



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Tuesday, January 14, 2025



Matson Completes *Kaimana Hila* Conversion to LNG

The Matson *Aloha*-class containership *Kaimana Hila* (50,981 dwt) returned to the China run (CLX) after completing another LNG conversion. The project involved the placement of three LNG tanks, piping, and associated equipment as well as a fuel-saving aerodynamic bow windshield.

The company said it has spent at least \$94 million in conversion costs to LNG operations for the two *Aloha*-class ships, up from an original estimate of \$35 million per ship.

The *Daniel K. Inouye* was first, completed in June 2023, and the *Kaimana Hila* followed arriving at China's COSCO Shipping Shipyard (Nantong) in mid-2024. The ship returned to service in November and

departed Shanghai yesterday, December 12. It is scheduled for a 10-day crossing to Long Beach, California as she has resumed her normal runs.

Introduced in 2019, the *Kaimana Hila* is 854 feet (260 meters) in length. She has a capacity for 3,220 TEU with over 400 reefer slots. The vessel has a MAN B&W S90ME main engine and the LNG is also used for the four auxiliary engines. At the time of her launching in Philadelphia, Matson said commercial supplies of LNG were not available along its network but the vessel along with her sister ship *Daniel K. Inouye* were designed LNG-ready anticipating a future conversion.

That appears to be changing now that a foreign flag operator begins importing LNG fuel for

continued on page 11

Port Strike Averted With ILA Deal

A widely-expected walkout was stopped when a sudden deal emerged between East and Gulf Coast longshoremen with terminal employers. The International Longshoremen's Association (ILA) announced on January 9th that it had reached a deal for a master contract with port terminals. It reportedly resolved deep-seated disagreements over the future of port automation.

In a statement, ILA President Harold J. Daggett credited President Donald Trump's support for the successful conclusion of

continued on page 11

SHIPS FOR AMERICA: Proposal to Supercharge U.S. Merchant Marine

As the West Coast Sailors reported in earlier stages, a new legislative initiative launched by two U.S. Senators and two U.S. members of the House of Representatives would vastly expand and revitalize the U.S. Merchant Marine if it became law. The SUP has endorsed the legislation, and it enjoys broad support across labor and the industry. It tries a new comprehensive approach that would be the first in a long time to take on many most serious problems of the industry and all at once. These problems included the shortage of shipbuilding capacity and capabilities, the lack of U.S. flagged ships, and the support of mariners with improved training and credentialing programs.

The full name of the bi-partisan legislation is Shipbuilding and Harbor Infrastructure for Prosperity and Security for America—The SHIPS for America Act for short.

It was introduced on Dec. 19 by Sen. Mark Kelly (D-Ariz.), Sen. Todd Young (R-Ind.), Rep. John Garamendi (D-Calif.) and



Rep. Trent Kelly (R-Miss.). Mark Kelly is a US Navy veteran and the first US Merchant Marine Academy graduate to serve in Congress. "We've always been a maritime nation, but the truth is we've lost ground to China, which now dominates international shipping and can build merchant and military ships much more quickly than we can," Kelly said. "The SHIPS for America Act is the answer to this challenge."

The bill has familiar elements proposed before, such as a requirement for U.S. exports of LNG to be transported on U.S. vessels, but it also creates a new

infrastructure for oversight and accountability, overhauls the finance and incentive methods of the shipbuilding and the industry, uses cargo preference requirements and sealift capacity to spur shipbuilding, addresses the lack of seafarers with training and credentialing overhauls, and seeks to reform regulation to support the maritime industry.

Rep. Garamendi was unequivocal: "For far too long, the United States neglected our maritime industries and the critical role they play in our national and economic security – this ends with the SHIPS for America Act. I have spent over ten years working to revitalize the U.S. maritime industry in order to strengthen our national economy, create good-paying American jobs, and support our national security during peacetime or war. This bill represents the most substantial and comprehensive approach to have America compete and lead globally, and I'm proud to lead it alongside Senator Kelly, Senator

continued on page 11

EU Plots to Undermine the Jones Act

In December, Mike Shuler writing for gCaptain uncovered a European Union-backed campaign aimed at undermining the Jones Act. European governments have launched a sophisticated campaign aimed at convincing Americans to get rid of the Jones Act, dumping U.S. economic sovereignty and risking the national security—with the help of anti-Jones Act think tanks and video editors.

A standard government form, known as the Foreign Agents Registration Act (FARA) declaration, revealed a coordinated European Union effort to weaken one of America's foundational maritime laws, including through a TikTok-style influence campaign.

At the heart of this initiative is IBF Connect SA, a Brussels-based company that operates under the supervision of the EU delegation to the United States in Washing-

ton D.C. The company specializes in organizing events and projects for various EU institutions. The campaign aims to "facilitate the participation of companies from the European Union in the US market in both offshore wind power and dredging." Their activities include producing two "TikTok-style" videos targeting the Jones Act requirements for ships trading in consecutive American ports to be American-built, crewed and registered.

The campaign plans to highlight alleged "negative effects" of the Jones Act, including claims of a U.S. company duopoly and increased costs.

When asked about the filing, an EU spokesperson went into diplomatic damage control mode: "The European Union has long conducted outreach in the United States on the question of market access for various maritime services," said Adriana

Brassart, on behalf of the EU. "Our interest is long-standing. For example, maritime market access services were a topic of negotiation in the Transatlantic Trade and Investment Partnership, and it remains an area of interest to European companies that provide such services. The European Union will always work towards a free, fair and open market on behalf of European companies." The statement avoids mention that the Jones Act repeal discussion in the Transatlantic Trade and Investment Partnership went nowhere. Nor does it mention that Europe retains cabotage laws unto itself that are exempt from such consideration.

Interestingly, an earlier version of the FARA disclosure also revealed a "partnership" between IBF and the US-based CATO Institute—a political think tank

continued on page 10

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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 Lane BK#4107
- Mike Dirksen.....BK#2739
- Teofilo Rojas BK#3194
- Leo Moore.....BK#6492

Political Fund

- David Palacios \$10
- Daniel Tin Tun \$100
- Ron Sugui \$50
- Archie Bickford \$100
- Gil Manipon \$30
- Rodolfo Bautista..... \$25
- Steve Swinson \$25
- Michael Henderson \$50
- Brendan Bohannon \$50
- Nick Hoogendam..... \$30
- Arthur Garrett \$100
- John Rezada..... \$100
- John Hartley \$50
- Patrick Weisbarth \$50
- Isnin Idris \$300
- Anna Lena Von Machui \$25
- Austin Gahan \$50
- Thomas Tynan \$50
- Dave Connolly \$100

SUP Meetings 2025

HQ	Branches
February 10	February 18*
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

Final Departures

Norman Christianson, Book #4770.
Born in Washington in 1946. Joined SUP in 1966. Died in Washington, December 24, 2024. (Pensioner)

Organization/General Fund

- Christopher Bartolo \$20
- Jeffer Baguio \$50
- Rodolfo Bautista..... \$25
- John Rezada..... \$50
- Ron Reed..... \$50

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- Thor Erikson..... \$40
- John Rezada..... \$50

SUP WELFARE PLAN NOTES

Tax Advantages of SUP 401(k) and Money Purchase Pension Plans

As tax season approaches, it is a good reminder that there are smart ways to invest and reduce your taxes:

SUP bargained with your employers to provide two tax advantageous retirement plans: the Money Purchase Pension Plan, which is funded by an allocation from wages, and the 401(k) plan, which provides participants an opportunity to contribute voluntarily on a tax-deferred basis. Through your 401(k) contributions, you can shelter up to \$23,500 (\$31,000 if you are age 50 or over) from current taxes for the 2025 tax year. Your contributions are made prior to federal income tax withholding and earn on a tax-deferred basis. You determine the amount of the contributions and the investment selections. Over time, the compounding return of your investments without taxes can help your savings grow considerably more than an equal investment that is taxed annually.

Upon retirement, you can rollover your 401(k) monies to an Individual Retirement Account and continue with the same tax deferred benefit. It is only the money that is withdrawn from the Plan or your IRA that is subject to taxes; the balance continues tax deferred, which will help it last further in retirement.

Forms for enrollment, investment selection and beneficiary designation are available on the Sailors' Union of the Pacific website under the SUP Welfare Plan tab. Forms are also available on ships or may be requested from your Port Agent or the SUP Welfare Plan Office. For more information about investment options in either the SUP Money Purchase Pension Plan or SUP 401(k) Plan, please contact The Standard at (800) 858-5420 or log into your account at www.standard.com/retirement. First time users to the Plans website will need to register their account and create a unique username and password. There are several resources through the Plans website—articles, videos, and calculators, etc. — to assist you in planning for retirement security.

Changes Coming in Funds Line-Up

The Plans Trustees will be adding new Target Date funds to the SUP Money Purchase Pension Plan and 401(k) Investment Choices line-up. The new funds will enhance your savings opportunities. Notification of these changes will be sent to Plans participants in the weeks ahead.

- 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.org
- 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 January 2, 2025 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	
Eric McDonald	Bk#6556	6 yrs	A.B.	A
Christopher Auer	Bk#3827	6 yrs.	A.B.	A
Abdulwali Ahmed	B-19823	1 yr.	O.S.	B
Ginyier Allen	C-3069	30 days	O.S.	C
De' Asia Dunn	C-3070	30 days	O.S.	C
Marvin Williams, Jr.	C-3071	30 days	A.B.	C
Thomas Stephens	C-3072	30 days	O.S.	C
Sean Tupas	C-3073	30 days	O.S.	C

Ratings: Bosun Stamp

None

Membership and Ratings Committee's Report: Ron. Reed, BK#3188; Mark Relojo, BK#3205 and Ron Brito, Bk#5770 .



Membership and Rating Committee met SUP HQ in early January. From left is Mark Relojo, Ron Reed, and Ron Brito.

