



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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The view of Lahaina burning, from sea aboard a Coast Guard patrol boat, racing to the scene.. (USCG). The Coast Guard said it rescued 14 people who jumped into the water, including 2 children.

## Wildfires Devastate Maui

Fast-moving wildfires tore through Maui and the Big Island, cause widespread destruction and tragic loss of life. The historic, centuries-old town of Lahaina, was hit especially hard. The sudden fires were fueled by dry conditions and fanned by high winds with low humidity. More than 1700 structures burned, and the death toll is 55 and climbing.

Lahaina was scorched. Resi-

dents had no warning and ran for their lives without a moment to spare. Some waded into the sea to escape the heat and flames. When the smoke cleared, reporters said the town itself is a hellscape of ashes. Incinerated cars, burned down buildings, collapsed walls, piles of rubble, mangled plastic, and debris everywhere set the scene of utter destruction.

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## U.S. Marines May Protect Merchant Ships

As a large new contingent of more than 3,000 U.S. Marines and Navy sailors arrived in the Persian Gulf on August 6, reports circulated that the Marines may be deployed to protect commercial shipping there. The possibility came as part of an overall operation intended

to deter Iran from seizing or harassing merchant ships near the Strait of Hormuz, U.S. Naval Forces Central Command said.

While their mission would be defensive, arming merchant ships with national military personnel, as opposed to private armed guards, is extremely rare. The marines would have the right to defend themselves as necessary, a Department of Defense spokesperson said. It is unclear how many would be aboard each vessel or what type of weapons they would be equipped with. However, because the marines would be deployed aboard commercial vessels, they would have to be requested by individual shipping companies or ship operators.

The U.S. is expected to offer protection to U.S.-flagged ships, to ships carrying crews that in-

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## Biden Backs Jones Act, Says Ships Must Have American Crews

President Biden traveled to Philadelphia to participate in a steel-cutting ceremony at Philly Shipyard Inc. in late July. The purpose was celebrate the Jones Act construction of a ship and to also launch his "Bidenomics" tour to emphasize the benefits of his economic policies for average Americans.

The President was unequivocal in his support for the Jones Act. "Some folks may not know there is a law in 1920 called the Jones Act that was passed. It says ships traveling between U.S. ports have to be American built, American owned, have American crews. But there's some content to rely on ships built overseas without American crews to operate them. Again, not on my watch," he said to thundering applause.

"There's strength in American shipbuilding.

Supporting good union jobs and bringing offshore wind supply chains back home," President Biden said.

On the same day, the Bureau of Ocean Energy Management said it will offer the first Gulf of Mexico offshore wind leases. "The clean energy future we're building all across America will be transformational," Biden said during the ceremony at Philly Shipyard. "Thousands of families will rely on good jobs these projects create, restoring a sense of pride, a sense of hope, a sense of dignity that got lost somewhere along the way."

The President made special note of the importance of organized labor both in the construction and operation of ships. He noted the building and transportation trades and made a familiar connection: "A lot of my friends in organized labor know

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## Government Watchdog Finds Coast Guard Credentialing Process Can Be Improved

The Government Accountability Office (GAO) published in late July a report on the U.S. Coast Guard's merchant mariner credentialing process. The Merchant Mariner's Credential is a basic requirement for all SUP employment. It is therefore fundamental and critical to the livelihoods and well-being of mariners and members to maintain their income, health care, retirement and careers.

The Coast Guard merchant mariner credentialing process involves multiple levels of review to ensure the mariner meets the professional qualifications for the position. A mariner may request a credential for

the first time (original), renewal, duplicate, raise of grade (i.e., change in position), or new endorsement (i.e., proof of qualification for a position). For applications received from January 2018 through June 2022, the Coast Guard processed about 75 percent of credential applications in 60 days or fewer.

GAO found that the Coast Guard's processing times varied due to the complexity or completeness of the application, the number of applications received, and the availability of the Coast Guard's human capital and information technology resources. For example, it generally took more time

*continued on page 8*

## Tanker Security Program Gets Underway

The Maritime Administration (MarAd) has officially announced the nine-ship roster for the new Tanker Security Program (TSP). The TSP establishes a fleet of active, commercially viable, militarily useful, privately owned product U.S.-flag tankers that meet national defense and other security requirements. The program is also intended to strengthen the U.S. supply chain and improve the movement of liquid fuel products while creating good-paying jobs.

A tenth tanker is expected to be named later. "Today we are announcing the first ships to join the Tanker Security Program, which will help strengthen both our supply chains and our national security by delivering fuel to our armed forces around the world while creating hundreds of good jobs for American mariners," said U.S. Transportation Secretary Pete Buttigieg.

"The TSP accomplishes two key maritime sealift objectives: it grows our U.S.-flagged fleet and it significantly expands our ability to deliver vital fuel supplies to support military missions across the globe," said Maritime Administrator Ann Phillips.

"Implementation of the TSP is a significant milestone for MarAd and the U.S. maritime industry."

The companies selected for enrollment are Overseas Shipholding Group, Inc. (three tank vessels); Crowley-Stena Marine Solutions, LLC. (three tank vessels); and Seabulk Tankers, Inc. (three tank vessels). All TSP slots are a so-far held by medium range tankers of about 45,000 deadweight tons. Of the enrolled vessels, four are under U.S. flag and are now operating in the program, and five are working with the assistance of the U.S. Coast Guard to expedite reflagging to U.S. registry to begin operating under TSP agreements. Each tank vessel enrolled will receive a maximum \$6 million per year payment for qualified service as participants in the program. The vessels will operate in U.S. foreign commerce and be available for use by the United States during times of war or national emergency.

Since the advent of the Maritime Security Program, the TSP is the most significant and positive fundamental change U.S. maritime policy in at least two decades.

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# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Dues-Paying Pensioners

- Diane Ferrari..... BK#2251
- Hannu Kurppa ..... BK #3162
- Gunnar Lundberg..... BK#4090
- Vince O'Halloran ..... BK#2463
- James Clay ..... BK#4794
- Alexander Earle..... BK#1885
- Paul Purugganan ..... BK#3880
- Mike Worth ..... BK #3629
- Terrence Lane ..... BK#4107
- Duane Nash ..... BK#2437

## Political Fund

- Vince O'Halloran .....\$400.00
- Dave Mercer..... \$100.00
- Thomas Tynan ..... \$50.00
- Steve Campbell.....\$200.00
- Isnin Idris .....\$200.00
- Archie Bickford .....\$100.00
- Ronildo Dimatulac.....\$20.00
- Dave Hampton .....\$20.00
- Emo Aulelava.....\$20.00
- David Green..... \$100.00
- Dave Connolly .....\$100.00

## West Coast Sailors

- Ronildo Dimatulac.....\$20.00
- Norman Kurtz.....\$25.00
- Shannon Woodland .....\$10.00
- John Dacuag .....\$25.00

## Organization/General Fund

- Ronildo Dimatulac.....\$20.00

## SUP Meetings 2023

These are the dates for the regularly scheduled 2023 SUP meetings:

SUP HQ	SUP Branches
September 11	September 18
October 9*	October 17
November 14*	November 20
December 11	December 18

\*Denotes Tuesday meeting due to holiday

## Membership and Ratings Committee

The Committee met on August 3, 2023 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Perciverando Quiteles	BK#101	6 yrs	A.B.	A
Cortlen Naylor	B-19764	1 yr	O.S.	B
Israel Hopeau	B-19765	1yr	A.B.	B
Luis Abea	B-19766	1 yr	O.S.	B
Michael Rogers	B-19767	1 yr	O.S.	B
Harry Phillip	C-2988	30 days	A.B.	C
Ahmed Kassem	C-2989	30 days	A.B.	C
Abdulwali Ahmed	C-2990	30 days	O.S.	C
Welmer Cabugwas	C-2991	30 days	O.S.	C

### Ratings: Bosun Stamp

Aaron Wiebe Bk#3657

Membership and Ratings Committee's Report: McKevin Dulay, B-1940S, Michael Smith, BK#13502 and Corey Burton, BK#5764



The August SUP Membership and Ratings Committee from left is McKevin Dulay, Corey Burton and Michael Smith.. Photo: Roy Tufono

## SUP WELFARE PLAN NOTES

### COBRA

When your Active Plan coverage terminates, you will receive a COBRA notice stating that continuation of your coverage is available to you. Termination of coverage may be due to insufficient work time to continue coverage, a dependent no longer eligible due to age, or retirement of the participant.

COBRA continuation of coverage is an option to keep the health insurance coverage that you had prior to the termination of coverage. COBRA monthly rates, by law, are equal to the amount paid by the SUP Welfare Plan for your coverage plus a 2% administrative fee.

If you receive a COBRA notice, you have 60 days to reply with your intent to continue coverage as a COBRA member; however, you must pay for all of the months after your active plan coverage terminated.

As an example, if you received a notice on June 10, 2023 that your active plan coverage terminated on 6/01/2023, you would have until August 10, 2023 to elect COBRA coverage; however, you would have to pay for the months of June 2023, July 2023, as well as August 2023 even though June 2023 and July 2023 have passed.

SUP Welfare Plan participants may find it advantageous to inquire about less expensive individual coverage or school plans for dependents that will suit your needs.

Since active coverage terminates upon retirement, active participants who are considering retirement should also look for available health care options. When researching individual plans, you should compare deductibles, non-covered expenses, and limitations to your current plan coverage to see how you will be affected.

If you are Medicare age when your active plan coverage terminates, be sure to contact Medicare about enrolling in a Medicare plan if you have not already done so. It is likely the least expensive coverage available to you and may help prevent a penalty fee for late enrollment.

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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

## West Coast Sailors

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## Ships Back up at Panama Canal Due to Drought

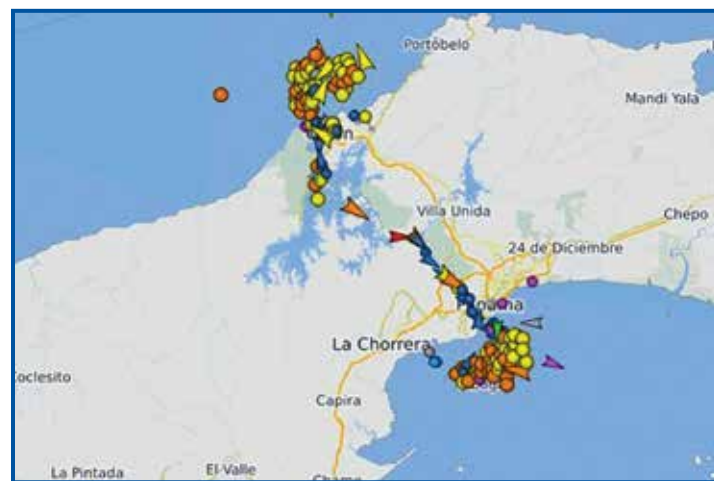
The scarcity of rainfall due to a severe drought has forced the Panama Canal to reduce the draft of ships passing through the inter-oceanic waterway, in the midst of a water supply crisis that threatens the future of this maritime route.

The Alhajuela lake, in the Colon province, 50 km north of Panama City, is one of the main lakes that supplies water to the locks of the Panama Canal and is at its lowest level of recent years.

The Canal is one of the major shipping routes through which 40 percent of container goods sold in America travels. Currently, there is a 21-day wait time for ships attempting to make the passage. And the situation will likely get worse before it gets better. Total number of vessels awaiting transit is 154.

About \$270 billion in cargo travels through the canal every year. The massive pileup of ships is a result of water conservation measures the Panama Canal Authority deployed in late July due to the drought. The PCA has temporarily lowered the availability of booking slots from August 8-August 21 for Panamax vessels, which are the largest vessels that can cross the canal. The number of pre-booking slots was reduced to 14 daily from 23.

