

West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Wednesday, April 10, 2024

Congress Secures Funds For Maritime Programs

After months of uncertainty, on March 9th President Biden signed into law the Consolidated Appropriations Act of 2024, averting a partial government shut down and, among other things, providing funding through the end of fiscal year 2024 for essential U.S. maritime programs and fleets supporting both the U.S. Merchant Marine and national defense sealift operations.

Surviving the politically charged budget wrangling on items unrelated to maritime, the appropriations act ensures funding for several programs that directly sustain jobs for U.S. merchant mariners, including SUP members. It also benefits and sustains the U.S. Merchant Marine in its various strategic sealift and national defense operations.

For fiscal year 2024, the Maritime Security Program is fully funded at \$318 million. The MSP's 60 militarily-useful U.S.-flagged ships are crewed by U.S. merchant mariners and operate in international commercial trades. The ships and their intermodal cargo systems and networks are available to the Department of Defense for military sealift operations and in national security emergencies. The cost is

a small fraction of the estimated \$65 billion or more it would cost the government to replicate the sealift capacity and the intermodal infrastructure provided to the DOD by private-sector MSP participants.

The Tanker Security Program (TSP) is funded at \$60 million for the operation of 10 qualified U.S.-flagged tankers. Although the fiscal year 2024 appropriation does not include funding for the legislatively-mandated expansion of the Tanker Security Program from 10 to 20 ships, the appropriations act does provide an additional \$2.5 million for each enrolled tanker for verifiable training costs and other crew-related expenses. Like the Maritime Security Program, the funding for the Tanker Security Program needs to be appropriated each year, even though the program is fully authorized to be funded through 2035.

Additionally, the appropriations act provides funding for U.S. food-aid programs through the end of the current fiscal year. Food for Peace Title II — the primary source of foodaid cargoes for U.S.-flagged vessels — is now funded at a baseline of approximately \$1.62 billion, a decrease from the previous year's funding level of \$1.75 billion. Under U.S. cargo preference requirements, at least 50 percent of U.S. government impelled food-aid shipments must be carried by U.S.-flagged vessels. While providing vital food aid to nations in need around the world, these cargoes help keep U.S.-flagged commercial vessels in service and U.S. merchant mariners, who are needed to man surge and reserve military sealift vessels in times of war and crisis, employed and current on their skills and certifications.

There are also shipbuilding guarantees. For the Maritime Guaranteed Loan (Title XI) Program, the appropriations act provides \$50,586,000 for new shipbuilding loan guarantees — approximately \$10 million more than was authorized for fiscal year 2024 for the Title XI Pro-

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Baltimore Bridge Struck By Ship; Collapse Kills and Closes Port

A foreign-flagged container ship struck Baltimore's Key Bridge and it fell like a house of cards. Workers on the bridge fell to their deaths, debris closed the port, and the catastrophic shock wave of a suddenly seized maritime economy shook the region and the industry.

The containership Dali, a Singapore-flagged cargo ship, lost power and in a matter of minutes the bridge was down. Occurring at 1:30 in the morning, it could have been much worse. Police and harbor officials stopped cars from entering the bridge before the accident took place because of a mayday alert from the ship when it lost power.

A state of emergency was declared by Maryland Gov. Wes Moore and U.S. Transportation Secretary Pete Buttigieg was on scene in a matter of hours, briefing President Biden. A team from the National Transportation Safety Board began a long investigation. The U.S. Army also activated an emergency operations center for the Army Corps of Engineers, bringing 1,100 specialists in engineering



and construction to assist other authorities at the scene.

Widely available video of the event shows the vessel losing and then regaining power before the crash. Collapse of the Francis Scott Key bridge, a major highway artery across the harbor and part of I-695, forced an indefinite closure of the Port of Baltimore, one of the busiest on the U.S. Eastern Seaboard, handling more automobile and farm equipment freight. A temporary shallow draft channel was operational in a matter of days and crews began to dismantle to mangled bridge sections. The *Dali* itself was pinned in place by the wreckage.

The bridge collapse could cost insurers billions of dollars in claims, analysts said, with one putting the cost at as much as

\$4 billion, which would make the tragedy a record shipping insurance loss.

While traffic in and out of the port's inner harbor has been suspended, economists and logistics experts said they doubted the port closure would unleash a major U.S. supply chain crisis or major spike in the price of goods, due to capacity available at nearby ports such as New York/New Jersey and Norfolk and all along the Eastern Seaboard.

The loss of the bridge also caused huge traffic jams across Baltimore, forcing drivers onto two other congested harbor crossings and complicating daily commutes and regional traffic detours for months or even years to come.

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Maersk Tariff Evasion Sends Cargo to Mexico; Rates Stay Soft

Eastbound trans-Pacific ocean container spot rates plunged again this week as container ship capacity on the trade lane recovers and volumes reset at a lower level than they were pre-Lunar New Year.

The Freightos Baltic Daily Index spot rate for China to the West Coast of North America fell from \$3,620 per forty-foot equivalent unit to \$2,976 per FEU this week, a drop of 17.8%. The rate has come down more than 36% since March 1 as steamship line networks have adjusted and capacity has loosened during the Red Sea crisis.

A similar benchmark, the Drewry's World Container Index, Shanghai to Los Angeles, stands at \$3,825 per FEU after declining from its high of \$4,771 on Feb. 8.

(Two key eastbound trans-Pacific container spot rate benchmarks have recently declined. Chart: SONAR)

According to the Caixin manufacturing purchasing managers' index, China's industrial activity is growing again: The diffusion index hit 51.1 on Monday, above 50, the level indicating expansion, for the fifth month in a row. But that growth — or to be precise, optimism regarding growth — hasn't yet shown up in China-U.S. trade. According to SONAR's Container Atlas, ocean container bookings outbound from China to all ports globally have recovered nicely, reaching the equivalent of pre-Lunar New Year levels with a notable acceleration in bookings in the past week.

But it appears that exports to

the United States are accounting for a smaller share of that outbound container flow.

In late March, FreightWaves reported on Maersk's open admission and indeed advertisement of its services helping importers avoid tariffs by moving goods through Mexican ports and then into the U.S. Gradually shifting container flows that take advantage of those services and improving Mexican logistics infrastructure may be responsible for lagging volumes from China to the U.S.

Liner companies may be trying to firm up eastbound trans-Pacific rates, although these measures haven't been felt much, according to other SONAR Container Atlas data

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....Bk#2251
- Hannu KurppaBk#3162
- Gunnar Lundeborg..... Bk#4090
- Vince O'Halloran..... Bk#2463
- James ClayBk#4794
- Mike WorthBk#3629
- Terrence LaneBk#4107
- Mike Dirksen.....Bk#2739

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- Rico Ecalnir..... \$30
- Lafin-Nikita Johnson \$50
- Ben Braceros..... \$50
- Jonathan Agbayani..... \$50

West Coast Sailors

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- Joanthon Agbayani..... \$50
- Nils Dobszinsky..... \$20

Political Fund

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- Nick Manessiotis \$40
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- Brendan Bohannon \$50
- John Hartley \$50
- Lafin-Nikita Johnson \$50
- Ben Braceros..... \$50
- Bruce Thompson \$100
(In Memory Of Duane Nash)
- Brian Toder \$100
(In Memory Of Al Toder)
- Roy Tufono \$100
- Dave Connolly \$100
- Corey Edgil..... \$50
- Sam Worth..... \$50
- Jeffrey Baccay \$20
- David Purganan \$20
- Patrick Weisbarth \$50
- Jonathan Agbayani..... \$50
- John Villa..... \$10
- Arsenio Purganan \$50

Final Departures

Duane Nash, Book No. 2437. Born in 1951. Died February 29, 2024. (Pensioner in Massachusetts in 1929. Joined SUP)

SUP WELFARE PLAN NOTES

To Do List Before Retirement

As there has been a recent increase in applications for retirement, we are publishing the following reminders:

Your active medical and dental coverage will terminate when you retire. As an example, if your shipping time has given you active plan eligibility through September 2024 and you retire effective June 2024, your active coverage terminates June 2024.

If you are 65 years of age or older, you should already be enrolled for Medicare Part A. Medicare Part A covers in-patient hospitalizations after a deductible. Most people are not required to pay for Medicare Part A coverage.

Since active plan coverage will terminate when you retire, you should also visit the Social Security/Medicare office or websites to inquire about Medicare Part B and Medicare Part D coverage. The Plan office can help you complete forms for your enrollment.

Medicare Part B covers Medicare eligible physician services, outpatient hospital services, certain home health services, and durable medical equipment. Medicare Part D is the Medicare Prescription Drug Plan. Medicare can advise you of the plans available and the cost.

The cost of the Medicare Part B premium can be reimbursed to you on your monthly SIU Pacific District Pension Plan benefit payment. Check with the Plan Office in that regard. The amount reimbursed for the Medicare Part B premium is then deducted from the Pensioners' Annual Allowance available to the Pensioner.

The cost of the Medicare Part D premium and cost of co-payments for medical services covered by Medicare Part B and prescription co-payments covered by Medicare Part D can be submitted as claims toward the Pensioners Annual Allowance.

If your spouse is not eligible for Medicare or you have other dependents, you will need to inquire about other health care options available for them when your active coverage terminates. It would also be in your best interest to inquire about additional supplemental plans for yourself.

- Michelle Chang, Administrator michelle@marinerbenefits.org,
- Patty Martin, MPP & 401(k) Plans, Death Benefits patty@marinerbenefits.org
- Gina Jew, Claims gina@marinersbenefits.org
- Michael Jacyna, Eligibility michael@marinerbenefits
- Derek Chang, SIU-PD Supplemental Benefits, Contributions derek@marinerbenefits.org
- Dan Gaipa, SIU-PD Pension Plan dan@marinerbenefits.org
- Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net
- SUP Welfare Plan 730 Harrison Street Suite 415, San Francisco, CA 94107
- Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
- SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991 Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on April 4, 2024 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Tawfiq Ahmed	B-19795	1 yr.	O.S.	B
Joseph Dulay	B-19796	1 yr.	O.S.	B
Joshua Sheldrick	B-19797	1 yr.	A.B.	B
Dean Crisostomo	B-19798	1 yr.	A.B.	B
Harry Phillip	B-19799	1 yr.	A.B.	B
Fadel Ali	C-3032	30 days	A.B.	C
David Hill	C-3033	30 days	A.B.	C
Lafin-Nikita Johnson	C-3034	30 days	O.S.	C

Ratings: Bosun Stamp

Luis Rosas Bk#3212

Membership and Ratings Committee's Report: Peter Leo, #4114, Faith Matas #6555, and Steve Fuentes, B-19473



Membership and Ratings Committee's Report: From left is Peter Leo, #4114, Faith Matas #6555, and Steve Fuentes, B-19473

A Look Astern



AB Norm Kurtz and Bosun Knud Rasmussen at the head BBQ table aboard the S/S Maui at sea enroute Honolulu in 2004.

