed.

Trump has vowed to eliminate DEI programs in federal government agencies. The goal of the programs had been to increase diversity throughout the armed forces to better reflect the American population.

The Coast Guard, in particular, has faced scrutiny in the past for sexual assault and hazing complaints. While the Coast Guard is an armed service, it falls under the Department of Homeland Security, not the Pentagon. Democratic Congressman Rick Larsen said the decision to remove Fagan was "misguided and will hurt readiness."



ICE TO MEET YOU:

An Artic cold snap did not deter the SUP gang from their duties on arrival in Norfolk aboard the USNS Watson, now under the steady leadership of bosun Muthana Koraish (white hat).

Rock of Gibraltar Polluted for Lack of a Pilot

Published Feb 4, 2025 5:14 PM by The Maritime Executive

Two and a half years after the accident which caused the loss of the bulker OS 35, Gibraltar's maritime authority issued its report finding poor planning and that the captain misjudged the maneuver resulting in the casualty. The report calls for considering the compulsory use of pilots for vessels in the anchorage concluding a pilot very likely would have prevented the incident.

The bulker OS 35 was in the Gibraltar anchorage on August 29, 2022, taking on bunkers as normal. The OS 35 completed her bunkering around 20:30 and made ready to get underway for the Netherlands with a load of steel rebar.

Meanwhile, an LNG ship called Adam LNG had anchored nearby. Gibraltar's regulations only require pilots for berthing and unberthing and not for departing the anchorage. The report said planning for the departure was weak. The harbor controllers did inquire about how the OS35 planned to pass the anchored gas carrier and got a vague answer from crew. The departure was not plotted, the passage plan was not amended for the actual anchor position, and nothing was discussed on the bridge.

After OS 35 raised her anchor, the master had ordered dead slow astern, but

quickly closed on Adam LNG due to the effects of the maneuver, tidal flow, and wind. The main engine was stopped. The master then ordered dead slow, then slow ahead and rudder hard to port.

It wasn't enough. The OS35 clipped the bulbous bow of the LNG carrier holing two cargo holds. That set off the series of events with the port ordering the bulker to ground and becoming a total loss.

There were other problems. "The master of OS 35 made an error of judgment, which was not detected by the bridge team," concludes the report. Had a pilot been aboard, it is considered very likely that the collision would have been prevented."

The report highlights that the Gibraltar Port Authority should consider introducing compulsory pilotage for vessels in the anchorage. What should have been a simple maneuver became one of the most significant accidents Gibraltar has ever experienced. It took over a year to clear the wreck of the OS 35 and there was oil pollution impacting the shores of Gibraltar and Spain.



Bulker OS 35 was a total loss due to a misjudgment and a lack of pilot to oversee the departure (GPA)



Report of the SUP Balloting Committee
SUP General Election of 2024-25
January 31, 2025

We, the duly elected Balloting Committee, herewith certifies the Sailors' Union of the Pacific 2024-25 election based on the following information. The Committee turned to at 1000 on Friday, January 31, 2025, at SUP Headquarters, to review rules and procedures and to meet with the Impartial Balloting Agent from Unilect, Corp. Two representative members of the committee escorted the Agent to retrieve the mailed ballots from the U.S. Post Office in San Francisco and escorted the ballots to SUP Headquarters where the vote counting took place.

The count took place after all the ballots were inspected for authenticity and cross-checked with the master mailing and membership list for verification and eligibility. The ballots were then entered into the ballot processor and tallied. After the count all balloting material was boxed, sealed, and signed in the presence of the Committee and Unilect, Corp. officers Catherine and Andrew Burkhardt. The sealed box was stored in the Headquarters vault where it will stay for one year as required by federal law.

Your elected committee adhered strictly to the mail balloting procedure laid out in the Constitution, specifically Article XII, Section 6 through 11, proceeding with due caution in every respect. The entire process ran smoothly and was handled in a first-class manner by Unilect, Corp. Attached is a copy of the Certificate of Results for the SUP 2024-2025 Election.

In Solidarity,
Robin Colonas #4797, Ron Reed #3188, Robert Leeper #4127, Dennis Sumague #7530, Peter Leo #4114, Edwin Narvasa #3479, Marcelo Guiter #13502

Table with 4 columns: Candidate Name, Percentage, Votes, Total. Rows include President/Secretary-Treasurer, Vice-President/Assistant Secretary-Treasurer, San Francisco Business Agent, Seattle Branch Agent, Wilmington Branch Agent, Honolulu Branch Agent, and Proposed Constitutional Amendment.

We hereby certify that this statement of results is true:

Signature of Catherine Burkhardt

PO Box 4569 • Paso Robles, California 93447 • (925) 833-8660 office • www.unilect.com

Table with 4 columns: Candidate Name, Percentage, Votes, Total. Rows include SUP Building Corporation Trustees, SIUNA Convention Delegate, and Proposed Constitutional Amendment.

We hereby certify that this statement of results is true:

Signature of Catherine Burkhardt

PO Box 4569 • Paso Robles, California 93447 • (925) 833-8660 office • www.unilect.com



On Election Day the SUP Balloting Committee convened to supervise the balloting process. From left to right is Dennis Sumague, James Linderman, Michael Smith, Edwin Narvasa, SUP Election Coordinator Martha Vizcara (seated) Robin Colonas, Ron Reed, Marcelo Javier, Robert Leeper (chairman) and Peter Leo.

GENERAL ELECTION RESULTS 2024-2025
SUP BALLOTING COMMITTEE January 31, 2025

CERTIFICATE OF ELECTION

the election held from December 1, 2024 through January 2025, as tabulated by election services company and Impartial Balloting Agent Unilect, Corp., the results were

PRESIDENT/SECRETARY-TREASURER

Matt Henning 343 ELECTED

VICE PRESIDENT / ASSISTANT SECRETARY TREASURER

Dale Gibson 103
Sam Worth 269 ELECTED

SEATTLE BRANCH AGENT

Brendan Bohannon 333 ELECTED

WILMINGTON BRANCH AGENT

Leo Martinez 330 ELECTED

HONOLULU BRANCH AGENT

Nick Manessiotis 103
Patrick Weisbarth 242 ELECTED

SAN FRANCISCO BUSINESS AGENT

Roy Tufono 336 ELECTED

SUP BUILDING CORPORATION TRUSTEES

Matt Henning 286 ELECTED
Sam Worth 276 ELECTED
Roy Tufono 277 ELECTED
Berit Eriksson 268 ELECTED

SIUNA CONVENTION DELEGATES

Matt Henning 289 ELECTED
Sam Worth 268 ELECTED

PROPOSED CONSTITUTIONAL AMENDMENT

No 51.1% 139 FAILED
Yes 48.9 133

Attachment 1, SUP Balloting Committee Report, based on Unilect tally results.