Starting on July 30, 2023, the daily total transit capacity of the Panama Canal was adjusted to an average of 32 vessels per day (10 vessels in the newer Neopanamax locks, which serve the larger vessels, and



**STUCK IN TRAFFIC:** Ships awaiting transit on both sides of the Panama Canal due to draft restrictions brought on by drought conditions.

22 vessels in the older Panamax locks). Before the water conservation measures, transits were 34 to 36 a day.

Not only are reservations for making it through the canal cut down, but the Panama Canal Authority also issued a weight/draft limit of about 40 percent lower than the previous limit, leaving deeper draft tankers already on their way to the canal in a lurch. Drought conditions have lasted for years and the multiple lakes which feed the canal and allows the locks to operate, are at four-year lows.

Alternate routes and ports made necessary to divert around the backup will test supply chain infrastructure.

## Final Departures

**Roy Rigutto, Book No. 3139.** Born in Oregon in 1921. Joined SUP in 1951. Died on July 16, 2023. (Pensioner)

**Steven Crute, Book No. 4780.** Born in California in 1962. Joined SUP in 1983. Died in Reno, Nevada, January 17, 2023. (Active)

## American Seafoods Pay \$9.5 Million in Scheme to Evade Jones Act

Closing out a Jones Act scam of historic proportions, two logistics firms affiliated with American Seafoods have reached a \$9.5 million settlement with U.S. Customs. After two years of litigation tied to the "Bayside Canadian Railroad," The 100-foot track designed to falsely "legalize" the use of foreign-flag reefer ships on a cargo route from Alaska to Maine, was a landmark case. The shipping route should have belonged to the Jones Act shipping industry, according to U.S. Customs.

For more than a decade, American Seafoods delivered its Alaskan fish to customers on the U.S. East Coast using chartered foreign-flag vessels, acting through its Alaska Reefer Management affiliate. These

ships were loaded in Dutch Harbor and would transit through the Panama Canal and up to the port of Bayside, Canada. At Bayside, the cargo was offloaded into truck trailers for delivery to the Eastern United States, completing a 7,500 nautical mile journey between two U.S. points.

The foreign-flag shipment would obviously violate the Jones Act if the trucks went directly to Maine, but the route took advantage of an obscure Jones Act clause - the so-called "Third Proviso" - which permits foreign-flag vessels to be used if a "through route over" a Canadian rail line is involved in the delivery. To comply with this little-known loophole, each truckload of fish at the Bayside terminal was driven

up a ramp and onto the "Bayside Canadian Railway" - a 100-foot stretch of track with two rail cars and no destination. After a short back and forth trip on this Canadian rail line, the trucks would head onwards to the Maine border.

U.S. Customs and Border Protection disagreed with this interpretation of the Jones Act, and concluded that it was a "calculated and secret scheme" to circumvent legal protections for American shipping. In August 2021, CBP sent notices of violation to American Seafoods, Alaska Reefer Management, among others including the terminal and reefer shipowners, seeking retroactive fines totaling about \$400 million - making it the largest Jones Act

enforcement action on record.

Alaska Reefer Management and Kloosterboer filed suit and obtained a federal court injunction to prevent CBP from enforcing the fines. While the injunction held, they finished delivering the remaining fish that had been stuck in transit on the Bayside Route. The rail line was then shuttered and dismantled, and ASC's leadership changed hands, but litigation over fines for past activity continued. In July the parties filed a notice of settlement, announcing an end of the lawsuit. The reported amount of payment to CBP comes to \$9.5 million, or about two percent of CBP's proposed fines against all the enforcement targets.

## LAND USE THE RIGHT WAY: Seattle Maritime Labor Seals Waterfront Plan

On August 1, Seattle Mayor Harrell joined City, Port, labor, housing partners and maritime and industrial business representatives to sign the Maritime and Industrial Strategy into law. It had passed a vote by the City Council a week earlier. The package of legislation is first update to the Seattle industrial land use policy in decades.

"Our maritime and industrial lands are a unique, vital, and historic asset that strengthen Seattle's economy and provide pathways to thousands of living-wage union jobs in our city," said Mayor Bruce Harrell.

Updating the City's land use code to strengthen protections for existing industries and flexibility for future growth of light rail and better transitions from industrial to non-industrial areas. It could create 35,000 new jobs and 3,000 new homes over the next 20 years.

The industrial lands policy was proposed by Mayor Harrell in April following extensive engagement with 60 stakeholders in the community, including businesses, labor, housing developers, workforce development professionals, and representatives from impacted neighborhoods. It creates three new industrial zones, encompassing 1) "Maritime, Manufacturing, and Logistics,"

protecting core and legacy maritime and industrial lands, 2) "Industry and Innovation," supporting high-density industrial employment, and 3) "Urban Industrial" aimed at light industry and creative arts.

The Seattle plan is remarkable in its scope, encompassing a vast swath of enterprise. The Urban Industrial zone for example, will attract a vibrant mix of affordable, small-scale places for light industry, makers, and creative arts, as well as industry-supporting ancillary retail or housing spaces. At the same time, officials said, it will increase employment and entrepreneurship opportunities. Many other American ports, particularly on the West Coast, could learn much from the initiative. The Seattle Maritime zone, for example, will enhance existing protections against big box retailers or mini-storage facilities from being built in these zones.

The mayor added emphasis: "To protect and grow this critical economic cornerstone of our city, it is clear we need a One Seattle approach to strengthen land protections and take advantage of new opportunities for housing and jobs in the evolving industrial, manufacturing, and maritime sectors."

Land use in port areas is a matter



L-R Harry Thompson Business Rep IBEW 46; John Persak ILWU 19; Terri Mast National Secretary/Treasurer IBU; Vince O'Halloran SUP Vice President PSPC MTD; Herald Ugles President ILWU 19; Seattle Mayor Bruce Harrell; Herb Krohn Legislative Director SMART (Railroad workers).

of serious contention, with many interests competing for rare West Coast waterfront space. The maritime and industrial uses, unlike the retail and entertainment uses, does not have the off-water alternative sites for growth. Many economists worry that the loss of the industrial waterfront to billionaire real estate developers interested only in the high individual returns of luxury residential or sports complexes can choke off the greater economic good

associated with the jobs engine of the port and industrial use. This can lead to greater inequality and higher prices. In any case, a plan that fully represents all the stakeholders is devilishly complex. Achieving it is an enormous victory of process alone, and could not have happened without union support, including that of former SUP Branch Agent and MTD Vice-President Vince O'Halloran and many others from maritime labor.

## American Maritime Hero, Capt. George Quick, Crosses the Bar

MM&P Pilots Membership Group Vice President George Quick died July 11, 2023 at his home in Jarrettsville, Md. He was 93 years old.

"Captain George Quick set an example for all of us and leaves a legacy of achievement that won't be forgotten," said MM&P President Don Marcus. "He was a wonderful person, a friend of seafarers, and a brilliant leader. Within MM&P, the Association of Maryland Pilots, the American Pilots' Association and the International Maritime Organization, his contributions to the wellbeing of mariners have been unmatched."

A graduate of the U.S. Merchant Marine Academy at Kings Point and the University of Baltimore Law School, Quick became a Maryland pilot after sailing as deck officer on passenger and cargo ships. He was elected vice president of the MM&P Pilot Membership Group in 1982, after serving as president of the Association of Maryland Pilots, and vice president of the American Pilots' Association. An expert on pilotage laws and regulations, he testified in hearings

before boards, commissions, and legislative committees on national and international levels for many years.

At the International Maritime Organization, the London-based United Nations Organization with the responsibility for the regulation of shipping, he represented the International Maritime Pilots' Association and later the International Transport Workers' Federation. In February 2023, he was recognized by the IMO for five decades of service to the international maritime community. "Since his first meeting nearly 50 years ago, Captain Quick has substantially contributed to the draft-



ing and amendment of many IMO instruments, resolutions, and other standards that have contributed directly to the safe and environmentally responsible operation of world shipping and the welfare of seafarers around the globe," said IMO Secretary-General Kitack Lim. "While his contributions to the work of this Organization have been substantive and substantial and cannot be overstated, his personal impacts on countless delegates, both past and present, represent his real legacy."

Quick understood the great impact, importance and interference of regu-

lations on the maritime workplace. He brought a strong Union sensibility and a unique American voice to the regulatory process, remaining a tireless advocate for professional mariners.

In 2019, the San Francisco Bay Area and Vicinity Port Maritime Council of the AFL-CIO's Maritime Trades Department honored Capt. Quick as one of America's premier maritime labor champions. Delegates passed a resolution that noted his seven-decade career as stalwart advocate for working and retired mariners of all ranks and ratings. Quick "relentlessly pressed for national and international regulation that is favorable to seafarers, that protects the rights of seaman, that prevents de-skilling and commodification of maritime expertise, that sustains and expands seagoing jobs, and that brings a measure of dignity to the maritime workplace," stated the SF MTD. Delegates recognized him as an expert in all aspects of maritime law, an inspiration on maritime resolve, and as such, a treasured hero of the U.S. Merchant Marine.

# CMA CGM Orderbook on Track to Pass Maersk For Second Place in Size

Mediterranean Shipping Company (MSC) was the first, and now it appears that French shipping giant CMA CGM is on track to leap past Maersk to become the world's second-largest container carrier according to a new market analysis from Alphaliner. After having led industry consolidation, the Maersk strategic focus has shifted from growth to integration and evolving to a logistics company.

Maersk currently stands firmly in second place in the rankings based on capacity. The company shows a total fleet of 682 vessels and a capacity of over 4.1 million TEU. By comparison in January 2022, when MSC claimed the top spot, Maersk was reported to have a fleet of 738 vessels with a capacity that was nearing 4.3 million TEU.

CMA CGM remains a distant third currently with a fleet of 625 ships with a total capacity of just under 3.5 million. MSC, by comparison, has used the past 18 months to widen its lead over both with little sign of slowing down. In the current update, Alphaliner calculates MSC's fleet was grown to 770 ships with a total capacity approaching 5.2 million TEU.

The companies' divergent strategies highlight the emerging shifts as apparent in the orderbook held by the major carriers. CMA CGM like other major carriers initially used acquisitions to propel its growth taking over Neptune Orient Lines which in turn had acquired

APL. But now, CMA CGM has grown a massive orderbook that is now rivaling MSC in size. CMA CGM also has a large charter book focused on mid-sized vessels.

"The French line's orderbook stands at 35.5 percent of the carrier's existing fleet capacity," highlights Alphaliner. It took CMA CGM seven years (2009 to 2016) to go from 1 million to 2 million TEU. They now have 1.24 million TEU on order according to Alphaliner due for delivery by 2026. In the next 18 months alone to the end of 2024, they highlight the French carrier will receive 500,000 TEU of new capacity. Subject to some conjecture on how much of the volume might be replacement tonnage or if CMA CGM will release some of its extensive charter fleet. The company is on course to reach 4.73 million TEU by 2026.

Asked two years ago about the coming shifts in the leaderboard, then CEO of Maersk Soren Skou told Bloomberg it was not important. He emphasized strategic direction. Maersk appears to be forgoing large capacity increases for its ocean shipping group instead focusing on fleet replacement and decarbonization efforts. The Danish company has just under a 10 percent capacity increase on order, or 33 ships with a capacity of just over 400,000 TEU Alphaliner highlights. Maersk has previously said that orders such as its 24 methanol-fueled



CMA CGM containership

containerships would be replacements for aging vessels. Alphaliner estimates at maximum Maersk would reach 4.54 million TEU meaning it would be four percent behind CMA CGM.