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Duane Nash was a sailor and the SUP Wilmington Branch Agent. He was the straightest shooter you could ever meet, honest as the day is long, and didn't ever mind telling a captain or an AB what's what.

I was his watch partner on the *Lurline*. He was always on time, loved whatever job the bosun gave him, and was a walking history book. He was just happy to be at sea. When I became Branch Agent, Duane was my advisor and vacation relief. Later, we sailed together again on the *Lihue*, his last ship. The captain gave him a Hawaiian Koa paddle to honor him as a sailor and shipmate. Later, he fearlessly went kayaking at age 88 despite not knowing how to swim. He was of sound mind and body at age 95 when he died. I thought he would live forever.

Duane Nash was born in 1929 and was in

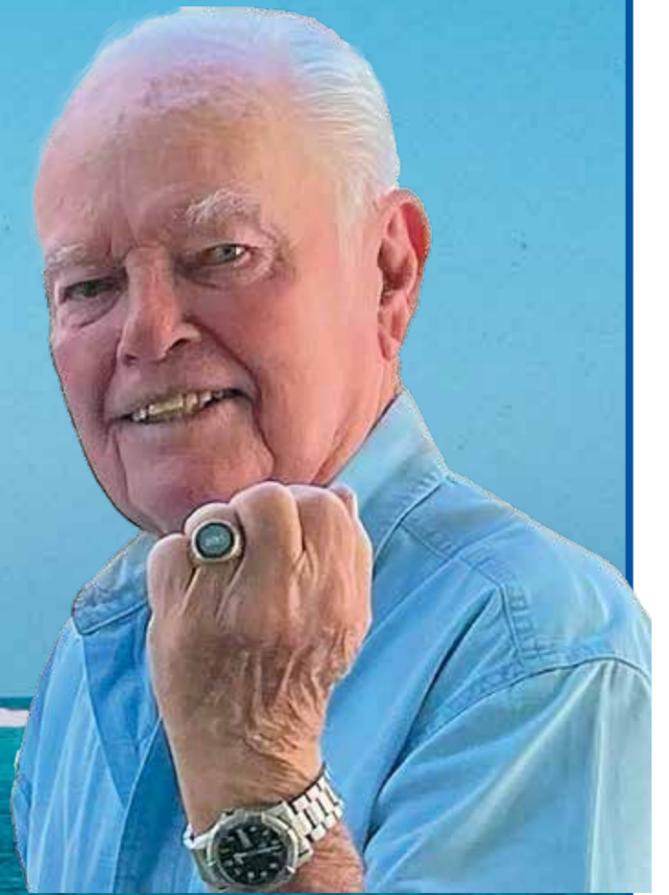
the Army Air Corp before joining the SUP in the early '50's. he embodied the spirit of his generation's dedication to duty and service and he is survived by his sons Larry, George and Gerold as well as legions of SUP sailors. The old proverb that "when a old man dies it's like a library burning down" comes to mind. Fair winds, Duane, and following seas.

— From Mark Hurley:

Duane Nash

BK # 2437

1929-2024



SUP members and friends salute the passing of Brother Duane Nash



Duane Nash aboard the Standard Oil tanker *R.G. Follis*, 1954.

MarAd: Switch Off AIS in High-Risk Waters

In the ever-escalating tensions of the Middle East, the Maritime Administration (MarAd) has issued new directives for U.S.-flag commercial vessels traversing perilous waters. MarAd Advisory 2024-004 specifically targets high-risk zones, encompassing the Southern Red Sea, Bab Bab Al[1]Mandeb Strait, Gulf of Aden, Strait of Hormuz, and adjacent waters. The advisory avoids calling the

areas "war zones."

Vessels are advised to deactivate their Automatic Identification System (AIS) transponders, a tactic intended to minimize the likelihood of hostile targeting, particularly in areas heavily influenced by Houthi forces. This advisory supersedes previous recommendations, and thus reflects the dynamic nature of maritime security challenges

in the region. The confluence of factors, including Houthi insurgencies, resurgent Somali piracy, and assertive Iranian actions, poses significant threats to vital shipping lanes crucial for global trade in the region.

The recent spate of attacks underscores the urgency of the MarAd advisory. Since November, numerous vessels have come under attack by Houthi's drones

and missiles, and armed attackers. The rebel group in Yemen has aligned their military actions with support for Palestinians in the Gaza war. Important to note however is that the threat landscape now extends beyond Houthi militants, encompassing risks emanating from Iranian forces across the Persian Gulf, Strait of Hormuz, Gulf of Oman, and Arabian Sea.

ITF Condemns Gulf of Aden Mariner Deaths: Calls for Re-Routing

The International Transport Workers' Federation (ITF) has issued a statement condemning the Houthi attacks that killed three mariners and injured many others aboard the bulk carrier *M/V True Confidence*. The Union also urged shipping companies to divert their vessels away from the Red Sea hotspots until mariner safety can be ensured. "No delivery window is worth the loss of seafarers' lives," the statement read.

The ITF called on the industry "to divert ships around the Cape of Good Hope until safe transit through the Red Sea can be guaranteed." ITF Seafarers' Section Chair Dave Heindel said "This act of senseless violence on the high seas is an affront to transport workers all over the world and a clear violation of international law. These brave seafarers embarked on their journeys with a com-

mitment to connect nations, facilitate trade, and uphold the vital maritime industry. Their dedication to their profession was an embodiment of resilience and courage. The news of their untimely departure weighs heavily on all of us, and we stand together in mourning the immeasurable loss."

Meanwhile, the International Bargaining Forum, an international maritime group representing flag-of-convenience seafarers and shipowners, has unanimously agreed to designate the Red Sea and Gulf of Aden as 'Warlike.' The move comes after the Houthi attack on the *M/V True Confidence* that killed three seafarers at sea. They noted that seafarers' lives are in grave danger in those waters and strongly urged charterers, operators, and shipowners to avoid passage through the area until there is

no risk to the safety of seafarers from further attacks.

IBF stated, "In the meantime, this body is calling for the diversion of vessels, avoiding the sailing through the

Newly Established Warlike Area. The IBF will be asking all employers and union affiliates to lobby their respective governments to intervene and act in the safety of seafarers.

SUP Meetings 2024

HQ

- April 8, Monday
- May 13, Monday
- June 10, Monday
- July 8, Monday
- August 12, Monday
- September 9, Monday
- October 15, Tuesday
- November 12*, Tuesday
- December 9, Monday

*Tuesday meeting due to holiday

Branches

- April 15, Monday
- May 20, Monday
- June 17, Monday
- July 15, Monday
- August 19, Monday
- September 16, Monday
- October 21, Monday
- November 18, Monday
- December 16, Monday

Maritime Brinkmanship Edges Up as China and U.S. Hold Competing Drills in Disputed Waters

China conducted "combat patrols" on April 6th in the South China Sea, the same day the Philippines, the United States, Japan and Australia held their first joint drills in the disputed waters.

The maritime activities took place days before President Joe Biden was due to hold the first trilateral summit with the leaders of the Philippines and Japan, with growing tensions over the hotly contested South China Sea on the agenda.

Beijing's People's Liberation Army said it was organizing "joint naval and air combat patrols in the South China Sea" noting that "All military activities that mess up the situation in the South China Sea and create hotspots are under control." The language is an unguarded swipe at the other U.S.-led drills being held in the waters.

The Philippine military said its drills with the United States, Australia and Japan "demonstrated the participating countries' commitment to strengthen regional and international cooperation in

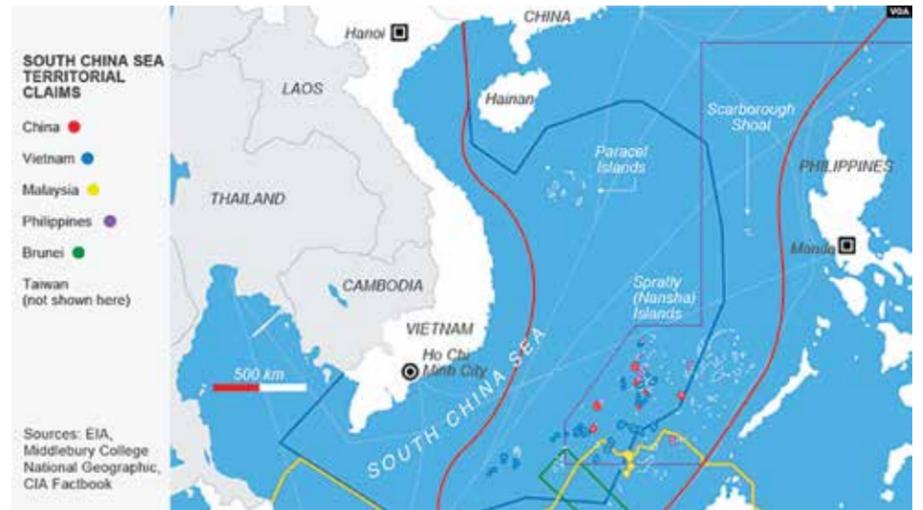
support of a free and open Indo-Pacific through interoperability exercises in the maritime domain." Called the "Multilateral Maritime Cooperative Activity", the drills included naval and air force units from all four countries.

They performed a communication exercise, division tactics, and a photo exercise, the Philippine statement said Sunday. The Japanese embassy in Manila said in a previous statement that "anti-submarine warfare training" would be included in the drills.

The United States has sought to strengthen defense cooperation with its allies in the region to counter China's growing influence in the region, likely the world's next military hotspot.

Top U.S. officials have repeatedly declared the United States' "ironclad" commitment to defending the Philippines, a treaty ally, against an armed attack in the South China Sea — to the consternation of Beijing.

China claims nearly all of the water-



way despite competing claims from other countries, including the Philippines, and an international ruling that its stance has no legal basis.

"Under the guise of 'protecting fishing', Philippine government ships have illegally violated and provoked, organized media to deliberately incite and mislead, continuing to undermine stability in the South China Sea," spokesman Gan Yu said. "We are telling the Philippines that any infringement tactics are in vain," Gan said, adding that China would "regularly enforce the law in waters under [its] jurisdiction."

Relations between Manila and Beijing have deteriorated under Philippine

President Ferdinand Marcos, who has taken a stronger stance than his predecessor Rodrigo Duterte against Chinese actions in the sea.

There have been several confrontations between Philippine and Chinese vessels near contested reefs in recent months, including collisions. Marcos said on March 28 that the Philippines would not be "cowed into silence, submission, or subservience" by China. He also said the Philippines would respond to recent incidents with countermeasures that would be "proportionate, deliberate, and reasonable."