January 31, 2025

Table with 3 columns: Description, Value, Notes. Rows include Type of Election, Number of Ballots Printed, Serial Number Sequence, Number of Ballots Mailed, Total Number of Unused Ballots After Mailing, Total Number of Undeliverable Ballots, Total Unresolved Undeliverable Ballots, Number of Duplicate Ballot Requests, Number of Remail Ballots, Number of Undeliverables Remained With New Ballots, Number of New Member/Additions Ballots, Total Number of Unused Ballots Prior to Tally, Reason for Discrepancy, Number of Mail Shown on USPS BRM Statement, Actual Pieces of Mail picked up from Post Office, Number of Pieces of Mail Not Related to Election, Total Number of Official Ballots to be Processed, Number of Ineligible Ballots, Number of Duplicate Ballots, Number of Challenged Ballots, Number of Voided Ballots, Reason for Voids.

Total Number of Ballots Counted: 389 (shown as 778 on the results - see note below)

Notes: This election used a double-sided ballot card and because the counting software treats each side of the card as a single ballot, the election results will show twice the number of ballots counted (i.e., 389 times 2 = 778 ballots counted).

We hereby certify that this statement of information is true:

Signature of Catherine Burkhardt

01/31/25 Date

Catherine Burkhardt
Unilect Election Services

PO Box 4569 • Paso Robles, California 93447 • (925) 833-8660 office • www.unilect.com

Election Consequences Come Fast and Furious

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power will create an army of sycophants beholden only to Donald Trump, not the Constitution or the American people. The integrity of the entire federal government could be irreparably harmed if this is not stopped.”

AFL-CIO President Liz Shuler echoed the concern saying, “He is setting the table to clear out the hundreds of thousands of hardworking Americans who make our government actually work and replace them with political loyalists who will do his bidding.” Similarly, they were unenthused by another Trump directive that would end remote work arrangements for federal employees.

Some of the EOs will have immediate effect, while others require rulemaking or other action before they become effective. There will be, or, in some cases, already is, litigation challenging some of the EOs.

Also of relevance to the labor movement:

- Order to rescind a Biden Administration rescission of an EO from the first Trump Administration that limited federal sector collective bargaining;
- Order to rescind a Biden Administration rescission of an EO from the first Trump Administration that delegates to the Secretary of Defense the authority to exclude employees from collective bargaining;
- Order to change provisions in the Infrastructure Investment and Jobs Act that emphasized high labor standards;
- Order to change provisions in the Inflation Reduction Act of 2022 that emphasized the creation of well-paying union jobs;
- Order to direct all executive agencies to freeze the rulemaking process, for example, for the Occupational Safety and Health Administration’s Heat Injury & Illness Prevention rule;
- Stops any new or renewed leasing of areas on the Outer Continental Shelf for offshore wind energy projects, pending review, and temporarily stops federal approvals required for onshore wind projects.

The AFL-CIO will provide updates on the status of these and future EOs going forward. SUP is affiliated with the AFL-CIO, which together represent more than 12.5 million working Americans.

Trump Paralyzes Labor Board With Firings

President Trump’s removal last week of National Labor Relations Board General Counsel Jennifer Abruzzo came as no surprise, but February firing of senior board member, Gwynne Wilcox, means the Board—the independent agency tasked with protecting the rights of working people—is unable to rule on any cases because it no longer has a quorum.

Wilcox is protesting the action and has said she will file for an injunction seeking reinstatement. Under Supreme Court case law dating back to 1935, NLRB members are appointed for set terms and can only be removed for malfeasance following a proper

investigation. In this case, no such investigation took place.

AFL-CIO President Liz Shuler said the President’s firing of Wilcox “is illegal and will have immediate consequences for working people. By leaving only two board members in their posts, the President has effectively shut down the National Labor Relations Board’s operations, leaving the workers it defends on their own in the face of union-busting and retaliation,” Shuler said.

Some NLRB work, such as processing unfair labor practice charges, do not require three serving board members. Also, the chief administrative law judge can handle some motions and requests without a quorum on the board. But cases where a board decision is required or requested are in effect halted.

Shuler said that these moves will make it easier for bosses to violate the law and trample on workers’ legal rights on the job.

Big Stick Diplomacy: Panama Agrees to Review Canal Issues, Disputes "Deal"

Panama’s government has promised to give free passage to U.S. warships through the Panama Canal, a U.S. official informed Bloomberg on Sunday. The bilateral U.S.-Panama treaty on canal operations requires neutral treatment for vessels of all nationalities.

President Donald Trump has pledged to “take back” the Panama Canal Zone, which was wholly controlled by the United States for more than 70 years. The canal was transferred to Panama by treaty in 1977, and the handover was completed in 1999. Trump has accused Panama of allowing China to influence the canal’s operations, and has demanded changes.

“They’ve agreed to certain things, but I’m not happy with it,” Trump said recently. “We either want it back, or we’re going to get something very strong, or we’re going to take it back.”

Secretary of State Marco Rubio visited the Miraflores lock in the canal. After the visit, the authority confirmed that it wanted to “optimize transit priority of U.S. Navy vessels through the Panama Canal.”

Panama’s government has also promised to review the lease arrangements for two Chinese-owned terminals on either side of the canal, both controlled by Hong Kong-based Hutchison Ports. It has also pledged not to renew its membership in China’s Belt and Road Initiative (BRI), the economic development pact centered on Chinese lending — a move Rubio welcomed as “a great step forward.”

Trump threatened military action in January after floating the idea of repurchasing the 51-mile-long waterway — which President Jimmy Carter signed over to Panama in a 1977 treaty that took effect in 2000 — for economic and national security reasons.

As the West Coast Sailors goes to press, a Rubio reported deal to allow favored and free access to US naval vessels was disputed by Panama and appeared to be in jeopardy.

DOT Secretary Duffy Supports Jones Act, Gets Maritime Support

The U.S. Senate confirmed the appointment of Sean Duffy to the Trump cabinet position of Secretary of Transportation.

After testimony at a Senate hearing where he confirmed his support for the Jones Act, a broad American maritime industry coalition called the American Maritime Partnership came out in favor of his appointment by President Trump to lead the Department that will oversee the Maritime Administration. “We have worked with Congressman Duffy during his tenure in Congress and believe he is well-qualified for this important position,” AMP President Jennifer Carpenter said in a Jan. 15 letter to Senate Majority Leader John Thune (R-S.D.). “AMP particularly appreciates his unequivocal support for the Jones Act as expressed during his Commerce Committee confirmation hearing.”

Ranking member of the Senate Commerce Committee Sen. Maria Cantwell (D-WA) asked Duffy directly, at the outset of the hearing, whether or not he supported the Jones Act. Duffy, a Republican who represented Wisconsin until he left Congress in 2019, replied in the affirmative.

The Jones Act requires that cargo moving between two US points be carried on American-built, -owned and -crewed vessels. It ensures that American maritime jobs are not shipped overseas and that the assets underlying our defense capabilities are not outsourced to foreign nations.



As DOT Secretary, Duffy’s department has some jurisdiction on the merchant marine via the Maritime Administration (MARAD), which is responsible for supporting the US merchant marine, promoting domestic shipbuilding and ensuring the readiness of critical maritime infrastructure.

Greg Regan, president of the Transportation Trades Department of the AFL-CIO said in a statement that Duffy “will play a critical leadership role” and noted his support for the Jones Act among other labor issues such as two-person train crews. In many ways, for transportation unions, the Department of Transportation functions as does the Department of Labor for other unions.

The SUP is a member of the TTD which represents transportation labor, and the American Maritime Partnership, which represents all sectors of the domestic maritime industry.