The Swiss-based MSC has gone big with the industry's largest capacity ships, investing in conventional fueled ships for the near term. They have also been buyers in the secondhand market. CMA CGM was a pioneer leading the industry with large investments into LNG-fueled ships. In April 2023, it was reported CMA CGM had placed a further order for 16 ships valued at over \$3 billion making it the largest order ever booked by CSSC. As part of the order, CMA CGM was also reported to be investing in its first large class of dual-fuel methanol vessels.

First published by *The Maritime Executive*

## Foreign Flag Seafarers Suffer as Covid Cost-Cutting Continues

Seafarers in most foreign-flag ships are not happy, according to the recently released Seafarer's Happiness Index. The latest survey found the average quality of life and inflation-adjusted pay in foreign-flag shipping was worse than before the pandemic. Some of the reported work experiences were so bad to clearly violate the law in many countries: things like arbitrary contract revisions, limited food, and even denial of access to drinking water. Yet many restrictive COVID policies are still in place.

Happiness levels fell across all categories, driven by the persistence of the challenges of the pandemic era. COVID-19 may be over as a major public health concern, but some of the unpopular working adaptations persist. For example, cost-efficient extended work rotations have become the new normal, and seafarers are still on board for longer stints than they were before COVID. "It seems that while employers reacted swiftly to pandemic pressure, a return to pre-pandemic standards has been slow. Standards of welfare and employment appear more prone to downward changes than upward progress, and that is a cause for much frustration," wrote the charity Mission to Seafarers, which administers the index.

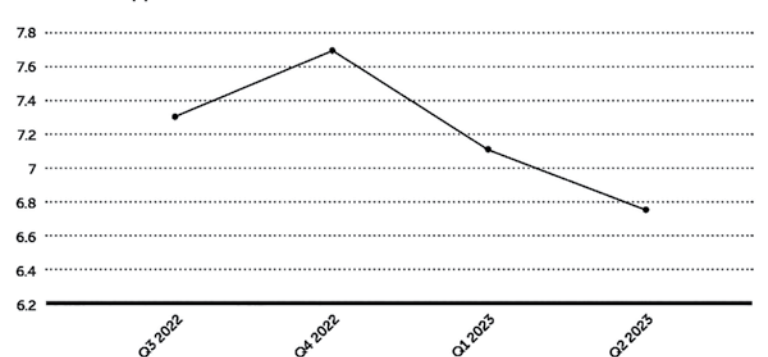
Shore leave is still restricted by COVID precautions in many ports, seafarers reported. Some port authorities still tell foreign crewmembers that their docks are off-limits to prevent COVID transmission, even though the pandemic has ended. Since shore leave and travel were once among the attractions of the seagoing life,

as well as a welcome relief after months on board, morale has declined. Some seafarers reported that they have never had shore leave in their entire career.

Other shipboard-life concerns in the survey included familiar issues like increasing paperwork, disregard for hours of work and rest, and the isolation of life at sea. But there were some new and more troubling items on the list. Across categories, multiple respondents reported restrictions on access to drinking water while under way. This was "far from an isolated report," and the charity noted that it is a violation of the Maritime Labor Convention (MLC). Some of the survey takers reported that their employers would even charge them for clean water.

Internet access also remains a common sticking point for many seafarers. Quality operators often offer internet for free, and crewmembers who have this benefit "were far happier across other aspects of their life and experience on board," the survey found. With broadband satellite connectivity now available from \$250 per ship per month, inexpensive onboard internet is accessible even for less well-resourced shipping companies - but many seafarers report that access is only provided at an elevated cost, on the order of \$60 per person per month. At the ILO minimum monthly salary of \$670, this would

12-month happiness data



Based on a variety of factors including wages, shore leave, food, internet access, health and fitness, training contact with family, as of July 28, 2023 the worldwide Seafarers Happiness Index continued its decline:

be nearly a tenth of a deckhand's earnings.

Real income in terms of inflation adjusted pay, has also declined for most — even as workloads have increased — making the seafaring profession less competitive compared to shoreside employment options. One respondent reported that his company has not raised pay in 15 years. The Seafarers Workforce Report, on the other hand, researched and released by an industry association, unsurprisingly predicts a growing need for more workers as deteriorating conditions lead to greater attrition.

## Otter Pirate Steals Surfboard, Escapes Capture in Santa Cruz

"Otter 841," as she is officially known, is the Black-beard of surfboard pirates. An aggressive sea otter, she is confronting kayakers and surfers, chewing boats, and riding the waves on stolen boards off Santa Cruz, Calif. She has also evaded capture despite being perhaps the most watched sea otter in history.

At legendary wave break called Steamer Lane, near the northwest shores of Monterey Bay, experienced surfers and a 5-year-old female sea otter have had repeated confrontations. The otter chews on boards and kayaks, and then sometimes steals them.

Videos across social media show the otter hoisting itself out of the ocean and onto boards forcing surfers into the water.

Bystanders laugh in the videos, but officials with the U.S. Fish and Wildlife Service say the otter poses a public safety risk. "While there have been no confirmed reports of injury, due to the highly unusual behavior of this otter, kayakers, surfers, and others recreating in the area should not approach the otter or encourage the otter's interactions," the USFWS said in a statement.

Santa Cruz native and photographer Mark Woodward said he has photographed hundreds of otters over the years, but has never seen something like this. He's wit-

nessed the otter bully surfers three times in less than a week.

"I saw the first incident on June 18 and I didn't know what was happening," Woodward told NPR. "... It was quite astounding." The USFWS said the otter's behavior is "concerning and unusual," and though the exact cause is unknown, officials said it could be associated with hormonal surges related to pregnancy, or because of being fed by humans.

Southern sea otters are listed as threatened under the Endangered Species Act and are protected under the Marine Mammal Act as well as California law, the USFWS said. After being hunted to near extinction for their fur in the 1700s and 1800s, the population has rebounded since becoming a protected species.

Unfortunately once the otter is caught, Monterey Bay Aquarium spokesperson Kevin Connor said, she won't be able to return to the wild. The animal, officially known as otter 841, was born in captivity — because its mother had also been too friendly



A southern otter in Santa Cruz, Calif., catches a wave after stealing a surfer's board. Photos: Mark Woodward

with humans — and then successfully released into the wild in June 2020. The team of experts have tried to capture the animal multiple times, using different nets, and when that didn't work, surfboards. She remains at large.

# Hot Work: Consistent Standard on Worker Heat Safety Missing

The relentless heat wave that has smothered parts of the country in triple-digit temperatures is drawing calls from workers' advocacy groups and others for greater protections for those who work outside—from construction workers to farmworkers to garbage collectors.

While several states in recent years have enacted regulations that mandate periodic relief from the heat, most don't. The groups say the lack of protections leaves those whose jobs require them to labor outside especially vulnerable to heat-related illness.

Many employers are already providing breaks, water and training in accordance with federal guidelines. There is often inconsistent regulations across cities and states. California, Washington, Oregon and Colorado have regulations requiring employers to provide protections for workers when the weather gets hot. They include requiring businesses to provide shade, regular breaks and free access to water. Minnesota enforces heat protections that apply only to workers indoors.

Texas has gone in the opposite direction. A bill signed in June by Gov. Greg Abbott bans local ordinances in cities such as Dallas and Austin that mandate rests and water breaks when temperatures rise. The law, set to take effect in September, prevents cities and counties from creating local ordinances that go further than what is allowed under state law.

A main consideration is water loss in the body. Water composes up to 60% of adult humans, according to the U.S. Geological Survey. When participating in physical activities or exercises outdoors in high temperatures, persons can lose anywhere between a half liter (17 ounces) to two liters of water every hour. If a person doesn't hydrate adequately, his or her health, with various symptoms, could be hurt.

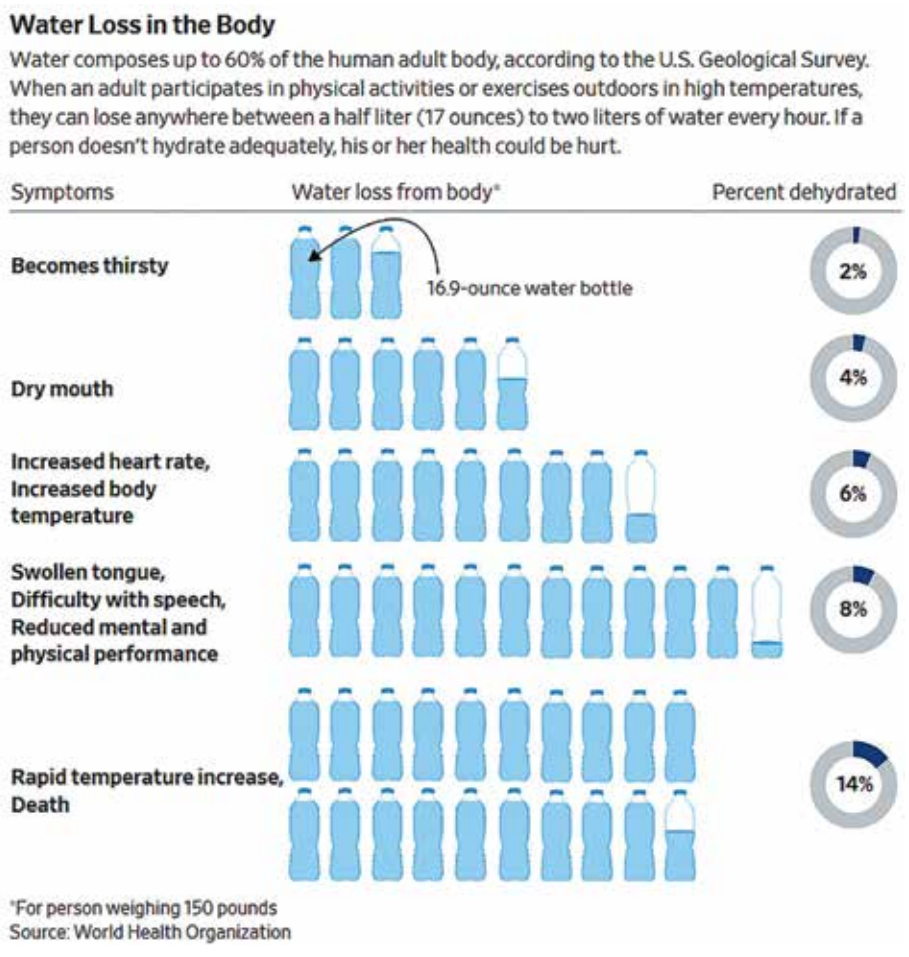
Unions and other workers' advocates say the current heat wave, as future summers with soaring temperatures because of climate change, shows a need for more protections.

The federal Occupational Safety and Health Administration currently doesn't have specific national regulations on heat-related hazards for workers, but can cite companies under a broader rule and does provide guidance on training, heat acclimatization for workers, and the need for provision of breaks, access to water and shade on worksites.

After a devastating heat wave in the Northwest in 2021, President Biden ordered OSHA to develop workplace heat standards and to increase enforcement. In 2022, the agency announced a National Emphasis Program urging "early interventions by employers to prevent illnesses and deaths among workers during high heat conditions." The agency said it is in early discussions of crafting new rules, but completing them could take years.

Meanwhile, the agency will continue to operate as it has in the past, said Rick Gleason, a former OSHA inspector. OSHA typically only cites employers after a worker has been injured or died from heat, and only when inspectors can prove the business knew or should have known the conditions were hazardous for the employee in advance, Gleason said.

The Bureau of Labor Statistics estimates that 436 workers died from heat exposure from 2011 to 2021. OSHA said in a 2021 report that the BLS estimates on heat-related deaths, as well as illnesses and injuries, "are likely vast underestimates."



## Hydrate for Your Safety

**Drinking enough fluids is one of the most important things you can do to prevent heat illness.**

- Hydrate before, during, and after work.
- Drink 1 cup of cool water every 20 minutes - even if you aren't thirsty! Water is generally sufficient for short jobs. For longer jobs, drink an electrolyte-containing beverage.
- Avoid energy drinks and alcohol.
- Your work performance may suffer when you are dehydrated, even if you don't notice.

