



SUP Members gathered at the ILWU Local 10 hall on July 5, 2025, to celebrate Bloody Thursday. From left to right is Colin Dewey, Tom Koppel, VP Sam Worth, Robert Leeper, and Brad Cain.

## Bloody Thursday: A Day of Remembrance

On July 5, 1934, the streets of San Francisco erupted in violence as police and striking longshoremen clashed in one of the most pivotal labor struggles in American history. Known thereafter as “Bloody Thursday,” the day became a grim but galvanizing moment in the fight for union recognition and workers’ rights on the West Coast. The conflict was the culmination of months of rising tensions between West Coast dockworkers and shipping companies. At the heart of the

dispute was the longshoremen’s demand for union recognition, a coastwide contract, better wages, and control over hiring through union-controlled hiring halls — an end to the despised “shape-up” system that forced workers to compete daily for work, often through favoritism and bribery.

The strike began on May 9, 1934, after months of organizing by members of the International Longshoremen’s Association (ILA), bolstered by support from other maritime workers, including sailors and teamsters. It quickly paralyzed ports from San Diego to Seattle. Shipping companies, backed by local governments and business interests, refused to recognize the union’s authority. As the strike wore on, employers turned to strikebreakers, and violence began to flare. On July 5, tensions reached a boiling point. In San Francisco, hundreds of police officers, many armed with shotguns, attempted to escort trucks driven by strikebreakers through picket lines near Pier 38. What began as a confrontation soon escalated into a violent battle. Tear gas, clubs, and gunfire were unleashed on the strikers. Longshoremen Howard Sperry and Mariner Nicholas Bordoise were killed by police bullets that day. Sperry was shot in the back, and

*continued on page 5*

## Shipbuilding Without a Helm: NSC Vacancies Leave Trump Agenda Adrift

President Donald Trump’s ambitious push to revitalize the U.S. shipbuilding industry faces growing headwinds after two senior officials at the White House National Security Council (NSC) departed last week, further hollowing out the team responsible for maritime industrial policy.

Ian Bennitt, the NSC’s senior director for maritime and industrial capacity, and Brian McCormack, the council’s chief of staff, both left their posts, sources familiar with the matter confirmed. The departures mark the latest in a series of cuts and personnel shifts that have sharply reduced the NSC’s maritime and infrastructure policy functions in recent months. Bennitt is expected to move to the private sector, while McCormack is taking a new role as chief of staff to Republican Senator Bill Hagerty, a close Trump ally. Their exits come at a critical time for the administration’s maritime agenda and have sparked concern among industry officials and defense

experts that the White House is losing momentum on a key pillar of Trump’s second-term economic nationalism.

Since returning to office in January, President Trump has touted the revival of U.S. shipbuilding as central to his broader goals of reshoring manufacturing, enhancing military readiness, and countering Chinese influence at sea. His administration has proposed billions in new funding for naval construction, commercial shipyard expansion, and domestic cargo preference laws. However, insiders say those efforts are being hampered by internal disarray and a thinning policy bench. “There’s a real vacuum now in terms of leadership on maritime issues,” said one official familiar with the matter. “Without someone like Bennitt driving this, the shipbuilding push is adrift.”

The NSC’s maritime office, once a hub for coordinating interagency policy on naval industrial capacity and port infrastructure, has been effectively gutted, according to sev-

eral sources. The restructuring, reportedly part of a broader effort to streamline the NSC and reduce bureaucracy, has left key initiatives stalled or in limbo, including proposals to strengthen the Jones Act, expand domestic cargo handling, and secure supply chains for critical ship components. Brian McCormack’s exit also removes a key figure in the day-to-day functioning of the NSC. A longtime Republican operative with experience in energy and budget policy, McCormack was instrumental in managing interagency coordination on infrastructure and defense priorities.

Analysts say the departures could delay or dilute key elements of Trump’s “America First” maritime strategy. “You can’t execute an industrial revitalization campaign without a team to implement it,” said James Kraska, a professor at the U.S. Naval War College. “This weakens the administration’s position at a time when maritime threats and global compe-

*Continued on page 11*

## Surge in Houthi Attacks Disrupts Red Sea Shipping

In the past week, Yemen’s Houthi rebels have significantly escalated their maritime campaign in the Red Sea, sinking two bulk carriers and taking hostages in a violent resurgence tied to the Israel-Hamas war. The renewed attacks have rattled global shipping, heightened insurance premiums, and drawn swift military responses from regional powers. Early this month, the Liberian-flagged, Greek-owned *MV Magic Seas*, built in 2016, became the first casualty of the latest wave. On July 6, Houthi forces launched seaborne drones, small boats armed with rocket-propelled grenades, and antiship missiles, sinking the vessel after forcing its twenty-two crew to evacuate overboard. All the crew were rescued, though the attack



The Eternity C sinks below the surface of the water.

underscored a dangerous evolution in Houthi tactics.

Two days later, tragedy struck again. On July 8–9, the bulk carrier *Eternity C*, also Liberian-flagged and Greek-owned, was targeted off Yemen’s coast near Hodeida. Armed speedboats, rocket-propelled grenades, seadrones, and aerial drones struck

in a coordinated offensive that lasted hours, ultimately sinking the vessel. Rescue teams, including EU naval forces under Operation Aspides and private security firms, initially saved ten crew members, eight Filipinos, one Greek, and one Indian. However, at least four

*continued on page 11*

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





# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Political Fund

Isnin Idris .....	\$200	Dave Connolly .....	\$100
Jerwin Ablan.....	\$50	Frank Walker.....	\$50
Art Garrett .....	\$50	Brendan Bohannon.....	\$50
Anna Von Machul .....	\$100	Vincent O'Halloran.....	\$200
John Hartley .....	\$50	Jose V. Duran.....	\$10
Emo Aulelava.....	\$25	Milton Caballero .....	\$5
		Mark Acord .....	\$100
		Steve Swinson .....	\$25
		Rex Simbre.....	\$20
		Antonio Respicio.....	\$10

## Dues-Paying Pensioners

Diane Ferrari.....	BK#2251
Hannu Kurppa .....	BK#3162
Gunnar Lundeborg.....	BK#4090
Vince O'Halloran .....	BK#2463
James Clay .....	BK#4794
Mike Worth .....	BK#3629
Terrence Lane .....	BK#4107
Teofilo Rojas .....	BK#3194
Leo Moore.....	BK#6492
Duke Maringer.....	BK#6518

## Organization/ General Fund

Dieg Rizan .....	\$100
Ronald Reed .....	\$50
(In Lieu Of Dues Increase)	
Ariel Odion .....	\$20
Frank Walker.....	\$50
Remoni Tufono .....	\$20

## Final Departures

**Paul Choi, Book No. 4720.** Born in China in 1930. Joined SUP in 1951. Died on March 19, 2025. (Pensioner)

**William Walker, Book No. 3636.** Born in California in 1947. Joined SUP in 1970. Died on May 25, 2025. (Pensioner)

## SUP Meetings 2025

HQ	Branches
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	

# SUP WELFARE PLAN

## Death Benefits for Active Participants

There is a \$25,000.00 Death Benefit available to eligible beneficiaries of Employees who have worked one day of seagoing employment with a Participating Employer in the 365 days immediately preceding the date of death and provided that Employer contributions were made to the Plan.

No Death Benefit will be paid by the SUP Welfare Plan, Inc. unless the covered Employee designates a beneficiary on the Death Benefit Form filed in the Plan Office. It is especially important that New Employees complete beneficiary information at the same time that they apply for membership with the Union. It is also highly recommended that you update this information periodically.

The employee may designate beneficiaries from the following list of relatives: spouse, children, mother, father, stepmother, stepfather, sister, brother, half-sister, half-brother, niece, nephew, aunt, uncle, grandmother, grandfather, grandchildren or a valid trust of one or more of the foregoing.

**Forms can be found online at the West Coast Sailors website under the SUP Welfare Plan tab.**

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Wilma Alday, SUP Trusts Accountant [wilma@marinerbenefits.org](mailto:wilma@marinerbenefits.org)  
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Gina Jew, Claims [gina@marinerbenefits.org](mailto:gina@marinerbenefits.org)  
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Derek Chang, SIU-PD Supplemental Benefits,  
Contributions [derek@marinerbenefits.org](mailto:derek@marinerbenefits.org)  
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Training Representative Berit Eriksson 206-551-1870  
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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 July 3, 2025 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	
Rodolfo Monopolio	B-19839	1 yr.	A.B.	B
Toby Kaulia	B-19840	1 yr.	O.S.	B
John Villa	B-19841	1 yr.	A.B.	B
Marino Macadaan	B-19842	1 yr.	A.B.	B
Ali Obad	C-3106	30 days	A.B.	C
Nicholas Lancaster	C-3107	30 days	O.S.	C
Noel Macundo	C-3108	30 days	A.B.	C
Waimea McKeague	C-3109	30 days	O.S.	C
Kaela Kaulia Verece	C-3110	30 days	O.S.	C
Abdulfattah Mussa	C-3111	30 days	O.S.	C
Abdulaziz Zain	C-3112	30 days	A.B.	C
Kamali'I Kaluhiwa	C-3113	30 days	O.S.	C
Jared Nichols	C-3114	30 days	A.B.	C

### Ratings: Bosun Stamp

Denny Silva Bk#7527  
Ratings Committee: James Linderman BK# 4126, Robert Reed BK# 3203 and Michael Henderson BK#587,.



From left to right: Michael Henderson BK#5879, James Linderman BK# 4126, and Robert Reed BK# 3203.

# Cartel Crew Sentenced to Prison Over Ireland’s Largest-Ever Drug Bust

In a landmark ruling on Monday, eight crew members of the Panamanian-flagged bulk carrier *MV Matthew* were sentenced to prison for their roles in Ireland’s largest-ever drug seizure, a haul valued at over \$182 million dollars. The case, which captured international attention, marks a significant victory in the Irish government’s ongoing battle against transnational drug trafficking. The sentences, handed down at the Special Criminal Court in Dublin, range from 13.5 to 20 years, depending on the crew member’s level of involvement and prior criminal history. All eight men were found guilty of importing and conspiring to distribute more than 2.2 tons of high-purity cocaine, intercepted in a dramatic multi-agency operation last September. Judge Tara Burns described the smuggling attempt as “a highly sophisticated and well-financed international conspiracy” linked to a South American drug cartel. The *Matthew* was intercepted by Irish authorities on September 26, 2023, after being tracked by the Naval Service, gardai, and customs officials under Operation Cargo.

Naval commandos rappelled onto the vessel from helicopters in rough seas off the coast of Cork after the ship refused to comply with orders. The crew had reportedly tried to dump part of the cargo overboard, but most of the drugs were found hidden in fuel tanks and secret compartments aboard the vessel. The operation was launched after Irish authorities received intelligence from European and international law enforcement agencies, including the Maritime Analysis and Operations Centre, Narcotics (MAOC-N), based in Lisbon. The bust is believed to be linked to the Kinahan

cartel, one of Europe’s most powerful drug-trafficking networks. Among those sentenced was the ship’s Ukrainian captain, who received the maximum sentence of 20 years. Prosecutors said he had direct links to cartel operatives in South America and played a central role in navigating the vessel into Irish waters under a false cargo manifest. Other crew members, mainly from Ukraine and Eastern Europe, were found to have acted as engineers, lookouts, or logistical support.