Retirement of Patty Martin

Patty Martin has been with the SUP Welfare Plan Office since 1996 and will be retiring after 28 years of excellent service at the 2024-year end. Her warm personality has made her a favorite among the participants that she has helped through the years. We wish her a happy retirement and welcome Brian Farmer, who will be taking over her duties in relation to Welfare Plan benefits, the SUP Money Purchase Pension Plan, SUP 401(k) Plan and death benefits.



Thank you, Patty!

West Coast Sailors

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Shuler Slams Senate on Failure to Reconfirm McFerran to NLRB

The U.S. Senate narrowly rejected a motion (49-50) to proceed with a confirmation vote for National Labor Relations Board (NLRB) Chair Lauren McFerran, whose term expired last week. Had she been confirmed, the five-person Board would have retained a majority of Democrats until August 2026. Senators Joe Manchin of West Virginia and Kyrsten Sinema of Arizona, both former Democrats and departing the Senate, cast the pivotal votes against the motion.

The NLRB is typically composed of three members from the president's party and two from the opposition. But because of staggered terms, the party control of the Agency sometimes doesn't shift immediately with a new administration. McFerran's nomination faced significant opposition from business groups and many Republican lawmakers, who criticized recent NLRB rulings and regulations as being overly favorable to unions.

As a result of the failed vote, incoming President Donald Trump will have the opportunity to appoint two Board members once in office, avoiding the prospect of having a Democratic majority on the NLRB. The AFL-

CIO blasted the Senate.

Federation President Liz Shuler said, "Today, 50 senators didn't just vote against Lauren McFerran's reconfirmation — they voted against the working people of this country. Make no mistake: This vote had nothing to do with stopping Chair McFerran's renomination and everything to do with reversing generations of progress workers have made toward building a fairer and more just economy...Corporate lobbyists and anti-union politicians may have stopped this vote today, but they won't stop workers from organizing. The 13 million working people of the AFL-CIO will continue to have working people's backs. The labor movement was born out of the fight for the very rights the NLRB protects, and we won't stop



until every single worker in America has a fair and free shot to join a union and better our lives."

Hall of Honor at DOL has New Member: Pres. Joe Biden

Acting Secretary of Labor Julie Su honored President Joe Biden by announcing his induction to the U.S. Department of Labor's Hall of Honor.

During an event Acting Secretary Su lauded the nation's leader for his tireless support of U.S. workers and labor unions.

In more than 50 years of public service, President Biden has remained devoted to

improving the lives of America's workers, retirees and their families by championing pro-union policies that strengthen the middle class and build an economy from the middle out and the bottom up. Under his leadership, more than 16 million jobs have been created in America, threatened pensions have been secured for more than 1.2 million workers and retirees and the number of workers seeking to join a union has doubled.

"History will record Joe Biden as the most pro-worker, pro-union President this nation has had," said Acting Secretary of Labor Julie Su. "Leadership matters. And President Biden demonstrated his commitment to working people daily by taking bold actions and daring to fight the

big fights [including] fighting to increase overtime pay, pushing for a national heat standard, protecting retirees' pensions and putting more than \$1 billion in wages and damages into workers' pockets... But no example says more about who President Biden is than the day he walked the picket line with striking autoworkers, becoming the first sitting president ever to do so. No one believes in worker power more than this President, which is why I am honored and delighted to honor

his work within the walls of the Frances Perkins Building, adding his name to the Department of Labor's Hall of Honor."

President Biden joins Frances Perkins and others in the Hall of Honor, which recognizes those with distinctive contributions in the field of labor. Established in 1988, the Hall of Honor is located in the north plaza of the Department of Labor's national headquarters in the Frances Perkins Building at 200 Constitution Ave. NW in Washington.



What You Need to Ship Make Sure Your Documents are in Order for Job Call

Proper documentation is a fact of the seagoing life. It's been that way for a long time and there is no end in sight. It is the responsibility of members and registrants to have all their necessary documentation in their possession, meaning actually in hand, ahead of time for job call. Neither the Companies nor the Union are the appropriate holders of all relevant member information and documentation. Nor can the Coast Guard help. Depending on any outside organization or institution for original documentation will lead to unemployment.

For members, the first critically important document is an SUP dues book or dues receipt that shows that you are paid through the current quarter at least. It should also show that initiation is paid in full or that regular installments are being made toward the total. If you are a registrant (D-card) your registration card must be valid, meaning the \$100.00 registration fee was paid less than three calendar months ago.

Next, your Merchant Mariner's Credential (MMC), passport and other important documents should be valid for at least six months from the time you begin working aboard ship. Your drug-free certificate should be valid at least until the day you actually join your ship. After the MMC with current STCW and VPDSD endorsement, comes the TWIC, the Passport, and the USCG Medical Certificate. Add to that the annual SUP physical card, Drug-free Certificate or Drug-Free Letter, Fit-for-Duty, SUP membership book or dues receipt.

Those who have recently upgraded their credentials should pursue the issuance of the new credential and then make sure the documents reflects the upgrade. Drug free certs are generally good for six months. Check your expiration dates! Work with the Military Sealift Command will require special training, medical and security clearances – if anything has changed or expired advise Union agents. Members returning from a trip off should have already notified Union dispatchers of their intent to return.

If you are traveling to a Hall, double-check before departure that you have all that is necessary and keep your docs with you in your carry-on luggage.

Contracted companies generally require a member to have valid STCW credentials for the length of the assignment/job. If the Coast Guard Medical Certificate is due to expire prior to the completion of the job called, the member may be rejected as unqualified. Members should have their paperwork for the USCG Medical Certificate completed for renewal and submission at every annual physical in order to avoid an issue at job call. Certain jobs require proof of benzene or shot records, MSC Physical and MSC courses or other courses to satisfy company requirements. Mariners should also carry relevant certificates and vaccination records (shot cards).

Always keep your documents with you when travelling, don't leave them at home or in the hotel or in your car. If unsure what is required, the job call is not the time to find out. Check ahead of dispatch with an SUP agent or clinic.

MMC Fees Now Must Be Paid on Pay.gov

The Coast Guard has issued a final rule updating the accepted required payment method for mariner credentialing fees.

Effective January 19, 2025, the National Maritime Center (NMC) and Regional Examination Centers (RECs) will only accept user fee payments made using the USCG Merchant Mariner User Fee Payment Page on Pay.gov.

Pay.gov is a secure service provided by the United States Department of the Treasury. Acceptable payment methods within Pay.gov include credit card, debit card, and bank account routing number. Please note that after January 19, 2025, the NMC and RECs may no longer accept any other form of payment including cash, check, money order, or credit card, regardless of whether they are provided in person or via mail.

All payments, other than Pay.gov, will be returned to the applicant and the applicant will be required to submit a new fee payment using Pay.gov. Once you have paid your fees using Pay.gov, please ensure you print or save your receipt and attach the receipt to your application prior to submitting the application to NMC.

Only One Oath

Effective December 17, 2024, the National Maritime Center (NMC) will no longer require applicants for original merchant mariner credentials (MMCs) to take an oath before an authorized official or notary.

In the final rule published on December 17, 2024, titled Mariner Credentialing Program Transformation, it was determined the requirement in 46 Code of Federal Regulations part 10.225(c) for taking the oath before an authorized official or notary is a redundant part of the original MMC application process. By signing the Application for Merchant Mariner Credential (Form CG-719B), the applicant attests to "solemnly swear or affirm" to abide by the requirements of the oath. This legally binds a mariner, so no additional requirement before an authorized official is necessary.

When filling out the CG-719B, in Section IV, Part 5, of the form, applicants need to sign and date where Signature of Applicant is indicated. However, the signature of individual authorized to administer the oath is no longer required.

For more information, the final rule is available on the Federal Register or by searching on www.regulations.gov under Docket Number USCG-2021-0834.

U.S. Military Adds China to Shipping Blacklist

The U.S. has blacklisted China's largest shipping line according to Bloomberg. Doing so discourages US shippers from using COSCO, the large Chinese national carrier, but does not levy any specific penalties.

Two shipbuilders are also blacklisted. The government basis for the listing is alleged links with the People's Liberation Army, as the federal government and Congress turns its attention to the country's maritime sector.

Cosco Shipping Holdings Co. (COSCO) was named in a Federal Register filing in early January, qualifying it as a Chinese military company as de-

termined by the Pentagon. So too was designated the China State Shipbuilding Corp. and China Shipbuilding Trading Co. The action suggests that there will be increased scrutiny of marine transport and shipbuilding as Donald Trump prepares to return to the White House.

China has the world's largest shipbuilding sector, producing more than half of all merchant vessels globally. Many U.S.-flag ships are built or retrofitted in China as the country has accounted for nearly 60% of the worldwide orderbook in the first quarter of last year, according to shipbroker BRS.

The U.S. government's dissatisfaction on the industrial dominance of China comes as shipping lines and ports become increasingly important as arenas of geopolitical competition. The Covid-19 pandemic and its aftermath exposed the fragility of global supply chains and Washington has noted problems with China's shipbuilding industry at Senate hearings last year. The U.S. builds only one container ship for every 359 such vessels that China constructs, according to Senate testimony at the time.

Russian Blacklist Expanded

At the same time, in its final days, the Biden administration plans to sanction a large number of additional "shadow fleet" tankers involved in the Russian

energy trade, according to Reuters. The U.S. Treasury has more than 200 Russian vessels of various types on its blacklist, and this final round of designations could make the list far longer. The new package targets tankers from the lightly-regulated fleet that now carries the majority of Russian oil exports. As tensions in Washington rise over the China situation, the move signals that outgoing Biden administration may be expecting a more lax attitude toward Russia in the Trump administration.

In July 2024, during the campaign, Trump expressed ambivalence about sanctions on Russia. "So what we're doing with sanctions is we're forcing everyone away from us. So I don't love sanctions," he told Bloomberg at the time.