Source: Voice of America News



Aboard the Chevron tanker *Texas Voyager* at the Long Wharf in Richmond California is OS Sheldon Riodique, Bosun Ron Gill, AB and delegate Ken Speas, AB Danilo Perez and Machinist Cesar Finones. Photo by Matt Henning

China's Maritime Dominance Strategy

China has dramatically built up its maritime might through manufacturing subsidies and strategic investments in international seaports. China's shipping and shipbuilding industries are fueled by its export economy and extraordinary support from the Chinese government. The result is a Chinese commercial maritime industry that puts U.S. national security at risk.

- 80% Ship-to-shore cranes produced by China
- 96% World's shipping containers produced by China
- 2nd Largest shipping fleet
- Chinese Shipbuilding: \$132bil. Government shipping and ship building subsidies
- 45% of Ships built globally in 2019 were Chinese

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Hurricane Forecast: Wild Weather Ahead

Based on unusually hot water temperatures in the Atlantic, Colorado State University's Tropical Weather & Climate Research lab is predicting an "extremely active" hurricane season in 2024.

The group forecasts 23 named storms, 11 hurricanes, 5 major hurricanes and accumulated cyclone energy of 210. These values are all about 40 percent higher than the average year, and higher than any that CSU has issued in an April forecast before.

The root cause is "record warm" sea surface temperatures in the Atlantic. The heat is expected to last through the season, and combined with low wind shear from a La Nina cycle, it creates a favorable environment for storm formation and intensification, the researchers said. These conditions stack the odds in favor of a

hurricane making landfall in the United States or in a Caribbean nation.

Based on 40 years of data, CSU's forecast models all predict a "hyperactive season." The odds of landfall in the U.S. are in the range of 62 percent (19 percentage points above average), with the highest odds on the Gulf Coast. The odds of a hurricane tracking through the Caribbean stand in the range of 66 percent.

CSU cautioned that its April forecast is released early in the season, and is issued for rough guidance rather than precision. However, the team said that they have unusually high confidence in their outlook this year because the underlying evidence is so strong.

Expect More Tropical Storms, NOAA Warns | KUAF

Unions Tell Congress to Maintain Recent Mariner Legal Protections

The maritime unions have called on leaders of key Congressional subcommittees to reject any attempt to weaken the protections afforded to merchant mariners under the Safer Seas Act. The act was promulgated in 2022 to primarily to address the problem of sexual assault and sexual harassment in the maritime industry. It requires companies to inform the Coast Guard if a harassment complaint is received.

Critics of the law are already attempting to weaken it through amendments to the Coast Guard Reauthorization Act of 2024. One proposal would eliminate the requirement that the Coast Guard be notified of an incident or complaint, leaving the situation and any possible corrective action solely to the company.

The unions, including the SUP, joined in a March 20 letter sent to the heads of the House Transportation and Infrastruc-

ture Committee and its Coast Guard and Maritime Transportation Subcommittee to ask Congress to maintain the standards. "It is our understanding that you and your colleagues are being asked to include provisions that would significantly weaken protections afforded to merchant mariners under the Safer Seas Act," the unions wrote. "Specifically, we understand that certain amendments would eliminate the current reporting and investigation requirements that arise when a mariner is subject to non-sexual harassment, thereby vesting sole responsibility to respond to such incidents within the shipping company itself."

Anything that reduces the protection and recourse available to mariners was specifically opposed, including the improper use of video and audio surveillance. "In addition, we are deeply

concerned about pre-emptive changes affecting the retention of video and audio recorded aboard U.S. flag vessels intended to protect victims in the workplace."

"Our unions remain deeply committed to improving the culture and safety within our industry," the letter said. "Marine employers must share that commitment, which should extend to shoreside training in certified SASH prevention programs with live instructors rather than perfunctory computer-based training that is quickly reduced to checking off boxes. Ultimately, every mariner must benefit from a workplace environment that is free from all forms of abuse and harassment, sexual and otherwise. To do otherwise, simply because it may be more convenient for a vessel owner and operator, represents a step backward, a step our organizations strongly urge Congress not to take."

The letter was signed by Union presidents Don Marcus of the Masters' Mates and Pilots, American Maritime Officers Willie Barrere, AFL-CIO Maritime Trades Department Executive Secretary-Treasurer Mark Clements, Sailors' Union of the Pacific's Dave Connolly, Seafarers International Union's David Heindel, Marine Firemen's Union's Anthony Poplawski, AFL-CIO Transportation Trades Department's Greg Regan, and Marine Engineers' Beneficial Association's Adam Vokac.

It was addressed to Sam Graves, chair of the House Committee on Transportation and Infrastructure, Rick Larsen, ranking member of the committee, and to Daniel Webster, chair of the House Subcommittee on Coast Guard and Maritime Transportation and Salud Carbajal, ranking member.

Food Aid Coalition Aims to Restore Funding

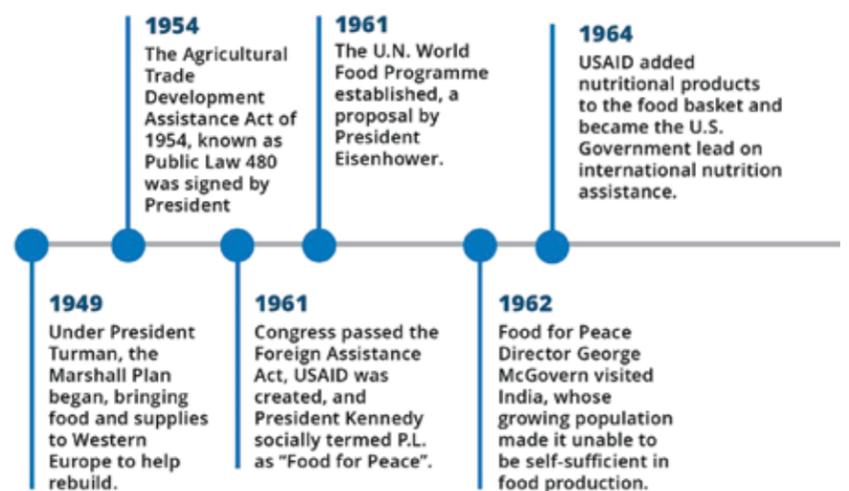
A huge coalition of 123 agriculture and shipping interests began the effort to pass new international food aid programs for the Fiscal Year 2025. It asks that Congress increase the Fiscal Year 2025 agriculture appropriations funding for these crucial accounts to a minimum of \$2.4 billion.

FY '24 Appropriations were recently approved by Congress and signed into law. However, the funding levels from FY '23 were reduced by \$62,416,627 for Food for Peace and the McGovern-Dole Food for Education program took a \$5 million haircut over the previous fiscal year.

Food for Peace has proven to be the most successful international food aid program in the world providing transparency and reliability while lending crucial support to vital U.S. agriculture and maritime jobs. Opponents have routinely called for "reform" of the successful PL-480 program by eliminating the U.S.-flag cargo preference component and transforming it into more of a cash-based program sometimes called the "voucher system."

In 2012, during the Obama administration, there was a drastic reduction of cargoes for U.S.-flag shipping that has persisted over the past decade. The required U.S.-flag shipping cargo preference for food aid fell from a 75% to 50% level. It helped facilitate a reduction in the internationally-trading U.S.-flag fleet as ships continue to flag out from the Stars and Stripes. Subsequent erosion of the mariner pool ensued, and the same erosion is at work today, complicating the nation's ability to fulfill DOD sealift requirements.

The coalition put together a letter to the Chairs and Ranking Members of both the House and Senate Agriculture Subcommittees (part of each chamber's Appropriations Committees) emphasizing the importance of supporting these lifesaving programs that guarantee good American jobs. It also helps world hunger. The P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole International Food for Education, have garnered significant bipartisan backing for over seven decades since enactment



in 1954 and have aided millions of vulnerable individuals globally. The Food for Peace program predates and was a precursor for the United Nations' own World Food Programme.

To be sure, the need for global food assistance remains high. Persistent drought, ongoing conflict, inflationary costs, and other crises worldwide add to already

increasing hunger statistics. According to the UN World Food Program, the number of people facing crisis levels of food insecurity has risen to 333 million due to COVID-19, conflict, and climate-related extreme events

The United States has a long legacy of leading the fight against world hunger, starting with President Eisenhower..

Come Sail Away: New Build Tanker Will Have Rigid Wing Sails

The UK-based shipping company called Union Maritime has ordered the installation of rigid wing sails for two of its new build tankers. It is one of the first deployments of wind-assisted technology in the larger tanker sector and not as a retrofit. Until now most of the applications of sail propulsion have come in the bulker and smaller ship segments. But interest is high throughout the shipping industry to find near-term technologies that will contribute to decarbonization.

The new tankers, under construction at Shanghai Waigaoqiao Shipbuilding (SWS) yard in China, will each feature three WindWings developed by BAR Technologies and are being billed as the "greenest and most efficient long-ranger tankers," in the industry.

The vessels are due for delivery in July and November 2025. The sails are intended to operate with a route optimization system that adjusts based on wind conditions, vessel speed, and course, all without compromising the vessel's speed.

Shipping companies are looking to the available technologies and retrofit to ships to help in achieving the first stage of the required reduction in emissions. Most feel that the 30 percent target can be achieved with available technologies such as route optimization, retrofits on bows and propellers as well as adding stern ducts, and using paint and coatings to reduce hull friction. Adding wind-assisted propulsion adds another option to meet the required reductions.



Australia Finds Master and Company Guilty of Poor Seamanship

Australia brought the legal hammer down on a ship's master and shipping company for an accident that was traced to the poor rig of a pilot ladder.

The accident occurred on May 25, 2023. The pilot was severely injured while transferring to the Panama-flagged cargo ship Boshi 58, owned by Hong Kong-based Fu Ye Shipping, after the pilot ladder line parted and fell.

The master of the Boshi 58 and Fu Ye Shipping pleaded guilty and were fined

AUD \$5,300 and \$32,000 respectively, for failure to comply with a 2023 marine order and Australia's Navigation Act 2012. Prosecutors determined that the pilot ladder were not regularly checked and had been stored improperly. The ladder's condition degraded to the point where it became unsafe.

It was the second successful prosecution related to a pilot ladder failure, and in this case resulted in injury to the pilot. In June 2023, another company called AAL Damp-

ier Navigation Co Ltd was fined AUD \$30,500 for a similar accident involving the AAL Dampier as it departed the Port of Fremantle the year before. In that accident, pilot was injured after falling about 7 meters from a faulty pilot ladder onto the deck of the pilot boat below.

Climbing up or down pilot ladders on a moving ship over water is an dangerous way to get to and from work. AMSA Executive Director Operations Michael Drake nevertheless noted that these accidents

were preventable and put seafarers' lives at risk. "Pilots rely on a ship's master and crew to properly maintain, stow and rig pilot ladders, and neglecting a pilot ladder can have deadly consequences," he said. Drake noted common issues with pilot ladders include falling short of accommodation ladders when used in combination, unsafe use of shackles, and failure to regularly inspect, maintain, and store them appropriately.