Minister for Justice Helen McEntee praised the successful prosecution, saying, “This case shows the strength of international cooperation and Ireland’s resolve to keep our communities safe from the devastation wrought by narcotics.”

The *Matthew* was later impounded and remains in Cork Harbor as part of the ongoing investigation into the broader criminal network. Authorities believe the massive shipment was destined for distribution across Ireland, the UK, and mainland Europe, with street value estimates exceeding \$580 million once diluted and sold. The convictions are being hailed as a major blow to cartel operations attempting to use Ireland’s vast and relatively porous maritime borders for drug trafficking. Law enforcement agencies are now focused on dismantling the wider network and tracking financial links to cartel leaders abroad. “These sentences send a clear message,” said Garda Commissioner Drew Harris. “Ireland will not be used as a gateway for international drug trafficking. We will pursue these criminals wherever they are.” With ongoing operations underway, authorities caution that this may be just one chapter in a much larger investigation.

## West Coast Sailors

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# Guadalupe River Surges Over 26 Feet in Historic Kerr Flood

In the pre-dawn hours of Independence Day, what began as a steady downpour over Texas Hill Country escalated into a catastrophic flood that swallowed homes, roads, and lives. By the time the sun rose over Kerr County, the region was reeling from one of the deadliest natural disasters in its history. Overnight, more than 10 inches of rain fell in a narrow band across the Guadalupe River Basin, particularly in the communities of Kerrville, Ingram, and Hunt. The storm, intensified by stalled thunderstorms and saturated soil, pushed the Guadalupe River beyond its limits. At around 4:00 a.m., the river began a rapid rise, ultimately surging more than 26 feet in less than an hour, a terrifying velocity of water not seen in decades. The river eventually exceeded 37 feet, surpassing the infamous 1987 flood and becoming the second-highest flood level ever recorded in the area. The water rise was so extreme that it disabled the U.S. Geological Survey river gauge at Hunt, which stopped reporting as floodwaters overwhelmed the sensor.

Though the National Weather Service had issued flash flood watches on July 3, many residents were caught unaware when floodwaters surged while most were still asleep. Within minutes, low-lying neighborhoods were inundated. Entire homes were swept off their foundations. Vehicles were carried miles downstream. Bridges and backroads were simply erased. “It was like a dam broke,” said Cory Jimenez, a resident of Ingram who awoke to his house shaking. “The river just roared in. There was no time.” Local emergency alerts, including reverse 911 calls and sirens, went out after midnight, but the speed and scope of the flooding left many without a chance to evacuate. Cell service failures in the area only compounded the problem.

As of Monday July 14th, at least 120

people are confirmed dead, another 140 people still missing. Among the dead are 30 children, most of whom were attending Camp Mystic, a century-old girls’ summer camp on the riverbanks in Hunt. The camp was hit hardest when the floodwaters tore through cabins at around 4:15 a.m., collapsing structures and sweeping campers downstream. Camp director Richard “Dick” Eastland, 67, was also among the deceased. Witnesses say he perished attempting to rescue girls trapped in a lodge. Across the county, search and rescue teams, supported by helicopters, swift-water boats, and drones, continue combing debris-strewn riverbanks for survivors and victims. One firefighter described the scene as a “war zone of mud, timber, and heartbreak.”

Amid the devastation, stories of extraordinary courage have emerged. Scott Ruskan, a volunteer from Fredericksburg, is credited with saving more than 160 people, many of them stranded in trees, rooftops, and vehicles. In one miraculous rescue, two young campers were found alive after spending three nights clinging to a tree limb over the floodplain. “It’s a miracle they’re alive,” said Kerr County Sheriff Larry Leitha. “But for every rescue, we’ve had to recover a life lost.” Hospitals in Kerrville and San Antonio have treated over 140 people for injuries, hypothermia, and shock. Emergency shelters have opened in schools and churches across the region, with volunteers pouring in from

nearby counties and beyond.

President Trump declared a major disaster in Kerr County on Sunday, unlocking federal aid and FEMA assistance. Texas Governor Greg Abbott called the flood a “100-year event,” though meteorologists suggest it may be even more rare. “We are mobilizing every resource,” he said at a press briefing in Austin. The National Guard has deployed engineers and helicopters to aid in recovery efforts. Meanwhile, local officials have pleaded for more robust flood monitoring infrastructure. “Our river gauges are outdated,” said Mayor Joe Herring of Kerrville. “We need 21st-century tools to deal with 21st-century storms.”

Critics have already begun to question whether the National Weather Service and local emergency planners were adequately prepared. Though some alerts were issued, many residents say they never received them or were unsure how seri-

ously to take them. Experts note that cuts to the National Weather Service in recent years have left gaps in forecasting and warning systems — particularly in rural, high-risk areas like the Hill Country. “The science is there, but the staffing and systems aren’t,” said Dr. Maya Carlton, a hydrologist at the University of Texas. “This was a preventable tragedy, if not in scale, at least in scope.”

As the rain moves east and rivers begin to recede, Kerr County faces a long road to recovery. The Fourth of July weekend, once meant for celebration, will now be remembered in grief. Memorials are already being planned for victims, especially the young lives lost at Camp Mystic. For many, the flood has forever altered the landscape—both physical and emotional. But amid the wreckage, there is resolve. “We will rebuild,” said Sheriff Leitha. “We will honor those we lost. And we will never forget the night the river came.”



## EU Proposes Floating 15% Price Cap on Russian Oil to Reinforce Sanctions

In a move aimed at curbing Russian energy revenues critical to funding the war in Ukraine, the European Commission formally proposed on Friday, July 11, a dynamic “floating” price cap on Russian crude oil, set at 15% below the average global crude price over the preceding three months. The proposal comes amid growing concerns that the existing \$60perbarrel cap, introduced by the G7 in December 2022, had become almost toothless. With Brent crude currently hovering around \$70–\$71, and Russia’s Urals blend trading roughly \$2 below the cap, Western shippers have effectively resumed business under nominal compliance with the rules. The floating mechanism would update the cap quarterly, based on the average price of Brent or Urals crude from the prior three months. Initially, this would translate to an estimated cap of around \$50–\$47 per barrel, approximately 15% below market levels, effectively resetting Russia’s permissible export price to below global benchmarks.

According to diplomats, a static price cap loses efficacy as global oil prices fluctuate, either leaving Russia a wider margin or forcing buyers to stay out of compliance. The floating cap seeks to close this loophole, denying Moscow the opportunity to profit even when Brent trades below \$60. EU maritime nations: like Malta, Greece, and Cyprus, have shown support for the proposal. The quar-

terly reset is seen as a pragmatic approach to avoid undue shocks to seaborne trade and shipping industries based in those member states.

The measure is set to be part of the EU’s 18th sanctions package against Russia. Final formal adoption required by EU foreign ministers is expected in Brussels on Tuesday, July 15, following near-unanimous backing by EU envoys. While Slovakia initially raised concerns, particularly around its domestic energy security and phaseout plans for Russian gas, it has since signaled support after securing further guarantees. Still, unanimity is essential for such sanctions to take effect. Notably, the proposal is being advanced and coordinated without explicit support from the U.S., reflecting European willingness to pursue unilateral action where multilateral consensus stalls. Washington, to date, has resisted lowering the cap, citing concerns about global petrol prices.

The floating cap is designed to undercut Russian oil incomes more persistently. Analysts suggest it could reduce Moscow’s earning potential by an additional \$10–\$13 per barrel, compared with currently compliant but strategically marginal sales. However, enforcement remains a challenge. Russia continues to exploit its “shadow fleet” of nonWestern tankers and flag-of-convenience vessels. Moreover, Russia has rerouted much of

its export strategy toward Asian markets, where Western sanctions wield limited direct influence. Freight market analysts note that, following a drop in oil rates, Urals shipments from the Baltic to India are now cheaper, but caution that stricter enforcement could reverse the trend.

The floating cap is part of a broader suite of measures in the EU’s 18th package. Provisions include targeted

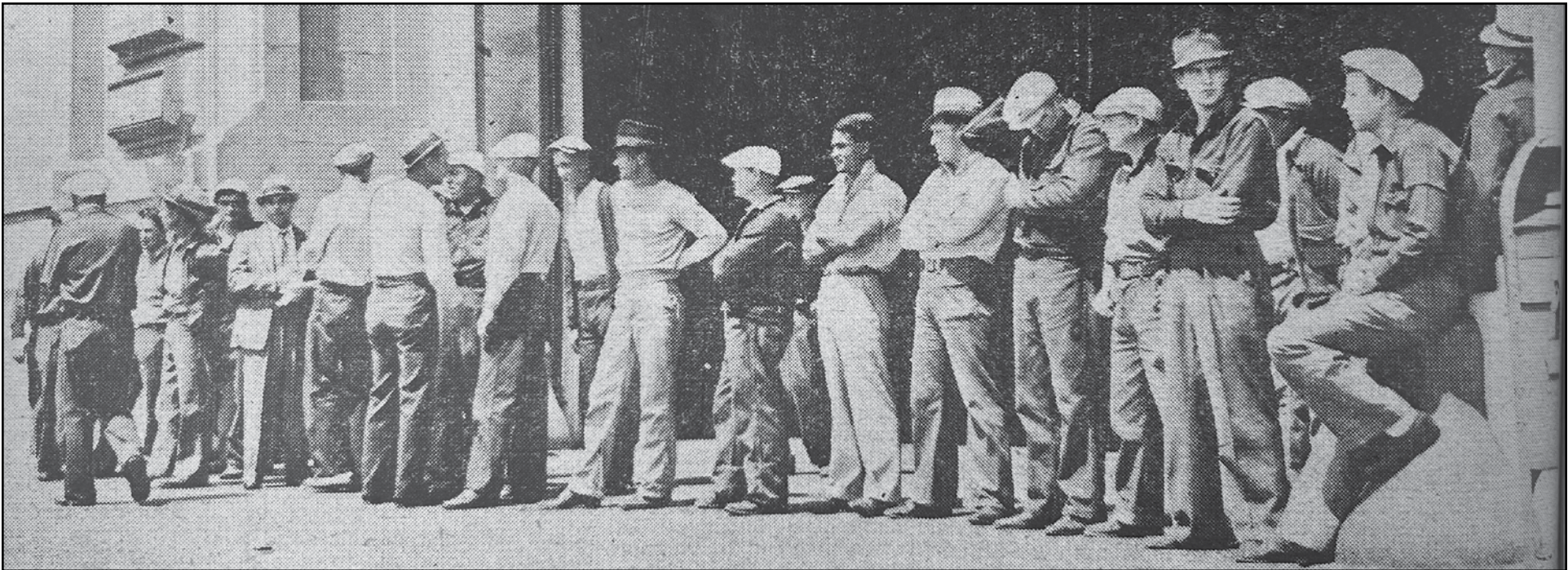
restrictions on Russia’s Nord Stream pipelines, expanded designations against a Russian-owned refinery in India, two Chinese banks aiding evasion tactics, and the flag registry for the shadow fleet. The overarching goal remains clear: to tighten the financial pressure on Russia without triggering global oil price shocks, balancing strategic leverage with market stability.



SUP members in attendance at the July Headquarters meeting.



# A Look Astern



SUP members held a picket line on April 19,1938 against Shepard's Line.

