



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXVII No. 8

SAN FRANCISCO, CALIFORNIA

Wednesday, August 14, 2024

ILA Warns and Prepares For October Shutdown

The International Longshoremen's Association (ILA) is preparing for a strike in October, the first in more than four and a half decades. The longshore union representing dockworkers at U.S. East and Gulf Coast ports continues to clearly state that it will not extend past the September 30 expiration of the current six-year contract.

The union in July cautioned that time was growing short for an agreement for a master contract agreement and in a statement released on August 3rd. Talks between the ILA and the United States Maritime Alliance (USMX) that represents the employers failed to start as planned in June. The reason for the delay was local to the Port of Mobile, but a major flashpoint issue: automation, primary to the negotiations.

Bloomberg reported that a strike would impact six of the 10 busiest U.S. ports. Trade groups presenting retailers and manufacturers have already called for government involvement to oversee the negotiations while many commentators point out the strike would come just weeks before the U.S. presidential election.

Cargo owners are not waiting around to find out about the involvement of government to

avert a strike. In part due to the lessons learned from COVID congestion delays, shippers are attempting to get ahead of any slowdowns. Monthly inbound cargo volume at major U.S. container ports is approaching record levels as retailers expedite shipments, the National Retail Federation (NRF) announced in early August. "Retailers are concerned by the possibility of a strike at ports on the East and Gulf coasts because contract talks have stalled," said Jonathan Gold, NRF Vice President for Supply Chain and Customs Policy. "Many retailers have taken precautions, including earlier shipping and shifting cargo to West Coast ports." The NRF has continued to urge both parties to return to the negotiating table.

Other reports show large spikes in West Coast volumes, particularly in Los Angeles and Long Beach. Rising freight rates have also prompted importers to ship earlier.

"We hope to see both sides resolve this issue before the current contract expires because retailers and the economy cannot afford a prolonged strike," said Gold. "This comes on top of ongoing disruption issues, including attacks on commercial vessels in the Red Sea. Vessel diversions have led to increased shipping times and costs, as well as equipment shortages and congestion in Asian ports."

The ILA reported that it sent 60-day notice letters to all the employer groups indicating the current agreement "would not be extended."

ILA president Harold Daggett said "With less than 30 days to go before the end of our current Master Contract when these meetings are held, we must prepare our locals and our ILA membership for a strike on October 1, 2024. Two generations of ILA members have come into the industry since our last strike in 1977." He noted that the union has repeatedly said it would seek to oppose any future efforts at port automation and cargo handling.

continued on page 4

AFL-CIO Endorses Kamala Harris For President

Biden Passes Torch

In a matter of hours after the historic decision by President Biden to decline to seek the nomination for re-election to President, the Executive Council of the AFL-CIO met in Washington and emerged with a unanimous endorsement for Vice President Kamala Harris for president in the 2024 election.

"From day one, Vice President Kamala Harris has been a true partner in leading the most pro-labor administration in history," said AFL-CIO President Liz Shuler. "At every step in her distinguished career in public office, she's proven herself a principled and tenacious fighter for working people." Shuler noted an important theme of continuity built into the Harris campaign. "With Kamala

Harris in the White House, together we'll continue to build on the powerful legacy of the Biden-Harris administration to create good union jobs, grow the labor movement and make our economy work for all of us."

"The AFL-CIO is proud of our early and steadfast support for the Biden-Harris administration, and now we'll ratchet up our mass mobilization of union workers to elect Vice President Harris as president," Shuler continued. "Like Harris, the labor movement doesn't back down—and we'll never shy away from a tough fight when the future of workers and unions is on the line. Together, we will defeat Donald Trump, J.D. Vance and their devastating anti-worker Project 2025 agenda in November."

Kamala Harris was born in Oakland, was the district attorney for Alameda County, city attorney of San Francisco, was Attorney-General of California, and was elected U.S. senator from 2017 to 2021. Over the years, her support for the Jones Act and maritime Unions has been continuous and reliable.

Separately, AFL-CIO President Liz Shuler and Secretary-Treasurer Fred Redmond issued the following statement on President Biden's decision not to run:

"There has been no greater champion in the White House for America's workers than President Joe Biden. He has had workers' backs every day of his presidency, constantly pushing his administration to

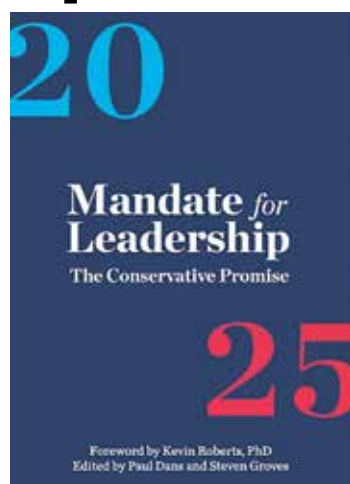
continued on page 4

Project 2025 Attacks Labor and Proposes Repeal of Jones Act

If former President Trump wins in November, the plan called Project 2025 could shape the policy of his administration. Within that sweeping 900-page document, anti-worker and anti-union ideas figure prominently, and the Jones Act is specifically targeted for repeal.