Trump EO Ends Remote Work, Voids Contracts

Any new contract with federal unions signed toward the end of the Biden administration are null and void under a new memo from the White House. The order said any last-minute, lame-duck collective bargaining agreements try to bind a new president to his predecessor’s policies are illegal. Specifically, Trump means the contract the Social Security Administration signed with the American Federation of Government Employees, which guaranteed employees telework and remote work for five years. AFGE said approved union contracts are enforceable by law, and the President cannot make unilateral changes to those agreements.

The Trump administration’s memo Monday comes just a few weeks ahead of agencies’ “return to office” deadlines. On his first day in office, President Donald Trump ordered agencies in the executive branch to end remote work agreements and return staff to the office full-time.

But the new guidance spurred challenges from the American Federation of Government Employees. For years, telework provisions have been built into many federal unions’ contracts. AFGE promised to “aggressively defend” against contract violations. AFGE National President Everett Kelley said in a statement that “AFGE will not let the lawless actions of this administration go unchallenged, and we will use every option available to us to defend our contracts and support the hardworking civil servants who serve our country with honor and distinction.”

“Such CBAs inhibit the president’s authority to manage the executive branch by tying his hands with inefficient and ineffective practices,” the White House memo states. The administration’s efforts, however, will likely run into legal battles with federal unions. AFGE described Trump’s move as one “aimed at frightening and confusing federal employees.”

The union’s challenge against Trump’s return-to-office directive is just one of the moves federal unions made to push against the attempted overhaul of the federal workforce. AFGE and the National Treasury Employees Union also both sued the administration over the reissuance of an executive order aiming to revive a policy similar to the previous Schedule F. The effort aims to reclassify broad swaths of federal positions to remove civil service protections to make them at-will as opposed to Union represented employees.

Many proponents of federal telework say it improves productivity, efficiency, recruitment and retention of federal employees, while also leading to significant cost savings. Still, in the Feb.3 memo, OPM directed agencies to move forward with the return-to-office push, and not incorporate any collective bargaining provisions that would prevent compliance with the executive action. The memo also tells agencies that any midterm collective bargaining should wait until after federal employees have returned to fully in-person work.

continued on next page

Consequences Start

continued from previous page

"Flood the Zone" Swamps USAID Food For Peace

The Trump Administration's aggressive government cuts include the dismantlement of the U.S. Agency for International Development (USAID). The new is troubling for American farmers, U.S.-flag shipping interests, among many others. US-AID is the primary U.S. government agency for humanitarian and development aid, supporting countries worldwide in combating poverty, disease, and crises while helping to advance democracy and other U.S. interests. In coordination with the U.S. Department of Agriculture, the USAID administers food aid programs that provide cargoes for U.S.-flag shipping including the P.L.-480 Food for Peace program.



The program helps feed countries in need while supporting American agriculture and maritime industries. In 2020, the U.S. government bought \$2.1 billion in food aid from American farmers. In addition, the requirement that at least 50% of international food aid cargoes be carried on U.S.-flag ships has been vital for the industry and important in maintaining a pool of qualified American mariners.

The future of international food aid programs is thrown into doubt due to the Administration's executive order to pause all foreign aid programs. Much is unknown, including whether or not the programs could be maintained under a different authority. While American farmers could lose a major purchaser that may increase price volatility in domestic markets, a possible end to AID-administered food aid programs would also lead to fewer cargoes for U.S.-flagships.

Declining food aid cargoes could impact merchant mariners too, reducing the necessary and available mariner pool. That would make it more difficult to fulfill DOD sealift requirements. Many U.S.-flag ships that carry USAID cargoes participate in the Maritime Security Program (MSP), which ensures that militarily useful ships remain available for defense needs. APL, Hapag-Lloyd, Maersk Line and Liberty Maritime vessels, among others, are key transporters of food aid cargoes. Unfortunately, US-AID has too often used the cargo preference waiver process to avoid employing U.S. flagships and American mariners whenever possible for shipping food aid cargo.

Instead, they use flag-of-convenience ships with foreign mariners and vessels at nearly every opportunity. Adding insult to injury, USAID has lobbied to reduce the amount of actual American-grown commodities distributed while also attempting to replace P.L.-480 cargoes with "cash aid" or direct purchases of foreign food aid under what is known as the "voucher" system. This undermines the original intent of the Food for Peace program, failing to deliver the much need foodstuffs while leaving American farmers and mariners at a disadvantage. It also reduces the overall number of U.S.-flag bulk vessels in operation which diminishes the readiness of the U.S. merchant marine.

Late on Friday February 7th, a federal judge blocked the plan with a temporary 30 day stay. It dealt President Donald Trump and billionaire ally Elon Musk their first big setback in their dismantling of the U.S. Agency for International Development, halting for the moment at least part of the plan, specifically that part which would pull thousands of agency staffers off the job



U.S. humanitarian aid in the Food For Peace program faces uncertain future.



A construction worker removes USAID letters

Trump Blows Off Offshore Wind Leasing

New offshore wind leases on the outer continental shelf Monday evening were stopped by President Trump in an executive orders he signed within hours of taking office. The order withdraws the entire shelf for new or renewed offshore wind leasing, but does not affect either existing leases or leases in the continental shelf for oil and gas development. It also directs the Interior Department to lead a review of the environmental impacts of offshore wind leasing in collaboration with the Energy, Agriculture and Commerce departments.

Trump vowed both on the campaign trail and between the election and his inaugu-

ration to take action against offshore wind, a pledge that marks the intersection of a technology he has particularly derided and broader expected rollbacks of renewable energy promotion under the Biden administration. Earlier this month, Rep. Jeff van Drew (R-N.J.), who represents a largely beachfront southern New Jersey district, said in a statement that he was in the process of drafting an executive order on the subject.

The National Ocean Industries Association (NOIA) in a statement warned of potential disruptions to the industry by the move. "Many offshore wind projects have been approved or are close to approval after undergoing years of reviews," NOIA President Erik Milito said in a statement. "In any emerging industry, even minor delays can lead to multi-year setbacks, resulting in bottlenecks and higher costs that ultimately impact energy consumers. Our member companies throughout the oil and gas supply chain are beneficiaries of economic growth that flows from investment in offshore wind projects."

Silver Billet: MSC Commander Wants More Money For Mariners

The U.S. Navy wants a 95 percent manning fill rate for its MSC support ships. The Military Sealift Command also said it had reduced the number and timing of the overdue re-



USS Abraham Lincoln (CVN-72) conducts a replenishment-at-sea with the Henry J. Kaiser-class fleet replenishment oiler USNS Rappahannock (T-AO 204) on Aug. 14, 2024. US Navy Photo

liefs but wants all overdue situations eliminated by September.

MSC's workforce initiative for the year includes achieving a 70 percent manning fill rate for ships in maintenance by December. The command has struggled with manning issues, as many have reported, causing it to sideline 17 ships to ease the stress on civilian mariners. Putting ships in reduced operating status has reduced the overall billets and therefore improved performance.

MSC crews the Navy's logistics and support vessels, with 4,500 billets across the command. There are about 5,500, or 1.27 mariners per billet, to fill positions on an MSC ship. That ratio means a mariner is at sea for four months, off for one month and then must return to work. The new move, if successful, will allow mariners more time on shore.