## Port of Los Angeles Sets New June Record Amid Trade Uncertainty

The Port of Los Angeles reported a historic milestone in June, handling 892,340 Twenty-Foot Equivalent Units (TEUs), an 8% increase compared to the same month last year. The performance marks the busiest June in the port’s 117-year history, reinforcing its role as a critical gateway for global trade and a barometer of U.S. economic activity. Port officials attribute the surge to early shipments by importers looking to get ahead of potential new tariffs later this year. “Some importers are bringing in year-end holiday cargo now ahead of potential higher tariffs later in the year,” said Gene Seroka, Executive Director of the Port of Los Angeles. “July may be our peak season month as retailers and manufacturers bring orders in earlier than usual, then brace for trade uncer-

tainty.” The robust June activity helped cap a strong fiscal year for the nation’s busiest container port. As of June 30, the port had processed 10.5 million TEUs in fiscal year 2024–2025. It’s the third time in the port’s history that it has surpassed the 10 million TEU mark in a single fiscal year. Equally significant, the port achieved this throughput without any vessel backups — a stark contrast to the supply chain gridlock experienced during the height of the COVID-19 pandemic. Seroka emphasized the importance of operational efficiency, praising collaborative efforts between terminal operators, longshore labor, trucking companies, and rail providers. “We’ve built a resilient supply chain community here,” he said. “This performance is a result of consistent

planning, coordination, and commitment to service from all of our partners.” June’s gains were largely fueled by a jump in loaded imports, which totaled more than 470,000 TEUs, a year-over-year increase of nearly 10%. Export volumes also improved modestly, while empty containers, typically sent back overseas for reuse, remained a significant portion of overall traffic. Looking ahead, the port faces both opportunities and challenges. With ongoing tensions in global trade policy, including possible tariff hikes, shippers are adjusting their logistics strategies. Retailers and manufacturers are opting to front-load inventory in anticipation of future costs or disruptions. This trend may elevate volumes through the summer but could

also flatten demand later in the year if warehouses become bloated with goods. Despite the uncertainty, the Port of Los Angeles remains a linchpin in international commerce and a bellwether for the state of the global economy. It supports more than 1 million jobs throughout the region and generates billions in economic activity annually. As Seroka noted, “Our record-setting June is not just a number — it’s a testament to the strength and adaptability of this port and its workforce. We’re ready for what’s next.” With the peak shipping season already underway and policy developments looming on the horizon, all eyes will remain on the Port of Los Angeles as a critical hub in the world’s supply chain.

## Navy Accepts Delivery of *USS Point Loma*

The U.S. Navy has officially accepted delivery of the *USS Point Loma* (ESB-9), a new Expeditionary Sea Base, from General Dynamics NASSCO shipbuilders in San Diego, California. The acceptance ceremony, held Monday at Naval Base San Diego, marks the latest milestone in the Navy’s modernization efforts and represents a critical addition to the service’s expeditionary and logistics capabilities. The *Point Loma* is the ninth ship of its class and follows the lineage of the *USS Lewis B. Puller* and *USS Hershel “Woody” Williams*, all designed to support a wide range of naval operations, including mine countermeasures, special operations, and unmanned systems. The ship is named after the Point Loma peninsula in San Diego, a long-standing symbol of naval heritage and home to several important naval installations. Designed as a mobile sea base, the *USS Point Loma* will serve as a floating forward staging area for maritime security operations. It is equipped with a 52,000-square-foot flight deck capable of supporting multiple helicopters and unmanned aerial vehicles (UAVs), a mission deck, and space for small boat operations. The ship features accommodations for more than 250 personnel and has been built to support the Navy’s Distributed Maritime Operations (DMO) concept, allowing U.S. forces to project power without requiring fixed bases in volatile regions. Rear Adm. Brad Cooper,

Commander of U.S. Naval Forces Central Command, praised the ship’s strategic value: “With the *USS Point Loma*, we add not just a ship but a flexible platform that gives our commanders the ability to operate forward, support allies, and respond to emerging threats with agility.” Though not officially assigned to a fleet yet, defense officials confirmed that the *Point Loma* is expected to be deployed to the Indo-Pacific region—an area of increasing strategic importance amid rising tensions in the South China Sea and Taiwan Strait. The ESB platform has been particularly useful in that theater, acting as a mothership for smaller naval forces, unmanned systems, and special operations. The *Point Loma*’s deployment is anticipated to reinforce the Navy’s presence without the geopolitical baggage of building land-based facilities. “The *Point Loma* is built for the future,” said Captain Jennifer Hernandez, the ship’s prospective commanding officer. “She can adapt to missions we don’t even fully understand yet — whether that’s supporting Marine Littoral Regiments or hosting next-generation drones.” Constructed with modularity in mind, the ship includes space for rapid upgrades to accommodate emerging technologies such as autonomous vessels, laser weaponry, and advanced surveillance systems. Its hybrid crew structure — civilian mariners under Military Sealift Command with a small contingent of Navy person-



nel—makes it cost-effective to operate during extended forward deployments. General Dynamics NASSCO president David Carver highlighted the collaboration between industry and the Navy: “The *Point Loma* is a product of shared vision and determination. We delivered her on time, on budget, and ready to serve.” The ship’s namesake, Point Loma, is home to several major Navy commands, including Submarine Squadron 11 and the Space and Naval Warfare Systems Command. Its iconic lighthouse and military history made it a fitting name for a vessel that will serve at the forefront of naval innovation. Family members of previous Point Loma-based sailors attended the commissioning event alongside local leaders and military brass. A moment of

silence was held for fallen sailors from Submarine Squadron 11, emphasizing the deep connection between the ship’s name and its mission. As the Navy faces growing challenges across multiple theaters, platforms like the *USS Point Loma* are becoming indispensable. With its acceptance, the Navy not only grows its fleet but deepens its expeditionary playbook, embracing the mobile, modular future of naval warfare. Commissioning of the *USS Point Loma* is expected later this year, following a series of shakedown trials and final outfitting. Once fully operational, the ship will join a growing fleet of flexible, forward-operating vessels shaping the Navy’s 21st-century posture.



# Bloody Thursday: A Day of Remembrance

*continued from page 1*

Bordoise, a cook who had joined the strike in solidarity, was shot through the heart. Dozens more were injured. The brutality shocked the city and drew widespread public sympathy for the strikers. The following day, a silent funeral procession of more than 40,000 workers wound through the streets of San Francisco, mourning the fallen and demanding justice. The deaths of Sperry and Bordoise became symbols of labor martyrdom and rallied national support for the strikers.

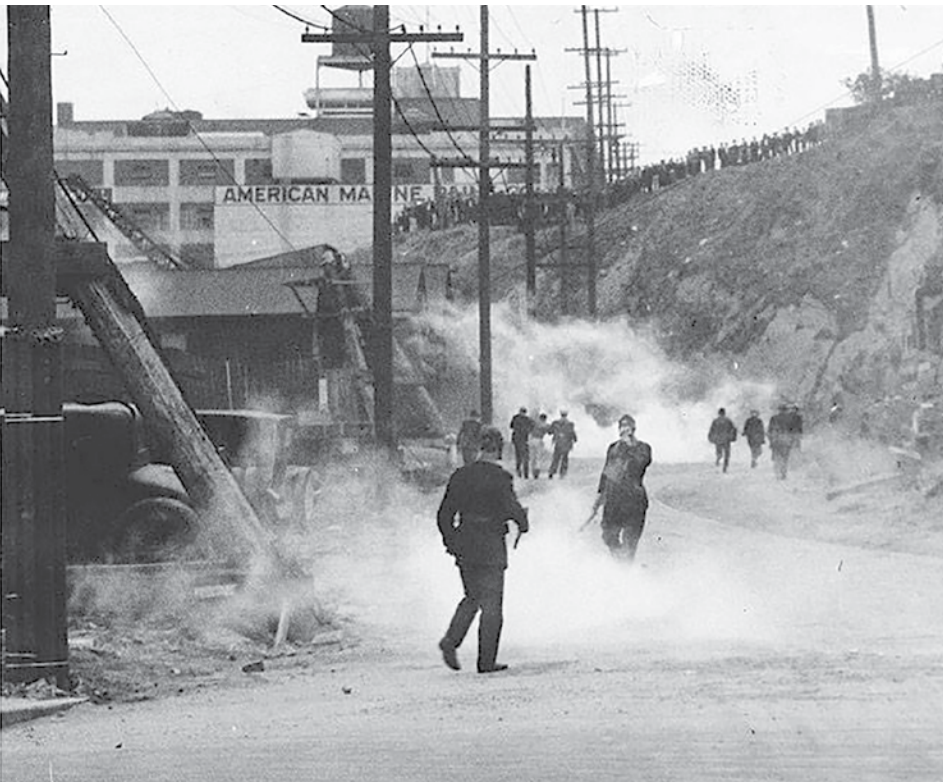
What followed was a historic general strike in San Francisco, the first in U.S. history of such scope and coordination. From July 16 to 19, more than 130 unions participated, effectively shutting down the city. Though controversial, the strike demonstrated the power of unified labor action and marked a turning point in the American labor movement. Eventually, federal mediators intervened. By mid-July, an arbitration agreement was reached. While the final ruling did not grant every demand, it gave the longshoremen substantial victories: union recognition, a six-hour workday, and significant influence over hiring.

The legacy of Bloody Thursday extends far beyond the immediate concessions. It led to the formation of the International Longshore and Warehouse Union (ILWU), under the leadership of Harry Bridges, and reshaped labor relations on the Pacific Coast. The event also exposed the extent to which government and business interests would go to suppress organized labor, and it highlighted the importance of solidarity across trades and industries.

To this day, July 5 is observed by the ILWU as “Bloody Thursday” — a day to honor those who gave their lives for dignity and fairness on the waterfront. Ports up and down the West Coast stand still in remembrance, a testament to the sacrifices that built the rights modern maritime workers enjoy.



July 5th, 1934 (Bloody Thursday) violence erupts between police and strikers.



Police shoot at strikers with tear gas at foot of Rincon Hill.



Tear gas flying at Bryant and Beale Street.

## AFL-CIO Kicks Off “It’s Better in a Union” Bus Tour

The American labor movement is hitting the road in a major way this summer. On Monday, the AFL-CIO officially launched its nationwide “It’s Better in a Union” bus tour, a campaign aimed at spotlighting workers’ rights, amplifying union success stories, and mobilizing communities to support collective bargaining and fair treatment on the job. The multistate tour will feature stops in more than 25 cities across the U.S., with union leaders, rank-and-file workers, and labor allies rallying together to promote unionization efforts and labor law reform. The kickoff event was held in Detroit, Michigan, a city with deep union roots and ongoing battles for worker protections in both the auto and service sectors.

“This tour is about fighting for fairness for America’s working families,” said AFL-CIO President Liz Shuler at the launch. “Everywhere we go, we’re meeting workers who are standing up for better

pay, safer working conditions, and the dignity that comes from having a voice on the job. And we’re here to tell them: you are not alone. The labor movement is with you.” The “It’s Better in a Union” tour is more than symbolic; it is a response to a growing wave of worker activism. From Amazon warehouses to Starbucks counters, and from rail yards to university campuses, thousands of American workers have joined or formed unions over the past two years, often facing fierce corporate resistance. Public support for unions is also near a historic high, with a 2024 Gallup poll showing 71% of Americans view unions favorably.

Key issues highlighted on the tour include raising the federal minimum wage, closing loopholes in labor law that allow employers to stall union elections, and demanding stronger penalties for companies that illegally retaliate against organizers.