DUGOUT CANOES GO WAY BACK: Seafaring Shown To Predate Farming

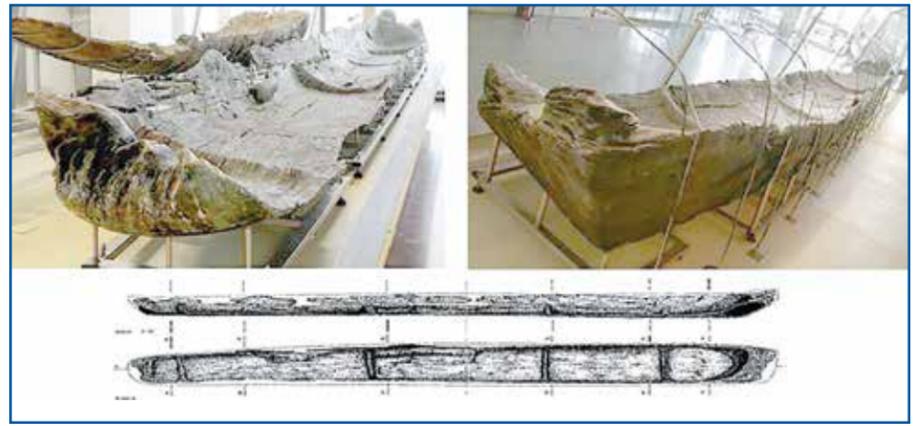
Dugout canoes have long been known to be the first seafaring vessels, but their construction and capabilities have been characterized as crude, and are usually dated to about 2000 BC. Now a new archeological study found that over 7,000 years ago people were building remarkably seaworthy canoes using the limited tools of the Neolithic Era. Researchers discovered a new site highlights the ingenuity of early boatbuilders and offers a glimpse into the hidden history of sailing.

For centuries, historians believed the Minoans of Crete, famed for their naval power around 2000 BC, were Europe's pioneering seafarers. But the study published in the journal PLOS ONE shakes up that timeline. Researchers analyzed dugout canoes from an ancient Italian settlement, revealing seafaring technology far earlier than previously thought. Archaeologists working at the ancient Italian found a fleet of canoes dating back over 7,000 years, demonstrating advanced nautical skills during the Neolithic period.

A lakeside time capsule near Rome, the ancient village of La Marmotta has become



The first Neolithic boats in the Mediterranean: The settlement of La Marmotta. Excavation of Canoe 5. Credits: Gibaja et al., 2024, PLOS ONE



Canoe Marmotta 1. On display in the Museo delle Civiltà in Rome.

a goldmine for understanding prehistoric life. Excavations spearheaded by Dr. Juan F. Gibaja of the Spanish National Research Council have unearthed a treasure trove of perfectly preserved Neolithic canoes. These meticulously crafted boats date back as far as 5700 BC and tell an extraordinary story of maritime innovation that happened before most pyramids were built in ancient Egypt.

Unlike the simple hollowed-out log canoes, the La Marmotta vessels were engineering marvels to begin with, but further analysis indicates the use of four different types of wood and advanced structural elements like internal supports. The discovery of T-shaped wooden tools featuring patterns of holes was even more compelling. Researchers theorize these mysterious implements were key parts of the rigging for sails or other advanced nautical application.

The analysis concludes these sophisticated vessels were not simply riverboats but were sturdy enough for open-water voyages, potentially explaining the spread of stone tools from nearby islands to the La Marmotta site.

This discovery challenges long-held beliefs about the technological limitations of early societies. "These aren't your grandfather's canoes," says Dr. Gibaja. "They reveal extraordinary woodworking skills, specialized labor organization, and an intimate understanding of seafaring needs far surpassing what was previously understood about this era."

The La Marmotta find suggests groundbreaking maritime innovations like the sail may have emerged centuries earlier than thought, opening the door to a complete reassessment of trade, cultural exchange, and expansion across the Mediterranean during the period.

In First, Shipping Giant to Use Amsterdam Yard for Retrofit

French shipping giant CMA CGM will use a European yard for the first time to upgrade its ships. Damen Shipyards Group in Amsterdam says it will upgrade the efficiency of nearly 100 CMA-CGM ships, including several of the newest in the fleet.

A key part of the project will be the installation of new bulbs on the bow of the vessels. Damen reports the bulb refits will yield between a 5 and 10 percent savings in fuel consumption for CMA CGM.

Damen highlights that up until now CMA CGM has been using shipyards in China and occasionally the Middle East. China remains the world's largest shipbuilder by far, but faced with increasing environmental regulations and financial pressures, shipowners are pursuing near-term upgrades to their in-service ship designs to help meet the first-tier industry goals for reduced emissions. Analysts believe that improvements to ships and technology

such as routing and voyage planning systems the shipping industry will be able to meet the IMO's goals for a 30 percent reduction in emissions by 2030. Missing from the announcement is any considerations around recently reported Chinese equipment security issues.

The Amsterdam yard has completed the fabrication of the first 120-tonne bulb which will be fitted on the containership *Polar*, a 2019-built LNG-fueled feeder ship. At 20,257 dwt the vessel was built in China with a capacity of 1,380 TEU. She will be one of the first three vessels to be fitted with the bulbs, followed by the CMA CGM Arctic (158,800 dwt).

CMA CGM is looking at other upgrades that can further contribute to vessel efficiency. Damen reports it is also offers propeller upgrades, modifications to the propeller nozzle, and silicone paint. Each of these upgrades Damen says will deliver fuel economies of between 2 and 5 percent.



Aboard Matson's geared containership *Kamokuiki* on military charter enroute San Diego is from left is AB John Villa, AB Larry Moone, delegate AB Brent Wells, Bosun Cody Clark

Capsized: Sailors Perish In Sudden Gale off Japan

In a wicked, unpredicted gale in the Sea of Japan, a South Korean-registered chemical tanker capsized and was lost on March 20. The Japan Coast Guard reported one person was rescued and the bodies of eight other crewmembers were recovered but pronounced deceased at a local hospital. Two other crewmembers were still missing after an all-day search of the area.

The Moji Coast Guard station in western Japan reported that it received a distress call from the crew of the tanker *Keoyoung Sun* (1,168 dwt) that the vessel was listing in a storm. They were requesting urgent assistance. The ship was anchored approximately five miles north-northwest of Mutsure Island in southwestern Japan off Honshu.

When Coast Guard helicopters and patrol boats reached the scene the vessel had capsized. The Coast Guard also request-

ed the assistance of the Navy and local fishing boats as well as other commercial vessels in the area to aid in the search. Images show one of the vessel's inflatable life rafts floating near the overturned hull.

The tanker which was built in 1996 shuttled between South Korea and Japan. It had arrived in Japan on March 14 and departed Aboshi on March 18. Reports are that it was bound for Busan, but decided to anchor because of high seas, winds, and a storm warning. Reports of the weather conditions in the area at the time of the casualty vary ranging from winds at 35 mph, gusting to 78 mph and higher, with waves between 7 feet and up to 11 feet. The vessel was 226 feet (69 meters) in length and the crew consisted of at least eight Indonesians, two South Koreans, and one Chinese national. The sole survivor is reported to be recovering.

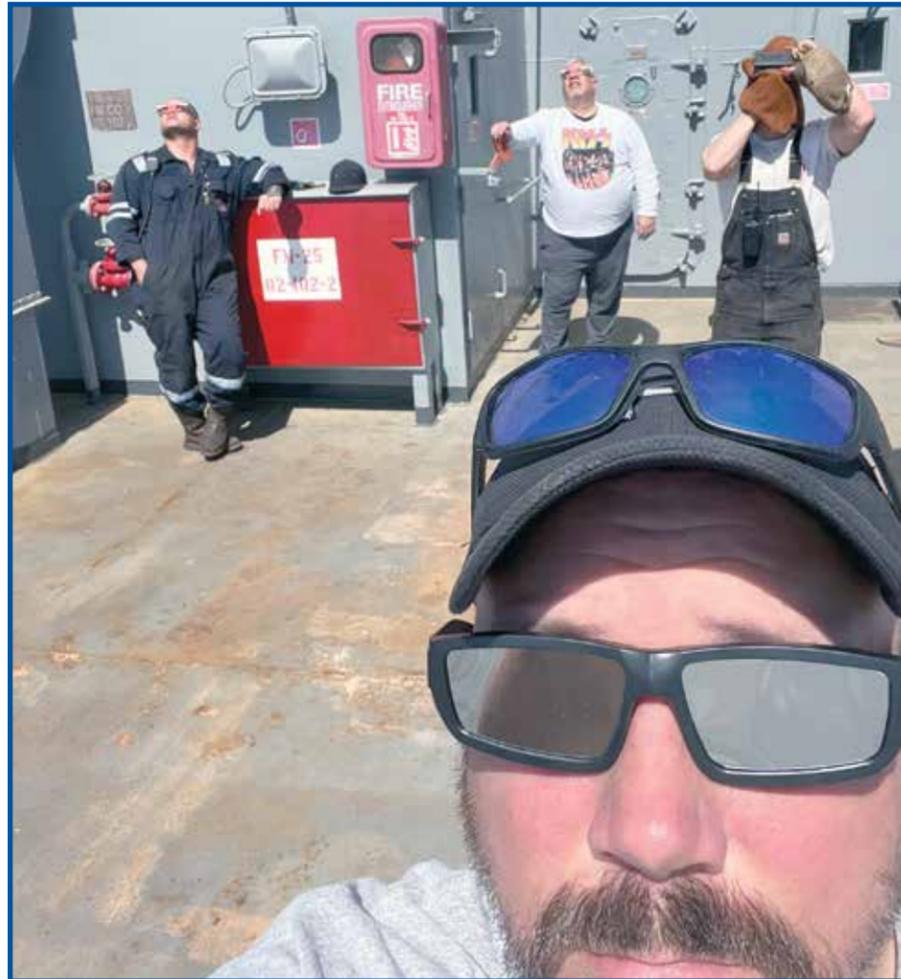


Joint Logistics Over-the-Shore (JLOTS)

- **What is JLOTS:**
U.S. Army and U.S. Navy forces organized and equipped to conduct joint ship-to-shore operations where fixed port facilities are inadequate or unavailable.
- **What JLOTS can do:**
Offload equipment and cargo in-stream (offshore) and deliver cargo to a restricted port, an expeditionary floating pier, or a bare beach employing shallow draft transport watercraft.



The JLOTS system is being deployed in the eastern Mediterranean to alleviate the extreme suffering of food shortages due to the war. The system is a remarkable and proven method of delivering large amounts of provisions in a short period of time without a port or even a dock. The SUP's LMSR fleet is the critical main element of the system that also includes the floating causeways, Trident pier, and transport watercraft.



AB and delegate Richard Allard before the onset of the eclipse on April 8, 2024 in USNS Red Cloud.