[osha.gov/heat](https://osha.gov/heat)

Public Citizen, a nonprofit consumer advocacy organization, says the true figure on deaths is higher because federal data relies on employer records and self-reporting. Based on data from the Centers for Disease Control and Prevention and several studies of heat deaths, Public Citizen estimates 605 to 2,000 workplace heat deaths a year. Those numbers—as well as injuries—will likely rise without more protections.

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## T/S Golden Bear Sails with SUP Crew



On the bow of the T/S *Golden Bear* in the Carquinez Strait in Vallejo, Calif., an SUP crew turned to get this MarAd training ship underway. From left is 3/M and former SUP member Mike Thomsen, bosun Robin Colonas, OS Daron Johnson, OS Pablo Salinas and OS Saleh Ahmed.

# Biden Backs Jones Act, Says Ships Must Have American Crews

*continued from page 1*

when I think climate, I think jobs. I think union jobs," Biden said.

"Our Investing in America agenda is bringing our clean energy supply chains home. Since I took office, we've seen more than \$16 billion in new offshore wind investments, including 18 offshore wind vessels, 12 manufacturing facilities and 13 ports. Today, we announced the first-ever offshore wind sale in the Gulf of Mexico.

Across the Delaware River in Paulsboro, New Jersey, workers are welding the steel foundations for these projects. The Inflation Reduction Act offers tax credits for projects using American-made

iron, steel — manufactured products so our clean energy future will be made in America. All this investment means good-paying jobs here at home."

The shipyard event centered on the 461'x112' Acadia, which will be the first U.S.-built SRI vessel for offshore wind. The Acadia will have accommodations for 45 people. The \$246 million vessel is being built for the Great Lakes Dredge & Dock Corp. (GLDD), Oak Brook, Ill., a major player in harbor and beach replenishment work. The Acadia project is GLDD's move into the offshore wind sector, providing a Jones Act-compliant vessel to lay down rock protection around turbine towers,



cable routes and other offshore structures. The AFL-CIO, in its earliest endorsement ever, dedicated its full support to the re-election of President Biden in June.

# USNS Sisler Loads and Sails

After regular repairs, maintenance and refurbishments, known in maritime parlance as a shipyard "haircut and shave," the USNS Sisler deployed for missions and forward deployment.

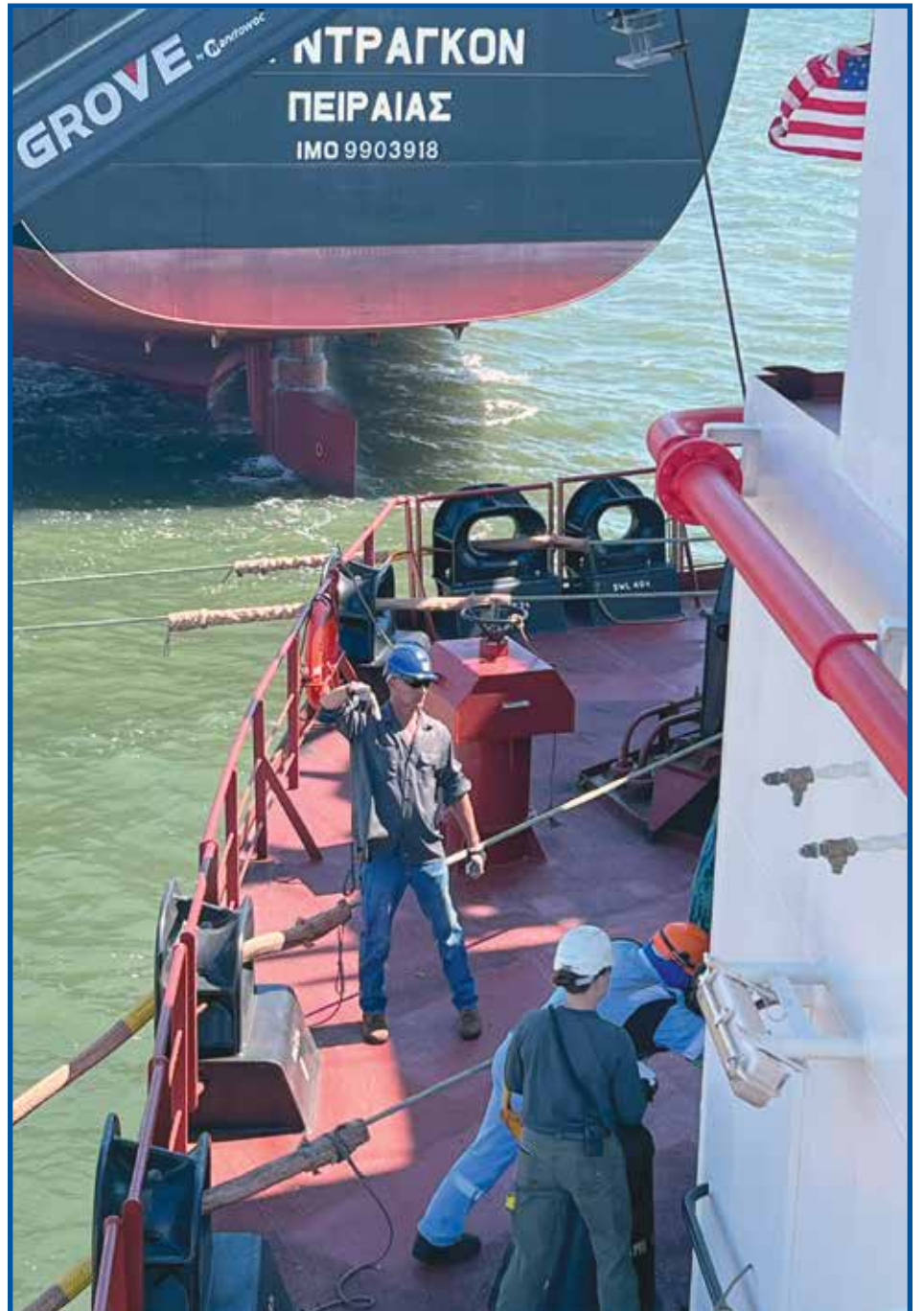
On the main deck by the open hatch at Blount Island, Florida the ship loaded with OS Jeffrey Baccay, bosun Mark Acord, and AB Camilo Moreno providing critical support.



On the flight deck of the USNS Sisler SUP sailor Jesse Unabia (yellow shirt) and Gertrude Vego, both LSE qualified, clear a U.S. military HH-60 Blackhawk to land. As part of a training and readiness exercise, Sisler crew supported 50 "bounces," or touch and go's, as well as 6 landings and secured with chocks and chains. SUP crew participated with the 1st Battalion, 228th Aviation Regiment working out of Soto Cano Air Base, in Honduras, as part of Joint Task Force Bravo, a multi-mission unit under U.S. Southern Command.



The 1st Battalion, 228th Aviation Regiment supports the U. S. Southern Command's engagement and security cooperation strategy in South America, providing heavy lift, medical evacuation, and general aviation support spanning the joint operations area in support of Joint Task Force-Bravo. It is a composite battalion with UH-60L and HH-60L Blackhawks, and CH-47F Chinooks, providing airlift and evacuation capabilities to the region. Typical missions conducted by this one-of-a-kind battalion include countering transnational organized crime, counter-narcotics, aerial firefighting, humanitarian assistance/disaster relief, theater security cooperation, building partner capacity, medical evacuation, limited search and rescue, and air movement of people, equipment and supplies throughout Central America and the Caribbean.



Aboard the Chevron tanker California Voyager at Richmond Long Wharf, bosun Matt Frazier gives the crane orders and AB Dana Anderson lands stores on deck. Photo Matt Henning



In the crew lounge of the California Voyager from left is AB and delegate Rey Gabarra, AB Dana Anderson, Deck Machinist Larry Moses, bosun Matt Frazier, and AB Artemus Ervin. Photo Matt Henning

# Wildfires Devastate Maui

continued from page 1

Other parts of the west coast of Maui were hit, as well as parts of the Big Island, but less is known about the damage there at this time. The wildfires are the state's deadliest natural disaster since a 1960 tsunami that killed 61 people. An even deadlier tsunami in 1946, which killed more than 150 people on the Big Island, prompted the development of the territory-wide emergency system that includes sirens, which are sounded monthly to test their readiness.

Witnesses reported no such sirens sounded here. "There was no warning. There was absolutely none. Nobody came around. We didn't see a fire truck or anybody," said Lynn Robinson, who lost her home in the fire. Thousands of Hawaiians are suddenly homeless.

"What we saw was likely the largest natural disaster in Hawaii state history," Gov. Josh Green said. He compared it to the tsunami that struck the Big Island in 1960, killing 61 people.

The number of people confirmed dead in the wildfires rose on August 11th to 55,

but officials don't know how many people died in the fire in and around Lahaina or how many people may still be missing. Recovery of remains is expected to take days and weeks, the governor said. The Maui Fire Department and Coast Guard provided immediate response and water rescue of survivors. Search and rescue teams from California and Nevada are on the way.

Priceless lives were lost. Many irreplaceable historic structures and artifacts were gone. Environmental damage at land and sea could last for decades. Gov. Green said the damage from the fires was "without a doubt" in the billions of dollars. Almost immediately, President Joe Biden issued a major disaster declaration and ordered additional federal aid. Green said that the state will allow rental assistance and FEMA grants directly to people, and help get aid to small businesses. The economic, cultural, and human loss is of enormous scale and will carry lasting impact. Many individuals and groups rallied support for the victims, including labor and the SUP through the Hawaii State AFL-CIO.



Still smoldering ruins of Lahaina, Maui.

## Matson Coordinates Maui Relief Supplies and Effort

Although many business operations have been affected by the wildfire devastation on Maui, cargo operations at Kahului Harbor remain uninterrupted. Matson's twice-weekly service will continue and the company is working with aid federal, state and county emergency agencies and other to coordinate shipments of emergency supplies.

Matson barge Haleakala departed as fires still raged from Honolulu carrying 160 containers of aid onboard. There is an additional chartered barge that Matson has on standby for more emergent equipment in support of Maui's relief efforts. The Hawaii Public Utilities Commission is also helping Matson to expedite the movement of disaster and relief cargo between Honolulu and Maui.

Along with Matson's normal schedule

of operations and hub-and-spoke system between Hawaii, the US West Coast and connecting neighbor islands three times a week, and their routine barge arrivals at Kahului on Tuesdays and Fridays, they have also included an extra barge shipment to Maui on Sunday, Aug. 20, for additional supplies and needs. They are also considering more sailings should they be needed.

While Matson is networking with government agencies and nonprofit organizations, they are also working with many customers to ship relief supplies to Maui in the upcoming days.

Nonprofit organizations on Maui that are in need of assistance and relief goods are asked to apply for assistance on Matson's website.

## U.S. Marines May Protect Merchant Ships

continued from page 1

clude U.S. citizens, and to ships bringing cargo to or from the U.S. The DOD is said to have informed the commercial shipping industry that this option is or will become available. Defense Secretary Lloyd Austin ordered the deployment in July in response to recent attempts by Iran to seize commercial ships.

Iran attempted to seize two commercial oil tankers in the Gulf of Oman in July, opening fire on one of them. In May, Iran seized two merchant ships in a single week. "Since 2021, Iran has harassed, attacked or seized nearly 20 internationally flagged merchant vessels, presenting a clear threat to regional maritime security and the global economy," the Navy said in a statement that was released in July.