## Shipbuilding Without a Helm

*continued from page 1*

tion are intensifying.” As one maritime industry insider put it, “There’s only so much you can do with press releases. Eventually, you need policy and people, to make it real.”

The White House has yet to announce

replacements or comment on the future of the NSC’s maritime office. Meanwhile, shipping executives and defense contractors say they are awaiting clarity on whether the administration still intends to follow through on its shipyard expansion and fleet modernization pledges.



At each stop, the bus tour will host rallies, community roundtables, and press events. In addition to union representatives, the AFL-CIO is partnering with local advocacy groups, small business owners, and elected officials who support worker empowerment. The tour also aims to educate nonunion workers about their rights and options under the National Labor Relations Act. “It’s not just about wages — it’s about fairness, opportunity, and the American dream,” said Carmen Alvarez, a nurse and member of National Nurses United who spoke at the Detroit rally. “When workers have a seat at the table, entire communities thrive.”

The AFL-CIO has timed the campaign to influence key 2025 state and federal legislative efforts, including a renewed push for the Protecting the Right to Organize (PRO) Act, a sweeping pro-union bill that stalled in Congress last session.

Organizers hope the tour will galvanize public support and build momentum heading into the 2026 midterms, where labor issues are expected to be a major political battleground. “We are building a movement,” Shuler said. “And we are just getting started.” The next stops on the tour include Pittsburgh, Atlanta, and Orlando, with more cities to be announced.



# Electronic Warfare in the Strait of Hormuz

In the wake of renewed military tension between Iran and Israel in June 2025, ships transiting the Strait of Hormuz have been navigating a digital minefield. Over the past two weeks, an estimated 970 to 1,100 vessels have reported GPS and GNSS interference near Iran’s coastal facilities—stemming from deliberate jamming and spoofing operations that pose hazardous risks in one of the world’s most vital waterways.

Located at its narrowest point where maritime lanes compress to around 21 miles, the Strait of Hormuz handles nearly 20–25% of global seaborne oil. Amid ongoing airstrikes on Iranian nuclear targets, Iranian electronic warfare has targeted this corridor—disrupting the ability of ships to determine their positions and occasionally sending AIS location data wildly off-course, such as appearing in “rural Russia” or even Iranian deserts. Between June 15 and 18, interference peaked, impacting nearly 1,155 ships per day, before slightly easing following a ceasefire declaration. Even so, disruption levels remain significantly elevated—JMIC and shipping industry sources confirm that approximately 15–25% of vessels daily are affected, with nearly 1,000 ships still reporting degraded GNSS services as of late June.

The most tangible danger has materialized: on June 17, two tankers—the VLCC *Front Eagle* and the Suezmax *Adalynn*—collided near the Gulf of Oman off Fujairah. The *Front Eagle*’s AIS signal had erroneously placed it onshore days earlier, a clear sign of GNSS tampering. The ensuing collision ignited a fire on both vessels, though fortunately no crew were hurt. Many shipping executives admit vessels are rerouting, postponing voyages through the Strait, or restricting transit to daylight hours, citing GPS reliability as the main concern. Traffic counts reveal a 20% drop in daily transit numbers (from around 147 to ~114 ships per day), despite the overall flow remaining steady.

This technological threat carries economic and operational weight. Warrisk insurance surcharges have soared—VLCC rates added ~\$70,000/day, while cargo risk premiums jumped from \$0.20 to \$0.80 per barrel. Freight costs from Shanghai to Khor Fakkan are up 76% since midMay, and tanker spot rates have more than doubled. Insurers also flagged increased marine hull risk, with premiums climbing between 15%–60%. Safety experts stress the importance of redundant navigation systems—radar, inertial navigation, celestial and visual fixes—and are urging crews to disable autopilot in affected zones and bolster bridge watch protocols. Maritime authorities echo such advice, calling for immediate reporting via UKMTO and JMIC systems.

Iran’s parliament has even proposed closing the Strait as leverage, though a final decision lies with top security officials. Any blockage could cripple global energy markets temporarily, though economists note the politics of permanent closure are complex.

The Strait of Hormuz now faces a hybrid threat: physical naval posturing combined with sophisticated electronic warfare targeting GPS navigation. For the global shipping community, this means heightened vigilance, costly detours, and a renewed focus on non-GPS navigation safeguards, a digital cold war with real-world collision risks and economic reverberations.

# Florida Shipyard to Build Washington’s \$714M Hybrid Ferries

In a landmark move aimed at modernizing Washington’s ferry fleet, Governor Bob Ferguson has selected Floridabased Eastern Shipbuilding Group (ESG) to construct three 160vehicle hybridelectric ferries. The contract, valued at \$714.5 million, marks the first time in over 25 years that the state has held a fully competitive bid for ferry construction. Governor Ferguson emphasized the selection followed “careful consideration and conversations with legislative leaders,” highlighting ESG’s bid as both costeffective and taxpayerfriendly. Notably, Eastern’s proposal came in 6% below the State Ferries’ own engineering estimate, and significantly lower than Washington-based Nichols Brothers Boat Builders. Despite a 13% bid credit granted to in-state shipyards, Nichols’s bid remained higher, leading Ferguson to award the entire contract to the Florida firm. This strategic out-of-state award marks a departure from WSF’s long-standing practice since the 1980s of contracting exclusively with Washington shipyards. Washington State Standard notes this as the first out-of-state build in more than 50 years.

The triad of hybrid-electric vessels, each capable of carrying 160 vehicles and approximately 1,500 passengers, will primarily operate on the Mukilteo–Clinton and Seattle–Bremerton routes. Designed by Elliott Bay Design Group and incorporating ABB-supplied, water-cooled battery systems, they include diesel backup generators to ensure reliable operations.

While the shipyard bid amounts to \$714.5 million, the true firstunit cost climbs to \$405 million, factoring in approximately \$150 million for owner-furnished equipment (e.g., batteries), construction management, crew training, and risk contingencies. With each successive ferry, the cost is expected to drop—to around \$360 million for the second, and approximately \$325 million for the third—as efficiencies accrue.

This procurement aligns closely with Washington State Ferries’ broader electrification strategy. The agency currently consumes around 19 million gallons of diesel annually, and hopes to reduce consumption by nearly 50% through a fleet of 16 new hybrid-electric ferries and the conversion of six existing vessels by 2040. Ferguson has championed the cause, stating that these new vessels will slash emissions by approximately 90%, once shore-side charging infrastructure is operational. The Wenatchee, Washington’s first hybrid-electric ferry, was recently converted and expected to re-enter service this month.

The tendering and contracting of new ferries comes amid concerted efforts to restore pre-pandemic service capacity—a central goal of Governor Ferguson’s administration. Under his direction, WSF has added back vessels to key routes: a second boat on the Bremerton line, a third on the Triangle Route (West Seattle–Vashon–Southworth), and seasonal expansion starting July 4 on the Port Townsend–Coupeville run. Ferguson delayed the hybrid-electric conversions of two JumboMark II ferries until after the 2026 FIFA World Cup to prioritize service restoration. The Wenatchee conversion is wrapping up, enabling the state to return to full domestic capacity by summer.

The choice of an out-of-state shipyard drew criticism from local stakeholders. Nichols Brothers Boat Builders and regional leaders in Snohomish and Island Counties raised concerns about lost job opportunities, with Nichols’ CEO lamenting the forfeiture of over 1,300 potential jobs. However, supporters like Senate Transportation Chair Marko Liias defended the decision as fiscal prudence: with rising costs tied to inflation, tariffs, and domestic wage structures, acquiring three hybrid-electric ferries for \$714.5 million was deemed the most responsible outcome.

Construction is expected to begin soon, with the first ferry delivered by 2028, followed by subsequent vessels in short succession. As contracting and engineering advance, WSF is also accelerating shore power infrastructure to support the new vessels.

# Trump Signs Order to End Wind and Solar Subsidies

In a controversial move that has already sparked outrage among environmental groups, renewable energy advocates, and key players in the green economy, former President Donald Trump signed an executive order July 9<sup>th</sup>, 2025, ending all federal subsidies for wind and solar energy. Framed under what he’s calling the “One Big Beautiful Bill,” the sweeping measure also redirects funds toward expanding fossil fuel development and nuclear energy, marking a sharp reversal of recent clean energy gains. Standing at a press event in West Virginia surrounded by coal executives and oil lobbyists, Trump declared that the era of “propping up failed energy” is over. “We’re going to stop wasting taxpayer money on windmills that kill birds and solar panels made in China,” he said, to applause from supporters. “This is America First energy.”

But critics argue the move is a reckless step backward that jeopardizes U.S. climate goals, jobs in the fast-growing renewable sector, and energy independence. The wind and solar industries, both of which have seen rapid growth and job creation in the past decade, rely heavily on subsidies to remain competitive against entrenched oil and gas interests that still benefit from decades of federal support. “This is a gift to Big Oil disguised as policy,” said Sierra Club executive director Ben Jealous. “Wind and solar aren’t failed technologies; they’re the future. Slashing subsidies now will devastate American jobs and surrender our clean energy leadership to China and Europe.” Industry leaders were equally scathing. The Solar Energy Industries Association (SEIA) issued a statement warning that the decision could result in the loss of over 100,000 clean energy jobs nationwide. “President Trump’s actions threaten to gut one of the few bright spots in the American economy,” said SEIA President Abigail Ross Hopper. “Investors need stability, not chaos.”

The order is expected to stall or cancel dozens of large-scale renewable energy projects that were counting on federal incentives to move forward. Rural communities, many of which have benefited from wind turbine installations and solar farms, could be the hardest hit. Economists warn that the policy could also impact consumers. Without renewable competition, utilities may rely more on cost-volatile coal and gas, potentially raising electricity rates over time. “This is short-term political theater with long-term economic consequences,” said Stanford climate economist James Templeton.

Internationally, the move sends a damaging signal. At a time when most developed nations are racing toward net-zero carbon goals, the U.S. appears to be backtracking, further eroding its credibility on the world stage. Environmental activists worry that the move could stall global climate momentum just as tipping points loom.

While Trump and his allies frame the decision as a patriotic defense of traditional American energy, critics say it’s an ideologically driven rollback that prioritizes profits over people, politics over science, and the past over the future.



Delegate, AB Shoal Nervo doing monthly maintenance on the lifeboats aboard the *USNS Dahl*.



# For FY26 Food for Peace to the U.S. Department of Agriculture

June 30, 2025

The Honorable John Hoeven  
Chair  
Subcommittee on Agriculture  
Senate Committee on Appropriations  
Washington, DC 20510

The Honorable Jeanne Shaheen  
Ranking Member  
Subcommittee on Agriculture  
Senate Committee on Appropriations  
Washington, DC 20510

Dear Chair Hoeven and Ranking Member Shaheen:

We would like to express our greatest support for including language to transfer our flagship international food aid program Food for Peace to the U.S. Department of Agriculture (USDA) in the FY26 agriculture spending bill. The undersigned organizations represent U.S. agriculture, maritime shipping, and labor union organizations, and are one of the broadest coalitions of American stakeholders for international food assistance programs. In particular, we are all long-time participants in and strong supporters of the P.L.480 Food for Peace program. Given the current opportunity to restructure the program, we believe that the best home for Food for Peace is with USDA.