Trump's Gulf Course: Change Mexico to America

President-elect Donald Trump suggested that his administration would try to rename the Gulf of Mexico, a name dating back to the Spanish conquistadores in the 1500s. Trump said he'd rename it to the "Gulf of America." He made the proposal as an aside during a press conference covering mainly his intent to roll back President Biden's newly announced restrictions on offshore drilling. "We're going to be changing the name of the Gulf of Mexico to the Gulf of America, which has a beautiful ring," Trump declared from Mar-a-Lago.

He also posted the idea on X. "That covers a lot of territory. The Gulf of America, what a beautiful name," he said. Trump also recently refused to rule out military force to seize control of the Panama Canal and Greenland and referred to Canada as the 51st state. Trump told reporters that he would like the body of water to be named the "Gulf of America" because "we do most of the work there and it's ours."

During his first term, then President Trump tried to rebrand U.S. liquefied natural gas (LNG) as "freedom gas," with one DOE official even describing LNG exports as "molecules of U.S. freedom." Taking aim at Biden's ban on new oil leases in 625 million acres of federal waters off the East and West coasts, the eastern Gulf of Mexico, and the Bering Sea in Alaska, Trump said. "Banning offshore drilling will not stand. I will reverse it immediately." He added that he'd do this on day one his administration.

The Gulf of Mexico remains the United States' primary offshore source of oil and gas, accounting for 97% of it. It generates 14% of total U.S. crude oil production,



President-elect Donald Trump speaks during a news conference

along with 5% of natural gas production, according to the U.S. Energy Information Administration.

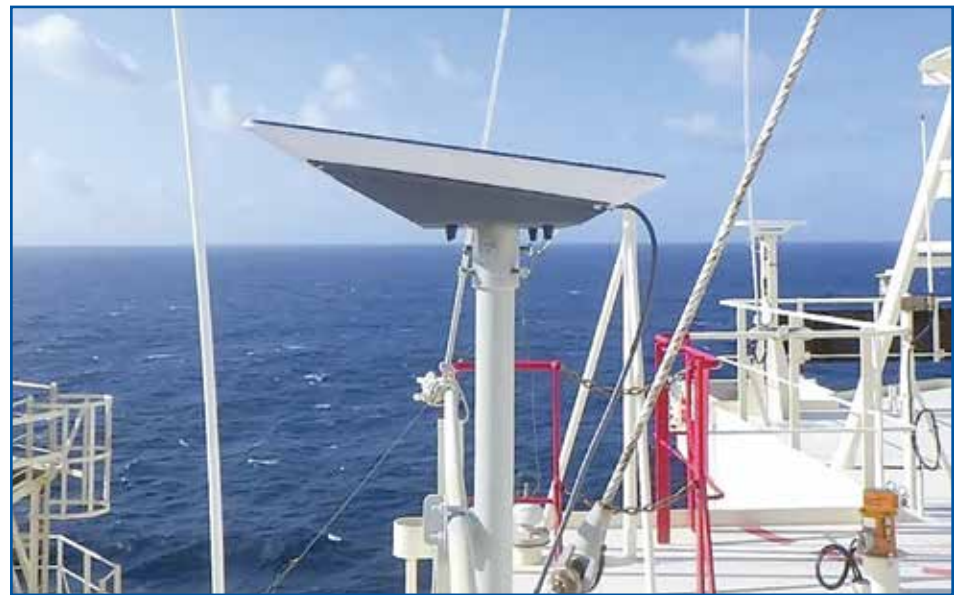
The gulf's name was first the Golfo de Nueva Espana or the Golfo de Mexico depending on the sources. Aside from indigenous inhabitants, it was an exclusively Spanish domain for more than 150 years, until the arrival of the French explorers who settled Louisiana. The current U.S. coastline developed another 100-150 years later with the Louisiana Purchase in 1803; the acquisition of Florida from Spain in 1819; and the annexation of Texas from Mexico in 1836-1845.

Today, the U.S. exclusive economic zone covers about 44 percent of the surface of the Gulf of Mexico, and U.S. states account for less than half of the Gulf's coastline. Both Mexico and the U.S. have similar offshore oil production figures in the Gulf of Mexico, thanks to the abundant resources off Texas and Louisiana and the super large fields in Mexico's Bay of Campeche.

In January Trump also refused to rule out taking over by military force Greenland and the Panama Canal. Trump's inauguration is on January 20th.



The U.S. exclusive economic zone demarcation in the Gulf of Mexico, purple line. (NOAA)



A Starlink satellite communications antenna mounted on a ship's flying bridge.

Starlink Game Changing Tech Has Competition

A swiftly rising number of ship owners and operators are using SpaceX's Starlink service for internet offshore. After years of mariners asking for it, a broadband wifi hi-speed connection is now widely understood as necessary to achieve both operational efficiency and overall mariner happiness. Starlink system is the pioneer and leader of the low-orbit solution, but other networks are trying to break in.

In prior decades, vessels relied on very-small-aperture terminals (VSATs) and a two-way satellite ground station to transmit or receive data and voice and video signals via a satellite communication network. The system used a small dish antenna linked to single geostationary satellites that orbit the planet, making the round-trip data time between user and satellite — known as latency — high, which can be experienced as slow speeds. Now Starlink's non-geostationary satellite internet service that relies on its constellation of thousands of satellites in low orbit. Together they create low latency and that changed the game in offshore communications.

Dave Abrams, publisher of Professional Mariner said at the International WorkBoat Show in New Orleans that, "Until relatively recently, vessel operators only had very expensive options for satellite communications to maintain connectivity. With the introduction of much lower-cost platforms — Starlink, for now — the cost of that connectivity has been cut dramatically, allowing vessel operators to offer their crew 24/7 internet and phone access. This is critical for recruiting younger people to become mariners." He added that connectivity

was a significant topic of discussion surrounding workforce development at a recent Ship Owners Cooperative Program (SOCP) meeting.

A Prospects for Maritime Satellite Communications report released earlier this year from Minneapolis, Minn.-based Novaspace noted that the market share of non-geostationary orbit (NGSO) satellite technology "as a primary maritime communications method is expected to surge" to 90 percent by 2033 from 20 percent in 2023. "The total number of vessels using at least one satellite communication service during 2023 reached 40,600, a number projected to more than double in 10 years, reaching approximately 90,000 vessels by 2033."

Other satellite services are seeking to serve the evolving broadband needs of the maritime industry. Inmarsat Maritime's new bonded network service, NexusWave, will be piloted by the "K Line logistics company, which operates a diverse fleet of more than 400 vessels worldwide," Inmarsat said. Inmarsat has also selected Eutelsat's OneWeb low-Earth-orbit (LEO) network to integrate into Nexus Wave to support maritime connectivity service, Satnews.com reported in September.

Telesat, owned by Loral Space & Communications, and listed among Via Satellite's 10 Hottest Satellite companies in 2024, has developed Telesat Lightspeed, a global network of 198 LEO satellites integrated with on-ground data networks designed to "meet the unique remote-to-shore connectivity requirements critical to the modern maritime industry," the company says on its website.

In Memoriam

West Coast Sailors Final Departures for 2024



- Michael Bailey, Book #5714.** Born in California in 1946. Joined SUP in 1969. Died in Seattle, Washington, June 22, 2024. (Pensioner)
- Richard Cahill, Book #4746.** Born in New York in 1934. Joined SUP in 1960. Died November 7, 2024. (Pensioner)
- Norman Christianson, Book #4770.** Born in Washington in 1946. Joined SUP in 1966. Died in Washington, December 24, 2024. (Pensioner)
- George Cooney, Book #4714.** Born in Michigan in 1929. Joined SUP in 1950. Died in Montana, January 27, 2024. (Pensioner)
- Earl Gildea, Book #2984.** Born in California in 1936. Joined SUP in 1965. Died in Orange County, California, February 10, 2024. (Pensioner)
- William Hoffman, Book #5553.** Born in Pennsylvania in 1927. Joined SUP in 1948. Died September 13, 2024. (Pensioner)
- Emmert Holloway, Book #5875.** Born in Tennessee in 1956. Joined SUP in 2001. Died in Washington, July 16, 2024. (Pensioner)
- Donny Morris, Book #6455.** Born in New Mexico in 1937. Joined SUP in 1958. Died July 5, 2024. (Pensioner)
- John Nannini, Book #2439.** Born in Oregon in 1927. Joined SUP in 1951. Died in Olympia, Washington, August 23, 2024. (Pensioner)
- Duane Nash, Book #2437.** Born in Massachusetts in 1929. Joined SUP in 1951. Died February 29, 2024. (Pensioner)
- Jimmy Outlaw, Book #2461.** Born in Mississippi in 1930. Joined SUP in 1966. Died January 22, 2024. (Pensioner)
- Alexander Romo, Book #3193.** Born in California in 1939. Joined SUP in 1958. Died June 29, 2024.
- Robert Rosenau, Book #3063.** Born in Michigan in 1929. Joined SUP in 1950. Died in Texas, November 28, 2024. (Pensioner)
- Davis Sanderson, Permit #16679.** Born in North Carolina in 1928. Joined SUP in 1969. Died June 27, 2024. (Pensioner)
- Carl Schou, Book #7401.** Born in Denmark in 1933. Joined SUP in 1956. Died January 30, 2024. (Pensioner)
- Bruce Smith, Book #7480.** Born in Washington in 1955. Joined SUP in 1971. Died June 13, 2024. (Pensioner)
- Knud Sorensen, Book #7492.** Born in Denmark in 1942. Joined SUP in 1984. Died May 26, 2024. (Pensioner)
- Alvin Thompson, Book #3295.** Born in Louisiana in 1948. Joined SUP in 2000. Died in San Antonio, Texas, April 1, 2024. (Pensioner)
- Elroy Wong, Book #3649.** Born in Hawaii in 1968. Joined SUP in 1998. Died in Hawaii, June 2, 2024. (Pensioner)

Continuous Breakout: SUP Crews Up Cape Henry

During the holidays, the SUP once again crewed up a no notice activated Ready Reserve ship for a mission. This time the *Cape Henry* sailed shortly after dispatch for a load port in the Pacific Northwest.