The plan was produced by the conservative think-tank Heritage Foundation, and at least 140 former Trump administration officials. Many observers have noted that if enacted it would recast the federal government and fundamentally reshape then nation. Although Trump has publicly backed away from Project 2025, he has no transition team, and when he took office in 2017 about two-thirds of the Heritage Foundation recommendations were adopted.

A Republican wish-list with both old and new ideas, the plan would dismantle worker protections for government employees, reduce food stamps, cap funding and coverage of Medicaid, and reduce and access to reproductive care, among many other things. It would ban public employee unions, allow states to ban unions, even eliminate certain child labor laws. It would dismantle NOAA, de-prioritize MarAd by shift to DHS or



DoD. It would allow states to ban unions, take away certain overtime protections and eliminate all public employee unions. For maritime, the document makes repeal of the Jones Act a major feature of its trade policy.

"In his first term as president, Donald Trump was a disaster for workers and our unions, governing exclusively for the wealthy and well-connected," says AFL-CIO President Liz Shuler. "A second Trump term would put everything we've fought for — good

jobs, fair wages, retirement security, worker safety — on the chopping block."

The Jones Act, which reserves for Americans the coastal and domestic waterborne trade of the nation, is absurdly recast in Project 2025 as law that benefits foreigners. Calling it an "America last" policy, it dishonestly suggests that the Jones Act makes the U.S. reliant on Russian oil. The law that protects American workers from outrageously cheap foreign competition is duplicitously pitched as hurtful to the American workers it saves. The focus is to mislead shipyard and oil patch workers and serves as guidebook for the anti-union attempt to divide labor.

The document makes the bizarre claim that the Jones Act damages the national security because

continued on page 6

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Hannu Kurppa BK#3162
- Gunnar Lundeborg.....BK#4090
- Vince O'Halloran.....BK#2463
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- Roger Tupas \$50
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- Mark Hargus \$100
- Norman Kurtz..... \$50
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West Coast Sailors

- Norman Kurtz..... \$50

Final Departures

- David Sanderson, Permit #16679.** Born in North Carolina in 1928. Joined SUP in 1969. Died on June 27, 2024. (Pensioner)
- Emmert Holloway, Book No. 5875.** Born in Tennessee in 1956. Joined SUP in 2001. Died in Washington, July 16, 2024 (Pensioner)
- Elroy Wong Book No. 3649.** Born in Hawaii in 1968. Joine in SUP in 1998. Died in Hawaii, June 2 024 (Pensioner)
- Knud Sorensen, Book No. 7492.** Born in Denmark in 1942. Joined SUP in 1984. Died May 26, 2024. (Pensioner).

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- Victor Ramos..... \$25
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- Robin Colonas \$50
- Jonathan Agbayani..... \$100
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SUP MEMBERS

UPDATE YOUR MAILING ADDRESS AT SUP HEADQUARTERS

Send notice to Martha Vizcarra Sailors' Union of the Pacific, 450 Harrison St. CA 94105 Or by email to dispatcher@sailors.org

SUP WELFARE PLAN NOTES

Foreign, Emergency and Out-of-Area Claims

Claims for reimbursement of foreign bills must include an English translation, as well as the original billing. Required information for consideration of reimbursement includes the name and address of the provider of service, the patient's name, the date of service and the itemized charges.

Active participants who obtain services outside the USA, or out of their health carrier service area in the event of an emergency, must submit their claim to their HMO plan. Please contact your HMO plan if you have questions.

SIU Pacific District

Pension Plan Unfit-for-Duty Credit

Under certain circumstances, time spent absent from work due to illness or injuries which disable you for at least 90 continuous days may be credited as covered employment up to a maximum of 200 days per year (600 days maximum) provided:

- a. The illness began within 180 days of your most recent day of covered employment, or
- b. The injury occurred in the course of (and arose out of) covered employment.

Periods of disability absence between your last day of active covered employment and your retirement date will not be counted as days of covered employment under this provision.