The amphibious assault ships *USS Bataan* and *USS Carter Hall* left Norfolk, Virginia, on July 10 on a mission the Pentagon described as being "in response to recent attempts by Iran to threaten the free flow of commerce in the Strait of Hormuz and its surrounding waters." The U.S. had already sent A-10 Thunderbolt II warplanes, F-16 and F-35 fighters, as well as the destroyer *USS Thomas Hudner*, and other warships to the region over Iran's actions at sea.

The deployment has captured Iran's attention, with its chief diplomat telling neighboring nations that the region doesn't need "foreigners" providing

security. August 2, Iran's paramilitary Revolutionary Guard launched a surprise military drill on disputed islands in the Persian Gulf, with swarms of small fast boats, paratroopers and missile units taking part.

The renewed hostilities come as Iran now enriches uranium closer than ever to weapons-grade levels after the collapse of its 2015 nuclear deal. International inspectors also believe it has enough enriched uranium for "several" nuclear bombs if it chose to build them. Iran maintains its program is for peaceful purposes, and U.S. intelligence agencies assess Tehran is not pursuing an atomic bomb.

The U.S. also has pursued ships across the world believed to be carrying sanctioned Iranian oil. Oil industry worries over another seizure by Iran likely has left a ship allegedly carrying Iranian oil stranded off Texas as no company has yet to unload it.

Last month, the Iranian navy attempted to illegally seize two ships in the Strait of Hormuz and the Gulf of Oman. One of the ships, the Marshall Islands-flagged oil tanker *TRF Moss*, was approached by an Iranian naval vessel, but the Iranian vessel left after the arrival of a U.S. Navy destroyer. On the same day, the Bahamian-flagged oil tanker *Richmond Voyager* was approached by an Iranian naval vessel and fired upon. The *Richmond Voyager* was chartered by U.S. oil major Chevron.



U.S. Marines with the 26th Marine Expeditionary Unit (Special Operations Capable) (MEU(SOC)), prepare to board a UH-1Y Venom during a defense of amphibious task force (DATF) rehearsal aboard amphibious assault ship *USS Bataan* (LHD 5), Red Sea, Aug. 7, 2023. US Marine Corps Photo

## Black Sea Is War Zone: Ukraine Blasts Russian Tanker With Drone

On August 5, a Ukrainian drone boat struck and damaged a Russian product tanker near the Kerch Strait, a Ukrainian intelligence officer confirmed to western media. The tanker has been identified as the *Sig*, which has been under U.S. sanctions since 2019 for its role in transporting jet fuel to Russian forces in Syria. The drone boat struck the tanker below the pilothouse on the starboard side, damaging the superstructure and causing flooding in the engine room. The vessel did not sink, and salvage operations began immediately.

The attack may be viewed in the context of a broader Ukrainian effort to disrupt Russia's logistics chain to occupied Kherson province, where the Ukrainian Army is engaged in a difficult fight against entrenched Russian forces. Ukraine's decision to strike a Russian tanker near the Kerch Strait could have financial implications for the foreign-flag tankers that carry Russia's Black Sea crude exports to market. Overall war risk insurance costs for the region might rise after last weekend's attack on a Russian vessel, and so might freight rates for tankers.

More broadly, Ukraine has declared a "war risk area" for all vessels at the anchorages and harbors of six Russian ports on the northeastern coast of the Black Sea — Anapa, Novorossiysk, Gelendzhik, Tuapse, Sochi and Taman. Novorossiysk is the primary export loading port for Russian oil on the Black Sea (and the primary loading port for Kazakhstan's oil exports).

These developments mirror Russian attempts to block Ukrainian grain exports.

Russia has repeatedly attacked Ukrainian grain terminals near Odesa and along the northern branch of the Danube. This has physically reduced the capacity of these ports to transfer grain, eliminated war risk cover for Ukraine's Black Sea ports, and reduced the availability of cover for the Danube ports.

Ukraine's Ministry of Defense said the attack on Russian Black Sea shipping was consistent with a history of maritime war in the Black Sea, saying that Russia used Black Sea waters for amphibious warfare operations against Georgia in 2008, as well as the ongoing Russian sealift to support Syrian dictator Bashar al-Assad.

"Since 1991, Russia has systematically used the territorial waters of Ukraine to organize armed aggressions," the ministry said. "Today, they terrorize peaceful Ukrainian cities and destroy grain, condemning hundreds of millions to starvation. It's time to say to the Russian killers, 'It's enough.' There are no more safe waters or peaceful harbors for you in the Black and Azov Seas."

The impact of this policy on foreign-flag shipping remains to be seen. One analyst said: "Freight rates will be ballooning next week as the risks of carrying anything across the Black Sea proliferate," he told Bloomberg. "Some 2.5 million barrels a day of crude and products flows are endangered by the flareup." Both the Black Sea and the Persian Gulf are high risk maritime domains, where attacks on merchant vessels have emerged as flashpoints that harken back to the tanker war of 1987 and other conflicts going back to World War II.

# GAO Issues Report on USCG MMC Credentialing

continued from page 1

to process original credentials than other types. Also, the Coast Guard required additional information from 57 percent of applications it received, which added to the overall processing time, and greatly skews the reporting of processing times.

Over the past several years, the Coast Guard has taken steps to improve the credentialing process by, for example,



Figure 7: One of Three Printers, Inoperable Since October 2022, the Coast Guard Uses to Print Merchant Mariner Credentials (as of April 2023)

streamlining part of its review process. GAO found that the Coast Guard is also taking steps to modernize its information technology to help improve its overall timeliness in processing credentials and responding to mariners. There were significant and highly consequential problems noted as well, particularly with regard to staffing, seasonal surges, and a credential printer problem.

The Coast Guard's key performance measures for the credentialing process show progress on the "net processing time" or the time it takes internally for Coast Guard work, but the time it actually takes for a mariner to renew is much longer and more uncertain. "Overall processing time," which reflects the time from application submission to the time the Coast Guard issues the credential, is not measured. Instead, the Coast Guard

measures the time spent actively processing applications and not the time involved in waiting for information from applicants, including testing time, medical and legal clearances, etc.

GAO recommended that the Coast Guard establish a performance measure for assessing the overall processing time, and use it as a "mariner reality" assessment. The Department of Homeland Security, on behalf of the Coast Guard, agreed.

### Excerpts of the GAO report:

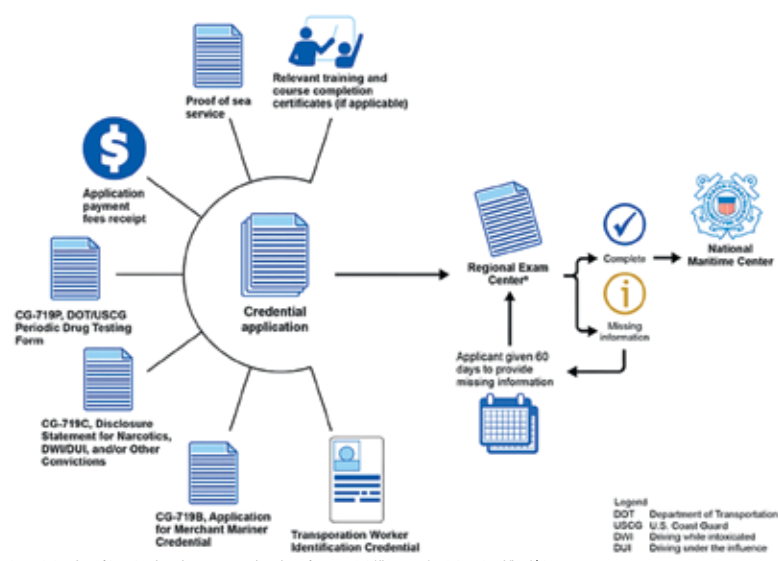
"The Commandant of the Coast Guard should establish a performance measure for assessing the overall processing time to better reflect the needs of merchant mariner credential applicants and the maritime community. (Recommendation 1) The Commandant of the Coast Guard should, after establishing an overall processing time performance measure, use it to regularly assess and report on the performance of the merchant mariner credentialing program. (Recommendation 2)" "Merchant mariners support the maritime

commerce industry and may support national defense efforts in times of national emergency and war. To support these efforts, these civilian mariners must hold credentials approved by the Coast Guard, which assesses the qualifications of mariners based on their type of position and level of responsibility. The Coast Guard uses key performance measures to help monitor and make adjustments to the process. However, the Coast Guard does not measure the performance of its overall processing time. Therefore, its current processing time measure does not fully capture the entirety of the credentialing process and may not be as meaningful to mariner applicants who are tracking the time from when they apply to when they receive their credentials.

Establishing a performance measure that more closely reflects the needs of the mariners applying for credentials and using it to regularly assess and report on the Coast Guard's credentialing efforts could help ensure the Coast Guard is improving service to mariners, the maritime community, and the public."

## How The Merchant Mariner Credentialing Process Works

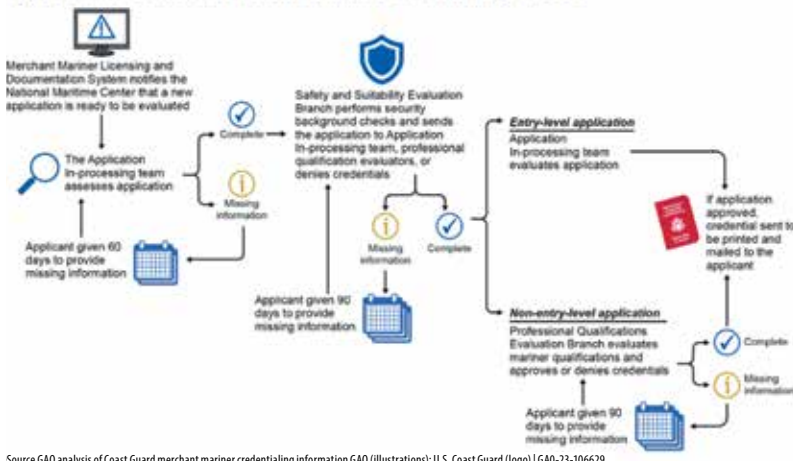
Figure 1: Basic Elements of the Merchant Mariner Credential Application and Where to Submit Them



Source: GAO analysis of Coast Guard merchant mariner credentialing information GAO (illustrations); U.S. Coast Guard (logo) | GAO-23-106629  
\*Mariners may also submit applications to two monitoring units or directly to the National Maritime Center.

The Coast Guard processes applications by conducting multiple reviews for completeness and suitability, and to ensure the mariner meets the professional qualifications for the position (see fig. 2).<sup>5</sup>

Figure 2: The Coast Guard Merchant Mariner Credentialing Process



Source: GAO analysis of Coast Guard merchant mariner credentialing information GAO (illustrations); U.S. Coast Guard (logo) | GAO-23-106629

Because applications vary in type and complexity, the Coast Guard sorts and distributes applications to different types of reviewers. For example, applications for entry-level positions, such as ordinary seamen, wipers, and stewards, are generally less complex and may not require as much documentation. Reviewers in the application intake office assess entry-level applications. However, applicants with a military background may submit more complex documentation and require an assessment by a more highly trained reviewer. Depending on the number or type of credentials sought and the complexity of each, additional documents and review may be required. Applicants requesting an international credential, for example, which would permit them to work in international waters, may need to submit additional endorsements and documents. 6 Mariners are typically given 60 to 90 days to submit missing or additional information, depending on where their applications are in the review.<sup>7</sup> The Coast Guard sends all non-entry level applications to the Professional Qualifications Evaluation Branch and assigns an evaluator based on the application's level of complexity, as described in figure 3.