"As those mariners start coming back and we start building the bench is when we'll bring ships back as they finish up their extended maintenance and go through," Rear Adm Philip Sobeck said in November.

Sobek said the approved workforce initiative's plan "is advancing, with 14 of the selected ships in a reduced operational status." Speaking in hard-to-decipher bureaucratic phrases, Sobek said this makes more critical ships easier to crew. He added in the message: "we have implemented the National Defense Authorization Act 2024 legislatively-approved shore leave accrual rate increase. We secured approval for a 4-and-2 rotation schedule, a monumental shift that will enhance predictability and work-life balance for all."

"CIVMARS overdue by greater than 60 days were drastically reduced from 39 mariners in August 2023 to just 13 in January. ... We continue to make relieving overdue CIVMARS a top priority starting with those over 60 days as we work towards our goal of less than seven days," he said.

Sobek's message also noted a series of compensation and quality-of-life changes made in the past year to boost retention and aid recruiting.

This year, Sobek said MSC will also work to on raising retention incentives for critical roles up to 50 percent when required. The command is also seeking solutions to outdated caps on base and aggregate pay so its mariners are compensated fairly and competitively with their commercial counterparts.



UNION MADE IN THE ISLAND TRADE: Left to right. AB Rommy Racoma, Bosn Manny Rezada, AB Vincent Lao, AB Hamilton Parone, AB Scott Hudson, OS Kamakakai Lau, AB Antonio Harris.



The super-yacht *Khalilah*. Source: My Ocean Yachts/Breed media

Going Cheap: Super-Yacht for Sale

If you've got a spare \$20 million lying around, you might have a golden opportunity to pick up a super-yacht at a discount.

It's a little showy. "This isn't for someone who wants to blend in," says Jonny Dodge, chief executive officer of My Ocean. The 162-foot *Khalilah* is painted gleaming gold, has its own matching miniature chase boat and has a unique carbon-fiber construction that ensures reduced fuel consumption and maximum efficiency. So, fuel savings too.

The yacht is the largest private ship built entirely out of carbon composite. In November 2024, yacht brokerage My Ocean took on the task of selling it, knocking €1 million off the price and, this past week, it cut the price another 2 million euro. It's now listed for €19.9 million (\$20.5 million).

Dodge says the *Khalilah* is now one of the most competitively priced boats in this size range on the market, as well as being a standout. And, if you act now, Dodge noted the chance to get it before the summer season. "There's always a bigger yacht, but the *Khalilah* is simply one of the most iconic yachts in the world," he says. Dodge envisions its new owner as someone "young, forward-thinking"

who is passionate about "innovation, impact and standing out." The yacht's buyer would also be potentially interested in crypto (because the My Ocean brokerage specializes in cryptocurrency sales).

The yacht has a unique tri-hull design that makes it especially wide. It gives the *Khalilah* a slightly bulky look at certain angles, but it feels like a fair trade for the extensive volume of the interior. Five cabins accommodate 11 people, plus extra space for a crew of nine.

The interior is a wacky mix of different styles: zen touches in the owner's suite, delicate pink hummingbird illustrations in one of the guest cabins, octopus murals in the bathroom and a light fixture disguised as an octopus in the salon. Lots of outdoor living: soak in the sundeck hot tub, or relax on the waterfront swim platform, with steps leading straight into the sea. No work is allowed.

The yacht, currently moored in Barcelona, was built in the US in 2014 by Palmer Johnson; once one of the most prestigious builders in the US, the shipyard announced it was shuttering operations at its facility in Sturgeon Bay, Wisconsin, a year later.

Hockey Workers Join AFL-CIO, Tell Employers to Puck Off

Two of professional hockey's North American players' associations—the National Hockey League Players' Association (NHLPA) and the Professional Hockey Players' Association (PHPA)—announced today they are formally affiliating with the AFL-CIO and joining its Sports Council. It is the second major Union affiliation or re-affiliation with the federation that was announced in recent days.

The NHLPA represents approximately 750 professional hockey players across 32 teams in the NHL, while the PHPA represents approximately 1,800 professional hockey players across 61 teams in the American Hockey League and the ECHL. Their membership brings the total number of unions under the nation's largest labor federation to 63, representing more than 15 million workers.

"Whether our work is on the rink, in the classroom or on the factory floor, every worker deserves a voice on the job and the power that comes with union membership," said Liz Shuler, president of the AFL-CIO. "We are thrilled to welcome the NHLPA and the PHPA into the federation and our Sports Council." Shuler also said the labor movement would be "support-

ing their work to ensure strong union contracts, fair wages, safe working conditions for professional hockey players. On the heels of SEIU's affiliation earlier this month, America's labor movement is more unified than ever. We will continue to channel that strength and momentum into the fight for workers' rights."

"The NHLPA's membership is proud to join the AFL-CIO and its Sports Council during this important moment in the labor movement," said Marty Walsh, executive director of the NHLPA. "As we begin collective bargaining negotiations, our members will now enjoy the full support of the AFL-CIO at the bargaining table. This is what solidarity is all about." Walsh was the former mayor of Boston and Secretary of Labor in the Biden administration.

The AFL-CIO Sports Council was formed to build power across sports industry labor. It also aligns interests with service, hospitality and other workers in the industry. The Sports Council includes unions with members across professional sports: the NFL Players Association, the Major League Baseball Players Association, and others.



RUNNING SMOOTH ON THE TRIANGLE RUN

On the northern triangle run is the SUP crew of the Matson CV-2600 containership *Manulani*: From left is Richard Kahalewai, Jason Magi, Chris Go, bosun Remoni Tufono, Dave Purgannan and in front is Kevin Gonzalez.

Supply Chain Outlook Suffers Tariff Whiplash

continued from page 1

come into effect on March 4, as the Trump administration has warned, or whether the threat of tariffs will be used to extract further concessions. As such, food, beverage, and household goods companies trying to navigate this fluid situation are being "forced to react in real-time with limited visibility," said Lekstutis.

"Even if tariffs don't go into effect, the potential alone drives inefficiencies in procurement, production, distribution and logistics as companies move to hedge risks, accelerate purchasing, and reassess supplier relationships. The broader impact? Higher costs, disrupted operations, and an uneven playing field where some companies are better positioned to adapt than others."

He added: "The key question being asked is: How do you make confident decisions when policy remains a moving target?"

Food and ag groups warned the Trump administration of the potentially devastating effect of a trade war with America's biggest trading partners.

"The President is right to focus on major problems like our broken border and the scourge of fentanyl," said the US Chamber of Commerce in a statement. "But the imposition of tariffs under the International Emergency Economic Powers Act is unprecedented, won't solve these problems, and will only raise prices for American families and upend supply chains."

USDA secretary nominee Brooke Rollins told Senators during her confirmation hearing that USDA would offer financial

aid to US farmers and ranchers negatively impacted by a potentially "devastating" trade war during the second Trump administration. "Regarding the president's tariff agenda, I think it probably comes as no surprise to anyone sitting in this room that he believes it is a very important tool in his tool kit to continue to bring America back to the forefront of the world and to ensure that we have a thriving economy," said Rollins.