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

Membership and Ratings Committee

The Committee met on August 1, 2024 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Rachid Ayache	Bk# 3826	6 yrs.	A.B.	A
Frank Walker	Bk# 3662	6 yrs.	A.B.	A
Terrance Jones	B-19804	1 yr.	A.B.	B
Luisito Tabada	B-19805	1 yr.	A.B.	B
David Palacios	B-19806	1 yr.	O.S.	B
Elijah Bernal	B-19807	1 yr.	O.S.	B

Ratings: Bosun Stamp

Hussein Ali Bk# 3821

Membership and Ratings Committee's Report: Signed Alhagie Touray, #3311, Hamzah Ghaleb, #2969, Munassar Ghaleb, B-19769.



The SUP Membership and Ratings Committee for August in the library at SUP HQ in San Francisco. From left is Hanzah Ghaleb, Alhagie Touray and Munassar Ghaleb



Notice of Nominations for SUP Election

Under Article XII Section 2 of the SUP Constitution the nomination of regular officers shall be made at Headquarters and Branches in the regular meetings held in September. Written notice of this fact shall be published in the August issue of the West Coast Sailors. Any eligible member may place his/her own name in nomination for any regular office or may be nominated by another member. Nomination may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received.

The names and membership numbers of the nominees shall be recorded in the minutes. The Balloting Committee shall prepare a list of names and nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall. All nominees shall be notified by mail of their nomination and such notice shall be mailed within five working days after the nominating meeting.

The regular meetings will be held at Headquarters at 450 Harrison St, San Francisco CA at 11:00 a.m. on September 9th and the Branches on September 16th at 11:00 a.m in Seattle, WA, 11:30 a.m. in Wilmington CA, and Honolulu, HI at 10:30 a.m. at the addresses listed adjacently herein. Balloting will be conducted by an impartial agent approved by the membership. The positions open for nomination are President, Vice-President, Business Agent, each at San Francisco. Also to be nominated are three Branch Agents, one each in Seattle, Honolulu, and Wilmington. Five SUP Building Corp Trustees will also be nominated, along with three delegates to the SIUNA Convention.

For more on nominations and the election please see the SUP President's Report on page 10 of this issue and postings in the Halls and on the Union website www.sailors.org.

West Coast Sailors

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Dave Connolly, President/Secretary-Treasurer Editor

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PENSION PLAN OFFICE

(415) 764-4987

Port Chicago Victims Honored; "Mutineers" Exonerated

On July 17, 1944, two ammo ships exploded while docked at Port Chicago Naval Magazine in Port Chicago, California. Three hundred twenty sailors and other military personnel were killed and four hundred were injured in the worst stateside disaster of the war.

Of the 320 dead, nearly two-thirds were African-American. 50 surviving workers were ordered to return to work and refused, resulting in a court-martial conviction of mutiny. Prior to the incident, the Navy failed to properly train the sailors to load munitions, which likely led to the explosion.

After the explosion white supervisors at Port Chicago were given hardship leave while the surviving African-American Sailors were ordered back to work. The circumstances surrounding the

disaster were reflective of the Navy's personnel policies at the time, which barred African-American Sailors from nearly all seagoing jobs. As a result, most of the Navy ordnance battalions at Port Chicago Naval Magazine and elsewhere were comprised of African-American enlisted personnel.

In the absence of clarity on the explosions or further safety training, 258 African-American Sailors refused to resume ammunition handling. Threatened by disciplinary action, 208 of the Sailors returned to work; 50 did not. The Navy still subsequently convicted all 208 Sailors that returned to work of disobeying orders a summary court-martial.

The remaining 50 Sailors continued to refuse to return to work and were charged with mutiny. The Navy later convicted

all 50 Sailors (who came to be called the "Port Chicago 50") of mutiny at a mass general court-martial. Each of these defen-



A view of Port Chicago Pier 1 on 18 July 1944, one day after the explosion that took the lives of over 300 Sailors at Port Chicago Naval Magazine.

(U.S. Navy/National Park Service)



U.S. Navy Secretary Carlos Del Toro, Rep. John Garamendi, Rep. Barbara Lee and others gathered in Concord to honor the Port Chicago victims.

dants was sentenced to a Dishonorable Discharge, fifteen years confinement at hard labor, reduction in rate to E-1, and total forfeitures of their pay.

The Navy sentenced each of the summary court-martial defendants to a Bad Conduct Discharge and forfeiture of three month's pay. During subsequent reviews of the summary court-martial, the Bad Conduct Discharges were suspended, the forfeitures reduced, and one conviction was set aside for insufficient evidence.

During subsequent reviews of the general court-martial, the Dishonorable Discharges were suspended and the period of confinement was reduced from 15 years to 17-29 months. One conviction was also set aside for mental incompetency. By January 1946, nearly all the Sailors were released and given the opportunity to finish their contracts.