At its core, the Food for Peace program is an America First trade policy. It supports substantial purchases from American farmers and millers that are shipped overseas in U.S.-flag vessels, creating value across the agricultural supply chain and strengthening our U.S. Merchant Marine. Moreover, sending American food to countries around the world builds consumer preferences for the products we produce best. This builds long-term commercial trade opportunities, turning humanitarian donations into some of our strongest commercial agricultural export markets. Food for Peace similarly offers critical support for the existing U.S.-flag vessel fleet and American union workers that move cargo, load, and crew the ships that transport our commodities across the globe.

For years, the U.S. Agency for International Development (USAID) has ignored the explicit concerns of American farmers, mariners, longshoremen, and other American constituencies who have sought an efficient and effective delivery of food assistance that puts American interests first. USAID has diverted Food for Peace away from simply delivering American food on American ships to starving people and has operated competing missions that are detrimental to American stakeholders. Under USAID management, only about 30 percent of the Food for Peace program budget went toward American food purchases and less than 8 percent of the budget is used for shipping U.S. commodities on U.S. ships. Entrenched philosophies have repeatedly attempted to cut out American grown food and American ships entirely from our international food assistance programs. Even with the much-needed changes to USAID under the Department of State, we firmly believe the only successful pathway to an America First Food for Peace program is under the management of USDA.

USDA is perfectly positioned to take on this lifesaving program in the interest of American citizens. USDA is purpose-built to serve the farmers that grow the food that feeds our country and the world, including through the Food for Peace program. No agency better understands America’s essential role in global food production, with a critical contingent of Foreign Agricultural Service officers around the world. USDA already conducts the food procurement process for Food for Peace and has historically managed the entire program under Title I of P.L. 480, in addition to fully operating its two key food assistance programs: Food for Progress and McGovern-Dole Food for Education. USDA also has a positive track record of putting its cargoes on U.S. ships instead of our foreign-flag competitors. It is time to bring America’s international food assistance programs back in line with their most direct domestic stakeholders: the American farmers, millers, and mariners, ensuring it advances American interests at home and abroad.

As mentioned, Food for Peace is a program with a multitude of benefits to America’s farmers, millers, mariners, and people across the globe facing famine emergencies. With U.S.-grown food, American flagged vessels, crewed by Americans, the donated commodities proudly display “From the American People” on each of its packages. Food for Peace is the one and only baseline for foreign aid that puts America First while also helping those on the brink of starvation. There is no better home than USDA for this agriculture-appropriated, farm bill-authorized program, to rebuild and restore Food for Peace in a way that is more effective and efficient, allowing it to feed more hungry people across the world.

Sadly, there is no shortage of global hunger. Now is the time to ensure that Food for Peace can reach as many people as possible, which it will do if operated by USDA. We urge you to include language to transfer Food for Peace to USDA in the FY26 agriculture spending bill. Thank you for your consideration and partnership in saving this critical program.

Sincerely,

AFL-CIO Maritime Trades Department  
American Farm Bureau Federation  
American Maritime Congress  
American Maritime Officers  
American Maritime Officers Service  
American Soybean Association  
APL  
Bunge  
California Wheat Commission  
Colorado Association of Wheat Growers  
Didion Milling, Inc  
DRY BULK AMERICA LLC  
Grain Millers  
Heartland Goodwill Enterprises  
Hopkinsville Milling Company  
Idaho Grain Producers Association  
Idaho Wheat Commission  
ILWU Washington Area District Council  
Inland Cape Fine Grind LLC  
International Dairy Foods Association  
International Organization of Masters, Mates & Pilots  
Kansas Association of Wheat Growers  
Kansas Farm Bureau  
REPCO  
Sailors' Union of the Pacific  
Seafarers International Union  
SeaTac Packaging  
SEMO Milling LLC  
Texas Wheat Producers Association  
Tiger Soy LLC  
Transportation Institute  
TVS, Inc

Liberty Maritime Corporation  
LifeLine Foods  
Marine Engineers' Beneficial Association  
Marine Firemen's Union  
Maritime Institute for Research and Industrial Development  
Midwest Dry Bean Coalition  
Minnesota Association of Wheat Growers  
National Association of Waterfront Employers  
National Association of Wheat Growers  
National Corn Growers Association  
National Council of Farmer Cooperatives  
National Milk Producers Federation  
National Shipping of America  
National Sorghum Producers  
Nebraska Dry Pea and Lentil Commission  
Nebraska Wheat Board  
Nebraska Wheat Growers Association  
North American Millers' Association  
North Dakota Grain Growers Association  
North Dakota Wheat Commission  
Northeast Chartering Group, LLC  
Ohio Corn & Wheat Growers Association  
Oregon Wheat Growers League  
U.S. Dairy Export Council  
U.S. Peanut Federation  
U.S. Wheat Associates  
UNISHIPPING SAS  
US Dry Bean Council  
USA Rice  
Washington Association of Wheat Growers  
Wyoming Wheat Growers Association  
Wyoming Wheat Marketing Commission



Crew on the *USNS Dahl* after lowering the stern ramp outside Jinhae, South Korea. From left to right: AB Richard Allard, Bosun Perciverando Quiteles, AB Timothy Jackson, AB Delegate Shoal Nervo, OS Michael Pellom

## San Pedro Secures Spot on Olympic Stage for 2028 Games

The Port of Los Angeles is set to return to the global spotlight as one of the official venues for the 2028 Olympic and Paralympic Games, hosting several high-profile sailing events. Officials confirmed on June 30 that San Pedro’s inner harbor will join Belmont Shore in Long Beach as the dual venues for Olympic sailing competitions. The announcement marks a symbolic homecoming for the Port of Los Angeles, which last hosted Olympic sailing events during the 1932 Games. Long Beach previously served as the sailing venue in 1984. For 2028, organizers say splitting the events between the two historic locations maximizes both competitive conditions and spectator accessibility.

According to LA28, six of the ten Olympic sailing events will be held at the Port, including Men’s and Women’s Dinghy, Men’s and Women’s Skiff, Mixed Dinghy, and Mixed Multihull races. The remaining board-based events, Windsurfing and Kiteboarding, will take place in Long Beach, known for its consistent breeze and open shoreline. “San Pedro will shine on the world stage,” said Los Angeles Mayor Karen Bass. “This is not just a win for sailing but for our city’s entire harbor community.” City Councilmember Tim McOsker, who represents the harbor district, credited local advocates and sailing groups for helping secure the prestigious events. World Sailing,

the sport’s global governing body, applauded the decision, emphasizing the unique opportunity to showcase both traditional and modern sailing disciplines in a dynamic coastal region. CEO David Graham called the dual-venue plan “an ideal blend of history, sport, and accessibility.” The Port of Los Angeles offers protected waters and urban viewing platforms, making it especially well-suited for dinghy and skiff races. Temporary seating, media structures, and athlete facilities will be added to accommodate the influx of spectators and international teams.

Meanwhile, preparations are already underway. US Sailing and local yacht clubs, including Alamitos Bay Yacht Club, are hosting Olympic-class regattas in both locations to test race operations and familiarize athletes with local conditions. Organizers say the sailing events will be held in two consecutive phases during the Games: board sports in Long Beach first, followed by boat classes in San Pedro. This structure is designed to optimize media coverage and enhance the spectator’s experience.

With just three years to go, the 2028 Olympics promise to leave a lasting legacy along Southern California’s coast. As global attention turns to Los Angeles, the Port is poised once again to make waves on the world stage.



Crew on the *Allied Pacific* completing an underway replenishment with the *USS George Washington* at an undisclosed location at sea.

**REMINDER: If you have six months or less to go before any of your documentation is set to expire, please get started on the renewal process.**



# DOT Secretary Appoints Sang H. Yi Acting Maritime Administrator

U.S. Secretary of Transportation Sean P. Duffy has named Sang H. Yi as the Acting Maritime Administrator for the Maritime Administration (MARAD), the Department of Transportation announced this week. Yi steps into the role at a crucial juncture, as the U.S. seeks to bolster its maritime industry amid infrastructure needs and global supply chain volatility. Yi replaces Ann C. Phillips, who left the agency on January 20, 2025, at the conclusion of the prior administration. In his capacity as Acting Administrator, Yi will oversee MARAD’s core responsibilities, supporting U.S. shipbuilding, ensuring military sealift readiness, managing the Merchant Marine Academy, and modernizing port infrastructure.

In a statement, Secretary Duffy emphasized Yi’s proven record. “Sang Yi brings a formidable combination of congressional oversight and maritime expertise to MARAD at a pivotal time for America’s global maritime competitiveness,” Duffy declared. Yi brings deep institutional knowledge to his new position. He earned his B.S. in Logistics and Intermodal Transportation from the U.S. Merchant Marine Academy, holds an M.A. in National Security and Strategic Studies from the Naval War College, and earned a J.D. from George Washington University Law School. A commissioned officer in the Navy Reserve and holder of a Third Mate Unlimited merchant mariner license, Yi also served for nearly 15 years on Capitol Hill, supporting committees such as Oversight and Government Reform, Natural Resources, and Homeland Security. Yi’s appointment comes while Stephen Carmel, President Trump’s nominee for the permanent MARAD role, is awaiting Senate con-



firmation. “The nomination of a permanent administrator remains under consideration,” said a DOT spokesperson, adding that Yi will serve in an acting capacity during Carmel’s confirmation process.

Key priorities for Yi will be advancing the Port Infrastructure Development Program, accelerating investment in decarbonization technologies, and maintaining the readiness of the National Defense Reserve Fleet. He’ll also be responsible for steering the Maritime Security Program, which contracts U.S.-flag vessels for national defense and the Marine Highway Program, aimed at reducing domestic highway congestion. “Serving my country at this juncture is both an honor and a grave responsibility,” Yi said in a formal statement after his appointment. “I am committed to ensuring MARAD’s success in sustaining America’s maritime economic and defense capabilities.”

Secretary Duffy’s appointment reflects the administration’s focus on maritime strategy. With global shipping bottlenecks and geopolitical instability in key sea lanes, the need for adept leadership at MARAD has become more

acute. Yi’s leadership is expected to be pivotal in guiding U.S. shipyards, ports, and merchant marine operators through these challenges. Secretary Duffy will likely continue advancing legislative and budgetary proposals to further modernize maritime infrastructure, leaving Acting Administrator Yi in charge of implementation. As the agency transitions, all eyes will be on MARAD to deliver results on national resilience, workforce development, and green shipping initiatives.

# The Speed of Sound's Deceptive Trick

When you’re underwater, everything sounds strange, and not just because of your gear or the muffled environment. One of the most disorienting facts about underwater acoustics is that sound travels 4.3 times faster in water than in air, making it extremely difficult, if not impossible, for divers to accurately determine where a sound is coming from.

In air, sound travels at approximately 343 meters per second (m/s). But in water, it races ahead at around 1,480 m/s, depending on temperature, salinity, and pressure. That increased speed alters how sound waves behave—and how our bodies perceive them. Our brains local-

ize sound in air using tiny differences in timing and intensity between our ears. These differences, known as interaural time difference (ITD) and interaural level difference (ILD)—help us triangulate where a sound is coming from. But underwater, sound arrives at both ears almost simultaneously and with nearly equal intensity due to its rapid propagation and the similar density of water and body tissues.