Former Congressman Charlie Dent warned that tariffs would "have enormously consequential and negative impacts on American manufacturing and agriculture."

Dent, a Republican who represented Pennsylvania's 15th District in the US House of Representatives from 2005 to 2018, said both major political parties in the US have shifted away from globalism and multinationalism in recent years in favor of a more protectionist stance.

"It doesn't take a rocket scientist to figure out that things could spiral out of control very badly," added Dent, who claimed that the market was beginning to recover from the 1929 stock market crash before President Herbert Hoover imposed sweeping tariffs on goods coming into the US in a move frequently cited as a cautionary tale of how protectionist policies can backfire. Contrary to Hoover's expectations, claimed Dent, the tariffs raised the cost of imported goods for already cash-strapped US consumers and reduced demand for American exports as 25 countries responded with retaliatory tariffs.



THIS IS HOW YOU CREW IT: Mike Higa, Mark Relajo, Damon Collins, Taufiq Wasel, Rory Alexander, and Ron Sutherland in the crew lounge of the Matson CV2500 *Manulei*.



SUP PRESIDENT'S REPORT

SUP ELECTION RESULTS

On January 31, 2025, the SUP Balloting Committee convened in the library at Headquarters to provide oversight and guidance to the Impartial Balloting Agent, Unilect Election Services, previously selected to conduct the election and tally the ballots. The Committee certified the following results:

SUP Vice-President Matt Henning was the sole nominee and was declared elected President. Sam Worth was elected SUP Vice-President with more than 70% of the vote. In Honolulu, Patrick Weisbarth was elected Branch Agent with nearly 70% of the vote. In Seattle Brendan Bohannon, in Wilmington Leo Martinez, and San Francisco Business Agent Roy Tufono were all unopposed and elected.

The proposal to increase dues failed, falling short of a simple majority when a two-thirds majority is necessary under the Constitution. Matt Henning and Sam Worth were also elected as SUP delegates to the Seafarers International Union of North America (SIUNA) Convention in 2027. The four nominees for Trustee of the SUP Building Corporation, Matt Henning, Sam Worth, Roy Tufono and Berit Eriksson were all elected. No fifth Trustee was properly nominated and so under Article XII of the SUP Constitution no write-ins were eligible candidates and so none were elected.

Thanks are due to the elected Balloting Committee, who all put in a long day of careful oversight of the entire election process. The Committee was comprised of Chairman Robert Leeper, Robin Colonas, Ron Reed, Peter Leo, Dennis Sumague, and alternates Michael Smith, James Linderman, Marcelo Javier, and Edwin Narvasa. Congratulations to the winners and thanks to all candidates and members for their participation. The Union is kept strong by its free, fair and democratic election process.

MATSON

Matson Navigation issued a new policy on COVID protocols (update #9) on January 29, 2025, formally dropping COVID-19 as a dispatch requirement. The Company still recommends the vaccination as per CDC guidelines. The notice also outlined procedures for testing, handling of suspected positive cases and other medical considerations.

MTD

Since my representational role at the SUP officially ends on March 1, at the January MTD, I declared my intentions to resign as presiding officer of the SF MTD Port Council at its the January meeting, consistent with both rule and custom. I recommended and nominated SUP President-elect Matt Henning to assume those duties mid-term in concert with the wishes of the Executive Board of the MTD. The San Francisco Port Maritime Council of the Maritime Trades Department, AFL-CIO has an original charter in the organization that was formed under the leadership of SUP Secretary-Treasurer Harry Lundeberg. Congratulations and thanks are due to Matt for taking on that role in addition to his other duties.

CLF

In concert with the results of the election, I also informed Lorena Gonzalez, President of the California Labor Federation of the SUP election changes. Since I am soon to be a member of the rank-and-file, I advised Sister Gonzalez of my resignation and recommended Matt Henning to fill out the balance of my term as Vice-President of the Federation.

TTD

A letter from Shari Semelsberger, Secretary-Treasurer TTD, requesting a contribution on 2025 TTD PAC Contribution Request, came to the Union on January 21, 2025. Despite the turmoil in Washington, our continued political action remains relevant to the daily lives of members. A bipartisan approach is crucial to our success and our focused spending strategy allows us to continue to punch above our weight.

Separately, and consistent with other transitional duties, I informed TTD President Greg Regan of the outcome of the SUP election and as with other positions nominated and recommended President-elect Matt Henning to take over the role of Executive Board member of TTD. [See February communications package for letters.]

UFCW

Negotiations with UFCW Local 5 to renew the SUP contract representing Directors, representatives and others concluded in early February. The three-year agreement included wage increases, expense offsets, new holidays and payouts, as well as better vacation. Health care benefits were expanded to include a "wraparound" feature that eliminates deductibles and co-pays. Retirement benefits got a greater severance payout of accrued sick leave, as well as a new daily retirement contribution to an Individual Account Plan. SUP VP Matt Henning was the lead negotiator and handled all the bargaining start to finish. He worked with a rank-and-file member negotiating committee to make these gains and present them to the entire unit for ratification. Members employed under the contract voted overwhelmingly in favor of it and now the package heads to the UFCW 5 Executive Board for final approval. Assuming clearance there, Mr. Chairman I recommend a ratification vote here.

GOVERNMENT WATCH

With breathtaking speed and audacity, President Donald Trump is pushing the boundaries of the structure, law and reach of government. Flooding the zone of change in the early days of the Administration, it's hard to separate political optics

from actual policy, or to know how far things will go. No matter what, much is at risk, including cargo preference, employment rights, and the Jones Act. A careful watch is necessary and given the thin majority in both houses of Congress, the mid-term elections in late 2026 could be critically important to the future of the Union. I urge continued member involvement and attention.

WHAT IT RIGHTLY IS

The SUP Constitution says fair pay, good food, and time off are our basic rights. It demands respect, favorable laws, free speech, and imagines solidarity on a grand scale – a universal Brotherhood of the Sea. Near the end of the preamble, it aims for an ambitious goal "To regulate our conduct as a Union and as individuals to make seamanship what it rightly is – an honorable and useful calling." In the 1880's and '90's that line described a single tactic in a wider struggle to break free of the legalized servitude of sailors then, and lift by law and professionalism what was then their sub-human status. In those toughest of times, during a brutal class war, our founders put forth the proposition that we can re-make our craft, ourselves, and even entire system to meet our goals. "Let us have a craft of intelligent sailors" they said, and splicing skill with theory they knew what they were doing.

Things have changed since then, but essence of seamanship - "what it rightly is" – hasn't changed much. Practically speaking, it's still the sailor's knowledge and art done well in a harsh workplace - we do that everyday, same as our forebears. And in exchange, members of the Sailors' Union of the Pacific get a Union card, good conditions, benefits, the freedom of when to work, and a decent paycheck. But there's a metaphysical task too, where we're called to define what it rightly is, invited to modify our behavior and attitude to "make seamanship," and so shape the craft itself. From a mastery of work and mindset emerges an SUP self-reliance which is a collective and individual honor. Whatever it is that makes it an honorable calling can be ignored, but when it's heard, it can't be unheard. Every SUP sailor that steps on deck gets this treasure.