This July, the U.S. Navy officially exonerate the African-American sailors who were punished. Navy Secretary Del Toro, who attended the event conducted an exhaustive review and found that the order should never have been given. Also attending was Representative John Garamendi, Rep. Barbara Lee, and Rep. Mark DeSaulnier.

Secretary Del Toro expressed his deepest condolences for the Sailors, civilians, Coast Guardsmen, members of the U.S. Maritime Service, and one Marine who lost their lives and for their family members.

"The Port Chicago 50, and the hundreds who stood with them, may not be with us today, but their story lives on, a testament to the enduring power of courage and the unwavering pursuit of justice," said Secretary Del Toro. "They stand as a beacon of hope, forever reminding us that even in the face of overwhelming odds, the fight for what's right can and will prevail."

Port Congestion Made Worse by Jones Act Avoidance

The latest port congestion data reveals that shippers are grappling with extensive dwell times as the Red Sea crisis continues to take its toll. Rates have risen even as more ships have been activated for longer voyages around Africa, but ports are struggling to keep up.

Heightened congestion has stemmed from the Red Sea Crisis and the diversions around Africa made necessary. Vessel utilization is at 100% and ship idling at an all-time low to account for longer voyages. But the added volume of ships increases the strain on port operations and the infrastructure that both ships and cargo use. Like freeway traffic there is a compounding and it all results in longer slowdowns.

During the pandemic, shippers also learned to front-load inventory to avoid peak season congestion. Now, as consumer spending remains relatively strong and possible turmoil around U.S. East Coast labor negotiations looms, the instinct to get ahead of orders with advanced de-

livery schedules could be making things worse.

According to a supply chain analyst at Beacon the top five congested ports globally are 1) Durban, South Africa, with an average 8-day wait time over H124; 2) Ningbo-Zhoushan, China, with an average 6.1 days; 3) Vancouver, Canada, with 4.28 days; 4) Los Angeles with 3.61 days; and 5) Chittagong, Bangladesh, with an average wait of 3.41 days.

"While previous analysis showed that most ports were managing well, the latest data shows major ports are starting to feel the pinch," said Beacon.

Danish carrier Maersk warned customers it had to "implement recovery measures in the US to ensure schedule integrity" on its AMEX service that connects South Africa to the US. Delays to this service had been caused by "adverse weather in South Africa and extended waiting time in Freeport", it said. Freeport is transshipment hub in the Bahamas used by international

flag-of-convenience carriers to skirt Jones Act regulation. The Jones Act requires shipping between US ports to be done by ships constructed in the US, carry an American crew and are US-flagged.

The port is backlogged due to this trade. According to VesselFinder, in a single day in early August, 33 vessels are in port or awaiting berth and another 17 are expected to arrive in the next 30 days.



Aboard the USNS Seay in Diego Garcia is Bosun Jeff Nicholas, OS Mikko Rejojo, AB Lee Cancio, AB Gert Vego, OS Waylon Robert, AB Scott Erickson, OS Zaho Robinson, AB Delegate Frank Duffin and AB Eugin Mechavez. Deck gang is working hard to bring ship to SUP standards many improvements have been made and more to come.

SUP Meetings 2024

HQ

- September 9, Monday
- October 15, Tuesday
- November 12*, Tuesday
- December 9, Monday

*Tuesday meeting due to holiday

Branches

- September 16, Monday
- October 21, Monday
- November 18, Monday
- December 16, Monday

MT Allied Pacific Proves Concept in RIMPAC 2024

SUP-crewed tanker *MT Allied Pacific*, operated by Patriot Contract Services, engaged in a new operations in an important role in RIMPAC 2024.

The Rim of the Pacific (RIMPAC) is a multinational naval exercise designed to foster and sustain cooperative relationships critical to ensuring the safety of sea lanes and security in support of a free and open Indo-Pacific region. The exercise, which takes place in the waters surrounding the Hawaiian Islands, is held biennially on even numbered years. This year, 29 nations participated.

Allied Pacific is part of it for the first time. It was flagged into the U.S. fleet in October 2023 with the SUP on deck. MFOW and SIU crew the engine and steward unlicensed billets. The MEBA and MMP represent the licensed billets.

The ship's new mission is to provide at-sea refueling capabilities to U.S. and allied naval support ships which then refuel naval surface combatants. After receiving her UNREP certification in June

2024, *Allied Pacific* went on maneuvers, conducting underway replenishments in support of the exercise.

The *Allied Pacific* completed its first UNREP certification with the Royal New Zealand Navy auxiliary ship HMNZS Aotearoa. It was the first time that the Royal New Zealand Navy had conducted a CONSOL operation with a commercial tanker. The operation proved a new capability for the New Zealand Defense Forces and a proof of operational concept for the *Allied Pacific*. After just two days of dockside training, a live transfer at sea was completed on June 26.