The Ready Reserve Force (RRF) is a subset of vessels within MARAD's National Defense Reserve Fleet (NDRF) ready to support the rapid worldwide deployment of U.S. military forces. As a key element of Department of Defense (DOD) strategic sealift, the RRF primarily supports transport of Army and Marine Corps unit equipment, combat support equipment, and initial resupply during critical surge periods -- the period of time before commercial ships can be secured for similar support. The RRF provides nearly 50% of government-owned surge sealift capability and has rightfully been called "America's Sea

Power Reliant Partner."

The RRF program was initiated in 1976 and is defined by an agreement between the Department of Defense (DOD) and Department of Transportation (DOT). Over the years, the RRF has experienced hundreds of vessel activations, with dozens per year supporting a variety of humanitarian, natural disaster, and military operations.

RRF ships are expected to be fully operational within their assigned 5 and 10-day readiness status and then sail to designated loading berths. Ships in priority readiness have Reduced Operating Status (ROS) maintenance crews of about 10 commercial merchant mariners that are then supplemented by additional mariners. The SUP has a dedicated labor pool for RRF activations and has been successfully crewing RRF for as long as the program has been in place.



Photo credit: Franz Eikal

The Ready Reserve Force Ro/Ro *Cape Henry* underway for load port in Puget Sound. The ship moved smoothly from Reduced to Full Operating Status at Christmas for a seven-month activation.

A Look Astern



National Register #76000178: Square-Rigged Sailing Ship *Balcutha*

The square-rigged sailing ship *Star of Alaska* (renamed *Balcutha*) departing San Francisco Bay on her last voyage north as a salmon transport ship in May of 1929. In the picture, she's flies the Alaska Packers Association house flag from the top of the mainmast. She was crewed by the SUP on deck and, as clearly shows, in the rigging. She was first in the international grain trade, then hauling coastwise lumber, but her main trade route was hauling salmon from Alaska to canneries, especially in Alameda, Calif., where the fleet also laid up for the winter. Except for minor alterations, the *Balcutha* is in essentially the same condition and configuration as when she slid down the ways in Scotland in 1886. The ship is a national historic landmark and is a museum ship at the Hyde Street Pier in San Francisco as depicted in the photo below. To the right is an artist's rendering of what the view might have been looking aft from the bow in a gale.

SUP Parties Hard at Holiday Celebrations

San Francisco



Seattle Celebrates



At the SUP Seattle Pensioners Party is (standing) Jesper Pfeil, Vince O'Halloran, and Dave Eriksen, Mike McLavy, Greg Smith

Honolulu Highlights



OHANA: "Hauoli a Olakino Makahiki Hou"

AFL-CIO Brings SEIU Back into the House of Labor

After almost 20 years, the Service Employees International Union (SEIU) will rejoin the AFL-CIO. The re-affiliation will expand the Federation to 15 million members.

SEIU, along with several other unions, disaffiliated from the AFL-CIO in 2005 because of disagreements over organizing strategies and priorities. The union, representing two million service and care workers, announced it is coming back to the fold to join forces with the Federation to rewrite rules to strengthen the right to organize, build worker power across entire industries, and stand against attacks on workers, immigrants



as well as health care employees.

“Workers know it’s better in a union, and together we are stronger in our organizing and bargaining fights because there is power in unity,” said AFL-CIO

President Liz Shuler. “CEOs and billionaires want nothing more than to see workers divided, but we’re standing here today with greater solidarity than ever to reach the 60 million Americans who say they’d join a union tomorrow if the laws allowed and to unrig our labor laws to guarantee every worker in America the basic right to organize on the job.”

“SEIU members are ready to unleash a new era of worker power,” said SEIU International President April Verrett.

The SEIU, along with the Teamsters union, left the AFL-CIO in 2005. At the time, the SEIU leadership saw the AFL-CIO as insufficient at slowing the

declining share of U.S. workers who belong to unions. Unions have worked hard to reverse that trend and leadership points out that polls say more than 60 million workers would like to be unionized if they could. Union leaders said that by having the SEIU rejoin the AFL-CIO, they will be better equipped to share research and best practices on organizing to overcome resistance to unionization by some employers and government officials.

The AFL-CIO is not a union itself — it is an alliance of 61 unions now representing roughly 15 million workers. The SUP is affiliated with the AFL-CIO.

UK Officers Settle After Long and Historic Dispute

The trade union Nautilus International has announced that Royal Fleet Auxiliary (RFA) officers in the UK have voted to accept an above-inflation pay offer for 2024/25, marking a major step towards ending one of the union’s longest-running disputes in recent history.

The agreement comes after unprecedented industrial action by Nautilus International members, including the first strike in RFA history and over 100 days of action short of a strike. The dispute originated from frustration over a 4.5% pay offer for 2023/24, which union members argued contributed to a pay cut exceeding

30% in real terms (after inflation) since 2010. The one-day strike was back in August of 2024 and followed a series of non-strike industrial job actions.

The RFA, a civilian-crewed fleet owned by the UK Ministry of Defence, provides crucial logistical and operational support to the Royal Navy and other UK armed forces. The newly accepted agreement secures an above-inflation pay increase and addresses ongoing recruitment and retention challenges within the service.

“This agreement demonstrates the power of collective action... [it’s] the result of continued mandates for action as

well as sustained negotiations to achieve meaningful progress for the dedicated professionals serving in the Royal Fleet Auxiliary,” said Martyn Gray, Nautilus International director of organising.

The delayed agreement means that fresh negotiations are already on tap for the 2025/26 pay agreement. They are set to commence in the coming weeks.

Nautilus International, which rep-

resents 20,000 maritime professionals including ship masters, officers, and various shipping industry personnel, remains committed to securing sustainable improvements in working conditions for RFA officers. “Whilst this is a positive milestone, there remains much work to be done to ensure that pay and working conditions are sustainable and attractive in the long term,” Gray added.

2025 Social Security Benefits Go Up But Not By Much

Social Security retirement and disability benefits for 2025 will start to roll out for millions of Americans as early as Tuesday and throughout January.

Why it matters: Benefits increase by 2.5% and about \$50 a month but it’s the lowest benefit increase in recent years.

The big picture: The 2025 cost-of-living adjustment, known as COLA, is lower than the average of the last decade of 2.6%.

- The adjustment affects more than 72.5 million recipients of Social Security retirement and disability benefits.

Flashback: 2023’s historic 8.7% increase was the largest hike in more than 40 years and added an average of \$140 to benefits.

- The 2022 increase was 5.9% and the 2024 increase was 3.2%.

Social Security average monthly benefits 2025

For all retired workers, the average benefits are estimated to increase to \$1,976 from the 2024 monthly benefit of \$1,927.

Other monthly estimated averages listed on a Social Security Administration fact sheet are:

- Aged couple, both receiving benefits: \$3,089 up from \$3,014.
- Widowed mother and two children: \$3,761 up from \$3,669.
- Aged widow alone: \$1,832 up from \$1,788.
- Disabled worker, spouse and one or more children: \$2,826 up from \$2,757.
- All disabled workers: \$1,580 up from \$1,542.

When does the 2025 Social Security increase start? Roughly 68 million Social Security beneficiaries will see the increase starting with payments in January 2025.

- Increased payments to nearly 7.5 million people receiving SSI will begin on Dec. 31.
- Some people receive both Social Security and SSI benefits.

Social Security payment schedule January 2025

Here’s the schedule from the Social Security Administration on when the increased payments are set to arrive:

Dec. 31: Increased payments to nearly 7.5 million Supplemental Security Income (SSI) recipients begin.

Jan. 3: Social Security is paid on the third of each month if you received benefits before May 1997 or if you get both Social Security and SSI.

Jan. 8: Social Security payments for those with birthdays between the first and 10th, get paid on the second Wednesday of the month.

Jan. 15: Social Security payments for birthdays between the 11th and 20th, get paid on the third Wednesday.

Jan. 22: Social Security payments for birthdays between the 21st and 31st, get paid on the fourth Wednesday.

Social Security Medicare premiums 2025

The standard monthly premium for Medicare Part B enrollees is \$185, up \$10.30 from the 2024 rate, Centers for Medicare & Medicaid Services announced in November.

- The annual deductible for all Part B beneficiaries increases by \$17 to \$257 in 2025.
- Major insurers including Aetna and Humana scaled back their Medicare Advantage plans for 2025, which left some seniors around the country hunting for new care arrangements.

Qualifying SUP pensioners receive a reimbursement for their Medicare Part B premiums.

resents 20,000 maritime professionals including ship masters, officers, and various shipping industry personnel, remains committed to securing sustainable improvements in working conditions for RFA officers. “Whilst this is a positive milestone, there remains much work to be done to ensure that pay and working conditions are sustainable and attractive in the long term,” Gray added.

Maersk Leaves Alaska Ports

The global carrier Maersk, a shipping giant, has decided to stop calling in Dutch Harbor and Kodiak on its transpacific service runs.

As part of its revision of services for the coming year, the liner said it will suspend calls at terminals at Alaska’s two primary export hubs for the \$1.5 billion Alaska pollock fishery.

The world’s second-largest container shipping company attributed the decision to an “ongoing effort to strengthen our product offerings and maintain reliability in the network.” According to Maersk, the Danish-flagged container feeder Cape Sorel will carry out the final westbound voyage out of Dutch Harbor on February 11.



International Port of Unalaska, Dutch Harbor, Alaska



Maersk will end port calls in Kodiak and Dutch Harbor in February. Above: reefer ships at anchor in Dutch

Dutch Harbor is one of the largest commercial fishing ports in the U.S., and its exports go to markets in Europe and Asia. In 2022, some 613.5 million pounds of seafood across various species were landed in Dutch Harbor. Kodiak is also a top fishing port, home to a large fleet and multiple canneries. The bulk of the product by volume is pollock, the wildly prolific Gulf of Alaska species used to make fish sticks and other processed products.