For divers, this means a strange and often unsettling experience. A boat’s propeller might sound like it’s coming from behind when it’s actually overhead. A fellow diver’s shout might seem to echo

from all directions. This loss of directional hearing can be dangerous, especially in high-traffic or emergency scenarios, where reacting quickly to sound location could be critical. Compounding the issue, many dive masks and hoods further distort sound or block external ear cues, leaving divers reliant on visual signals or specialized communication equipment. To cope with these challenges, divers are trained to rely on visual communication like hand signals or dive slates, use full-face masks with built-in comms for team operations, and maintain clear line of sight with dive buddies whenever possible. Some advanced underwater acoustic

systems and sonar-based tools are also used in commercial and military diving to help determine direction, but these aren’t typically available to recreational divers.

Interestingly, marine animals like dolphins and whales evolved specialized echolocation abilities to navigate this auditory environment. Humans, however, are ill-equipped for underwater acoustics, relying instead on technology and experience to stay oriented. In short, the very speed that makes sound such a powerful medium underwater is what strips us of our natural directional hearing, making diving a sensory experience as much about adaptation as exploration.

# AFL-CIO: Medicaid Cuts Would Raise Health Costs for All Americans

New analysis released June 18th by the AFL-CIO warns that proposed Medicaid cuts in the Senate Republican budget plan would have far-reaching consequences, increasing health care costs for all Americans, including those with job-based insurance. The labor federation’s findings come as Senate Republicans advanced their budget reconciliation

package, which includes deep cuts to Medicaid funding over the next decade. According to the AFL-CIO’s report, those reductions would ripple beyond the low-income families directly relying on Medicaid, ultimately impacting the broader health care system and driving up costs for the 179 million Americans who receive insurance through their

employers. “Make no mistake, this isn’t just about taking health care away from poor families,” said AFL-CIO President Liz Shuler in a statement. “It’s a direct attack on working people’s health care. If this budget passes, every worker in this country could end up paying more, even if they have good union-negotiated benefits.”

The AFL-CIO’s analysis estimates that annual premiums for employment-based insurance could increase by as much as \$485 per person if the Medicaid cuts are enacted. The report explains that when Medicaid funding is slashed, hospitals and clinics lose a major source of compensation for treating uninsured or underinsured patients. In turn, they raise prices on those with private insurance to offset the shortfall, an economic phenomenon known as “cost-shifting.” “For hospitals, especially in rural areas or underserved urban neighborhoods, Medicaid keeps the doors open,” said AFL-CIO Health Policy Director Ana Maria Torres. “Take that funding away, and they’ll either close or shift the burden onto employer-sponsored plans. That means higher premiums, deductibles, and out-of-pocket costs for all of us.”

Beyond individual cost increases, the AFL-CIO warned of broader economic repercussions. Union leaders pointed out that rising health care expenses could undermine wages, strain collective bargaining, and reduce overall worker compensation. When employers are forced

to absorb rising insurance costs, they often reduce other forms of compensation, like wage increases or retirement contributions, to make up the difference. “In our negotiations, we’re already fighting to keep health care affordable,” said Mike Sweeney, a union negotiator for a national auto workers union. “If these cuts go through, it gives management even more excuses to push costs onto our members.” The report also highlights the cascading effect Medicaid cuts would have on job losses in the health care sector, particularly among lower-paid support staff like nursing assistants, home health aides, and administrative workers. The AFL-CIO estimates that up to 800,000 jobs could be lost nationwide due to reduced Medicaid spending.

Republican lawmakers defending the proposal argue that the budget’s goal is to curb federal spending and rein in the growing national debt. “We have to make tough choices,” said Senator Mitch Landon (R-KY), a leading proponent of the bill. “Medicaid spending has ballooned, and we need to return control to the states.” But critics, including public health experts and hospital associations, say the cuts are dangerously short-sighted. “Cutting Medicaid doesn’t make the need for health care go away,” said Dr. Leila Patel, a health economist at Georgetown University. “It just shifts the costs onto everyone else and makes the entire system more unstable.”



## Receive the *West Coast Sailors* via First Class Mail

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450 Harrison Street, San Francisco CA 94105





# SUP PRESIDENT'S REPORT

## APL MARINE SERVICES

Kris Kubiak of APL contacted me regarding the *APL Eagle* which operates as a feeder vessel in the Persian Gulf. APL has increased the frequency of communication with the vessel because of recent events in the Middle East regarding Iran. Both the vessel and management are in close communication with US forces in the Persian Gulf, including Naval Cooperation and Guidance for Shipping (NCAGS). NCAGS is closely monitoring all US assets in the region to advise and support as needed. Multiple group meetings are being conducted daily to remain current with the evolving situation between Israel and Iran. This is an ongoing situation that the SUP will continue to closely monitor while maintaining constant communication with APL to ensure the safety of our members and the ship.

## MATSON NAVIGATION

The three (3.0) percent wage increase went into effect on July 1, 2025. Rates will be posted in the July edition of the WCS as well as online. All SUP halls have Matson Wage Rates as well; you can ask your Branch Agent for a copy.

The May CPI-U was published on June 12. Over the 12-month period, the index increased 2.4 percent before seasonal adjustments. As a reminder, there needs to be a minimum of 4 percent increase for a cost-of-a living-increase. Therefore, there will be no cost-of-living adjustment to the July 1<sup>st</sup> wage increase.

## PATRIOT CONTRACT SERVICES

With the help of MFU President Anthony Poplawski we were able to find the status of the current RRF Contract statuses which were set to expire July 27, 2025. There has been another extension to October 26, 2025. “The period of performance (PoP) for the extensions is July 27, 2025, to October 26, 2025. The extension is intended to cover the time needed to award the follow-on contracts and conduct a thorough turnover.”

While these extensions are frustrating and a final decision is ultimately what we want, this does give us another three months of employment. We remain confident that Patriot will be awarded several RRF ships when the time comes as the work we have all put in has been exemplary.

## SUP TRUST FUNDS

SUP Welfare Plan: the Trustees of the SUP Welfare Plan, that’s SUP VP Sam Worth and myself for the Union and Danny Defanti for Matson and Joe Curtis for APL, held our quarterly scheduled meetings on June 16 & 18, 2025. The SUP Trustees renewed contracts with its HMO plans with the following increases:

Kaiser Washington.....	-5.0%
Kaiser Oregon .....	7.5%
Kaiser Northern California .....	8.7%
Kaiser Southern California.....	7.6%
Kaiser Hawaii.....	11.9%
Health Net .....	40.0%

Kaiser Washington’s implementation of a 5% rate reduction has resulted in the average increase of Kaiser plans to 6.14%. With most of our membership enrolling in Kaiser Northern/Southern California, a more appropriate number would be roughly 8% increase to our healthcare plans cost. Health Net dramatically increased their rate to 40% and this did not go unnoticed by the employers and took strong defending by the union to maintain the healthcare option. When looking at the Health Net HMO option long term, Plan consultant Kirsten Shafer of Rael & Letson pointed out that this usually signals the group of enrollees is too small and Health Net could again dramatically raise their rates next year. A national healthcare option was again researched ahead of the meeting by our consultant, but no price quote could be given without complete termination of Kaiser Washington, Oregon, Northern and Southern California. In terms of overall compensation, members should remain aware of the cost shielding they get relative to the benefits they enjoy as participants of the SUP Welfare Plan. It’s not automatic and should not be taken for granted. The entire structure requires continuous management and internal cost controls to maintain.

SIU-PD Pension Plan: The trustees of the SIU-PD Pension Plan also met to discuss the actuarial report for the Plan, by actuary, Greg Pastino. The report covered the period August 1, 2023, to July 31, 2024. Funded status as of August 1, 2024, was 100.2% and the Plan was certified under the Pension Protection act in the “Green Zone” meaning in neither “Critical” nor “Endangered” status. Under Section 30(e) of the SIU-PD General Rules, the parties may bargain an increase, based on the investment gains and technically the “combined net actuarial gain” on a year over year basis. For the year 2023-2024 there was a total actuarial loss of \$(1,852,998) for a total of adjusted actuarial loss of \$(4,257,470) from prior years. Therefore, there were no funds available for benefit improvements pursuant to CBA Section 30(e) as of the end of the 2023-2024 plan year.

## PORT OF OAKLAND

I attended the Port of Oakland Board of Commissioners meeting on Thursday, July 10. While a range of issues were on the agenda, it was clear that the overwhelming focus of both in-person and online attendees was the Oakland Harbor Turning Basin Widening Project. I’m pleased to report that all three related resolutions were passed unanimously by the board. Resolution: 1) Certify the Oakland Harbor Turning Basins Widening Project Environmental Impact Report; Adopt the California Environmental Quality Act Findings and Statement of Overriding Considerations; and Adopt a Mitigation Monitoring and Reporting Program. 2) Approve and Authorize the Executive Director to Award and Execute a Contract with Estate Design and Construction for the Turning Basins Widening Howard Terminal Wharf Demolition Phase 1 as Project

Components of the Oakland Harbor Turning Basins Widening Project in an Amount Not to Exceed \$397,450 and Execute Contract Change Orders in an Amount Not to Exceed \$180,000. 3) Approve and Authorize the Executive Director to Execute a Service Agreement with the U.S. Army Engineer Research and Development Center for a Pre-construction Engineering and Design Vessel Maneuvering Simulation in an Amount Not to Exceed \$500,000.

Supporters made a strong case for the project, highlighting how critical it is to the port’s future. As global shipping trends shift toward increasingly larger vessels, the current width of the turning basins—once cutting-edge 25 years ago—has become a growing navigational challenge. Modern container ships face serious difficulties maneuvering within the existing configuration, elevating the risk of delays and maritime casualties. The widening project represents a significant and necessary investment in navigational safety and operational efficiency. It will allow safer vessel turns and improve the overall flow of maritime traffic, reducing the likelihood of accidents and bottlenecks.

The Oakland Seaport remains Northern California’s only deep-draft container port, handling over 99 percent of the region’s containerized goods. The continued competitiveness of this vital maritime hub depends on its ability to safely accommodate the world’s largest cargo vessels. This unanimous decision by the Board is a forward-looking step to secure the long-term viability of the Port of Oakland and to support the economic lifeline it provides for the region as well as the SUP.

## FOOD FOR PEACE

On May 2nd the White House unveiled a plan to completely defund the Food for Peace Program under its budget proposal for discretionary spending in fiscal year 2026. Food for Peace was part of the U.S. Agency for International Development, which was shuttered by the Department of Government Efficiency (DOGE) earlier this year. The program spends \$1.6 billion annually to ship food overseas, providing cargo for U.S. flag shipping (cargo preference). As reported in the months prior and during my trip to Washington DC for the Maritime Sail In, the transfer of Food for Peace to USDA was advocated for by industry and labor. On June 11, the Union was informed that, during the House full committee mark up of fiscal year 2026 agriculture appropriations, the manager’s amendment that pass included a provision striking the Food for Peace transfer to the U.S. Department of Agriculture (USDA) from the bill. On June 30th, a letter signed by 68 organizations, including the SUP, supporting the transfer of the Food for Peace program to the USDA in the spending bill, was sent to Senate Agriculture Appropriations Committee members. That letter is in the July West Coast Sailors as well as communications packet sent to all branches for their monthly branch meetings.

## 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 second quarter of 2025, and report back to the membership at the August membership meetings. In the event the Committee cannot be filled today, I recommend that when the quarterly audit is completed, which will be in about two weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Monday, August 11 at 0800.

## HOLIDAYS

**Independence Day:** All SUP halls will be closed on Friday, July 4<sup>th</sup> in observance of Independence Day. All work performed at sea or in port is paid at the overtime rate under all SUP Contracts.