It is a new and challenging operation that provides critical strategic and logistical capabilities to the U.S. Navy. Using a CONSOL configuration, the operation makes conventional tankers far more useful to the military. Throughout U.S. sealift doctrine, underway replenishment is a core competency. Only a few nations are capable of it, and accordingly, it has strategic implications.



The conventional tanker *Allied Pacific* rigged with CONSOL gear engaged in strategically important underway replenishment during the RIMPAC exercise off Hawaii last month. The ship is crewed on deck by members of the Sailors' Union of the Pacific.

Vice-President Harris Speaks to California Labor Federation

Vice-President Kamala Harris addressed delegates to the California Labor Federation's Biennial Convention in July. She praised the state's historic organizing victories and thanked unions for their strong support. She said on video that she was proud to be part of the most pro-Union administration ever and listed some of those successes. Shortly before President Biden's decision to withdraw from his re-election bid, she pledged ongoing support for Unions.

The Convention was focused on organizing as much as politics and included an open mic period for delegates to share organizing victories. A panel of young organizers spoke of lessons from the field. Unions such as SEIU-UHW with enormous gains of new members, particularly in health care, were recognized.

Later, three famous international union presidents gave inspirational speeches. Claude Cummings of CWA, Shawn Fain of UAW, and Sara Nelson of AFA all focused on the importance of building worker power and fighting vast anti-union forces. Fain gave a wide-ranging review of

the industrial union landscape, emphasizing the interconnected fates of immigrants and unions and spoke in favor of reform as a positive force for the working class. Noting that it was Biden that joined him on the picket line, Fain was clear about Trump - describing him as a "scab" and a poser for a billionaire agenda. Cummings said union service to members is directly tied to political outcomes, and Nelson warned against the corporate agenda that is the underpinning of Project 2025 and the phony populist propaganda from the conservative backers of an anti-worker agenda.

Delegates adopted amendments to the CLF Constitution making the top leader the "president" and expanding the executive board. Delegates spoke freely about objections to the use of force at UC to break up demonstrations and many other issues. There was a protest demonstration — a labor march to the airport to show solidarity with AFA-CWA flight attendants in their fight for a fair contract.



AFL-CIO Thanks Biden; Endorses Harris for President

continued from page 1

use every tool in its toolbox to create and protect our jobs, defend our rights in the workplace, and invest in our economic security. President Biden's legacy as the most pro-labor president in history, and that of the Biden-Harris White House, is indisputable," they said.

Citing a record that included Biden-led the passage of landmark legislation that rescued the economy from another depression, to bringing manufacturing jobs back to America, to enabling a pro-labor National Labor Relations Board that has defended workers' rights, to pressing for labor standards in every federal contract that raised the wages of hundreds of

thousands of federal contractors, Shuler and Redmond thanked Biden for building good paying union jobs.

The AFL-CIO supported Biden-Harris for re-election with an early endorsement in this cycle that earlier than any other presidential endorsement in AFL-CIO history. Shuler and Redmond concluded their remarks with thanks "With our deepest gratitude and respect, we honor President Biden's choice to not run for re-election."

The AFL-CIO is a democratic, voluntary federation of American labor unions. The SUP is a member affiliate of the AFL-CIO, which together represents more than 12.5 million working Americans.

ILA Warns and Prepares for October Shutdown

continued from page 1

Earlier in the summer, the union said the gate automation in Mobile was a contract violation unilaterally implemented by APM Terminals. The union said until this was resolved by the local it would not start formal negotiations for the master contract.

In an open letter posted on the ILA website, Dennis Daggett, a member and officer of the Union said that "A decade ago, ocean carriers decided to exit the terminal operating business to concentrate on their steamship lines and logistics. But now, in the aftermath of the pandemic, they are reclaiming control over terminals. This shift isn't just about business strategy — it's about controlling where and when they can place their cargo without dealing with third



parties. For them, it's about power and profits. For us, it's about our jobs and the future of our families." On the main issue he added "They see automation as a way to increase profits, even if it means eliminating jobs historically performed by human beings."

Daggett also drew attention to carrier and terminal operator profit noting that they "have raised rates on their customers to keep their profits soaring, but they refuse to share this wealth with the workers who helped them achieve these profits. Instead, they aim to cut costs further by eliminating jobs and attempting to automate our work."

The ILA contract expires on October 1, 2024.



The annual AFL-CIO Executive Paywatch report shows the CEO-to-worker pay ratio, at 272 to 1, is at its second-highest level ever. The average CEO of an S&P 500 company receives \$16.7 million in total compensation.