USNS Charlton in Charleston

Four days before the catastrophic bridge collapse in Baltimore, the USNS Charlton sailed to load critical defense cargo in Charleston South Carolina. The orders came in preparation for an overseas deployment as part of the US Army's Afloat Prepositioning Squadron. About 1500 pieces of wheeled equipment were loaded. The ship carries all the gear, provisions, and ammunition needed to sustain an Army brigade in combat for at least 30 days. The ship can sail anywhere in the world at 20+ knots and load or offload the equipment on a friendly or hostile shore with or without a dock. Logistics wins wars, and despite technological changes, today's conflicts continue to confirm the strategy.



View of some Army cargo on dock ready for loading.



Heavy equipment ramp capable of handling 2 1-A1 Abrams tanks at once.



All fast on one of seven decks.

Maersk Tariff Evasion Sends Cargo To Mexico; Rates Stay Soft

continued from page 1

points. In the past few weeks, total twenty-foot equivalent unit capacity on China to U.S. routes has peaked and started coming down, from 572,000 TEUs of capacity departing the week of March 22 to just 427,000 TEUs of capacity departing Chinese ports during the week of April 1.

Meanwhile, rejection rates bounced upward from 11.9% to 14.2% over approximately the same time period, while lead times have continued to normalize following the Lunar New Year, contracting from a peak of more than 17 days on Feb. 22 to eight days on Tuesday. Less capacity and higher rejections indicate a slight tightening in the market. Shorter lead times can be caused by rebookings after

rejections and a greater sense of urgency on the part of shippers to find capacity, although a lead time of eight days is still on the shorter end of the 'normal' lead time range.

The backhaul or westbound lane on the trans-Pacific is also very low; at \$200 per FEU, according to the Freightos Baltic Daily Index, shippers moving goods from the West Coast back to China are enjoying the lowest rates they've seen in years. Drewry's World Container Index shows a rate of \$691 per FEU from Los Angeles to Shanghai, which has been cut in half since the summer of 2022 but remains above pre-pandemic levels.

Source: Freightwaves.com



Unions Continue to Build Wealth for All Americans

By David Madland, Christian Weller, and Sachin Shiva at Center for American Progress

New data from the Federal Reserve's Survey of Consumer Finances (SCF) highlight how important unions continue to be for increasing Americans' wealth—the total value of what people own minus the value of all their debts. The data show that the median union household has significantly more wealth than the median nonunion household, and these large wealth differences hold across various demographic groups, including race and ethnicity as well as education levels.

The newly released data covering assets in 2022 demonstrate that:

- Union households possess 1.7 times the median wealth of nonunion households.
- Union membership narrows the racial wealth gap, closing the distance between the wealth of white households and that of Black, Hispanic, and members of the “other or multiple race” category. Membership in a union increases median wealth between 167 percent and 228 percent for households of color compared with a 37 percent increase in median wealth for white households.
- The median wealth of union households is greater than that of nonunion households across every education level. Union contracts provide the largest percentage increase in median wealth for households without a high school degree compared with all other levels of educational attainment.
- Union membership closes the wealth gap between working-class and college-educated households. The median wealth of nonunion working-class households is 21 percent of the wealth of college-educated nonunion households, whereas the median wealth of union working-class households is 49 percent of that of college-educated union households.
- Union households are more likely to own a home and have a retirement plan compared with nonunion households.

These findings are consistent with Center for American Progress analysis of surveys from prior years, which found union membership is associated with significantly higher wealth for all household and tends to provide the biggest boost to groups who have historically had less wealth, such as Black and Hispanic households as well as

Median wealth is higher for union households

Median household wealth by union membership, 2022



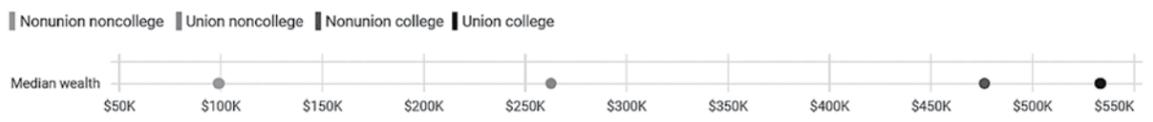
Note: All monetary amounts are in 2022 U.S. dollars, adjusted for inflation using the Urban Consumer Price Index Retroactive Series (CPI-U-RS). “Union” households include a head of household or spouse covered by a union contract. The sample only includes households with a head of household or spouse age 25 or older, nonretired, and earning a wage or salary.

Source: Board of Governors of the Federal Reserve System, “2022 Survey of Consumer Finances,” available at <https://www.federalreserve.gov/econres/scfindex.htm> (last accessed February 2024); U.S. Bureau of Labor Statistics, “Consumer Price Index: R-CPI-U-RS Homepage,” <https://www.bls.gov/cpi/research-series/r-cpi-u-rs-home.htm> (last accessed January 2024).

Chart: Center for American Progress

Union membership closes the wealth gap between working-class families and college-educated families

Median household wealth for union and nonunion working-class and college-educated households, 2022



Hover or click to see values.

Note: All monetary amounts are in 2022 U.S. dollars, adjusted for inflation using the Urban Consumer Price Index Retroactive Series (CPI-U-RS). “Union” households include a head of household or spouse covered by a union contract. The sample only includes households with a head of household or spouse age 25 or older, nonretired, and earning a wage or salary. For the purposes of this analysis, the authors use “noncollege” and “working class” interchangeably.

Source: Board of Governors of the Federal Reserve System, “2022 Survey of Consumer Finances,” available at <https://www.federalreserve.gov/econres/scfindex.htm> (last accessed February 2024); U.S. Bureau of Labor Statistics, “Consumer Price Index: R-CPI-U-RS Homepage,” <https://www.bls.gov/cpi/research-series/r-cpi-u-rs-home.htm> (last accessed January 2024).

Chart: Center for American Progress

those without a college degree.

Unions can help increase household wealth for three key reasons. First, they increase wages through the negotiation of strong contracts. Second, union workers experience greater job stability, enabling workers to remain with the same employer for an extended period. This can increase wealth by reducing the costs of finding a new job. Third, union contracts are more likely to provide enhanced benefits such as pension plans and health insurance, creating additional savings for workers.

Wealth matters greatly to achieving financial security. It shields workers from economic shocks, helps fund retirement, and enables future generations to save and achieve economic stability. For example, workers with additional savings can cover emergencies, buy a home, and better support their children.

In 2022, the median union household had significantly higher wealth than the median nonunion household. As shown in Figure 1, union households hold \$338,482 in median wealth while nonunion households hold \$199,948, meaning a typical union household is 1.7 times as wealthy as a typical nonunion household.

The relationship between union membership and wealth is significant and demonstrates the crucial role unions play in empowering workers. These 2022 metrics are consistent with CAP’s prior findings from nearly a decade of Survey of Consumer Finances data. At a time of high economic inequality, these metrics show union contracts can close wealth gaps across race and education dimensions and provide pathways to the middle class for all Americans.

Although the public broadly supports unions, and workers would like to join them, there are still many obstacles to union membership. In about one-third of organizing campaigns, for instance, employers fire workers, despite it being illegal to do so. Companies face few financial repercussions because federal labor law sufficient enforcement mechanisms to ensure workers can exercise their rights to join unions and bargain collectively.

Policymakers need to act and can start by passing the Protecting the Right to Organize (PRO) Act. That would protect workers’ rights, provide incentives to unionize, and hold lawbreaking companies accountable. Lastly, employers can make a difference today by respecting their workers’ right to unionize—rejecting activities such as worker intimidation and delayed proceedings. With these actions, workers and the public can enjoy the benefits of union membership.

Haitian Gangs Add Piracy to Violent Resume

Haiti’s gang warlords have turned the country into a disaster zone, abusing the citizenry and shutting down commercial transport in and out of the country. Now, at least two gangs have recently decided to turn to piracy, hijacking a cargo ship full of food at one of the nation’s largest terminals.

On April 4th members of the 5 Seconds

and Taliban gangs (no relation to the Afghan Taliban) captured the freighter Magalie at Port-Au-Prince’s Varreux terminal district, according to local media. They made off with one-sixth of the cargo of rice, Haiti’s primary staple food, and they took all of the crewmembers hostage, police said. Kidnapping is rampant in Haiti, and has long been a favored form

of piracy worldwide.

Two days later, on Saturday April 6th, Haiti’s National Police stormed the ship in a gunfight that lasted for five hours. Two officers were injured and some gangmembers were killed. The ship was recovered.

The fate of the crew is not known, according to Haiti Libre. A video provided by police showed the Magalie making

way astern off the coast, apparently being towed on the hip by a large tug.

Port-au-Prince’s waterfront operations have come under attack by gangs multiple times, disrupting the flow of aid and supplies. Vandals damaged the Varreux Power Plant last month, and looted nation’s largest container terminal, CPS.

USCG to Help Samoa Patrol Its Offshore EEZ

U.S. diplomacy in the South Pacific region has received a major boost after Samoa expanded the powers of U.S. Coast Guard (USCG) personnel within its exclusive economic zone. It is the latest in a series of agreements in the Pacific Islands that empower American officials to enforce partner nations’ maritime laws.

On Friday, the government of Samoa

and the U.S. signed an update to their existing 2012 maritime law enforcement agreement, commonly known as the Shiprider Agreement.

The update grants the U.S. Coast Guard an enhanced operational reach within Samoan waters, especially in dealing with illegal fishing activities. In this case, Samoa could request the U.S. Coast

Guard to inspect vessels and enforce its coastal state regulations without a Samoan officer (shiprider) present. However, the new agreement does not replace the joint patrols conducted with Samoan shipriders.

“In partnership with Samoa, the United States stands committed to safeguarding and ensuring security of Samoa’s exclusive economic zone. This is by preserving its marine resources and environment,” said Noriko Horiuchi, Charge d’Affaires, U.S. Embassy Apia.

The new agreement comes days after the Coast Guard cutter Harriet Lane completed a three-months long deployment to the Pacific Island countries. During the inaugural patrol to the region, the 270-foot cutter visited Pacific countries including Samoa, Fiji, Vanuatu, Australia, Papua New Guinea and Nauru.

Other states which have allowed the USCG to board vessels within their waters include Micronesia, Papua New Guinea and Palau.

The USCG has said it will use medium endurance cutters like the Harriet Lane to increase its presence throughout the Indo-Pacific and Oceania. Such ships are especially suited for longer-range six to eight week joint patrols, taking pressure off shorter range Hawaii-based cutters, which are more suited to service closer to home port.

With vast EEZs and limited capacity for patrols, Pacific Island nations rely on help from Australia, New Zealand and the U.S. to police their waters. But China has also expanded its diplomatic efforts in the region, sparking concerns of rising Chinese influence in the South and Central Pacific.