**Harry Bridges’ Birthday:** SUP Halls on the West Coast will be closed on Monday, July 28<sup>th</sup> in observance of Harry Bridges’ Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized SUP holiday aboard APL and Matson ships in West Coast Ports. It is not a holiday at sea.

## ACTION TAKEN

M/S (Gage, Idris) to concur with the balance of the President’s Report. Carried.  
*Matt Henning*



From Left to Right: OS Victor Compendio, CM Dennis Freedom, OS William Roth, AB Jose Aldo, AB Mike Villegas, AB Ronald Brito, Bosun Ziggy Kaczor, OS Mohamed Moore, AB Rod Purganan, AB Camillo Moreno.



# DOT Adds New Waterways to U.S. Marine Highway Program

On July 10, 2025, U.S. Transportation Secretary Sean P. Duffy announced a major expansion of the U.S. Marine Highway Program (USMHP), adding 848 miles of navigable waterways and bringing on board 14 new route sponsors. This update increases the national marine highway network to a total of 27,139 miles spanning 35 designated routes, reinforcing its role in supporting American supply chains, critical infrastructure, and maritime workforce development. A centerpiece of the expansion is the M90 corridor, stretching 2,345 miles across the Great Lakes from Minnesota to New York. Seven new sponsors have joined this vital route: the state Departments of Transportation for Wisconsin, Illinois, Minnesota, Michigan, and New York, along with the Ports of Indiana and the ErieWestern Pennsylvania Port Authority. Secretary Duffy emphasized this move reflects a long-term vision: “Our nation’s many rivers and inland ports are crucial resources to moving great American products to markets across the country and around the world,” and that expanding the program “will strengthen the Great Lakes economy and other regional communities.”

In addition to Great Lakes enhancements, the program now incorporates four inland river routes: M23 (Big Sandy River) – 20 miles, cosponsored by Kentucky and West Virginia DOTs. M24 (Cumberland River) – 382 miles, cosponsored by Kentucky and Tennessee



DOTs. M165 (Green River) – 109 miles, sponsored by the Kentucky Transportation Cabinet. M167 (Ouachita River) – 337 miles, cosponsored by Louisiana DOT & Development and Arkansas Waterways Commission. These additions open up significant potential for community-driven shipping projects, diverting freight traffic from congested land corridors to underused waterways.

The Marine Highway Program offers shippers an alternative to trucks and rails, mitigating congestion on highways and reducing maintenance costs for roads and bridges. Federal grants—ranging from \$5 million to \$40 million annually—can support cargoonbarge services, terminal expansions, crane installations, and other port infrastructure upgrades. Acting MARAD Administrator Sang Yi lauded the engagement of local sponsors, stating, “By adding local sponsors...who know these regions

well, we can help more American communities and businesses prosper. Bringing more partners into the marine transportation network is a no-brainer.” By redistributing freight away from highways, marine highways deliver environmental benefits—including reduced emissions and fuel use—and foster resilience in the national freight system. They also support national security by strengthening domestic sealift capabilities.

With the designation now official, grant applications for FY 2025 USMHP funding are open through July 15, 2025. Projects can be submitted by both public and private entities, provided they’re endorsed by route sponsors, who play a key role in local oversight and coordination.

This expansion dramatically widens the Marine Highway network’s footprint, especially in the Great Lakes and selected inland rivers, delivering a smarter, greener alternative to land-based freight transport. As the eligibility window closes mid-July, the expanded program positions inland ports and barge operators to unlock federal grants and build out vital maritime infrastructure. With growing freight demand, the enhanced USMHP not only eases pressure on roads and rails but also supports regional economies, strategic resilience, and sustainable transportation.



Crew on the *Allied Pacific* completing an underway replenishment with the *USS George Washington* at an undisclosed location at sea.

## Matson Navigation Company-Wage Rates — Effective July 1, 2025

### RO/RO, C-9, CV-2500, CV-2600, Aloha Class, Kanaloa Class

Rating	Monthly Base Wage	Daily Base Wage	OT Rate	Short-Handed Rate	ST Cargo Rate	OT Cargo Rate	F.O. Spill	Monthly Base Benefit	Monthly Suppl. Benefit	Daily Suppl. Benefit	Money Purchase Benefit
Boatswain											
Dayworker	\$8,319.51	\$277.32	\$46.85	\$79.99	\$35.12	\$57.91	\$27.29	\$8,410.09	\$4,766.10	\$158.87	\$25.00
AB Dayworker	\$5,867.69	\$195.59	\$46.85	\$60.25	\$35.12	\$57.91	\$27.29	\$6,284.54	\$3,561.30	\$118.71	\$25.00
Able Seaman	\$5,867.69	\$195.59	\$46.85	\$60.25	\$35.12	\$57.91	\$27.29	\$6,284.54	\$3,561.30	\$118.71	\$25.00
Ordinary											
Seaman (OS)	\$4,504.20	\$150.20	\$35.12		\$35.12	\$57.91	\$27.29	\$4,938.33	\$2,798.40	\$93.28	\$18.51

## Matson SUP Shoregang & Standby Rates — Effective July 1, 2025

	Daily Wage	Straight Time Hourly	Overtime Hourly	Daily Vacation Rate	MPB	**Special Vacation Benefit
Bosun.	\$444.40	\$55.30	\$90.65	\$66.38	\$25.00	\$7.26
General Maint						
AB & Storekeeper	\$364.08	\$45.51	\$76.32	\$54.60	\$25.00	\$6.11
Bosun Standby	\$447.04	\$55.88	\$88.94		\$25.00	
AB Standby	\$368.40	\$46.05	\$74.87		\$25.00	

## Sailors Union of the Pacific — *M/V Kamokuiki*

### Wage Rates, Effective July 1, 2025

Rating	Monthly Base Wage	Daily Base Wage	OT Rate	ST Cargo Rate	OT Cargo Rate	Daily Suppl. Benefit	MPB
Boatswain							
Dayworker	\$6,601.15	\$220.04	\$42.57	\$34.27	\$56.48	\$83.78	\$25.00
AB Watch	\$4,430.82	\$147.69	\$42.57	\$34.27	\$56.48	\$65.34	\$25.00





# Shipping Industry Braces for Impact of New Port Equipment Tariffs

U.S. port operators are raising alarms over the Trump administration’s proposal to sharply increase tariffs on Chinese-made port equipment, warning the move would significantly inflate the cost of critical infrastructure upgrades and threaten supply chain efficiency at a time of growing global trade. The proposed tariffs, reportedly as high as 100%, would target ship-to-shore cranes and other cargo-handling equipment manufactured in China. The administration is framing the move as part of a broader effort to counter Beijing’s dominance in the maritime sector and reduce U.S. reliance on Chinese technology in strategic infrastructure. However, port officials say the impact would be severe. The new duties would come on top of existing 25% tariffs placed on Chinese cranes during the Biden administration, potentially doubling the price of essential equipment used to move containers on and off ships. The result, they say, would be tens of millions of dollars in added costs for port upgrades already underway across the country. “We’re staring down a situation where the cost of a single crane could increase by \$5 to \$10 million overnight,” said Christopher

Connor, president of the American Association of Port Authorities (AAPA). “That’s not just an accounting issue—it means real project delays, reduced cargo capacity, and long-term harm to port competitiveness.” More than 80% of ship-to-shore cranes in the U.S. are made by ZPMC, a Chinese state-owned company that has supplied most of the world’s container terminals. While U.S. intelligence agencies and Trump administration officials have voiced concerns over the national security risks posed by Chinese equipment, fearing surveillance or cyber intrusion capabilities, port leaders say there is currently no viable alternative. The proposed tariffs are being considered as part of a larger trade policy shift by President Trump’s economic team, which is expected to unveil a sweeping set of China-related duties in the coming weeks. White House officials argue that the measures will protect critical infrastructure, boost domestic manufacturing, and send a strong message to Beijing over what they describe as unfair trade practices and industrial espionage. “America must control its ports, not the Chinese Communist Party,” said

Commerce Secretary Peter Navarro in a recent interview. “We are determined to build a secure, American-made maritime supply chain.” But industry stakeholders say the timing and scope of the tariffs are out of step with economic and logistical realities. Several major ports, including those in Los Angeles, Long Beach, Charleston, and Savannah, are in the midst of multi-billion-dollar infrastructure upgrades—many supported by federal funds allocated through the Infrastructure Investment and Jobs Act. If the cost of key components suddenly doubles, port executives say those investments could stall or shrink. “At a time when global demand is rising and our competitors are expanding, we can’t afford to undercut our own ports,” said Griff Lynch, CEO of the Georgia Ports Authority. “These tariffs would ripple across the entire U.S. economy, from importers and exporters to truckers, railroads, and consumers.” Port leaders are urging the Trump administration to delay the new tariffs or exempt ongoing equipment contracts to avoid economic shock. Some have proposed a phased implementation tied

to the development of a domestic crane manufacturing industry, a process analysts say could take years and require significant government subsidies. Labor unions representing dockworkers are split on the issue. Some support reducing foreign dependency and growing U.S. manufacturing, but others warn that delays in crane deliveries and rising terminal costs could lead to operational slowdowns and lost work hours. “We want American-made cranes, but we also want the jobs that come with efficient ports today,” said Frank Ponce De Leon of the International Longshore and Warehouse Union (ILWU). “This policy needs a balance.” As the administration finalizes its trade agenda, port authorities and shipping executives say they hope to engage in discussions that safeguard both national security and the smooth flow of cargo. Without that, they fear, the U.S. could face unintended disruptions in an already fragile global logistics network. “Security and sovereignty matter, but so does the ability to unload ships,” Connor said. “This shouldn’t be an either-or situation.”

# Surge in Houthi Attacks Disrupts Red Sea Shipping

continued from page 1

crewmembers were confirmed killed, and eleven remain missing. The Houthis also reportedly took six survivors’ hostage, claiming they were transported to “a safe location,” though the U.S. Embassy called it outright kidnapping. The deadliest maritime incident in their campaign since November 2023 has raised alarm in capitals worldwide and revived memories of previous deadly ambushes. These twin attacks, with four confirmed dead, multiple missing, and a half-dozen hostages, represent a dramatic escalation in the Houthi campaign, which has struck over 100 vessels in the Red Sea corridor since late 2023. This corridor facilitates nearly \$1 trillion in trade annually, underscoring the economic ripple effects of these incidents. In response, shipping companies have begun broadcasting real-time information about crew nationality and vessel operators, such as “All Crew Muslim” or emphasizing no Israeli ties, to avoid being targeted. Despite these efforts, maritime traffic has plummeted, and insurance premiums have surged, with rates reportedly doubling

within a week. These developments come on the heels of airstrikes by Israel on several Houthi-controlled ports, Hodeida, Ras Isa, Ras Salif, and the Ras Kanatib power plant, on July 6–7. The strikes, aimed at disrupting Iranian weapons transfers, reportedly hit the *Galaxy Leader*, a ship seized by Houthis in 2023 and used to monitor shipping. In retaliation, the Houthis launched ballistic missiles and drones toward Israel, including an attempted strike on Ben Gurion Airport in May that inflicted damage and injuries despite interception efforts. The current flareup illustrates how the Israel-Hamas conflict has magnified Yemen’s war into a global maritime flashpoint. The Houthi leadership, which seized Sanaa in 2014 and remains backed by Iran, explicitly frames its campaign as solidarity with Palestinians. But analysts suggest the group also seeks to consolidate regional influence and pressure Israel, the U.S., and Europe. EU naval mission Operation Aspidos, launched in February 2024 and led by multiple European navies, has increased patrols and escorts to shield vessels in the Red Sea. Despite these measures, the *Eternity C* and *Magic Seas* were not using escorts at the time of attack. United Nations Secretary-General António Guterres condemned the recent strikes, citing threats to maritime safety, environmental risks due to oil slicks, and violations of international law. The International Maritime Organization urged urgent diplomatic efforts, warning that innocent seafarers and coastal populations bear the brunt. Looking ahead, global attention turns to whether U.S. or NATO forces will deepen their presence. President Trump’s ceasefire in May 2025 briefly paused Houthi maritime attacks, but the Kremlin-called “qualitative operation” this week signals renewed defiance. Israel’s military followed with targeted strikes on Houthi arms infrastructure across Yemen after the Red Sea attacks. With mounting casualties, hostage-taking, and economic fallout, experts warn that a broader maritime conflict is simmering. The Red Sea’s vital choke point is at risk of descending into sustained kinetic activity, threatening the global supply chain and regional stability. As the search for missing sailors has now officially ended, survivor stories and environmental damage, from visible oil slicks off Eritrea, bookend the human and ecological toll. And unless urgent diplomacy breaks the cycle, the world may see more of this maritime brinkmanship in the weeks ahead.