Sharks Test Positive for Cocaine

Scientists in Brazil have discovered and released evidence that that sharks are being exposed to cocaine.

Rachel Ann Hauser Davis, a biologist who worked on the study at Oswaldo Cruz Foundation, told NPR that dissections of 13 wild Brazilian sharpnose sharks caught off Rio de Janeiro all tested positive for cocaine in their muscles and livers.

“The key findings of the study are the presence of cocaine in sharks,” Hauser Davis says. “The actual high levels of cocaine detected in muscle is indicative of chronic exposure.”

Narcotraffickers often toss bales of cocaine overboard during law enforcement chases on the high seas. But Hauser Davis says it’s more likely the sharks in the study were exposed to Rio de Janeiro wastewater contaminated with the drug. “Probably the main source would be human use of cocaine and metabolization and urine and feces discharge, and the second source would be from illegal refining labs,” she says.

Hauser Davis points out that cocaine affects the brain and could lead to hyper-



active behavior among sharks — though she says the issue needs more research. The findings in Brazil add to a growing body of research on marine wildlife and cocaine. For example, a 2018 study in the United Kingdom found that eels exposed to cocaine were having trouble mating.

Tracy Fanara, an environmental engineer at the University of Florida, wasn’t surprised. “Exposure to recreational drugs can slow down their processes to the point where they miss migration periods that are essential for the survival of their species,” Fanara says. Cocaine Bear was entertainment; Fanara helped produce a documentary last year called Cocaine Sharks in which scuba divers tried to determine whether sharks were being exposed to the drug.

Jones Act Operators Attracting Investment Dollars

Investor interest in the protected U.S. Jones Act shipping market is growing as demonstrated by the news that a group advised by J.P Morgan Global Alternatives’ Global Transportation Group has taken control of Bold Ocean, which owns Schuyler Line Navigation Company, among others.

The announcement of the transaction, on August 1, came about the same time as Crowley and SEACOR’s joint venture Fairwater was launched. A few weeks earlier, Saltchuk Resources finally completed its long-sought purchase of Overseas Shipholding Group.

Demand continues to grow in the

protected market both for commercial Jones Act-compliant shipping as well as contracts to support the U.S. government. Fairwater cited the evolving needs of the market with the increasing demands on sustainability. The energy segment is strong as well as new entrants linked to the emerging opportunities to support offshore wind energy.

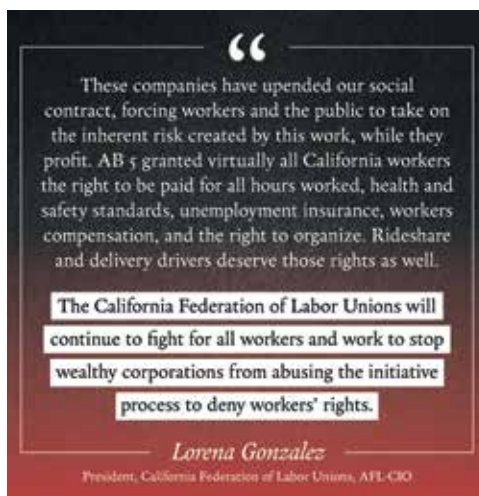
J.P. Morgan has other interests in the shipping sector, ranging from tankers and gas carriers to the bulk sector in a fleet of approximately 150 ships. Terms of the acquisition of Bold Ocean, which was purchased from private equity firm NOVA Infrastructure, were not disclosed.

Corporations Buy Change in Law: State Supreme Court Agrees

Back on September of 2021, the *West Coast Sailors* reported that “Unions Win Battle in Prop 22 War” because it had been struck down in California Superior Court. Now nearly three years later, on July 25, the California Supreme Court issued a decision in *Castellanos v. California* to uphold the constitutionality of the law. Thus the gig industry-backed initiative that 58% of state voters passed in 2020, appears to have emerged victorious. Corporations such as Uber and Lyft and many tech corporate giants spent \$220 million for a special exemption in state labor law to misclassify workers as contractors. The courts have finally agreed.

California Labor Federation President Lorena Gonzalez call it “a sad day for democracy and workers’ rights when corporations can spend \$220 million to carve themselves out of our state’s labor laws and get away with it.”

The decision has grave implications for the future of work. App-based jobs might be broadly held to be outside the lines of



traditional employment without rights or benefits. “We already saw an attempt to extend Prop 22 to healthcare workers and we are seeing a rise in apps that misclassify workers in hospitality, retail, and construction,” said Gonzalez. “We must remain vigilant to stop the expansion of this business model and commit ourselves to pursue every avenue to improve the lives, wages, and working conditions of rideshare and delivery drivers.”