Congress Secures Funds for Maritime Programs

continued from page 1

gram, which eases access to commercial credit for the construction of merchant vessels in U.S. shipyards.

The appropriations act also spends on academies and training ships. An important if latent provision provides \$12 million to the Secretary of Transporta-

tion “to enter into a contract to complete the designs of ten sealift vessels for the National Defense Reserve Fleet.” Such vessels would presumably become part of the Ready Reserve Force once delivered.

In general, the full funding of maritime provisions is a major victory for labor. See President’s Report for more.



SUP PRESIDENT'S REPORT

KEY BRIDGE COLLAPSE

In the aftermath of the terrible collapse of the Key Bridge in Baltimore, the SUP first expressed condolences to the families and friends of the six victims who died on the job. We also noted appreciation for the pilots and first responders who acted incredibly fast under extreme pressure to save many more lives as questions of safety, recovery, and prevention multiplied.

Whatever the causes, the fragility of our maritime infrastructure was on public display and a broad awareness of our dependence on maritime transportation spiked. But the nation's deeper vulnerability to the loose regulations of sub-standard foreign shipping eluded discussion. The high standards of American crews in American ships gives some protection to our ports. That's where the Jones Act comes in, a bulwark against the lax international system of unregulated flag-of-convenience shipping. Besides being the cornerstone of the U.S. Merchant Marine, the Jones Act is also a built-in safety program whose purpose is also to ensure reliability and accountability.

Yet before the deceased were recovered a premature call for a Jones Act waiver emerged. We have never opposed them if needed for national emergencies, but tragedy is not an automatic trigger. So to deflect another reflexive strike against the Jones Act, the Unions met April 1st and then sent a letter to the Maritime Administrator opposing premature waivers. See Attachment package 1 and this month's edition of the *West Coast Sailors* for more.

GOVERNMENT MATTERS

MSP Funded: The nation's Maritime Security Program, which provides for 60 militarily useful U.S.-flagged U.S. crewed ships, and on which the Union relies for many jobs, has been fully funded. On March 9, President Biden signed the legislation after prolonged Congressional hassles, as the Consolidated Appropriations Act of 2024. The program had been authorized under the National Defense Authorization Act, and it is authorized through 2035, but each year the appropriations must be made to fund it. The effort to approve the MSP appropriations for FY 2025 has already begun.

Food Aid: A huge coalition of 123 aligned shipping interests, including maritime labor and the SUP, joined an April 2, 2024, letter calling for an increase in funding in FY 2025 to \$2.5 billion. The international food aid programs that are part of U.S. agricultural, shipping and foreign policy, including P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole International Food for Education. These programs are as generous as they are effective. There is no other program in the world as successful, and it has had bipartisan Congressional support for 70 years (since the SUP helped create it in 1954). See attached letter in the Communications package and the April edition of the *West Coast Sailors* for more.

Ready Reserve Force: The Ready Reserve Force (RRF) contract remains in the bid process due to technical contract wage data. There was a six-month contract extension on January 27, 2024, without an increase in wage and benefit rates was implemented on that contract anniversary date. On March 21, all of maritime labor including the SUP sent a letter to the Department of Labor's Wage & Hour Division requesting information and a meeting related to our four percent wage increase proposal for all personnel serving aboard the RRF fleet. MarAd has not yet responded but will advise.

MWWG meeting: On March 20, I participated in kickoff meeting of the Maritime Workforce Working Group 2024. This working group is mandated by the FY2024 National Defense Authorization Act to address critical issues related to the U.S. maritime workforce.

SUP TRUST MEETINGS

On March 20, the trustees of the various SUP trust funds met at plan offices on Harrison Street in San Francisco to discuss the impact of various items including plan enrollment, rising health care costs, national health care plan coverage options, income and expenses. The Regular Account, which is the primary component of payment for health care for active members, is in good shape. On March 21, the trustees of the various SIU Pacific District trusts including the Pension, Supplemental Benefits and Medical Center plans met in the Conference Room also at plan offices on Harrison Street in San Francisco. Various elements of plan administration were discussed including the adoption of a W-2 reporting program for Supplemental Benefits. The trustees concluded that more study was needed.

MATSON

LNG Conversion and Training: On March 28, the Union was notified by Matson labor relations that the tentative dates for completion of dry-docking/LNG conversion for the Manukai and Kaimana Hila are August 13, 2024, and March 21, 2025, respectively. As noted many times in the past, members who wish to work aboard Matson's three LNG-powered vessels need to complete the STCW Basic IGF Code Operations course and get the endorsement placed on their Merchant Mariner Credential. Training is conducted monthly via the Andrew Furuseth School of Seamanship and our training partner TRL/MI in San Diego. Please fill out an application and contact your local agent or SUP Training Representative Berit Eriksson to get it scheduled.

APL MARITIME

New Ships: APL's fleet replacement program is now expected to impact Union shipping in late May and early June with the delivery of the President John Q. Adams is replacing President Wilson on May 28, 2024, and President John Q. Adams. The ship will be crewed in San Pedro on or about May 28 in San Pedro and the jobs will be called first in Wilmington. The President Wilson will deflag late May or early June

in Busan, Korea. Members employed in President Wilson should understand that the schedule is subject to change, and that the ship will likely turnover before completion of tour of duty under the Shipping Rules. Embarked crew are urged to finish the job, however, and remain on board if not relieved.

Both the *President FD Roosevelt* and the *President Truman* may remain in operation. The *President Reagan* is slated to replace the *President Cleveland* on or about July 16, 2024.

PATRIOT CONTRACT SERVICES

Watson-class: Wages in the Union's Watson-class ships are set to rise by two percent beginning on April 1, 2024. As reported in the past, despite a 2021 award, this increase was delayed because of normal bid process, COVID-related delays, and then a protest. It required a separate bridge contract and started a new contract anniversary from the prior October start to April, specifically April 1, 2022. Under the terms of the Agreement, the increases were set to begin in the second year and on each anniversary date thereafter. The wages and benefits were calculated under the normal Total Labor Cost methodology and were previously ratified by the membership, confirmed by Patriot management, and will be published in the April *West Coast Sailors*.

US Army Prepositioning Drawdown: Also related to the Watson-class, Patriot's Chief Legal Officer, Boriana Farrar, informed the Union on March 29 that program manager MSC may be reducing ships related to a U.S. Army proposal to make prepositioned cargo land-based. This decision is driven by strategic and budgetary considerations. If implemented, it could happen over the next 4 to 16 months and would impact the operational status and crewing of *Charlton*, *Pomeroy*, *Red Cloud*, *Soderman*, *Watkins*, and *Watson*.

PCS pledged to engage with MSC for clarity regarding the timeline of this Army budget-driven transition. The Company's stated goal is to minimize the impact of the unexpected change to the Watson-class fleet. The Company said it would use its political and industry relationships and work with labor to ensure the vessels continue to serve the national security interests.

The SUP and the other Unions contracted by Patriot are currently assessing the best available courses of action. The normal "subject to change" is in force and among the possible outcomes are that the proposal is not finalized, or timelines are adjusted, or contractual obligations come into play, or ships are redeployed under other missions. They may be kept in FOS or transition to Reduced Operating Status at yet-to-be-determined locations. While the potential change may have long-term implications for Union job prospects and finances, there will for the foreseeable future remain a continuous need for crew. Members are encouraged to fulfill their tours of duty and stay committed to their responsibility to take the jobs for which they are uniquely trained and qualified. Further updates are forthcoming.

SUP BUILDING CORP.

Over the past two years, the SUP Building Corporation has been actively engaged in managing cell carrier tenants at 450 Harrison St., namely T-Mobile, Verizon, and AT&T. Negotiations on lease modifications through various amendments and renewals are ongoing. Our primary objective is to safeguard the building, the SUP BC, and the income generated by these leases. The previously reported income loss from T-Mobile's decommissioning of legacy Sprint equipment has been partially offset by increased fees and rents, and more are in the pipeline. But the very negative San Francisco commercial real estate market has limited the continuing SUP BC subsidy of increasing Union costs. To maintain our economic strength, therefore, an initiative to increase membership dues should be considered for the next ballot.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XXII Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's meeting to review the finances for the first quarter of 2024 and report back to the membership in the May meetings. If the Committee cannot be filled today recommend that when the quarterly audit of the Union finances is complete (in about three weeks), the Committee be shipped off the deck as per past practice. The Committee will turn to on May 13th at 0800.

ACTION TAKEN

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

Dave Connolly



Billionaire Losers Challenge NLRB's Right to Exist

National Labor Relations Board General Counsel Jennifer Abruzzo recently struck a defiant tone in responding to a growing number of challenges to the agency's structure by what she called "deep-pocket, low-road employers" who are trying to distract from their violations of workers' labor rights. The fight that is emerging is not only whether the established rule of law exists in the workplace, it also calls into question the bedrock notions of government.



Abruzzo, an appointee of Democratic President Joe Biden, made the comments during a virtual panel discussion hosted by left-leaning think tank The Roosevelt Institute about the potential impact of claims that the NLRB's in-house enforcement proceedings are illegal.

Several companies including SpaceX, Amazon, Starbucks and Trader Joe's, have claimed in recent lawsuits or pending board cases that the NLRB's structure violates the U.S. Constitution in various ways. Abruzzo predicted that courts will reject the arguments, noting that the U.S. Supreme Court upheld the structure of the NLRB and other administrative agencies decades ago. And she accused the companies making the claims of piling onto a broader conservative attack on the "administrative state" as a way to delay or distract from cases over their illegal labor practices. "These esoteric legal arguments came about why? Because we dared to issue a complaint against SpaceX after it unlawfully fired eight workers for speaking up. Amazon, Starbucks, (and) Trader Joe's jump on the bandwagon just because we are trying to hold them accountable for repeatedly violating workers' rights," Abruzzo said.

SpaceX sued the NLRB in Texas federal court one day after Abruzzo's office issued a complaint against the rocket maker. The other companies raised their claims in administrative cases accusing them of violating federal labor law. All four of the companies have denied wrongdoing in the board cases. Yet the legal claims of these companies sound notes of sour grapes, since they've all recently lost cases at the NLRB for bullying workers in one

way or another.

Not all companies have responded to union drives with such hostility. Ben & Jerry's and Microsoft have "tried to start a positive labor-management relationship," the

Economic Policy Institute (EPI) reported on March 7, in an article arguing that the legal battle to ditch the NLRB relies on "long-rejected constitutional arguments about the agency's structure." EPI notes that none of the workers at Starbucks, Amazon or Trader Joe's have a collective bargaining agreement yet, because these companies "have stalled the bargaining process."

"Once billionaires are scared of the power of the NLRB, they bring in the big guns," said Diana Reddy, a labor law professor at the University of California, Berkeley School of Law.