Generations of superior seamanship built it, the service of dedicated Union agents have maintained it, and our legendary leaders Andrew Furuseth, Harry Lundeberg, and Gunnar Lundeberg have protected and reimagined it to meet the needs of the day. Matt Henning, proficient, experienced, and squarely within the tradition, now takes the watch. I urge the membership to support him in the many struggles that are sure to come. Mr. Chairman, that's my report.

HOLIDAYS

Lincoln's Birthday: SUP halls will be closed for Wednesday, February 12, in observance of President Abraham Lincoln's birthday.


President's Day: SUP halls will be closed on Monday, February 17 for President's Day. President's Day includes the observance of President Washington's birthday under all SUP contracts except Chevron, which observes the holiday on the actual day which is February 22.

ACTION TAKEN

M/S to ratify UFCW Local 5 Agreement. Carried.

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

Dave Connolly



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Honolulu MTD and SUP Present Maritime Opportunities at Vocational Conference

Union apprenticeships and union jobs are the way to go for success.

The members of the Hawaii Ports Maritime Council, of the Maritime Trade Department, AFL-CIO conveyed that message Jan. 31 at the Ka'u, Kea'au, Pahoa (KKP) Complex Area Summit for Teachers, Staff and Students. Upwards of 300 schools from the "Big Island" attended the event.

Presenters from the port council included the SUP represented by Honolulu Branch Agent Patrick Weisbarth, as well as Mario Higa from the MFOW, Hazel Galbiso from the SIU, as well as representatives of IUEC Local 126, IBEW Local 1186, the IBU, and Hawaii State AFL-CIO. This is believed to have been the first time that unions were invited to a state-sponsored Department of Education event to share information about career avenues and apprenticeship/vocational training

options within the maritime, building and construction trades.

From the construction industry other participating unions included Plumbers & Fitters Local 675, IUPAT District Council 50, the Floor Layers & Glaziers, and IATSE Local 685. Speaking for the apprenticeship/vocational programs were representatives from the National Elevator Industry Educational Program Region, Hawaii Electricians Training Program, Tongue Point Job Corps Center, and Marimed Foundation.

The summit included a keynote address by Nainoa Thompson, Master Navigator and President of the Polynesian Voyaging Society, along with various breakout sessions featuring dynamic speakers and key topics from national, state, and local community agencies, as well as Hawaii's own Complex Area and school educators.



LNG READY: SUP members in LNG training in early February. From left in first row is Terry Carter (standing), Daron Johnson, Faith Matas, Yvette Cavan, Edwin Narvasa, Graylon Young, Dave Green, Lauren Harris-Scott, Remoni Tufono, Jose Ysern, Eliot Arcia, Jhon Relojo, Hever Carranza-Ramirez.



AFL-CIO Launches DPWL: Dept of People Who Work for a Living

The AFL-CIO launched a new campaign, its own non-government organization, intended as a foil to the Department of Government Efficiency or DOGE, run by Elon Musk.

Liz Shuler, President of the federation, wasn't joking. "This is an unprecedented moment. We are being bombarded with news every hour about something happening in our federal government that is impacting union members and working people across the country."

The DPWL, she said, was partly an answer to DOGE and to hold it accountable. "If Elon Musk can make up his own pseudo-government department, so can workers. This will be a hub and a resource where our members and working people can go to get the facts about what is happening and what we can collectively do to protect the essential services we provide. As The New York Times reported today, our collective work "is one of the first organized efforts by unions to focus on the people affected by the workforce cuts that the Trump administration is proposing," Shuler said.

Amid reports that Elon Musk's Department of Government Efficiency, or DOGE, is attempting to gain access to sensitive personal data at the Department of Labor (DOL), the AFL-CIO, together with a coalition of its affiliated unions and an economic think tank, filed an emergency lawsuit Wednesday protecting

the confidential information of America's working people. This action is intended to assure America's workers that we can continue to rely on the Department of Labor to protect our basic workplace rights without turning information about workplace investigations over to one of the country's biggest union-busters.

The coalition filed a Motion for Temporary Restraining Order in the U.S. District Court for the District of Columbia to stop Musk's DOGE, from unlawfully accessing the DOL's systems and information. The Labor Movement considers it a top priority to protect the integrity of union members' personal data and assure all workers who interact with the Labor Department that our information won't be turned over to an unelected CEO whose companies have been the subject of numerous DOL investigations over the years. In addition to the AFL-CIO, lawsuit plaintiffs include AFGE, AFSCME, SEIU, the Communications Workers of America (CWA) and the Economic Policy Institute.

"Elon Musk has absolutely no business raiding the Department of Labor to obtain the sensitive personal information of workers," said Shuler. "It's outrageous that Musk thinks he has the authority to access private data on workers from an agency that's entrusted with protecting the fundamental rights of working people. With this lawsuit, we intend to stop Musk's power grab cold."



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:

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 Seattle Branch
4005 20th Ave., Ste 115
Seattle WA 98199 |
| SUP Wilmington/Los Angeles Branch
533 N. Marine Ave.
Wilmington CA 90744 | SUP Honolulu Branch
707 Alakea St., Rm. 101
Honolulu HI 96813 |

Navy League Says Jones Act Is Border Security

**SAILORS' UNION OF THE PACIFIC
QUARTERLY FINANCE COMMITTEE'S REPORT
FOR THE QUARTER ENDED DECEMBER 31, 2024**

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on January 13, 2025 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$ 3,285,554.77
POLITICAL FUND	9,887.922
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS	\$ 4,589,173.68

GENERAL FUND

INCOME

Dues, Initiation, Assessments	\$ 116,950.00
Interest and Realized Gain (Loss)	44,671.60
Donations - <i>West Coast Sailors</i>	340.00
Joint Committee & Hiring Hall	173,777.31
Advertising & Promotion	45.00
Miscellaneous Income	580.00
Reimbursed Administrative Expenses	31,043.52
Contributions	465.00

TOTAL INCOME \$ 367,872.43

EXPENSE

Transportation Expense	\$ 1,425.00
Rent	24,128.63
Postage, Printing & Office	13,351.92
Telephone	5,568.83
<i>West Coast Sailors</i> Publishing Expense	11,795.60
Per Capita Taxes	13,495.50
Association Dues	1,600.00
Salaries & Payroll Taxes	254,615.42
Office Workers Pension	9,291.40
Insurance	65,589.97
Election	--
Meeting/Committee & Neg. Conference & Conv.	--
Investment Expense	2,4495.78
Officials Pension	1,506.00
Subscription	--
Accounting	1,759.42
Legal	--
Advertising & Promotion	780.00
Miscellaneous	977.81
Bank Charges	75.00

TOTAL EXPENSE \$ 408,455.98

BUILDING CORPORATION

INCOME

Rents	\$ 100,091.25
Miscellaneous Income	12,611.20

TOTAL INCOME \$ 112,702.45

EXPENSE

Building Services & Utilities	\$ 23,776.53
General Tax Expense	23,676.50
Office Equipment	939.13
Repairs & Maintenance	35,346.48
Salaries & Payroll Taxes	--
Insurance	--
Accounting	--
Filing Fee	--
Consulting Fees	7,216.08
Miscellaneous	33.07
Advertising & Promotion	20.00