## Dispatcher’s Report

Headquarters — March 2025

Deck	
Bosun .....	1
Carpenter .....	0
MM .....	5
AB .....	14
OS.....	5
Standby S.F. ....	19
Total Deck Jobs Shipped .....	44
Total Deck B, C & D Shipped.....	33
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.....	44
Total B, C, & D Shipped-All Depts.	33
Total Registered “A” .....	28
Total Registered “B” .....	25
Total Registered “C” .....	8
Total Registered “D” .....	26



SUP Members Jeffrey Wurzell, Lucy Gage, and Giorgio Pompei at Andrew Furuseth School of Seamanship working on their marlinspike seamanship after the HQ meeting on July 14, 2025. Photo by Sam Worth.



# SUP BRANCH REPORTS

## WILMINGTON

June 2025

**Shipping:** Bosun: 4, AB/W 9, AB/D 8, OS/ STOS 1, GVA/GUDE 0. Standby: 46  
Total Jobs Shipped: 68  
**Registrations:** A 29, B 30, C 3, D 3.  
**Ships Visited:** Making regular visits as time permits me. Also keeping in contact by phone and email.

**Agent's Report**

For some of you, being in this position means a lot. For others, maybe not so much. But one thing I can say for sure I've been 100% transparent with all of you from day one, whether it's good news or bad. I don't sugarcoat things, and I'm not about to start. I'm not your Da-Da or Ma-Ma. Leave the emotions at the door, but always bring respect for each other, for this hall, and on the vessels.  
Shipping here in Wilmington is solid. We've got a real need for STOS and ABS right now. Job calls happen at 1000. Occasionally, something might come through at 1400, but that's rare. The shipping rules apply just like they always have, and Wilmington continues to operate the way

it has for years. I don't need comparisons to other halls each one does what works for them. We're focused on what works here.  
Lately, I've been spending a lot of time straightening out situations where crews are making side deals that don't follow our agreements. This is a big problem. It goes against what we're supposed to stand for and disrespects everything that was fought for by the people who came before us.  
Once you start stepping outside the lines, it becomes easier to keep going and each time, it chips away at what we've built. There's an old saying: "Stay out of the bight and you'll be alright." These side deals might not seem like a big deal at first, but eventually, that bight tightens and someone's going to get caught.  
Let's do better. Let's hold the line and look out for each other.

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

## SEATTLE

June 2025

**Shipping:** 2 Navy AB (B, C); 1 OS (D); 1 GVA (D); 6 Standy AB (1A, 4B, C)  
**Registered:** 5 A card for a total of 14, 6 B card for a total of 12 , 4 C card for a total of 10,2 D card for a total of 4

**Agent's Report**

Seattle Branch Kaiser update.  
Kaiser has now eliminated access to the Everett Occupational clinic, which is unfortunate because they have been the most efficient and available over the past year. I will still be trying to book appointments at the nearer Capitol Hill or Bellevue clinics if I get job orders early enough.  
All clinics have been hitting around a disappointing fifty percent accurate completion of the CG-719K. They have been

particularly good about promptly sending the form to me to review for discrepancies and prompt in getting requested amended forms back to me, but it's becoming the norm, and I usually need to wait for the doctor that performed the physical to be back in the office before I can submit. At times this has taken up to a week. If you are going to submit the application for your Med Cert to the Coast Guard on your own, be sure to inspect all completed pages before leaving the clinic so it can be fixed while the attending physician is in the office.

**Fraternally,**  
**Brandon Bohannon**  
**Seattle Port Agent**

## HONOLULU

June 2025

**SHIPPING:** The following jobs were dispatched for the month:  
1 Bosun Steady, 3 AB Day steady, 3 AB Day Return, 4 AB Watch steady, 1 AB Watch Relief, 1 Ordinary, and 1 USNS Ordinary.  
There were 4 Standbys Jobs dispatched for the month.  
**REGISTERED:** 12 A-Cards, 14 B-Cards, 1 C-Cards, and 4 D-Cards.  
**SHIPS CHECKED:**  
Paint & Rigging (Vacation time being looked into), *Oceania* (Reports are she's a feeder. Restriction to Ship being looked

into), *Islander*, *D.K. Inouye*, *Manulani*, *R.J. Pfeiffer*, *Lurline*, *Kaimana Hila*, *Mahimahi*, *Manoa*, *Maunawili*, *Matsonia*, *USNS Charlton*, and *USNS Watson* running smooth, with few if any beefs.  
**Agent's Report**  
Shipping is "status quo" right now. But with summer upon us, looking for an uptick. We attended a Marimed Foundation "meet and greet" for young people looking into the maritime industry as a career option. We also attended a labor conference hosted by the UH West O'ahu "CLEAR" program. NLRB investigator Gary Gray was the featured speaker. We also attended the Hawaii Ports Maritime Council, and AFL-CIO executive Board meetings. The common theme running through all of these meetings, is the uncertainty of what are supposed to be our "bedrock" protections as workers.

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



Frank McIntosh, Matson Lines Hawaii South Seas, Artwork, 1936

# VICE PRESIDENT'S REPORT

June 2025

**USNS Pililaau** — Kayla Doiron, Delegate. Ship is docked in Blount Island, Florida and is getting ready for Diego Garcia voyage. Crew is getting along well and preparing for smooth sailing. Fernando Rigonan, Bosun.  
**USNS Seay** — Kevin Stewart, Delegate. The ship is docked Blount Island, Florida. Prepping to get underway to Boston dry dock before loading up cargo for voyage to Saipan. Frank Duffin, Bosun.  
**USNS Sisler** — Noel Romero, Delegate. Crew just finished several inspections, ABS, ISM and COI. All inspections passed with no problems. Ship fully crewed, busy and in high moral. Ship has left Saipan and heading for Yeosu, South Korea. Jeff Nicholas, Bosun.  
**USNS Dahl** — Shoal Nervo, Delegate. Things are going well on the Dahl, everyone's getting along, the work's getting done safely, and morale is high all around. Perciverando Quiteles, bosun.  
**USNS Watson** — Ali' Aleka, Delegate. Ship docked in Baltimore Maryland, no major beefs reported. Joshua Sheldrick, Bosun.  
**USNS Soderman** — Gabriel Moreno, Delegate. No major beefs reported. Tied up alongside *Red Cloud* in Norfolk, VA. Gonzalo Sarra, Bosun.  
**USNS Red Cloud** — Jason Alonzo, Delegate. No major beefs reported. Tied up in Norfolk alongside *Soderman*. Mohan Gandy, Bosun.  
**Cape Hudson** — Ventrell Johnson, Delegate. Clarification regarding penalty meal hour, please remember on military ships there is no penalty meal hours. Jesus Her-mosillo, Bosun.  
**Cape Henry** — Ian Serra, delegate. Successful voyage from Honolulu to Subic Bay Philippines. Ship heading to Japan, before she returns back to the mainland USA. Few minor beefs reported. Marc Calairo, Bosun.  
**Haina Tanker** — Crew reporting issues with air conditioning. Working with company to resolve the problem.  
**Allied Pacific** — David Pelczmann, delegate. Ship is preparing for unrep mission in Australia. Stopping in Guam for crew changes. Steward is having budget issues with PCS, we will continue to monitor and take action if required. Arturo Orcino, Bosun.  
Coast Guard is carefully inspecting mariners 719k physical (physical taken to obtain med cert), please make sure your 719k physical is properly filed out.

Sam Worth

# BUSINESS AGENT'S REPORT

June 2025

**Mahimahi** — Honolulu, Hi. Dennis Sumague, delegate Sailed for Oakland there was some disputed overtime went over the sheets with Agent Patrick, Need Clarification will keep Headquarters aware of these issues. Remoni Tufono as relief Bosun.  
**Manoa** — Oakland#62 delegate Paul Harseny short stay that's the schedule for Oakland we arrive early morning sail later in the evening for Los Angeles. Company cut back on the overtime, Great Gang making the best of it on the Southern triangle with Cody Clark as Bosun.  
**Kamokuiki** — Currently laid up in Malaysia couple weeks ago. Matson's called a new crew back the after picking up a charter running from Deigo Garica to Singapore. Haven't heard the length of the charter, The company expecting this to happen middle of July.  
**Maunawili** — Oakland#62 David Purganan delegate good ship all is well, the gang happy on the Northern Triangle with Zbigniew Lewandowski as Bosun.  
**Maunulani** — check in with little or no beefs  
**RJ Pfeiffer** — *Singapore Shipyard for repairs.*  
**Mokihana** — Still remains tied up Berth#23 Oakland outer Harbor.  
Members dispatched to GW Security watches will maintain watches from time of arrival to time of departure.  
**President JQ Adams** — Oakland#56 Newly elected delegate Edward Hervias took over the sheets. Arrived in Oakland to see the SUP GW security showed up on arrival ready to go, along with steady AB Ariel Odion. Saher Ali as Bosun  
**President Grant** — Delegate to be elected, APL ordered GW security for the President Grant will be there on arrival. All is well and running smooth with Arsenio Purganan as Bosun.  
APL Eagle — Jebel Ali — Romelito Linatoc delegate there's on going issues with topside with Bullying Tactics , Speaking disrespectful to some crew members, what a piece of work, highly recommend charm school. Ali Ghaleb as Bosun.  
SFBP Pier#9 — Delegate Chris Auer we have temporary deckhands on going training for possible long-term employment as a boat Operator. Big thank you out to Geoffrey Knight for Covering the Dock Bosun's job while Steve Ross was recovering from his recent hip surgery.  
**Agents Report:** Shipping is slow for commercial especial for Matson not so much APL. For Military trained ABs and OS shipping still good those members. Recommend any Ordinary Seamen with enough time to get there RFPNW ,STOS special trained Ordinary Seamen can be dispatched to APL vessel's. Dues can be paid over the phone with a \$5.00 convenience fee. Check your Documents if there less than 6 months to expire its time to start the renewing process.

Roy Tufono

## SUP Pensioners Join the Ranks of Retirement

Nick Hoogendam	Bk#5865	7/1/2025
Keith Kamana	Bk#3171	7/1/2025