Alaska’s fishing industry has been hit hard over the past few years due to declines in several key commercial species — notably snow crab, chum salmon and king salmon. Coupled with other economic factors, this has cut the industry’s profitability in half since 2021, according to NOAA Fisheries.

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APL Flags in *President LB Johnson* in Los Angeles



Godmother and SUP sailor STOS Tara Russo christens APL's newest containership in Los Angeles with a bottle of champagne on the port bridge wing. Russo holds an AB Unlimited (domestic) endorsement and is sailing in the STOS billet to gain the valuable seetime necessary for STCW upgrade to Able Seafarer Deck.



The entire crew assembled for the flagging in and christening ceremony as well as Coast Guard inspectors and other.

AMERICAN PRESIDENT LINES
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AMERICAN PRESIDENT LINES
Round-World Service

APL's Round the World Passenger Liner Service

In the late 1940's through the 1950's APL modernized C-4-S-1a class cargo ships as part of a ship replacement program. The Passengers-Cargo liners, were four ships all that were of what was known as a Mariner design. They were built in Newport News and refitted in Baltimore with a new superstructure modern First Class luxury accommodations with air conditioning being fitted to all passenger and crew areas.

These fine ships became the largest and fastest combination cargo-passenger ships ever to be placed in operation. They were traditional yard and stay break-bulk cargo ships but had deluxe passenger accommodations and facilities. Amazingly passengers enjoyed the luxury of a glass-enclosed lounge, the Sky Room affording a view in all directions including an forward views and a sun deck aft.



Passengers depicted in the Sky-Room and sun deck of the APL cargoliners *President Adams* in the 1950's in a brochure marketing first-class accommodations..

President Lyndon B. Johnson

Lyndon B. Johnson grew up from poverty in Texas to become a naval officer, Congressman, a Senator and a renowned majority leader, known as the "Master of the Senate." He was elected to Vice President as John F. Kennedy's running mate in 1960, and when Kennedy was assassinated, Johnson became the 36th President. He had a grand vision to build "A Great Society" for the American people.

In his first year of office he passed the measures of President Kennedy in Congress - a new civil rights bill and a tax cut. Next, he urged the Nation "to build a great society, a place where the meaning of man's life matches the marvels of man's labor." In 1964, Johnson won the Presidency with widest popular margin in American history.

The Great Society program to aid education, attack disease, create Medicare, support urban renewal, beautification, conservation, development of depressed regions, a wide-scale fight against poverty and crime, and to remove obstacles to voting, became law. Millions of elderly people found relief through the 1965 Medicare amendment to the Social Security Act. Under Johnson, the country made spectacular progress in many areas, including in explorations of space.

But two overriding crises, riots and the Vietnam war, plagued him. Despite the beginning of new antipoverty and anti-discrimination programs, unrest in black ghettos troubled the Nation. President Johnson steadily pushed against segregation and on behalf of law and order, but no easy solution took hold. In Viet Nam. Despite Johnson's efforts to end the war, the fighting dragged on. Controversy was intense in March 1968, when he stopped the bombing of North Vietnam to negotiate. Then he startled the world by withdrawing as a candidate for re-election to devote his full efforts, unimpeded by politics, to peace. He did not live to see it: he died suddenly of a heart attack at his Texas ranch on January 22, 1973.



SUP PRESIDENT'S REPORT

NEW YEAR

New Year, same mission: good jobs, good benefits, democratic union. Same fight for the laws that sustain us our role in the U.S. merchant marine - Jones Act, Maritime Security Program, cargo preference and labor law. We keep our goal to ensure fair and efficient dispatch to get members to work and get them relieved, under the Shipping Rules. Same policy to build and maintain SUP jurisdiction, to fight back and win grievances ashore and at sea. Same mission: get better contracts to lock in superior compensation, conditions and benefits. We'll continue to train for opportunity - in Watson-class ships, in Seay surge ships, in Ready Reserve ships, in commercial conventional and LNG ships, in tankers, containers, Ro/Ro's and all ships, all jobs. New Year, same mission: to do whatever it takes to get the job done — SUP style.

TRUST MEETINGS

The trustees of the SIU-PD Pension Plan, the Supplemental Benefits Plan and the Seafarer's Medical Center held their final 2024 meetings on December 18 and 19th. The three SUP retirement plans — the traditional SIU-PD Pension, supported by the SUP Money Purchase and the SUP 401k — are all financially sound and set to continue to pay out the unique combination of benefits that fund member retirement options.

On the same dates the Trustees of the SUP Welfare Plan and the Andrew Furuseth School of Seamanship held their meetings. In health care, the SUP Welfare Plan has steadily improved and protected active and pensioner benefits at no or little cost to members and done so without risking their future status. The main account that pays for bulk of our health care premiums now has a small surplus. This encouraging outlook is due to the solid long-term policy work of the trustees present and former, as well as the reliable expertise of Plan Administrator Michelle Chang. Her professionalism has made all the difference, and we owe her our continuing thanks and appreciation.

The Supplemental Benefits Plan smoothly and accurately pays out benefits and this year will issue W-2 statements to make it easier for members to track and file their taxes. The Medical Center has a new and better clinic in LA and in general provides the financial and technical support necessary to keep up the physicals on which our rotary shipping system depends. High quality training is funded and delivered to members at no cost through our training trust, the Andrew Furuseth School of Seamanship, which also remains relevant and indispensable to members in the ever-changing world of regulations. At the meeting of the AFSS, the trustees took action to confirm the appointment of SUP VP Matt Henning to be the next Director. Congratulations and thanks are due to Matt for taking on that role. In general, and across the board, the state of our excellent Union benefits is strong.

GOVERNMENT WATCH

Maritime Security Program: In December Congress passed and President Biden signed the National Defense Authorization Act. Besides many other things, the law authorizes new increased spending for the Maritime Security Program (MSP) in which APL is a participant. The program is extended from 2035 to 2040 and authorizes an increase in the MSP per ship stipend from \$5.3 million for each of the next two fiscal years. After that the stipend will rise gradually to \$7.83 million per ship in the last year (provided that funds are appropriated.) It will also extend and improve the Tanker Security Program. These very positive maritime policy developments directly affect American merchant mariners and SUP members. It means the ships and the funding slots that sustain them under the U.S.-flag are here to stay. Provided it can continue to perform, the Union has a strong foundation in this work. As a result, the job opportunity outlook for SUP sailors in MSP ships is excellent. For more on this see the December and January issue of the West Coast Sailors.

Mariner Workforce Working Group: This working group was established by the FY 2023 NDAA, and charged to investigate the state of the U.S. merchant mariner workforce. The Committee collected data that determined an unsurprising shortage of qualified mariners. It completed its work and generated a report that will be used as the official government position for demographic facts in support of future and pending legislation. The Administrator of the Maritime Administration, Rear Admiral Ann C. Phillips, formally and personally thanked the Union for its participation.

Jones Act Developments: The official Administration position on the Jones Act is not yet known. But despite negative first-term policies, and despite the Project 2025 plan opposing it, President-elect Donald Trump re-posted an that was pro-Jones Act. At the same time a European lobbying plot to undermine the Jones Act in Washington was uncovered last month. On the other hand, the Cato Institute recently released a deeply anti-worker and directly anti-Jones Act report that may influence administration officials. Into all that mix in that the President-elect was influential in support for the ILA in its dispute over automation, and the contract settled on terms favorable to maritime labor. So as the maritime industry awaits a firmer indication on the pending policy, will keep a weather eye on developments. More in the January West Coast Sailors.

FMC Protest on Denial of Entry: The SUP joined a maritime labor letter (with AMO, MEBA, MFOW, MMP, SIU and the TTD) to protest and support the Federal Maritime Commission's (FMC) investigation to the Spain's denial of entry to U.S.-flag ships in its ports. It is a rare event that ships are denied entry, especially in the ports of allied nations. Moreover, it unfairly singles out U.S. flag shipping and makes it non-competitive in the international trades. The Spanish government admitted that it was blocking U.S. ships due to the carriage of military cargo destined for Israel. If the FMC finds that U.S. interests were harmed by the restriction it has authority to take reciprocal action against Spanish and Spanish-related ships requesting entry into U.S. ports. See meeting attachment package for a copy of the letter.

PATRIOT CONTRACT SERVICES

Seay and Pililaau Wage Determination protest: On December 24, 2025, Patriot's chief legal counsel Borianna Farrar advised the Union that it won a wage determination protest with on the bid related to the RFP for *USNS Seay* and *USNS Pililaau*. The protest was filed with the Department of Labor, around the a match required to the preceding bridge contract rates that were in effect before the award and to which the award rates should have been added. In specific, when Patriot took over the operation of the two ships in September of 2023, SUP members and members of the other Unions were paid the wage and fringe benefits contained in the bid. Those amounts were based on the DOL Wage Determination determined on older October 1, 2022 contract rates - the predecessor labor agreement. An extension with modifications was issued by Military Sealift Command but the extension failed to incorporate the required revised Wage Determination rates that were contained in the new collective bargaining agreements that responded to the April 1, 2023 solicitation and the increases therein. This created a disparity between the old and the new contracts. The new and corrected wage and benefit rates will be calculated in conjunction with the DOL in the weeks ahead. It may result in a significant new pay raise for sailors presently working in the ships. It could also generate restitution (retroactive pay) due to crew members who worked under the contract since September 2023.

Along with PCS, MEBA leadership played a major role in the discovery of the problem including President Adam Vokac and Contracts Officer Mark Gallagher. Ms. Farrar said the decision was important not only for this contract but as a precedent. Once the new rates are agreed on, they will get reported here and/or the *West Coast Sailors*.