The companies challenging the board's structure claim that administrative judges and board members are improperly insulated from at-will removal by the president, and that the NLRB improperly wields executive, legislative and judicial powers. They also say that administrative proceedings violate their constitutional right to a jury trial. Even if the cases get thrown out, there is enough technical matter to delay future cases, and since delay is a main tactic in preventing union organizing drives, employers are the beneficiaries. If they are victorious, it isn't hard to imagine what's next - the right to strike, the right to form and join a union, the right to a minimum wage - will all be on the legal chopping block.

Pikelot Not Camelot; Castaways Rescued From Remote Pacific Island

After being stranded on a remote atoll in Micronesia for more than a week, three fishermen are now safe, thanks to the joint efforts of the U.S. Coast Guard and the U.S. Navy.

On April 6, the Coast Guard's Guam station received a distress call from a relative of the missing men. The caller said that her three uncles had not returned from Pikelot Atoll, about 100 nautical miles northwest of Polowat Atoll in the Federated States of Micronesia. The three fishermen, all in their 40s, had reportedly set out from Polowat on March 31 in a 20-foot skiff.

At first the Coast Guard had some difficulty finding any search assets to visit Pikelot, which is about 350 nm south of Guam in the Caroline Islands. They eventually secured use of a U.S. Navy P-8 aircrew from Kadena Air Force Base in Japan, as well as the fast response cutter USCGC Oliver Henry, which was already in Micronesia. The initial search area covered over 78,000 square nautical miles.

Luckily, the U.S. Navy P-8 Poseidon aircraft identified the three mariners on April 7 on Pikelot Atoll. The men had helpfully spelled out "help" in palm

fronds on the beach, aiding in the search. The P-8 aircrew dropped survival supplies for them, and a Coast Guard HC-130J out of Honolulu visited the next day to drop a radio and establish communication. The men said that they had food and water, but their boat was damaged, and they asked for help in getting home.

USCGC Oliver Henry met up with the three mariners on Pikelot Atoll on the evening of April 9 and returned them the 100-nm distance to Polowat.

"This recent operation near Pikelot Atoll hits home the kind of difference we can make. It's about more than just performing a duty; it's about the real human connections we forge and the lives we touch. Every day, I'm reminded of the impact we have and the bonds we build," said Lt. Ray Cerrato, commanding officer of USCGC Oliver Henry.

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East Coast Container Rates Fall Despite Baltimore Shutdown

As predicted by many shipping analysts, the shutdown of the Port of Baltimore has not significantly affected container rates to the U.S. East Coast, and other nearby seaports have had adequate handling capacity to pick up the slack. Far from a pandemic-like price spike, the rates on core Asia-USEC routes have actually declined since Baltimore's inner harbor shut down, according to freight

intelligence firm Xeneta.

On March 26, the collapse of the bridge caused wreckage that closed the harbor to deep-draft traffic, including container ships. All terminals are shut to water-side commerce, with the exception of a terminal that is located seaward of the bridge. After the collapse, multiple public officials warned of national economic disruption from the shutdown of the harbor. While the local effects are very serious - thousands of Baltimore longshoremen are out of work — and shippers with diverted containers have to pay more for trucking, there appears to be no systemic effect on freight transport to and from the East Coast.

"Spot rates have not reacted but that doesn't mean shippers with cargo heading to Baltimore are not affected — on the contrary they are seeing containers arriving at ports they were not expecting," said Xeneta chief analyst Peter Sand. "The majority of containers will now be handled at New York / New Jersey because many of the ships originally bound for Baltimore would have been stopping there anyway, which is perhaps why we haven't seen an upwards impact on rates."

The U.S. Army Corps of Engineers is working on reopening Baltimore's shipping channel and is shooting for a 35-foot-deep channel for ro/ro traffic by the end of the month, and to fully clear the 50-foot channel for deep sea shipping by the end of May. The reconstruction of the bridge will take far longer, and a political debate is well underway on how to fund it.

Appendix 1 - SAILORS' UNION OF THE PACIFIC

(Effective April 1, 2024)

PATRIOT CONTRACT SERVICES WAGE AND FRINGE BENEFIT RATES

Watson Class Vessels — Solicitation N32205-19-R-3009

Full Operating Status

Rating	56-Hour	56-Hour	Overtime	Supplemental	Supplemental	Supplemental
	Base Wage	Base Wage		Benefit Base	Benefit	Benefit
	Monthly	Daily	Hourly	Monthly	Monthly	Daily
Bosun	\$8,593.60	\$286.45	\$36.20	\$5,963.98	\$2,981.99	\$99.40
AB	\$6,797.66	\$226.59	\$27.90	\$4,613.76	\$2,306.88	\$76.90
OS	\$4,851.91	\$161.73	\$22.13	\$3,251.66	\$1,625.83	\$54.19

The supplemental wage benefit shall be computed on the basis of fifteen (15) days supplemental wages for each thirty (30) days worked or pro rata thereof at each rating's respective daily supplemental benefit rate.

Reduced Operating Status or Repair Availability Status

Rating	Base Wage	Base Wage	Overtime	Supplemental
	Weekly	Daily	Hourly	Benefit
				Daily
Bosun	\$1,630.04	\$232.86	\$36.20	\$11.64
AB	\$1,278.06	\$182.58	\$27.90	\$9.13
OS	\$978.59	\$139.80	\$22.13	\$6.99

During periods of Reduced Operating Status or Repair Availability Status, Unlicensed Personnel shall earn one and one-half (1-1/2) days of supplemental wages for each thirty (30) days on the payroll or pro rata thereof. Supplemental wages in ROS or RAV shall be administered directly by the Company.

In order to assist in funding the required physical examinations and vaccinations of personnel dispatched, the Company shall maintain a fund with contributions as described above.

Baltimore Bridge Struck By Ship; Collapse Kills and Closes Port

continued from page 1

The *M/V Dali* is owned by a subsidiary of the Japanese Mitsui & Co, Grace Ocean of Singapore, and operated by Synergy Marine on behalf of Maersk. Maintenance records will come under much scrutiny, as will operational decisions, and as the vast consequences of an operational failure are understood.

The NTSB released an initial timeline of the March 26th incident showing a remarkable compression of events, less than five minutes from the first alarm to the catastrophic allision:

- 12:39 am — *Dali* container ship departs from Seagirt Marine Terminal.
 - 1:07 am — The ship enters Fort McHenry Channel.
 - 1:24:59 am — Audible alarms recorded on ship's bridge audio. Voyage data recorder (VDR) stops recording vessel's system data.
 - 1:26:02 am — VDR resumes recording after glitch. Steering commands captured on audio.
 - 1:26:39 am — Pilot requests assistance from nearby tugboats. Pilot association dispatcher notifies Maryland Transportation Authority (MDTA) duty officer about blackout.
 - 1:27:04 am — Pilot orders port anchor dropped and issues steering commands.
 - 1:27:25 am — Pilot reports loss of power and approaching bridge. Transit authority duty officer orders traffic shutdown.
 - 1:29 am — Ship's speed recorded just under 8 mph. VDR records collision sounds. MDTA dash cameras capture bridge lights going out.
 - 1:29:39 am — Pilot reports to US Coast Guard that the bridge is down.
- The cause of the incident is under

investigation, but many speculate that "dirty fuel," played a part, or perhaps fuel switching, but the NTSB said it could take as long as 12 to 24 months to have the answers. The NTSB timeline shows, as MMP President Don Marcus pointed out, that the pilots on board *M/V DALI* did everything they could to avert the disaster, and their quick action saved lives. "The quick, decisive actions taken by the Maryland pilots and their team on shore following the total power blackout are a testament to their rigorous training and expertise," he said.

The SUP issued the following statement on its website: "The Key Bridge in Baltimore was struck by a ship and collapsed, killing workers trying to make the roadway safe. Our thoughts are with them and their families; we grieve along with Baltimore their loss. We recognize and thank the US Coast Guard, Baltimore's Police and Fire Department, and other first responders who acted fast to save lives and secure the horrible scene. The enormous risks that maritime workers undertake everyday — and work hard to mitigate — are suddenly obvious to the world. Exposed too is the vulnerability of the U.S. supply chain that imprudently relies on low-cost, lightly-regulated foreign shipping as much as shaky and aging maritime infrastructure. In the recovery and awaiting the findings of the investigation, the SUP and maritime labor will continue to insist on the highest levels of safety across the wide spectrum of global maritime operations. We will persist in our efforts to better protect workers and their communities against the risks of crippling and catastrophic failures made more likely by the profiteers of international shipping."



Help on the Way for Baltimore Harbor Workers

Longshore workers who depend on freight traffic at the Port of Baltimore may soon get relief from the state of Maryland. The port generates \$2 million per day in wages, according to the U.S. Department of Transportation, but the protracted shutdown from the collapse of the Francis Scott Key Bridge has sidelined stevedores and put local businesses at risk.

Maryland's state legislature is responding with a bill to let the governor use the state "rainy-day" fund to pay for worker-assistance programs. The bill would also help small companies, like drayage and logistics firms, that serve the Port of Baltimore.

"What we are trying to do... is provide some modicum of protection and relief for the individuals and small businesses in the port industries that rely on...the full operation of the Port of Baltimore," State Senate President Bill Ferguson told local WBAL. Ferguson's bill would pay wages for port workers, help underwrite payroll costs for affected small businesses,

and incentivize those businesses to stay in Baltimore instead of moving to a different seaport. The bill incorporates amendments from the governor's office that would waive the unemployment insurance work requirement for longshoremen while they wait for the port to reopen.

The timeline depends on clearing the port's channel, and local logistics businesses are telling their clients to expect the shutdown to be measured in months, according to the Washington Post. Looming over all of Baltimore's port stakeholders is a simple fact that containers are designed to move through any suitably equipped port, and one port can be substituted for another. In a disaster scenario, this is a boon to the logistics network, since cargo can flow around a single disruption. Over the long term, if shippers get used to routing boxes a new way - for example, through Newark and Norfolk — Baltimore would have to compete to get that cargo volume back.

Unions Oppose Premature Jones Act Waiver for Bridge Recovery

The Transportation Trades Department, AFL-CIO, has reached out to Maritime Administrator Ann C. Phillips to discuss maritime labor's concerns regarding the recovery and repair work on the Francis Scott Key Bridge and the reopening of the Helen Delich Bentley Port of Baltimore.

The April 3 letter to the Maritime Administrator was signed by MM&P, TTD, American Maritime Officers, the Marine Engineers' Beneficial Association, the Maritime Trades Department, AFL-CIO, and the Seafarers International Union. SUP joined as one of the 37 unions who belong to the AFL-CIO Transportation

Trades Department, as a member of the MTD as well as via our international union the SIU of North America.