TOTAL EXPENSE \$ 91,007.79

POLITICAL FUND

INCOME

Contributions	\$ 3,705.00
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TOTAL INCOME \$ 3,705.00

EXPENSE

Contributions	\$ 2,500.00
CA Filing Fee	--
Bank Charges	--

TOTAL EXPENSE \$ 2,500.00

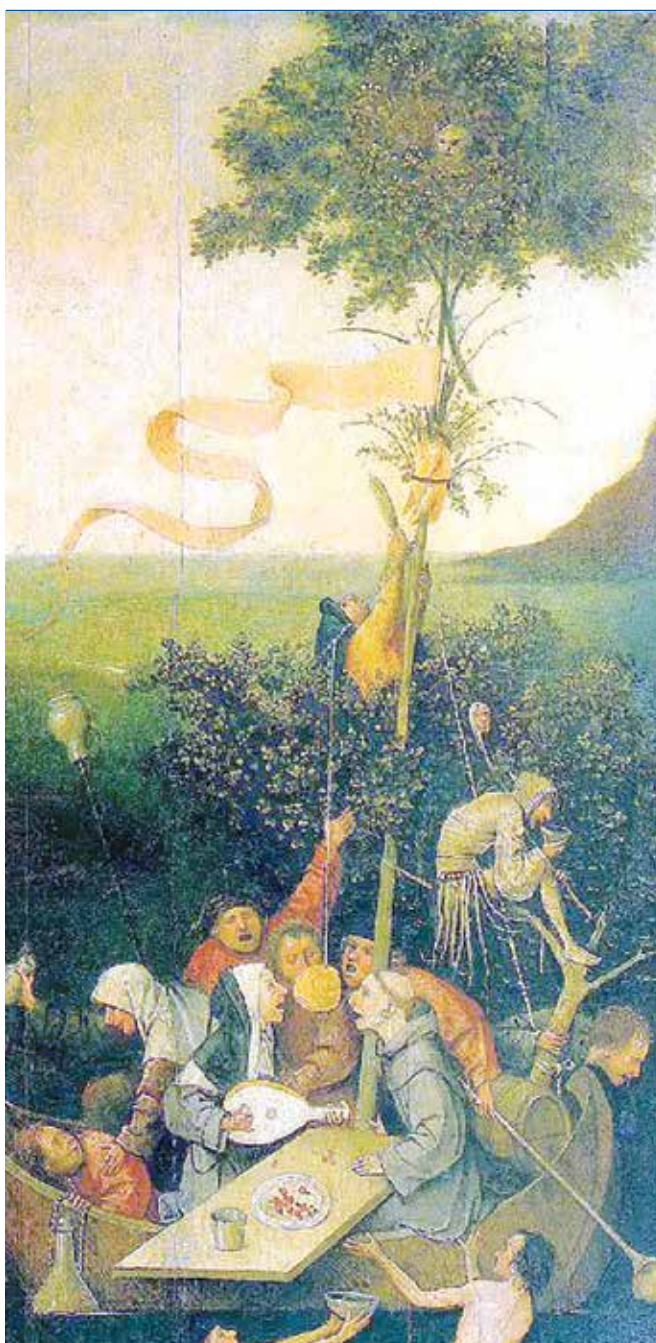
NET INCOME(LOSS)

\$ (17,683.89)

Lois Black, B-19753, Diamond Payne, C-3009, Marc Dulay, 2761, Paul Fuentes, #2239 and Marc Dulay #2761.



THE UNION HIRING HALL IS A NATIONAL TREASURE: Dispatcher Sam Worth and AB Motea Lahsoon at the counter after SUP job call.



Detail of "Ship of Fools" by Hieronymus Bosch, oil on wood, ca.1490-1500. The painting is complex medieval allegory dense with symbolism. The narrative plot of "Ship of Fools" draws from the medieval tradition to get rid of the crazy, putting them on the ship and sending away from the city.



Dispatcher's Report

Headquarters — January 2025

Deck	
Bosun.....	4
Carpenter.....	0
MM.....	3
AB.....	15
OS.....	2
Standby S.F.....	18
Total Deck Jobs Shipped.....	42
Total Deck B, C & D Shipped.....	30
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.....	42
Total B, C, & D Shipped-All Depts.	30
Total Registered "A".....	21
Total Registered "B".....	37
Total Registered "C".....	13
Total Registered "D".....	20

VICE PRESIDENT'S REPORT

January 2025

APL President Bush — Investigating issues with meal choices. There should be three entrée choices served with lunch and dinner daily. Juan Gonzelez, Bosun.

USNS Charlton — Luke Satsuma, delegate. A few members were having issues with the ADP app and accessing pay stubs. Working with PCS payroll to fix the issue. Provided delegate copies of the MOU and Pay Scale. Matthew Stelpstra, Bosun.

USNS Sisler — Noel Romero, delegate. Ship is on the hook in Saipan with no major

beefs, two reliefs coming at end of month. Jeff Nicholas, Bosun.

USNS Pomeroy — Oleg Steklar, delegate. Investigation ongoing into the termination of an AB. Bosun, Charles Steurer.

USNS Dahl — Larry Davis Jr., delegate. The ship is in Busan Korea for the foreseeable future. Ongoing deck maintenance projects. Xerxes Cunanan, Bosun.

Cape Victory — Aniyah Williams, delegate. Ongoing hot water issues aboard. After several days without hot water the crew was put in hotels near the ship in Beaumont, TX. They will continue to report to work during the days but stay in hotel rooms until the issue is resolved.

Cape Vincent — Giorgio Pompei, delegate. Clarification regarding weekend work. When military ships are on FOS missions, we work on the weekends. Forbes, Gumapac.

Cape Henry — Ian Serra, delegate. The ship was turbo activated for a mission on December 26th with a turn to date of December 28th. Marc Calairo, Bosun.

Cape Hudson and Horn — Both ships docked in San Francisco, CA in ROS. Clarifications regarding Holidays. Please refer to RRF MOU for listed Holidays. Robert Leeper and Christian Demesa Bosun's.

USNS Seay and Pililaau — Bill Peavey, delegate. There have been several pay issues with both of these ships since entering the shipyard. The overtime rate for AB's has been corrected and all affected have been made whole. The weekend overtime/hours worked issues are still being worked out between companies and unions for the unlicensed crew members onboard. Frank Duffin and Dominic Metz, Bosuns.

Along with the UFCW local 5 bargaining committee we were able to come to an agreement with the employer on a three — year contract. It did not come easy, and there were several rounds of bargaining, but the committee and I felt nothing was left on the table and there were no concessions given. Improved wages, healthcare, and reimbursement increases are a few of the notable improvements.

I want to thank all the members and pensioners who participated and voted in this past election. While we would always like a higher voter turnout, the voters made their decisions decisively. A special thank you to President Connolly for an amazing six years as President of the SUP. Our contracts have seen unprecedented financial gains, increased billets in commercial and military shipping, all while keeping union expenses down. President Connolly has left behind a legacy that will be hard to follow.

Matt Henning

SUP BRANCH REPORTS

HONOLULU

January 2025

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Return, 4 AB Day steady, 1 AB Day Return, 7 AB Watch steady, 1 AB Watch Relief, 3 AB Maintenance Relief, 1 Ordinary, and 1 USNS AB. There were 6 Standbys Jobs dispatched for the month.