Ready Reserve: The Union was notified on December 27, 2024, that the Maritime Administration had exercised its Option to Extend Services in the existing Ready Reserve Force bridge contract for the *Cape Taylor*, *Cape Texas* and *Cape Trinity* in Ship Group 7; the *Cape Victory* and *Cape Vincent* in Ship Group 8; and the *Admiral Callaghan* and *Cape Orlando* in Ship Group 10. This previous expiration was January 26, 2025. This extends it to April 30, 2025 but it may be extended again.

Meanwhile, the Ready Reserve experienced another wave of activations for holiday operations. Shortly after the *Cape Horn* arrived in San Francisco mission and shipyard complete, the *Cape Henry* called for crew on mission. Similarly, just as the *Cape Victory* returned to Beaumont from the shipyard, the *Cape Vincent* went to Full Operating Status. *Cape Texas* is also underway, making multiple voyages to Europe from East Coast ports. The Union's remarkable performance in no-notice activations providing crew against the headwinds of holidays and labor shortages is solid evidence of the resilience of our labor pool. It's due to SUP member commitment to the work and to the Union dispatchers who make impossible dispatching seem normal. The SUP is second to none when it comes to government ship crewing.

UFCW BARGAINING

In November, the Union informed contracted employer UFCW Local 5 of desire and expectation to terminate the existing agreement and negotiate a successor agreement. The SUP is the sole collective bargaining representative of Directors, Representatives, Organizers and other employees included in the unit. The SUP Vice-President took on the lead role in the negotiations, communicated with members on ideas and proposals. He also began preliminary and favorable communications with UFCW Local 5 President John Frahm. The parties are proceeding with negotiations with the old contract in full force under an evergreen clause. More meetings have been scheduled and more to come as bargaining proceeds.

SUP ELECTION

Balloting for the triennial election of Union officers and Constitution changes began on December 1, 2024, and will conclude on January 31, 2025. Ballots have been mailed to the address of record of members in good standing including pensioners. Urge all hands to vote.

If for any reason a member in good standing does not receive a ballot, or has spoiled the ballot he/she may request a duplicate ballot by calling 866 466 6455, or by contacting SUP Election Coordinator Martha Vizcarra, at 415 777 3400 or dispatcher@sailor.org. A duplicate ballot form is also available but the phone number is best and can be accessed in the West Coast Sailors and on the Union's website at www.sailors.org. Duplicate ballot requests must be received by January 24th to accommodate for mailing process. Urge all hands to vote.

In accordance with the SUP Constitution, the entire secret mail ballot and election is being conducted by the Impartial Balloting Agent selected by the Committee on Election (Unilect Election Services). As per Article VIII, Section 1 of the SUP Constitution: "members with A and B seniority who are in good standing may vote in all Union elections. Members with C seniority who have ninety (90) days of seatime within the preceding year and have been in good standing for that year shall be eligible to vote in all Union elections." SUP members on pension may cast ballots for Union officers. The ballots will be counted at SUP Headquarters on Friday, January 31, 2025. Union democracy depends on participation and so once again, I urge all hands to vote.

Balloting Committee: A Committee on Election was elected and designated in October to handle all election related duties including supervising the balloting on election day. However, to refresh the Committee ranks and do our best to ensure their availability, Mr. Chairman I recommend that you call for nominations for a Balloting Committee to serve on Friday, January 31, 2025. In the event the Committee cannot be filled today, I recommend shipping qualified members off the deck including previously elected members of the Committee on Election.

LA Burns as Santa Ana Winds Fuel Raging Wildfires and Evacuations

A series of wildfire infernos engulfed north Los Angeles in January, killing people and laying waste to some areas. Roughly 200,000 residents were forced to evacuate and there were at least a dozen fatalities. Scenes of devastation rattled the city and the nation as evacuations choked city streets, structural damage was widespread became visible. The scope of the fire damage is only beginning to be understood, but already it figures to be the largest and costliest fire disaster ever.

At least four major fires were fueled by the famous Santa Ana winds gusting to 100 mph. Firefighters are overworked and nearly the entire county was under an unhealthy smoke advisory. The Pacific Palisades fire near Malibu continued to burn as fire crews shuttled from home to home. The Eaton fire to the east in Altadena and Pasadena ravaged more than 1500 homes alone. Row upon row of razed homes smoked as firefighters battled the Eaton blaze, which had burned at least 14,000 acres. The fires in total have scorched more than 35,000 acres.

Gusty conditions related to the infamous Santa Ana winds persisted, whipping fire through dry timber in low humidity. The windy conditions ham-



pered aerial firefighting efforts as flames crawled through treetops and thick vegetation toward the peak of Mount Wilson, threatening the observatory and a series of broadcast towers critical for local television and radio outlets.

Los Angeles County Fire Chief Anthony Marrone said some 1,603 personnel were assigned to the firefighting effort at Eaton alone and more joining all the time.

LA Issues Water Contamination Warning

The fierce wildfires that have ripped through Los Angeles County over the past two days have destroyed more than 5,000 homes and claimed at more than 12 lives, and the disaster is far from over. While the response is focused on containing the fires and minimizing the cost to lives and property, Los Angeles County has warned that the event will have consequences for the local marine environment as well.

Firefighters are drenching affected areas with water from local reservoirs and from fire mains, and the runoff - including an array of unknown toxic compounds - is washing into the sea. The LA County health department has issued an ocean water advisory because of the unusually large volume of runoff from ongoing fire-fighting efforts. The department advised beachgoers to avoid all contact with the surf for now, especially near fire-damaged properties and the

outlets of storm drains, creeks, and rivers. The contaminants and debris from fire-fighting water could create a health hazard for the public, the agency warned. The precautionary notice includes any runoff that is found in pools on the beach sand.

The advisory covers the area from Malibu's famous Surfrider Beach all the way to Dockweiler Beach in El Segundo, a distance of about 20 miles of shoreline.

"Individuals who enter the water in these areas could become ill. This advisory will remain in effect until three days after fire-fighting efforts end," the agency warned.

There are also serious concerns about the contamination of drinking water, especially in areas that lost water services. The de-pressurization of water pipes can lead to a leaching of toxins. See updates at the LA County Health Department website at publichealth.lacounty.gov.

Ocean Pioneers Honored With Names of New MSC Ships

The U.S. Navy has announced the naming convention for its newest class of ocean surveillance ships - the Explorer class. The first two ships will honor renowned deep-sea explorers Don Walsh and Victor Vescovo.

Secretary of the Navy Carlos Del Toro made the announcement during a ceremony at the U.S. Naval Academy, revealing that the future USNS Don Walsh (T-AGOS 25) and USNS Victor Vescovo (T-AGOS 26) will lead a planned fleet of seven new surveillance vessels.

"These ships are essential to maintaining strategic deterrence and operational awareness in the world's oceans," Del Toro emphasized during the ceremony.

The naming honors two remarkable pioneers in ocean exploration. Captain Don Walsh, who passed away in November 2023, made history in 1960 by piloting the bathyscaphe Trieste to Challenger Deep, reaching a depth of 35,797 feet. Commander Victor Vescovo, a retired naval intelligence officer, currently holds the world record for the deepest crewed vessel dive to Challenger Deep and notably completed

the Five Deeps challenge.

The Explorer-class vessels will feature an innovative steel small waterplane area twin hull (SWATH) design, measuring 356 feet in length with an 8,500-ton displacement. The ships are expected to play a crucial role in the Navy's antisubmarine warfare operations, equipped with advanced underwater surveillance systems including SURTASS equipment.

The ships will be operated by the Military Sealift Command and are designed to achieve speeds up to 20 knots while accommodating 68 personnel.

Australian shipbuilder Austal, through its U.S. subsidiary Austal USA, secured built the first ship for about \$516 million. An initial \$113.9 million contract covered detailed design work, with options for up to seven ships. The total contract could reach \$3.20 billion if all options are exercised.

The Explorer class is similar in construction to the earlier Victorious and the Impeccable-class ocean surveillance ships. The SUP is actively engaged in contract bids related to the ships.

SUP President's Report continued

Continued from previous page

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the fourth quarter of 2024, and report back to the membership. In the event the Committee cannot be filled today, recommend that when the quarterly internal review is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Monday, February 10, 2025, at 0800.

HOLIDAYS

Martin Luther King, Jr. Day: SUP Halls will be closed on Monday January 20th is Dr. Martin Luther King Jr. Day, an SUP contract holiday.

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 elect Peter Leo, Robin Colonas, Mark Relajo, Robert Leeper, and Paul Fuentes to the Balloting Committee. Carried.

M/S to elect Mike Worth, Paul Fuentes, Mike Higa, Mark Relajo and Peter Leo to the Quarterly Finance Committee. . Carried.

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

Dave Connolly

United Way of Greater Los Angeles

What it does: United Way focuses on longer-term recovery efforts to support members of the community and is currently working with community partners to assess the impact on the ground.

How you can help: The Fund will support low-income individuals whose livelihood has been disrupted, people experiencing homelessness and disruptions to community organizations and small businesses. You can support these efforts by making an online monetary donation.

California Community Foundation

What it does: The California Community Foundation distributes grants to affected communities through its Wildfire Recovery Fund. The foundation's team utilizes data from CalFire and CDC's Social Vulnerability Index to ensure their grants target the neediest communities with both intermediate recovery and long-term support.

What you can do: You can make a monetary donation online or by mailing a check to the "California Community Foundation" at 717 W. Temple St., Los Angeles 90012. Include "Wildfire Recovery Fund" in the memo

LA County Federation Of Labor

Endorses donations by check to Labor Community Services, 2130 James M Wood Blvd., Los Angeles, CA, 90006 or online at <https://lcs-la.org/la-fire-relief>.

Europeans Seek to Weaken Jones Act

continued from page 1

known that routinely opposes the Jones Act. CATO has dismissed this partnership claim as "erroneous." That version, first obtained by *OpenSecrets.org*, outlined the ways in which CATO would contribute to IBF's broader influence campaign, including cooperation on stakeholder mapping, consultation with EU wind power companies about Jones Act positions, holding closed-door meetings, as well as writing about the Act's impact on offshore wind turbines and dredging, and providing scientific input for the videos. CATO firmly denied any involvement when questioned by gCaptain, stating, "The Cato Institute is not involved with IBF Connect and has never met or worked with them."