Figure 3: Types of Merchant Mariner Applications Reviewed by Professional Qualification Evaluators

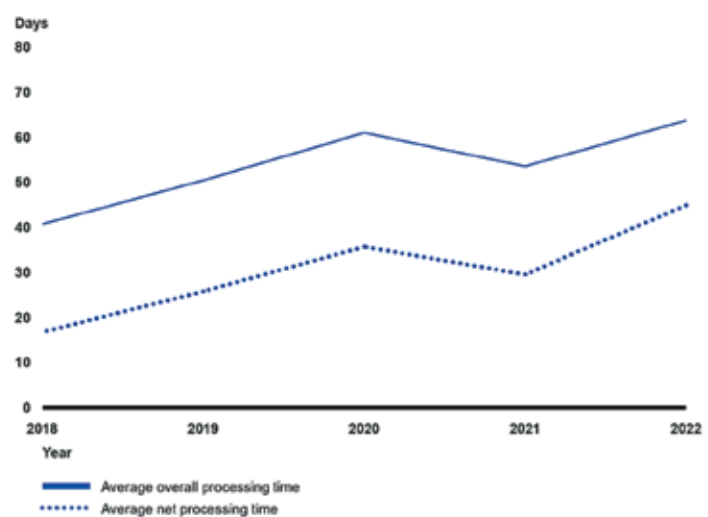


Source: GAO analysis of Coast Guard merchant mariner credentialing information GA 106629"

The Marine Safety Mission has a strategic objective assuring that the mariner credentialing process remains responsive to mariners' needs, and calls on the Coast Guard to continue to improve the application process. As mentioned above, the Coast Guard uses the measures of inventory, throughput, and processing time, as well as stage-specific processing goals, to routinely monitor the credentialing process to improve efficiency. For example, the National Maritime Center established cycle time and inventory goals for each stage of the credentialing process. It monitors them daily and weekly, and documents point-in-time results monthly on a scorecard. It uses metrics to monitor the process for signs of lag time and to shift staffing resources, as necessary, to maintain efficiency. As a result of inventory and staffing monitoring, the National Maritime Center was able to streamline part of the adjudication process for less complex applications, which allowed more highly trained evaluators to focus on more complex applications. According to Coast Guard officials, this change created processing time efficiencies for all application types. However, the Coast Guard's primary processing time metric covers the net processing time, and does not account for its overall processing time. The overall processing time includes the time after the Coast Guard receives an application before it is entered into the database and the time provided to mariners required to submit additional information or to complete testing requirements. As a result, the Coast Guard's current measure of the net processing time does not fully reflect what officials referred to as the "mariner reality." This is because mariners are more likely tracking how long the overall process takes from the time they submit an application at a regional exam center to the time they receive the credentials, if approved.

As shown in figure 9 below, there is a difference between the net processing time and the overall processing time. The figure shows the Coast Guard's average net and overall (processing times from January 2018 through June 2022. With the exception of the first half of 2022, the average difference between net processing time and overall processing time was approximately 3 weeks, or 24 days. As discussed above, the Coast Guard processed most applications over the past 4.5 years in an overall processing time of 60 days or less. However, using net processing time as a performance measure does not fully reflect the Coast Guard's ability to remain responsive to the mariners' reality, as mariners work to provide additional information and wait for credentialing decisions.

Figure 9: Coast Guard Average Overall and Net Processing Times, by Year, for Credential Applications Received from January 2018 through June 2022



Source: GAO analysis of Coast Guard merchant mariner credentialing data. | GAO-23-106629

Note: Data are as of April 2023. GAO analyzed overall processing time for credentials the Coast Guard issued for applications received beginning January 1, 2018, through June 30, 2022; GAO included the applications for only the first 6 months of 2022 to allow at least 6 months to elapse in order to more accurately capture the full processing times for all applications received within the time period. Analyzing issued credentials for applications received up through June 2022 means that some credentials that ultimately took longer than 120 days to process in 2022 may not be included.

**Application complexity or completeness.** Applications that require more documentation from mariners for evaluators to assess and verify can take longer to process. For example, there are about 100 endorsements that a mariner could either be applying for or already have that an evaluator must verify. Coast Guard officials also said a common reason that can add time to processing credentials is receiving an incomplete application. From January 2018 through December 2022, 57 percent of applications received by the Coast Guard required additional information from applicants, according to our analysis of application records. Types of missing or additional information may include signatures on forms, processing fees, or proof of eligibility for the type of credential the mariner is requesting. Another factor that can affect processing times is if a mariner needs to complete additional testing to qualify for the position. According to Coast Guard officials, mariners have 1 year to complete testing requirements.

**Application volume.** The existing volume of in-progress applications affects processing time of additional applications received. Officials told GAO that they experience an increase in application volume in the spring season, which we confirmed in our analysis of Coast Guard data. For example, from 2018 through 2022, the Coast Guard generally received the highest volume of applications in March through May, compared to the other seasons. Officials said this volume increase is largely because of mariners seeking seasonal employment on recreational and passenger vessels.





# SUP PRESIDENT'S REPORT

## HAWAII FIRES

Devastating wildfires swept through Maui and the Big Island, tragically killing dozens of Hawaiians. Scores more are missing, hundreds are homeless. It is a disaster of epic proportions. It will be a long and painful recovery, and the SUP will assist in every way possible. We rely on the federal and state agencies to provide the necessary and main financial disaster assistance, and we will make such contributions as we can. Urging all members to lend assistance to our Hawaiian brothers and sisters. The Union will support methods of collective participation in the relief effort and our website will have links to various aid options.

## GOVERNMENT MATTERS

**Cargo Preference:** The maritime cabotage programs that form the foundation of the American Merchant Marine are once again under attack in Congress. In the Senate, a bill has been introduced that would eliminate the requirement that at least 50 percent of international food aid cargoes be carried on U.S.-flag ships. In the House of Representatives, a slew of pending bills would slash funding for American food aid to the world. The SUP joined with other supporters to defend our work. Specifically, on July 17, the AFL-CIO's Transportation Trades Department President Greg Regan demanded from every senator opposition to an amendment that would eliminate Ship American cargo preference rules. In the House, the SUP signed a letter with all the other maritime unions and companies, joining with the agricultural industry, to demand that the House Rules Committee and Speaker Kevin McCarthy as well as stop the misguided attacks on cargo preference. Both initiatives stressed the national and economic security linkage between moving government-financed cargoes on U.S.-flag ships and retaining a pool of qualified and loyal civilian merchant mariners. For example, the letter stated in part that "A reduction of cargo would further endanger the jobs of civilian merchant mariners and create the distinct possibility that there will not be enough mariners to meet military surge and sustainment requirements for future military conflicts." For more, see the *West Coast Sailors*.

**Tanker Security Program:** The Maritime Administration announced awards on July 25th to 9 of the 10 slots for the nation's newest cabotage program, the Tanker Security Program (TSP). TSP establishes a fleet of active, commercially viable, militarily useful, privately-owned product U.S. flag tank vessels that will meet national defense needs of the nation as well as support U.S.-owned, U.S. flagged, and U.S.-crewed commercial product tankers operating in international commercial shipping. Through it the Department of Defense has guaranteed access to critically needed product tankers capable of loading, transporting, and storing bulk petroleum refined products to support national economic security. It will also support the U.S. supply chain and create good-paying jobs. There are ten slots in the program supported by a stipend of \$6 million per ship. To qualify, a Medium Range tanker must be between 30,000 and 60,000 deadweight tons and less than 10 years old with a capacity of at least 230,000 barrels. It is probably the most significant upgrade to the American maritime cabotage system in twenty years.

**GAO Report on USCG Merchant Mariner Credential:** The Government Accountability Office in July issued a report on the Coast Guard's Merchant Mariner Credentialing system that confirmed many previous SUP objections on behalf of members. The report noted the importance of the process but took a generally lenient approach to Coast Guard problems. For the first time, however, there was factual recognition of the mariner credentialing experience – specifically that the Coast Guard's published processing times do not reflect the real-world delays of getting a credential issued and getting back to work. The Coast Guard now calls this the "mariner reality," which despite its "alternative reality" connotations is an improvement. The reporting disconnect is uncovered in the report. Essentially, the Coast Guard's "net processing time" metric, which measures the time it had the documentation necessary to move the process forward, and "overall processing time" or the actual time it took to get a credential issued are far apart. Net processing time is estimated by the GAO to be on average 40 days and the overall time about 64 days with an average difference of about 24 days or three weeks. It could be much longer in other original issuance or complex renewals. Members take note: a best-case renewal issuance period is 60 days, give or take. What bureaucrats in Washington don't understand is that this is not an academic or administrative exercise for us. Without credentials we don't work – don't pay the rent, don't have health care, and rack up credit card debt – and so we support the findings and demand better service. For

more information on the entire process see the August issue of the *West Coast Sailors*.

**Maritime Administration Tabletop:** On July 10 MarAd launched another no-notice simulated activation that required the "dispatch" of actual and qualified members to phantom billets in ROS ships. The test increases workload on Union agents and members without compensation. The work was compounded by actual activations of other ships around the same time. As has become routine, the SUP shouldered the burden and performed admirably. The Union was recently advised that an actual activation is expected in the weeks ahead. Thanks to all members and agents for their continued excellent performance in the Ready Reserve.

**Ready Reserve Force:** As previously reported, the Ready Reserve Force (RRF) contracts are scheduled to expire on July 26, 2024. In January, the SUP was notified by PCS that the successor RRF Ship Management Services Request for Proposals (RFP) No. 693JF722R000009 had been published by the Maritime Administration (MARAD) on December 21, 2022. The period of performance for the new contract, beginning on 2024, will be a base period of five years with one five-year option for a total contract period of 10 years. MARAD has rejected two rounds of bids so far on the grounds that the submissions were not compatible with the wage determination of the service Contract Act, as published by the U.S. Department of Labor. The next bid submission deadline is now August 18, 2023. Will keep the membership posted on this important contract.

## SAN FRANCISCO BAR PILOTS

The three-year contract with the San Francisco Bar Pilot expires on December 31, 2023. Accordingly, members affected by the Agreement that have suggestions for bargaining are encouraged to contact SUP HQ or their Union delegates Chris Auer and Geoff Knight with their ideas. As per past practice, the Union will hold a series of meetings well in advance of negotiations to help communicate and to formulate proposals. Meetings with the employer have not been scheduled yet.

## SUP BUILDING CORP

As was reported last month, members of the SUP Building Corporation met to discuss various issue related to the Headquarters property, including the decommissioning of two cell sites acquired by T-Mobile years ago as part of its merger with Sprint and Clearwire. Some of the equipment is older than a decade and is being removed. On July 27 and again on August 9, tenant T-Mobile's deconstruction contractor Ericsson toured the sites with SUP roofer, of Anderson Roofing. Among the issues was the deconstruction plan and the SUPBC took various measures to protect the building, the roof, and the SUPBC itself from different types of damage. This unavoidable project will likely cause some disruptions to normal SUP HQ operations and ultimately result in a net loss of income to the Union.

## APL MARINE SERVICES

**Stores:** Improvements to APL storing and Chandler service continue, despite isolated setbacks. It comes partly from the determination and effort of reporting and investigation, continuously sorting through ordering questions at a granular level of procurement detail. More work is needed, but the Union has demanded action, management has responded, and there is evidence of progress.

**Drug Tests:** As previously reported, the Company has recently rejected and refused to accept previously satisfactory evidence for a passing "reconstructed" drug screens issued by the Seafarers' Medical Center, insisting on possession of a new drug screen card (not reconstructed), and submitted as part of the dispatch package. The refusal of the Company to continue to participate in this long-approve program is mostly based on a misunderstanding of the law and regulation and partly on an minor inconsistency in the card itself. The Union has objected and intervened on multiple occasions and at various levels with citations of rules laid out in 46 CFR 16.230, accurate card language and standardized card issuance protocols, among other things to resolve the matter - so far without success.

As a result, to ensure a smooth interim functioning of the dispatch system, a dis-



In the crew lounge of *Manulani* after a Union meeting with Honolulu Branch Agent Pat Weisbarth at right is AB and delegate Aaron Weibe at left, bosun Dave Garcia, Angelito Lopez, AB Jason Magi, Ben Ashton and Robert Morgan.