REGISTERED: 12 A-Cards, 17 B-Cards, 4 C-Cards, and 5 D-Cards.

SHIPS CHECKED: *USNS Charlton*, *USNS Watson*, *D.K. Inouye* (Clearing decks is a part of washdown, and wash-down is all hands. Sounds like the relief mate is trying to reinvent the wheel on there), *Manulani*, *R.J. Pfeiffer* (Book members should already know clearing decks and washdown is all hands.), *Mokihana*, *Lurline*, *Kaimana Hila*, *Mahimahi*, *Manoa* (If you're hurt or injured, besides the Medical Officer, make sure you let the Bosun and/or delegate know), *Maunawili*, *Matsonia*, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report:

A lot of early dispatches for visas, which are a pain in the "A". I appreciate everyone who took those jobs. I know it's an uneasy

feeling trusting some unknown entity with your passports, and the uncertainty of waiting. I anticipate a lot more turn over on these ships going into, and coming out of the shipyard.

At the request of the Hawaii State AFL-CIO, Mario Higa (MFOV Port Agent) and I will be attending the annual KKP-CA Summit on the Big Island as presenters, where we will help to explain to high school academic and career counselors the importance of the U.S. maritime industry to the Big Island and State, the potential benefits of having a career in the maritime industry, what roles our unions play for workers in the industry, and how to become a proud professional of the U.S. Merchant Marines. We are told that over 600 people will be in attendance. I for one am looking forward to attending this event. If you have six months before your documents expire. Please get going with the renewal process. Let me know if you need help with anything...

Fraternally Submitted,
Patrick Max Weisbarth
Honolulu Branch Agent

WILMINGTON

January 2025

Shipping: Bosun, 4; AB/W, 12; AB/D, 5; OS/STOS, 1; GVA/GUDE, 2; Standby: 63. **Total Jobs Shipped:** 87. Registrations: n: A 32, B 31, C 5, D 3.

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

Agent's Report:

I want to take a moment to talk about why it's so important for all of us to come together and join our monthly meetings. The Sailors Union of the Pacific is more than just a name; it's our support system, especially when times get tough. We've faced challenges before, and we'll face more in the future. But when we stand together, we can handle anything! Our monthly meetings are where we share stories, discuss issues, and plan our next

steps. Your voice matters, and the more of us that show up, the stronger we become. So, let's fill the room at our next meeting! Bring your ideas and energy. Together, we can make a difference and ensure that every sailor gets treated fairly. Also, if you're looking for work, don't forget to check the job boards in each hall. There are opportunities waiting for you. Let's support one another and make sure everyone has a chance to succeed. Your involvement in this union is what keeps us moving forward. Let's show up, get engaged, and build a future we can all be proud of. Can't wait to see you at the next meeting!

Fraternally Submitted,
Leo Martinez, Book #19362
Wilmington Port Agent

SEATTLE

January 2025

Shipping: 3 Boatswain (A); 4 AB (B); 3 AB/D (A); 5 AB/W (3A, 2B); 1 OS (B); 1 GVA (D); 4 Standby AB (2A, 2B)

Registered: 3 A card for a total of 6; 7 B card for a total of 9; 1 C card for a total of 6, 1 D card for a total of 2

Agent's Report:

As of the beginning of February the Seattle Branch has referred twenty deck, engine, and stewards department entry level prospects to the Seattle Jobs Initiative for training and document issuance financial assistance. A little under half the money that was secured from the Washington State Legislature remains in the fund and is available for any candidates you

know that wish to begin a career at sea but need some help to get started. Please send them my way. Currently the Seattle Branch is working in this legislative session on a \$60,000 transportation proviso to be given to SUP affiliate Deep Sea Fishermen's Union (DFSU) and their training school Crawfords Nautical to assist them in building out a new Basic Safety Training program. I know we all agree that we need more available dates for training options in the Northwest and this will go a long way to achieve that.

Fraternally,
Brandon Bohannon
Seattle Port Agent

BUSINESS AGENT'S REPORT

January 2025

RJ Pfeiffer — Calling at Tacoma, Matson ordered Seattle crew for an emergency activation. One trip to Honolulu then back to Tacoma to lay up at the end of February subject to change.

Maunalei — delegate Mark Relajo. Callback for another emergency activation. Departed for Oakland then to LA, Honolulu, Guam. Also a trip to Kodiak Alaska then China to layup in Tacoma late February. Subject to change. Michael Higa as Bosun.

Manukai — Bruce Ketchum delegate when arriving into Long Beach the ship was starting to experience engine problems that caused it to lose all power to the plant. Went to anchorage later we were able to shift to the dock one week later we were laid off. Last we heard the company was hoping to have repairs completed by February 28th. subject to change. Nick Manessiotis as Bosun.

Manulani — delegate Chris Go in and out Oakland sailed for Honolulu with no issues, relief Bosun's departed times-up. Welcome steady Bosun David Garica back from his trips-off this ship scheduled for shipyard repairs in China sometime in April.

Manoa — Oakland#62. Ron Sugui delegate. Short stay this schedule, early morning 02:00 arrival and sail at 1800. On the southern triangle getting the work done running smooth with John Crockett as Bosun.

Mahi Mahi — In at Oakland#62. Delegate Emo Aulelaua. Ship sailed for Honolulu with no beefs, West Coast menu is 3 traditional entrees. Running steady on the Southern triangle great gang all good top to bottom, working hard making money, running like clock work with Noel Itsumaru as Bosun.

Kamokuiki — Jhon Villa, delegate. Ship departed for Guam, stopping in Pohnpei to fuel and then on to Kwajalein for a 14 day stay. The new cook came aboard and chow improved. Happy gang, happy ship with Dennis Solijon as Bosun.

Mokihana — Currently laid-up for over 30 days at Oakland Outer Harbor Berth#23
APL Eagle — delegate Sherwin Bongyan. An ongoing problem between the deck dept and this Captain. The stores are only ordered for one week for a 2 week trip so constantly running out of milk, eggs, and dairy products. Harassing, bullying, and micro — managing will not be tolerated. Usually no problem here but new crew topside having troubling adjusting. Hussein Ali as Bosun.

President Bush — delegate Janan Johair joined in Oakland, sailed for Yokohama with no issues, Clarification on the amount of megabytes allowed within a 24 hour period there's been a little confusion on how this works. Working steady making money with Juan Gonzalez as Bosun keeps us busy.

President JQ Adams — Jose Rosales delegate. Sailed for the far east with no beefs, Starlink internet system installed its up and running, slowly stocking up on tools, supplies & gear chief mate has been good at ordering tools and supplies. Valeriy Goncharov as Bosun.

President Carter and President Reagan — check in with these vessels with little or no beef's.

SFBP Pier#9 — Chris Auer delegate Training on the Run boat and station boat are in full motion trainees need to see and work in different weather conditions. The old saying many are called few are chosen. Steve Ross dock bosun.

Members: LNG classes fill up fast. Be sure to get your application in. Also, when APL calls for Gangway security and you are dispatched for the duration of the ship's stay in port. Documents are less than 6 months old means it's time to renew

Visited the ships worked in the front office helped out with dispatching.

Roy Tufono