Tangled Web: Stowaway Spiders Capture MSP Ship

A U.S.-flagged Ro/Ro was quarantined and detained in Germany after discovery of an infestation of black widow spiders. The Arc Commitment (31,143 dwt) is reported the infestation of the poisonous spiders. According to port officials in Bremerhaven, the master of the vessel reported a possible infestation before the vessel docked on July 17 arriving from Poland. While in Gdansk, the vessel had been treated for spiders, but a Bremerhaven official said they apparently did not kill all of them.



On inspection at arrival, officials spotted a spider and the ship was put into lockdown on two decks with airtight seals. Reports said the crew is safe and has remained aboard the vessel due to separation from cargo areas.

Shoreside spider specialists trapped a spider and confirmed it later to be the venomous black widow spider. It can cause illness and extreme pain and is deadly to some humans.

The ship which was built in 2011 was transferred to the U.S. flag at the end of 2021 became part of the Maritime Security Program (MSP). MSP ships are pri-

vately-owned but provide sealift capacity and support to the military and other U.S. federal agencies. American Roll-On Roll-Off Carrier Group, a division of Wallenius Wilhelmsen, operates the vessel.

The company suspects the poisonous spiders got aboard while the Arc Commitment was loading in Beaumont, Texas. German officials ordered the vessel transferred to a remote part of the port. Starting on July 26, exterminators with special equipment were beginning to fumigate the vessel. In the second stage, they will use specialized equipment to vacuum up the spiders. Only after the vessel has been certified clean will cargo ops resume. Fumigation and cleaning could take up to three weeks.

Coast Guard Posts Video Guide To Filling Out Med Cert Forms

The Coast Guard is attempting to improve services to mariners and to that end the National Maritime Center (NMC) has posted a video on its website at National Maritime Center (CG-NMC) Home Page ([uscg.mil](https://www.uscg.mil)) at to help guide mariners and reduce incomplete medical certificate application forms.

The Video Guide to Filling Out Application Form CG-719K was created to help reduce the need for additional information when processing medical certificate applications submitted to the NMC, but it contains many helpful pointers with graphic instructions on how to fill out the forms for other types of applications such as upgrades and renewals. The video can be accessed at https://www.dco.uscg.mil/national_maritime_center/.

The Coast Guard back in March 1, 2024 announced that it began issuing Merchant Mariner Credentials (MMCs) in a new single-sheet format. This new mariner credential replaced the legacy passport-style red book and associated endorsement labels. Since then, based on processing observations and customer feedback, the paper stock used for the new MMC was upgraded to one that is significantly more tear resistant. All other appearance and security features remain the same. The new MMC remains formatted on 8.5” x 11” waterproof and tear-resistant synthetic stock and is more durable than the previous paper documents issued in years past.



PRESIDENT EISENHOWER IN OAKLAND
SUP AB’s Mohamed Obad, Romelito Linatoc, Roberto Tomas, bosun; Ernesto Lagramada, and delegate Dru Tuiasospo.
Photo by Roy Tufono

Which is the Best Translation App?

For mariners looking for effective language translation apps, the following options stand out based on their features and usability:

Each of these apps has unique strengths that can help mariners overcome language barriers in different ports. Google Translate and iTranslate are particularly versatile, while Apple Translate and Microsoft Translator offer robust options for iOS and general users, respectively.

Google Translate:

Features:

Translates text, voice, conversations, and images. Has offline translation.

Pros:

Broad language support, user-friendly, integrates well with other Google services.

Cons:

Some translations can be overly literal

Apple Translate:

Features:

Translates text and voice, supports conversation mode, integrates with iOS devices.

Pros:

Accurate translations, simple interface, free for iOS users.

Cons:

Limited to Apple devices, supports fewer languages compared to competitors

Microsoft Translator:

Features:

Text, voice, and image translation, conversation mode, offline capabilities.

Pros:

Simple interface, accurate translations, useful additional features like phrasebooks.

Cons:

Conversation mode can be complex to use

iTranslate:

Features:

Translates text, websites, objects, and supports voice-to-voice conversations in over 100 languages. Offers offline mode and a custom phrasebook feature.

Pros:

Extensive language support, clean interface, useful for translating menus and signs.

Cons:

Offline mode is available only in the pro plan

Notta:

Features:

Accurate voice transcriptions and translations, supports multiple platforms.

Pros:

Best for accurate voice transcriptions, simple interface.