# SUP President's Report continued

patch to an APL ship must now:

1. Provide a negative drug test valid within 6 months of expiration, OR
2. Get a new test.
3. A limited alternative clearance is also possible although not recommended: a fully complete DOT self-certification form where APL was the sole employer between joining new ship and last ship. If the APL records show the member has at least 60 days in the last 185 without a positive test or a refusal to test, then the Company will issue its own clearance without a fresh test.

The Seafarers Medical Center will continue its normal drug screen documentation process for all participating employers, even for reconstructed screens, except now the SMC stamp will replace MRO signature for re-constructed screens only. And just as long as APL's unilateral rejection of our long-standing, audited, and accepted method of compliance continues so too will the Union fight to overturn the misguided practice. Members preparing to ship APL should in the meantime get a new drug screen card for dispatch to APL ships.

**Evaluations:** The Union received member notice about a new Company evaluation policy already in the implementation phase. I contacted management to object to leaving the Union out of the process and registered general opposition to the policy. Management apologized for not including the Union beforehand and pledged to listen to our concerns. As disturbing as it is, company evaluations of its employees are not uncommon, usually lawful, and difficult to prevent in general application. Questions on required participation, confidentiality and access, use and purpose, effect on terminations and rehires, are lodged will advise as they are answered.

## PATRIOT CONTRACT SERVICES

**Haina Patriot:** Patriot approached the Pacific District Unions (SUP, MFOW and the SIU-AGLIW) to consider methods of retaining and attracting qualified crew to *Haina Patriot*, one of two shallow draft tankers that the Company currently operates. The Company and the Unions agreed to a ten (10%) percent increase, but the Company would only consider it an "earnings allowance" limited to wages, supplemental benefits, and overtime and did not impact the fringe benefits side of the Total Labor Cost (TLC) equation. Additionally, the Company required that the 10% include the previously agreed 2% TLC increase due in October of this year. The next TLC increase will be on the next October 2024 anniversary date. This will result in an estimated overall increase of at least 4.5%, depending on overtime. Even accounting for the 2% recession, the overall amount is higher than previously agreed, and the entire increase goes directly to the sailors' gross wages and make it easier to crew. Mr. Chairman, I recommend ratification of the amendment to increase wages over 10% the Haina Patriot MOU.

**Allied Pacific:** Patriot again contacted the Pacific District Unions, sending a draft MOU to cover a subcontracting arrangement with a prime contractor to Military Sealift Command charter to operate in the western Pacific. The ship under consideration is a Medium-Range chemical/products oil tanker of about 46161 deadweight tons call the *Allied Pacific*, ex-*Celcius Riga*, built in 2010 now flagged by the Marshall Islands and to be re-flagged to the USA. The ship has length overall of 183 meters or a little over 600 feet, a beam of 32 meters or 104 feet, with a normal draft of 37 feet. Patriot expected to

call for crew in mid-August, but now re-flagging issues have pushed it back at least a month. Modeling wages on our present tankers including the uplifted *Haina Patriot*, and using the standard tanker agreement, the Union is working to finalize the total labor cost package and if the project goes ahead will present to membership in September.

**SNLC Pax:** The Shallow Draft tanker *SNLC Pax* is due an August increase under the terms of the last year of a five-year contract at 4% on Total Labor Cost. Through the hard work of dedicated SUP tanker sailors, this ship has been a successful model for other military tanker charter bids. It has helped expand our talented tanker-qualified membership pool and resulted in the acquisition of *Haina Patriot* and possibly *Allied Pacific*. Wages in *Pax* were too low at first, but through previous allocations and steady increases that is no longer the case. See the August *West Coast Sailors* for the full wage schedule but the main AB/Watch FOS base wage is \$5,063.17 or \$168.77 per day plus 14 for 30 in Supplemental Wages and an overtime rate of \$24.72. There's Group II medical coverage with 120 days of work, a full pension credit at \$20.00 per day and a Money Purchase contribution of \$21.61 per day.

Mr. Chairman, I recommend application of the four (4%) percent increase all wages and wage related items with appropriate allocations to the existing fringe benefits.

## HOLIDAYS

**Labor Day:** SUP hiring halls will be closed on Monday September 4, 2023 for Labor Day, national and contract holiday.

Dave Connolly

# STATE OF FREIGHT: Liner Bear Market Looms

Maritime analysts are bearish on the outlook for liner shipping, as inventory restocking progress in the US and Europe disappoints.

Shipowners have added fuel to the fire by increasing supply (adding ships and slots) amidst soft demand. One report predicts a "challenging" second half for the sector, unless demand "picks up sufficiently to offset looming massive capacity injections".

The report, from MSI, also warns: "Moreover, the global macroeconomic environment is still far from favorable, with significant monetary tightening continuing, which we predict will lead to recessions in Europe and the US." It adds that it expects "only a small rise" in freight rates, late in the third quarter, "with risks weighted to the downside".

The United Nations branch on trade called UNCTAD agrees with the reduced demand outlook in its own report.

Not surprisingly, container spot rates on the main container lanes continued to fall. Xeneta's XSI Asia-North Europe component shed a further 5.5%, for an average of \$1,240 per 40ft. This compares with a reading in the same week of last year of \$10,353 per 40ft, with many shippers at the time obliged to pay considerably more to guarantee equipment and space on sailings.

And, with the three vessel-sharing alliances upgrading Asia-North Europe loops to accommodate the delivery of newbuild 24,000 teu ultra-large vessels, it is difficult to foresee any uptick in spot rates over the coming weeks.

However, the news is better for Asia-Mediterranean carriers, Maersk, for instance, saying this week that demand was "healthy" and that it was working on adding capacity to the route.

Drewry's WCI Asia-Mediterranean reading did, nevertheless, slip 3%, to \$2,075 per 40ft, although the premium for carriers servicing the route is still some \$800 per feu, compared with rates to North Europe.

On the transpacific, the Freightos Baltic Exchange (FBX) Asia to US west coast component recorded a huge 15% drop this week, to \$1,213 per 40ft, an average rate that is barely breakeven for even the most cost-effective carrier on the route. For the US east and Gulf coasts, the FBX reading fell by a more modest 7%, to \$2,322 per 40ft.

Container throughput at the main US container ports slumped 21% recently on imports in May, compared with the previous year. It was the eighth consecutive month of year-on-year double-digit decline in US imports.

On the other hand, according to the spot rate indices, the transatlantic market appeared to stabilize after many consecutive weeks of decline, with both the FBX and the XSI readings flat, at \$2,082 and \$2,050 per 40ft, respectively. Average rates however may not be good measures of the market.

Of course, if the most predicted recession ever never materializes, or if there is the net-positive "soft landing" ahead, the economic picture could brighten quickly.

Sailors' Union of the Pacific							
Patriot Contract Services Wage and Fringe Benefit Rates							
Effective Start of Contract 2019							
RFP N32205-19-R-3504 Shallow Draft Tanker MT SLNC PAX							
Effective August 3, 2023							
<b>Full Operating Status</b>							
Rating	Base Wage Monthly	Base Wage Daily	Suppl. Wage Base Monthly	Suppl. Wage Monthly	Suppl. Wage Daily	Overtime Hourly	MPP
Bosun	\$6,025.09	\$200.84	\$6,025.09	\$2,811.71	\$93.72	\$29.30	\$21.64
AB Maintenance	\$5,494.52	\$183.15	\$5,494.52	\$2,564.11	\$85.47	\$26.94	\$21.64
AB/Watch	\$5,063.04	\$168.77	\$5,063.04	\$2,362.75	\$78.76	\$24.71	\$21.64
Unlicensed personnel shall earn fourteen (14) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.							
<b>Reduced Operating Status</b>							
Rating	Base Wage Weekly	Base Wage Daily	Overtime Hourly	MPP			
Bosun	\$1,854.74	\$264.96	\$29.30	\$23.06			
AB/D	\$1,704.72	\$243.53	\$26.94	\$23.06			
AB/Watch	\$1,327.80	\$189.69	\$24.71	\$23.06			
Unlicensed personnel shall earn one and one half (1.5) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company.							
The Hourly Overtime Rates above shall be paid for all work performed in excess of eight (8) hours on any day Monday through Friday and for all work performed on Saturdays, Sundays and holidays, in FOS and ROS. In the event that additional ratings are necessary, including bosun, AB maintenance, and Ordinary Seaman the parties agree to establish the appropriate rates based on previous bids							

**SAILORS' UNION OF THE PACIFIC  
QUARTERLY FINANCE COMMITTEE'S REPORT  
FOR THE QUARTER ENDED JUNE 30, 2023**

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on July 10, 2023 hereby submits the following report:

**SUMMARY OF CASH AND INVESTMENTS**

GENERAL FUND	\$ 3,319,173.65
POLITICAL FUND	17,899.34
STRIKE FUND	1,293,730.99
<b>TOTAL CASH &amp; INVESTMENTS</b>	<b>\$ 4,630,803.98</b>

**GENERAL FUND**

<b>INCOME</b>	
Dues, Initiation, Assessments	\$ 120,725.00
Interest and Realized Gain (Loss)	33,681.49
Donations - <i>West Coast Sailors</i>	445.00
Joint Committee & Hiring Hall	193,991.06
Advertising & Promotion	15.00
Miscellaneous Income	490.00
Reimbursed Administrative Expenses	32,329.84
Contributions	615.00
<b>TOTAL INCOME</b>	<b>\$ 382,292.39</b>

<b>EXPENSE</b>	
Transportation Expense	\$ 1,760.83
Rent	23,368.08
Postage, Printing & Office	4,457.96
Telephone	5,973.39
<i>West Coast Sailors</i> Publishing Expense	20,031.80
Per Capita Taxes	13,255.58
Association Dues	1,500.00
Salaries & Payroll Taxes	237,690.93
Office Workers Pension	9,287.40
Insurance	58,667.07
Election	--
Meeting/Committee & Neg. Conference & Conv.	2,208.21
Investment Expense	2,303.28
Officials Pension	18,884.00
Subscription	123.00
Accounting	14,346.00
Legal	156.00
Advertising & Promotion	799.98
Miscellaneous	527.10
Bank Charges	482.93
<b>TOTAL EXPENSE</b>	<b>\$ 415,823.46</b>

**BUILDING CORPORATION**

<b>INCOME</b>	
Rents	\$ 137,558.52
Miscellaneous Income	-
<b>TOTAL INCOME</b>	<b>\$ 137,558.52</b>

<b>EXPENSE</b>	
Building Services & Utilities	\$ 25,874.61
General Tax Expense	-
Office Equipment	939.13
Repairs & Maintenance	3,579.70
Salaries & Payroll Taxes	-
Insurance	-
Accounting	9,564.00
Legal	-
Consulting Fees	900.00
Advertising & Promotion	10.00
<b>TOTAL EXPENSE</b>	<b>\$ 40,867.44</b>

**POLITICAL FUND**

<b>INCOME</b>	
Contributions	\$ 3,925.00
<b>TOTAL INCOME</b>	<b>\$ 3,925.00</b>

<b>EXPENSE</b>	
Contributions	\$ 4,500.00
CA Filing Fee	-
<b>TOTAL EXPENSE</b>	<b>\$ 4,550.00</b>

**NET INCOME(LOSS) \$ 62,585.01**

Committee: Mike Worth, Peter Leo, Faith Matas, Haz Idris, Phil Coulter, et al.