CATO doesn't need the help: on its own it submitted to the new Department of Government Efficiency (DOGE), led by Elon Musk and Vivek Ramaswamy, a blistering attack on the U.S. government, proposing privatization and elimination of whole swaths of the American system. The CATO report included targeted attacks on Unions and federal employees. The Jones Act, and

laws like it, were specifically targeted for complete repeal, like the Foreign Dredge Act, and Passenger Vessel Services Act.

The Jones Act, which has been a cornerstone of U.S. maritime policy for over a century, requires vessels transporting goods between U.S. ports to be American-built, crewed, and registered. Similar protections are provided by the Foreign Dredge Act and Passenger Vessel Services Act for their respective industries.

As President-Elect Donald Trump has yet to state his position on the Jones Act, these developments show how foreign interests and think tanks like the CATO Institute are ramping up their regulatory reform efforts, potentially setting the stage for a significant maritime policy debate in the incoming Trump Administration.

Adding to the policy mix is the opposite: the SHIPS FOR AMERICA Act, written by Senator Mark Kelly (D-AZ) and Congressman Mike Waltz (R-FL 6th District) which is aimed at strengthening America's maritime posture on the global stage. Cong. Waltz has since been appointed by President-Elect Trump to National Security Advisor

Matson Converts Another Ship to LNG Capable

continued from page 1

bunkering U.S.-flag ships in US ports, causing concern and investigations from maritime labor. Over the course of the last two years, SUP sailors have steadily trained for LNG fuel endorsements, certifying their qualifications and training, quickly becoming one of the largest pools of trained LNG qualified mariners in the world.

Matson used the refit period to fit a new bow windshield on the *Kaimana Hila*. These screens are growing in popularity among the container segment as they have been shown to improve aerodynamics and fuel conservation. These conversions are part of the company's larger strategy that also saw it in 2024 rebuild the containership *Manukai* (29,500 dwt and 2,370 TEU). Built in 2003, the vessel

arrived in August 2023 in Nantong for a more extensive renovation project that involved replacing her main engine as well as the installation of LNG tanks and systems. Matson reports it invested \$74 million for the LNG outfitting. Unlike the two other conversions, this vessel was not built LNG-ready and required the replacement of her main engine.

Matson built two other LNG-ready containerships, *Lurline* introduced in 2019 and *Matsonia* in 2020. No plans however have yet been announced for their conversion. The company also ordered three new containerships being built at the Philly Shipyard and when introduced they will be able to operate on LNG or conventional fuel as needed. Steel cutting started for the first of the vessels which will be named *Makua*. It is scheduled for delivery in 2026.

ILA Agrees to Automation; Port Strike Averted

continued from page 1

negotiations.

The contract builds on a previous interim agreement on wages. Most shippers, carriers and forwarders had considered a strike to be a near-certainty. In anticipation of disruption, many ocean carriers had already announced new U.S. East Coast congestion fees effective on the date of the negotiating deadline, January 15, and much cargo was diverted.

"We are pleased to announce that ILA and USMX have reached a tentative agreement on a new six-year ILA-USMX Master Contract, subject to ratification, thus averting any work stoppage on January 15, 2025," the union and the port employers' association said in a joint statement. "This agreement protects current ILA jobs and establishes a framework for implementing technologies that will create more jobs while modernizing East and Gulf coasts ports."

The new contract is subject to ratification by the union's rank-and-file membership. The ILA and USMX described it as a "win-win agreement" for port efficiency,

a significant departure from the language used to describe the negotiations over the past few months.

The new master contract will last six years, and the ILA agreed to keep working under the terms of the previous contract until the new deal is ratified. Details of the tentative agreement will not be released to the public until both sides have reviewed it. It probably contains the same wage increase that the ILA secured late last year.

The deal removes the threat of economic disruption from a coast-wide port shutdown just days before President-elect Donald Trump takes office. In December, Trump weighed in heavily on the ILA's behalf on the key sticking point - the question of container terminal operation. "I've studied automation, and know just about everything there is to know about it. The amount of money saved is nowhere near the distress, hurt, and harm it causes for American Workers, in this case, our Longshoremen," said Trump in a social media post.

Ships Act Would Supercharge U.S. Merchant Marine

continued from page 1

Young, and Representative Kelly. Today, less than 200 oceangoing ships fly the American flag, the SHIPS for America Act will empower our shipyards and marine merchants to uphold our country's status as a leader in the maritime industry," he said.

The 344-page bill is far-reaching in scope. It would:

- establish a new White House position — the national Maritime Security Advisor — to coordinate a "whole-of-government" response on a National Maritime Strategy;
- stand up an interagency Maritime Security Board, headed by the Maritime Security Advisor;
- establish a Maritime Security Trust Fund that would invest the duties and fees paid by maritime industry into programs that support maritime commerce;
- establish the national goal of expanding the US-flag international fleet by 250 ships in 10 years;
- require that government-funded cargo move on US-flag vessels, and a portion of commercial goods imported from China move aboard US-flag vessels starting in 2029;
- expand the US shipyard industrial base for military and commercial oceangoing vessels;
- make historic investments in the maritime workforce.

The legislation sets a goal of expanding the number of U.S.-flagged vessels in international commerce to 250 ships in 10 years. Currently, there are just 80 U.S.-flagged vessels in international commerce. China has 5,500. The target is ambitious but would be driven by cargo, especially cargo preference requirements including increasing to 75 percent (from 50 percent) the requirement for the U.S. government to transport cargo on U.S.-flagged commercial ships. There is also a provision to require 10 percent of U.S. imports from China to travel of U.S.-flagged ships.

Financial programs include establishing a 25 percent investment tax credit for shipyard investments. The legislation would also overhaul the MARAD financing programs to create a revolving fund for financing construction and vessel repair. Training would be enhanced with investments in the U.S. Merchant Marine Academy and the state schools, along with a recruiting program and overhauls to the credential programs of the U.S. Coast Guard.

Coordinating this comprehensive all-government approach would fall to the position of Maritime Security Advisor within the White House. This new position would lead an inter-agency Maritime Security Board tasked with making whole-of-government strategic decisions for how to implement a National Maritime Strategy.

"Today, less than 200 oceangoing ships fly the American flag, the SHIPS for America Act will empower our shipyards and marine merchants to uphold our country's status as a leader in the maritime industry," said Representative John Garamendi of California who with Representative Trent Kelly of Mississippi introduced the legislation into the U.S. House.

"We've always been a maritime nation, but the truth is we've lost ground to China, who now dominates international shipping and can build merchant and

military ships much more quickly than we can," said Sen. Kelly, a U.S. Navy veteran and the first U.S. Merchant Marine Academy graduate to serve in Congress.

"America has been a maritime nation since our founding, and seapower was a significant contributor to our rise to being the most powerful nation on earth. Unfortunately, the bottom line now is America needs more ships," said Sen. Young.

The Transportation Trades Department of the AFL-CIO has endorsed this bill, along with more than 80 maritime organizations including the SUP. Also joining is the Seafarers International, United Steelworkers, International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers, the AFL-CIO Metal Trades Department, the AFL-CIO Maritime Trades Department, International Federation of Professional and Technical Engineers, AFL-CIO, International Organization of Masters, Mates & Pilots, Sailors' Union of the Pacific, International Association of Machinists and Aerospace Workers, and the Marine Engineers' Beneficial Association.

SUP President Dave Connolly said the bill would "go a long way to restoring the historic advantage of U.S. seapower and maritime statecraft. There's no question that it will bolster our national security across the board. But there's nothing so consequential for us than its ability to vastly improve the skilled mariner base that make ships come alive. It's about time that the U.S. government stood up for itself and took this action as befits a great maritime nation."



Dispatcher's Report

Headquarters — December 2024

Deck	
Bosun.....	5
Carpenter.....	0
MM.....	4
AB.....	21
OS.....	13
Standby S.F.....	7
Total Deck Jobs Shipped.....	50
Total Deck B, C & D Shipped.....	37
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.....	50
Total B, C, & D Shipped-All Depts.....	37
Total Registered "A".....	15
Total Registered "B".....	20
Total Registered "C".....	7
Total Registered "D".....	20

SUP ELECTION INFORMATION

If for any reason a member in good standing does not receive a ballot, or has spoiled the ballot he/she may request a duplicate ballot by calling the Impartial Balloting Agent, Unilect Election Services at 866 466 6455. This is the best method to ensure rapid delivery of a duplicate ballot to a valid address. SUP hiring halls are not valid addresses. Requests for duplicate ballots must be made by January 24, 2025 at the latest. Again, the number is 866 466 6455.

Call

866 466 6455

If you are eligible to vote and did not get a ballot.

If there are any questions, or if any assistance is needed, please contact SUP Election Coordinator Martha Vizcarra, at 415 777 3400 or dispatcher@sailor.org.

-- SUP Committee on Election

SUP BRANCH REPORTS

SEATTLE

December 2024

Shipping: 1 Boatswain (A); 2 AB (A, C); 1 AB/D (B); 3 AB/W (2A, C) 2 OS (B, C); 6 Standby AB (3A, 1C, 1D, 1MFOW)

Registered: 10 A card for a total of 12; 9 B card for a total of 12; 3 C card for a total of 3; 0 D card for a total of 0

Agent's Report:

It was fantastic to see all the pensioners and active members that came to the holiday party this year. My apologies though, it seems the turnout has outgrown the venue so I will start early looking for a larger space for next year that will allow

for easier visiting and dining.

We are likely looking forward to a particularly challenging next four years regarding protecting the Jones Act and Unions in general. Please engage with your Legislators to express your support for the Jones act and the vast importance it has in maintaining a strong economy and an independent America. These elected offices really do listen to their constituents that write and call them, so make your voice heard.