During a call in early April with Secretary of Transportation Pete Buttigieg and NEC Director Lael Brainard, however, a suggestion was made for Jones Act waivers as a response to this crisis. Maritime labor was one of the participants on the call and the letter addressed the misguided suggestion head on: "Maritime labor firmly believes that any calls for Jones Act waivers as part of the recovery effort for the Port of Baltimore are premature. To be clear, we fully recognize the critical need to reopen

the port and we expect and demand that every effort be made to do so as rapidly as possible. As noted, our members sail from Baltimore, and our brothers and sisters in various shoreside jobs including truckers, longshoremen, and other trades are looking at a long period of no work. It is in the best interests of everyone to get the Port open as soon as possible, and we would not stand in the way of that work."

But the reality is that opportunistic enemies of the Jones Act do not hesitate to use disasters as an excuse for an attack. "We have found over the years that in times of crisis," the labor letter said, "whether they be natural disasters or man-made disasters, those who oppose America's cabotage laws begin making demands for waivers and exceptions regardless of necessity or need, as a means of undermining those laws."

"This crisis has been no different, with those opposed to the Jones Act, the Dredging Act and other cabotage laws coming out with public demands for waivers of those laws, some even before rescue and recovery efforts for the men on the bridge when it collapsed were completed. We believe that existing law should be followed to the letter, and any potential Jones Act or other cabotage law waivers should be processed in accordance with that law, with specific vessel names, purposes, length of waivers, time limits and transparency."

"Maritime labor has never stood in the way of a legitimate waiver of America's cabotage laws when it has been necessary for national security. At the same time, we have opposed every unnecessary or political waiver of those laws, and we would do so again here." See the President's Report for more



Dispatcher's Report

Headquarters — March 2024

Deck	
Bosun	4
Carpenter	0
MM	3
AB	13
OS	5
Standby S.F.	12
Total Deck Jobs Shipped	37
Total Deck B, C & D Shipped	24
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.	37
Total B, C, & D Shipped-All Depts.	24
Total Registered "A"	20
Total Registered "B"	32
Total Registered "C"	6
Total Registered "D"	26



SUP BRANCH REPORTS

HONOLULU

March 2024

SHIPPING:The following jobs were dispatched for the month: 2 Bosun Steady, 1 Bosun Return, 2 AB Day steady, 4 AB Watch steady, 1 AB Maintenance, 1 Ordinary, 1 USNS AB Tankerman return, 1 USNS AB Tankerman, and 1 USNS Ordinary. There were 11 Standbys Jobs dispatched for the month.

REGISTERED: 7 A-Cards, 21 B-Cards, 4 C-Cards, and 1 D-Cards.

SHIPS CHECKED: *USNS Charlton*, *USNS Watson*, *Oceania*, *Islander*, *D.K. Inouye*, *Manulani*, *Mokihana*, *Lurline*, *Kaimana Hila*, *Mahimahi*, *Manoa*, *Maunawili*, *Matsonia*, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report:

A lot of conversation concerning the new "Big Brother" aspect to Matson fleet. A lot of concerns about the implications of what and how this potentially intrusive technology is going to be used going forward. Members are telling me the phrase the company continues to use when this subject was discussed is "Changing the Culture". The question is, what type of culture are they changing to? An "Orwellian" culture perhaps? Also, a lot of talk and concern with the new SASH rules. While SASH policy is important, it's the belief of all the members I have spoken to that believe some of these rules go too

far and to date nobody knows how far the line has been moved.

Attended the Hawaii Maritime Port Council meeting. We were introduced to Caitlyn Tierney, Government Affairs Manager for the American Maritime Congress. She asked about and listened to concerns about our thoughts on the state of recruitment and retention of mariners, and ways we thought this could be improved. I informed her of the burden all mariners face when going through the documentation process, which lead to a parade of recent instances by other Unions of their members dealing with delays, misplaced applications, etc. It felt more like a support group, rather than a meeting. She said she would put our concerns toward the top of her list, when she gets back to D.C. I also attended the Hawaii AFL-CIO Executive Board meeting.

Deeply saddened by the news of the tragic passing of former Wilmington Port Agent and Sailor Extraordinaire Dwyane Nash. I always respected the passion he put into everything he did. I will miss him.

If you have six months or less to go before your docs expire. Please get going on renewing them.

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

WILMINGTON

March 2024

Shipping: Bosun 4, AB/W 9, AB/D 5, OS/STOS 4, GVA/GUDE 0, Standby: 24 Total Jobs Shipped: 46

Registrations: A 26, B 35, C 5, D 3.

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

Agent's Report:

The past month here in Wilmington, everything has been running smoothly, I have very minimal news and updates. Meetings for Maritime Day and Labor Day Parade have begun. I will make updates and announcements as more information about both comes across. Sailor's

disembarking from ships remember to leave your quarters cleaner than they were upon your arrival. Nobody likes walking into filth and dust left by anyone. Also stick to the contract, sneaking for personal gain only put eyes on the next crew and overtime redlining/cutting. Attend monthly meetings, keep your dues paid and documents updated. If help is needed in the renewal process my doors are open. Too many overlooked expiration dates.

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

SEATTLE

March 2024

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

Registered: 6 A card for a total of 13, 9 B card for a total of 10, 4 C card for a total of 4, 2 D card for a total of 2

Agent's Report:

Kamokuiki called for a full gang to be dispatched for a 60-day max trip to end in lay-up at Malaysia. I had to dispatch early to accommodate sign-on physical availability at Kaiser.

If you are made aware of minor or developing health issues at your union annual physical or by your general practitioner, be sure to follow up with the prescribed advice. If not, you may go to your next sign-on only to find you lost a

job over something you could have addressed months prior.

A big thanks to MFOWW member Alex Plaza. He put in many hours of voluntary OT rebuilding the Seattle Hall computer and transferring files over to the new hard drive. He saved us hundreds of dollars on the purchase of a new computer, and I may get another 10 years out of the existing one from the upgrades he did. After watching him do the job I'm glad I know nothing about computers. I'm perfectly content being a tech dummy and I wouldn't want to get wrangled into that job.

**Fraternally,
Brendan Bohannon
Seattle Branch Agent**

VICE PRESIDENT'S REPORT

March 2024

Ships checked —March.

APL President Kennedy — Kyle Swainbank, delegate. Clarification sent regarding section 11 regarding watch standers overtime payable. Giogorio Pompei, bosun.

USNS Seay — Tim Tess, delegate. All five members requesting to be relieved in March were successfully relieved. Thanks to the agents and members that made this happen. Jon Clark, delegate.

USNS Soderman — Javier Rosales, delegate. Ship is currently making the long voyage from DGAR to the East Coast, should arrive in early April. Joshua Dickey, bosun

USNS Red Cloud — Richard Allard, delegate. New plans for the ship to remain on the East Coast for another 6 months, FOS status. Rory Alexander, bosun.

USNS Watkins — Jose Cervantes delegate. Ship is in Saipan for the foreseeable future, no major beefs. Stephen Alarcon, bosun.

USNS Watson — Marc Abacan, delegate. If you want to pay dues while at sea you can call Headquarters and pay via credit card. (415) 777-3400. Supplemental wages are paid via check. Sean Bane, bosun.

Texas Voyager — Ken Speas, delegate. Tanker called Richmond Long Wharf at the end of March. Chevron is now using the company Workday for payroll. Captains are no longer printing out paystubs for crew. Employees must now use an app to view paystubs. Contacting company to see if there is a different way for members to get their regular paystubs while on the ship. Ron Gill, bosun.

Cape Henry & Hudson — Both ships is ROS status in San Francisco, CA. Robert Tomas and Dennis Solijon.

Cape Horn — Christian Demesa, delegate. Ship continues FOS Pacific Pathways mission. If you receive a juror summons while on board a vessel you can contact the company or union and we can assist with a letter for postponement. Marc Calairo, bosun.

Cape Orlando and Admiral Callaghan — Both ships in ROS status in Oakland, CA. No major beefs. Haz Idris and Mike Smith, Bosun.

We have started to see members receive the Coast Guard's new MMC. While the intent of speeding up the renewal process will be a great benefit to members, the MMC itself is much flimsier and thinner. After a couple years, it will likely tear or rip, if not cared for properly. I would highly recommend keeping it in some type of protective casing or folder (do not laminate). Remember your MMC is essential to shipping out.

SUP still needs more members with the LSE certificate for military ships, please reach out to me if interested in taking the 5- day course.

Matthew Henning

BUSINESS AGENT'S REPORT

March 2024

RJ Pfeiffer — Oakland#62, delegate James Salera. Friendly reminder to the cadets and stocktenders while aboard use the Officer's Laundry room and dine in the Officer's mess hall. That was the only issue sailed for Honolulu on the Northern triangle we got hit last trip with the weather was able to stay on schedule. John Crockett as Bosun.

Mokihana — Oakland#62, Delegate Philip Coulter in Oakland and sailed for LA. Ordinary seamen fortunate enough to make a Matson job must take initiative to learn to steer. Ask for help from AB's, your Union brother and sisters. Showing interest goes a long way. We all had to learn from our shipmates. Not willing to learn can be just cause for further training. In good hands with Noel Itsumaru, as relief Bosun.

Mahimahi — Delegate Tom Tynan. In Oakland, sailed same day for Los Angeles. No beefs. Same run expected through May. Always subject to change. Isnin Idris as Bosun.

Kamokuiki — with delegate Brent Wells. Crew worked hard to prepare ship for service then departed Tacoma for San Diego then the Philippines arriving in May. Bosun Cody Clark.

Manulani — Oakland#62 delegate Ben Ashton last trip in we had a mini-COI pass with flying colors. Ship's crane down but got help from shoreside contractor to assist with stores. Austin Gahan as Bosun.

President Eisenhower — Oakland #56. Delegate Elexir Ponce sailed for Yokohama with no beefs. Bosun keeps the jobs coming and ship running smooth. Scott Oliphant as Bosun.

President Kennedy — Oakland #56. Delegate Matt Dulay in Oakland, sailed for Yokohama with no issues. Gang working steady crossing over. John Pampilon, Bosun.

APL Eagle — Jebel Ali-Cirlio Sajonia, delegate. Good gang working hard running the cranes. Weathers starting to cool down getting the work done with Hussein Ali as Bosun.

Cape Horn — delegate Christian De Mesa. Ship enroute Thailand. Possible crew change. Marc Calario, Bosun.

LNG classes are monthly, based on application. Limited slots available: classes fill up fast. If you booked for class and then ship out please notify Berit ASAP. If your Documents are expiring in less than 6 months begin renewal process. Medical Certificate turnaround time unpredictable could be as long as 90 days.

Rating & Membership committee meet the first Thursday of the Month. The cutoff date in May to submit upgrade paperwork is Monday April 29th — prior to the first Thursday of the Month. Send only copies no original docs. Visited the ships, worked in the front office, and help out with the dispatching.

Roy Tufono

SUP Pensioners Join the Ranks of Retirement

Ricky Pangan	Book No.3867	4/1/2024
Nestor Pascual	Book No. 3886	4/1/2024
Gabriel Sipin	Book No. 7508	4/1/2024