**44<sup>TH</sup> ANNUAL**

LOS ANGELES/LONG BEACH  HARBOR LABOR COALITION

# Labor Day Parade

& PICNIC RALLY



## UNION LABOR, BUILT THE AMERICAN DREAM

March Starts At: Broad & E. St. In Wilmington  
La March Comienza En: Broad Y E. St En Wilmington

Assembly Begins At 8 AM | March Departs At 10 AM  
Formacion Empieza 8 AM | La Marcha Sale 10 AM

Rally at Banning Park at 12 PM | Speakers, Music,  
Shuttle Buses, Hot Dogs, Soft Drinks, & More!  
Renunion en Banning Park 12 PM | Voceros, Musica,  
Autobuses de Transporte, Hot Dogs, Sodas, y Mucho Mas!



**MONDAY/LUNES - SEPTEMBER 4, 2023**

Mail to: Labor Day Committee: 7844 Rosecrans Ave. Paramount, CA 90723  
Phone: 562.481.7275 or Visit Us At [www.lalblaborcoalition.com](http://www.lalblaborcoalition.com) or 




SUP members line up along the Embarcadero for the parade in San Francisco on Labor Day, 1904.

**SUP Pensioner Joins  
the Ranks of Retirement**

Mike Bay, B-19530 .....8/01/2023

**Defend the Jones Act  
Contribute to the  
SUP Political Fund**



The Merchant Marine Act of 1920, Section 1: "It is necessary for the national defense and for the proper growth of its foreign and domestic commerce that the United States shall have a merchant marine of the best equipped and most suitable types of vessels sufficient to carry the greater portion of its commerce and serve as a naval or military auxiliary in time of war or national emergency".



**Dispatcher's  
Report**

Headquarters — July 2023

Deck	
Bosun .....	4
Carpenter .....	0
MM .....	10
AB .....	16
OS.....	2
Standby S.F. ....	3
Total Deck Jobs Shipped .....	35
Total Deck B, C & D Shipped.....	22
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.....	35
Total B, C, & D Shipped-All Depts.	22
Total Registered "A" .....	20
Total Registered "B" .....	34
Total Registered "C" .....	5
Total Registered "D" .....	19

## VICE PRESIDENT'S REPORT

July 2023

### Ships checked — August

The Andrew Furuseth school of Seamanship sponsored two small arms training classes in August at TRL to accommodate the large number of reliefs upcoming in August and September. We will do our best to get reliefs in a timely manner. If you are interested in military training, please fill out an application on our website at sailors.org or go to your SUP branch and fill out an application there. Please remember to check your documents and renew when they have six months validity.

**Matson Kamokuiki** — Kenneth Carradine, delegate. Ships been on a steady run between Singapore and Diego Garcia the past two months, ship is scheduled for ship-

yard late August, early September. Ernesto Lagramada, bosun.

**APL Eagle** — Fernando Rigonan, delegate. Inquiries regarding necessary work. General deck maintenance and sanitary NOT necessary work. Crane lifts, bunkering, tying up/letting go necessary work. Christian Demesa, bosun.

**Matson Mokihana** — After an incredibly tough dispatch process we were able to get a full crew on board. Ship is scheduled for the yard mid-August. Thanks to all the members who stepped up to fill the open billets.

**USNS Red Cloud** — Nils Dobszinsky, delegate. Ship is FOS in Baltimore with lots of projects underway, preparing for Bayonne dry dock in mid October. Jeff Nicholas, bosun.

**USNS Sisler** — John Relajo, delegate. Most of the SUP crew are requesting reliefs early September, union working hard to fill all jobs, asking members to be patient for possible delays. Mark Acord, bosun.

**USNS Dahl** — Ian Serra, delegate. Ship is underway for the monthly sea trial. Ship will be in Korea for foreseeable future. Gearoid DeCleur, bosun.

**USNS Watkins** — Jose Cervantes delegate. Ship is FOS and out of the yard, currently on sea trials testing yard repairs. With no small arms class in July filling open billets was a challenge but all billets now filled. John Lucia, bosun.

**Cape Orlando and Admiral Callaghan** — Phil Coulter and Haz Idris, bosuns. Both ships conducting annual lifeboat testing and all went well. No injuries, and lifeboats passed inspection.

**California Voyager** — Rolando Cantiga, delegate. In and out of Richmond Long Wharf, with no beefs. Overtime is flowing on the California Voyager and Chevron employees report that relief issues are fading. Bosun, Mat Frazier.

**Cape T's and V's** — All ships in ROS status. Patriot returning to their prior stance that unused vacation must be accounted for with blank billets until vacation days used. Causing a couple ships to be without a bosun for 30 plus days.

Matthew Henning

## SUP BRANCH REPORTS

### HONOLULU

July 2023

**SHIPPING:** The following jobs were dispatched for the month: 1 Bosun Steady, 1 Bosun Return, 3 AB Day steady, 2 AB Day Return, 4 AB Watch steady, 2 AB Maintenance, 3 AB Maintenance Relief, 1 RRF ABand 1 USNS Ordinary. There were 28 Standby Jobs dispatched for the month.

**REGISTERED:** 8 A-Cards, 19 B-Cards, 1 C-Cards, and 4 D-Cards.

**SHIPS CHECKED:** USNS Charlton, USNS Watson, Manulani, Mokihana, Lurline, R.J. Pfeiffer, Kaimana Hila, Mahimahi, Manoa, Maunalei, Maunawili, Manukai, Matsonia, and the Paint & Rigging Gang all running smoothly.

#### Agent's Report:

I would like to thank Brother Brandon Keopuhiwa for doing a great job manning the hall while I was away.

I attended the SAG-AFTRA rally in support of this Unions membership. Their strike has more to do with the use

of artificial intelligence and the union members' freedom to choose how and if their voices and likeness are to be used with this technology more than anything else. This isn't about the big name movie stars, making millions. This is about the thousands of visual and audio actors used in background scenes or do audio production for narration, commercials, etc. grinding out a living. As well as those that create, write, and edit scripts for movies, tv shows etc. They are a lot like us in the sense that they are often unseen and taken for granted. But nonetheless, they are the backbone of their industry, and huge profits are reaped in large part from their labor.

If you have six months or less to go before your documents expire. Get started on the renewal process.

**Fraternally Submitted,  
Patrick Max Weisbarth**

### WILMINGTON

July 2023

**Shipping:** Bosun: 3, AB/W: 5, AB/D: 2, OS/STOS: 3, GVA/GUDE: 0, Standby: 26  
**Total Jobs Shipped:** 39 Registrations: A 36, B 24, C 3, D 5.

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

#### Agent's Report:

Shipping is Picking back up here in Wilmington. AB's and OS's Report and register for work. Make sure Dues are up to date and Documentation is nowhere near expiration. If MMC Passport TWIC and Coast Guard Medical Certificate expires within 6 Months begin the renewal process. If done in this manner no complications should ever arise. Drug Test and Physicals 30 Days before Expiration

has been practiced. Keep up with them or you will get denied when throwing in at job call. Any question about documentation we will gladly assist or answer any questions you may have. If training or revalidating is needed come in and fill out an application so we can begin the Process. Labor Day is Coming. Come out and March with SUP 4th of September. Show Support and March in Solidarity. The March Assembly Begins at 0800 meeting on Broad & E St. in Wilmington. March will Depart at 10am and rally at Banning Park. Speakers Shuttlebuses, Hot dogs, Soft Drinks and Much more.

**Fraternally Submitted,  
Leo Martinez, Book #19362**

### SEATTLE

July 2023

**Shipping:** 2 AB/W (A, B); 1 Navy OS (B); 1 GUDE (D); 1 GVA (B). Matson called for 2 Standby Boatswain's & 24 Standby AB's (8A, 10B, 4C, 2D)

**Registered:** 6 A card for a total of 10, 10 B card for a total of 13, 0 C card for a total of 8, 3 D card for a total of 3

#### Agents Report:

Standby work was incredibly busy during the month and Seattle struggled to fill the jobs. Most standby jobs called were for multiple days through the seven-day week. Excellent job filling them.

Returning Pax crew report a substantial improvement in the quality of life compared to years prior and a decent run. The OT is plentiful, and the money is fair. The only beef I'm hearing now is not a

reflection on the company, but rather on our own membership for not taking the jobs to maintain a timely relief routine. Members with Pumpman and Tank Assist should be stepping up to help the membership that is out there doing their bit, and those without should apply at your registration branch for the appropriate training to achieve certification.

If all junior members took a four-month hitch occasionally on the shuttle tankers it would stabilize that contract. Junior members should be looking towards the preservation of contracts your union fought for, and future employment under the union banner.

**Fraternally, Brendan Bohannon  
Seattle Branch Agent**

## BUSINESS AGENT'S REPORT

July 2023

**Daniel K. Inouye** — Shanghai shipyard Jim Linderman. Matson flew us out on the 24th to join the *DKI*. This is the first vessel in the fleet to be converted to LNG. It's been a long and difficult 8 month shipyard period. The Chinese visa process was tough, losing passports. The Gang is preparing the *DKI* for service trying to get back on schedule. Plenty of work ahead of us to bring this ship back up to SUP standards with Peter Leo as Bosun.

**Manukai** — Honolulu sailed for Guam with no issues, Matson's schedule after Naha straight to Shanghai, China for 6-8 months shipyard period for LNG conversion. Laying the gang off.

**Kamokuiki** — In DGA, delegate Kenneth Carradine. It takes a minimum of 10 days to discharge and to back load empties boxes. On schedule to sail for Singapore on the 18th and then to the Shipyard in Singapore for 25th. Talk of laying off the crew will know more closer to shipyard period. Ernie Lagramada, as Bosun

**Mokihana** — Cirilo Sajonia delegate, sailed for Los Angeles. Ongoing issues with the winch motor that has been out of commission for the past 3 trips, it's used to hoist to the Platform on the ship. This is a safety issue and should be rectified. Companies saying the motor has been ordered still waiting haven't seen it yet. Teofilo Rojas as Bosun.

**Mahi Mahi** — in at Oakland#62, Eduardo Rojas delegate. Arrived early A.M. Sailed the same day at 18:00 this new schedule Sucks. On the southern triangle running smooth with relief Bosun Isnin Idris.

**Manulani** — Oakland #62 Aaron Weibe delegate back on schedule after a 10 day lay — up in Tacoma. Returning to find out that failed an inspection on newly assembled and reconstructed store's crane. Crane vibrates violently and it's annoying. David Garica as Bosun.

**RJ Pfeiffer** — In at Tacoma. Delegate Cory Edgil We sailed for Alaska company schedule has *RJP* laying — up late August. Rhonda Benoit, as Bosun.

When working Matson or APL std-bys please be aware of the Covid Policy and Procedures. You're NOT permitted in the accommodation structure, staterooms, galley, mess hall etc. Which could lead to Termination Discharge for cause.

**President Roosevelt** — Elixir Ponce, delegate sailed with no issues with Relief Bosun Scott Oliphant.

**President Wilson** — Paul Harsany delegate APL came out with a Performance Evaluation form for the sailors which is B.S. The Union is looking into this. Marc Calario as Bosun.

**APL Eagle** — Jebel Ali — delegate Denmark Jajalla the weather warming up, getting the work done with Christian De'Mesa Bosun.

RRF Fleet S.F. : Cape Hudson — RRF status with Muthana Koraish Bosun. **Cape Horn** — Possible activation in November, Dennis Sumague Bosun.

Oakland Berth#20 — **Admiral Callaghan** — RRF status with Norhaslan Idris as Bosun.

**Cape Orlando** — RRF status with Philip Coulter as Bosun.

The Union wanted to thank the *DKI* crew members that stuck it out for the long and drawn 8 month shipyard period. The difficult Chinese Visas application process and repeated date changing week in and week out shows your dedication and commitment to see this dispatch through. Thank you There's Nothing the SUP can't handle!

Check with your local Agent for the next and up -oming LNG Classes. Shipping is still good. Check your Documents if there are less than 6 months it's time to renew.

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

Roy L. Tufono