Seattle Port Agent

WILMINGTON

December 2024

Shipping: Bosun: 2; AB/W 10; AB/D 6; OS/ STOS 2; GVA/GUDE 0; Standby: 59 Total Jobs Shipped: 79.

Registrations: A 2; B 29; C 3; D 5.

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

Agent's Report:

Section 6 of the general rules in either APL or Matson contracts subsection A states, "The members of the union will comply with all lawful orders of superior officers and with all company rules not inconsistent with this agreement. If a crewman believes that a direct order of superior officers is inconsistent with this agreement, he shall nevertheless comply with the order, but upon request made to his department head, he shall receive written confirmation of such order from the superior officer, giving such order". To simplify it, work first, fight later. I keep hearing about sailors, challenging the

knowledge of experienced Bosuns and Delegates. We are just hitting the reset button on a fresh new year. Let us toss this demeanor that makes us look soft as toilet tissue and bring back the rugged old lifestyle that can take orders and constructive criticism without turning sensitive or taking it personally. If you think you're entitled to more compensation for the order, write it in if it gets redlined, then send it in to one of our offices.

Shipping is good down here in LA so, get in and get registered so we can get you on a ship. The last APL reflag is going on the first week in January aboard the

President Johnson. Sailors be prepared and get your Chinese visa's because ships will need to rotat in and out of the yard eventually. And having a visa puts us ahead of the game and alleviates us having to call jobs early, which I know a lot of you do not like. Reach out to your local union hall for Visa Letters.

Wilmington Branch Agent

HONOLULU

December 2024

SHIPPING: 1 Bosun Steady, 2 AB Day steady, 1 AB Day Return, 2 AB Watch steady, 1 AB Maintenance, 1 AB. Maintenance Relief, 1 Ordinary, 1 USNS AB, and 1 RRF AB. There were 5 Standbys Jobs dispatched for the month.

REGISTERED: 15 A-Cards, 10 B-Cards, 2 C-Cards, and 4 D-Cards.

SHIPS CHECKED: *USNS Charlton*, *USNS Watson* (C/M interfering with the Bosun. Sign up with SUP and wait your turn, or stay in your lane), *D.K. Inouye*, *Manulani*, *Mokihana*, *Lurline*, *Kaimana*

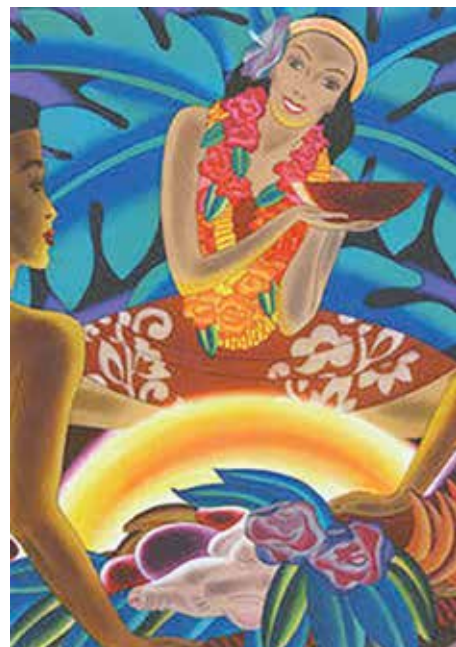
Hila (Washdown is all hands and stem to stern), *Mahimahi*, *Manoa*, *Maunawili*, *Matsonia*, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report:

Shipping is still pretty strong here in Honolulu. Lots of Watson class jobs are available. Please let me know if you're interested. The MFOW/SUP party was an excellent gathering. Mahalo to MFOW Agent Mario Higa for all his hard work pulling everything together, same to Antonio Respicio for securing the "Bounce House" for the kids, Joey Kim and Hener Sison for preparing the food, and everyone else who helped to make it a memorable event, in all the best ways.

Attended the Hawaii Port Maritime-Council Meeting. There's a lot of worry concerning the new administration and how it will affect organized labor going forward. We also met the new MMP west coast Vice President, Lars Turner. We discussed our ongoing efforts to find viable ways to improve document renewals. He will be working with SUP Seattle Port Agent Brendan Bohannon, and the Puget Sound Port Council to join the cause. If you have six months to go on your documents, get going on the renewal process. If you need help. Please see me. Wishing all of you and your *Ohana*, a "*Hauoli a Olakino Makahiki Hou*" (Happy and healthy new year

Honolulu Branch Agent



Luau, Matson Menu Cover

Frank McIntosh, 1930

VICE PRESIDENT'S REPORT

December 2024

APL Eagle — Sherwin Bongayan, delegate. The *APL Eagle* makes 4-5 port calls a week and runs on a tight schedule. After long flights to Dubai, members have come straight from the airport to ship and asked to turn to right away. Investigating ways for a more realistic process in joining ship. Ali Ghaleb, Bosun.

Matson Kamokuiki — Tomas Tynan, delegate. The majority of crew swapped out mid-January in Guam. The ship is expected to run for another six months. Dennis Solijon, bosun.

Cape Texas — Ahmed Ahmed, delegate. Crew reports no issues halfway through mission while calling undisclosed ports. Dimitrios Kolymparis, Bosun.

Cape Vincent — Giorgio Pompei, delegate. Ship was activated with no notice, turn to immediately, for a mission on December 27th. Members and Agents went above and beyond to make sure all the billets were filled and the ship departed on time. Forbes Gumapac, Bosun.

USNS Soderman — There were several billets unfilled this past month. We were able to dispatch three members with military training to fill them at the beginning of December. If you are interested in military training, please let us know.

USNS Sisler — Noel Romero, delegate. Ship is on the hook in Saipan with no major beefs, two reliefs coming at end of month. Chris Cupan, Bosun.

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

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. Robert Leeper and Christian Demesa Bosuns.

USNS Seay — Jamal Nelson, delegate. Ship is in FOS 22 status on the East Coast. Gearoid De Cleir, Bosun.

USNS Pililaau — Bill Peavey, delegate. Ship is in RAV status in Bayonne, NJ shipyard. Investigation is ongoing with red lined overtime. Working with management to resolve the issue. Dominic Metz, Bosun.

It has been a very busy month dispatching. As mentioned above the RRF fleet has become anything but Reserve with three ships activating for missions. APL continues to call for crews to new ships and added a 10th U.S. Flag ship to its fleet. If you are looking for work, make sure your documents are up to date. There is plenty of work available.

With just weeks left in the SUP election, there is still time to vote. Please fulfill your union duty and make sure to vote.

BUSINESS AGENT'S REPORT

December 2024

Manoa — Oakland#62 delegate Jerry Komoto on this schedule we arrive early morning stay 12-14 hours sailed that evening for Honolulu with no beef's. Weather good on the southern triangle run. Steady Bosun John Crockett returned from his trips off and thanked Jerry for relieving him to be able to spend the holidays at home. Ship changed run and skipped Oakland.

Mahimahi — Oakland#62 Ariel Odion delegate. Short stay in Oakland. On this schedule we arrive early in the morning and sail for Honolulu later that evening. Getting the work done taking care of business with return of Noel Itsumaru as Bosun. Thanks to Emo Aulelaua for stepping-up as relief Bosun when no qualified sailors in the hall.

Manulani — Oak#62. Christopher Go, delegate. Departing Oakland delayed due to fog and then full ahead for the Islands. Northern triangle run. All good top to bottom. Great gang and running smooth with relief Bosun Remoni Tufono.

Mokihana — in at Oak#62. Taufiq Wasel, delegate. Short stay in Oakland this trip, we sailed for Honolulu with no issues still on the southern triangle run. The latest rumor is ship laying up sometime in early January somewhere in Oakland we are hearing, always subject to change. Saher Ali as Bosun.

Kamokuiki — delegate Jose Ysern Just arrived in Kwajalein this morning. This ship has been shuttling steady between Guam and Kwajalein for the past couple of months. There's times where we laid alongside the dock for a few days. Working everyday making good money with Yvette Cavan as Bosun.

Manukai — delegate Bruce Ketchum we arrived in Guam New Year's day after the noontime tie — up the Gang decided to head ashore for some R&R with Bosun leading the charge ashore. Matson Vessel's Requiring LNG Training to date: *Daniel K. Inouye*, *Manukai*, *Kaimana Hila*. Members are encouraged to sign up for the LNG Training with your local agent to submit an application to Berit Eriksen our Training coordinator.

President JQ Adams: — Oakland#56 delegate Jose Rosales recently installed the Starlink satellite internet system there were questions from the crew members about the cost & megabytes per crew member. Whatever we need in terms of tools and supplies has been ordered to bring this vessel up to SUP standards with Valeriy Gonchavro as Bosun.

President Johnson — the next ship to reflag there due in Long Beach in early January.

President Bush/President Reagan — checked in with these vessels with little or no beefs. APL has called for Gangway Security watches for **President Grant**, **Cleveland**, **Adams**. 3 eight hour watches from the time of arrival to the time of departure for port stay duration.

RRF Fleet San Francisco Pier#96: Pier#50: **Cape Hudson** (ROS status) SF Pier#50: **Cape Horn** (ROS). **Cape Henry** recently activated on an undisclosed mission 4-6 months.

SFBP: Pier#9 Chris Auer delegate we have temporary deckhands willing to learn the job that can turn into long term. Running smooth with Steve Ross as Dock Bosun.

Shipping is still good, keep an eye on your document expiration dates as soon as you have less than 6 months. start the renewal process. No one knows your business better than you. Don't be stranded on the Beach with expired documents. The election deadline is coming on the 24th for duplicate ballots. If you have not received your ballot by now call this number 1 — (866) 466-6455 you will receive a ballot within 1-2 business days. Visited the ships, worked in the front office and helped out with dispatching. Happy New Year to our Members, families, friends and long live the SUP.