Cons:

Limited offline capabilities

Project 2025 Calls For Anti-Worker Change; Repeal of Jones Act

continued from page 1

it gives economic incentives, presumably to refiners, to use Russian oil imports. *Jones Act-compliant shipping is so expensive that it is often cheaper for East Coast ports to import oil from Vladimir Putin's Russia than it is to send it up the coast from Houston or New Orleans.*" The economic analysis behind this argument is missing and clearly not the point. A call for repeal of Jones Act comes soon after in unvarnished language: "Serious consideration should be given to repealing or substantially reforming the Jones Act, which would require legislation." The authors hedge their bets and reveal the waiver strategy: failing repeal a wide-open waiver process using the emergency "hurricane" standard on a regular basis, is a secondary approach to the same effect.

"The next conservative Administration should unleash American potential by unilaterally enacting Jones Act exemptions wherever allowed, as currently happens most years during hurricane season, and working with Congress to repeal the Jones Act."

After an unsupported hit on costs, the original Jones Act function as a naval auxiliary in times of war is presented as detriment to national security. *"The Jones Act's original national security justifications are just as dubious. The act's goal was to guarantee a sizable fleet of American ships that could be pressed into war service if needed. Aircraft carriers and other post-*

1920 naval innovations have made this argument obsolete." The notion that the defense goals of the Jones Act are made obsolete by aircraft carriers betrays a staggering lack of understanding of military operations and supply-chain logistics. It shows the authors to be unaware of the U.S. military's heavy reliance on Jones Act shipping and the interconnectedness of the maritime and defense industries. They appear oblivious to the basics of defense spending, military sealift, and maritime skill shortages.

Throughout the document maritime policy is shot through with faulty reasoning, mischaracterization of facts, and unsupported conclusions. The authors say an *"\$800 billion defense budget has plenty of room to maintain a Navy to defend American security interests around the world,"* improperly attributing the entire defense appropriation to the Navy and adding that *"The U.S. Navy would likely prefer not to use Jones Act ships anyway, because they tend to be older and in poorer condition than its own ships or similar foreign-made but domestically owned commercial ships that could also be pressed into service."* The opposite is in fact the case. Generations of generals and admirals have unequivocally stated that the U.S. military depends on the U.S. merchant marine for logistical know-how since at least WWII. Gen. Jacqueline Van Ost, the commanding officer of TRANSCOM, recently stressed the military's reliance on private and public sector merchant mariners to get

project power overseas. Haphazard and speculative, the plan drifts into fantasies about the effective control of flag-of-convenience shipping and its use in military sealift. A sober consideration of the wartime dedication of flags-of-convenience ships, mariners, and cargo systems to American interests is not within the scope of the report.

Some of the ideas may reflect a developing military strategy, possibly evident in the APS 3 deployment debate. Project 2025 says the Marine Corp should "divest equipment that is less relevant to distributed low-signature operations in a contested maritime environment that will make funds available for modernization." Whatever "modernization" might be, it can only be supported according to the document, by cost savings made by equipment divestiture that is not "low-signature." Reference here to drones and special operations as opposed to prepositioned Ro/Ro's carrying heavy equipment is not lost. Drones good, ships bad, appears to be the distillation of the policy.

Energy shipping policy is likewise scrambled and incoherent. The economic costs of the Jones Act...vastly exceed its effect on the supply of domestic ships. For instance, no liquified natural gas (LNG) can be shipped from Alaska to the lower 48 states because there are no U.S.-flagged ships that carry LNG. If there are genuine concerns about U.S. fleet capacity in the absence of the Jones Act, it would be possible to do so through an expansion of the Defense Reserve Fleet." Its unclear here if a bolstered "Defense Reserve Fleet," presumably the properly called "National Defense Reserve Fleet" and part of the Ready Reserve Force, is contemplated as less of a defense program and more of a commercially viable LNG shipping initiative. Nor is the absence of an Alaskan trade in LNG, either foreign or domestic, demonstrated to be prohibited by Jones Act costs. Nevertheless,

"Serious consideration should be given to repealing or substantially reforming the Jones Act, which would require legislation."

Trump's Project 2025 proposes moving the Maritime Administration (MARAD) from the Department of Transportation to the Department of Defense (or DHS, however, on page 133, Trump's Agenda calls for disbanding the Department of Homeland Security). When the Coast Guard was moved to Homeland Security in 2003, it was faced with significant budget and priority shortfalls and has become a political hotspot for Congressional focus

on an ideological border issue. While moving MARAD to DHS or to DOD risks a budget that is deprioritized. More ominously, it might devalue the civilian status of merchant mariners and therefore limit their wartime protections.

The plan proposes an aggressive redefinition of navigable waters that would cede some inland waterways to private ownership calling into question Jones Act applicability.

Rolling back overtime pay is another important anti-labor part of the plan. The labor section was written by Jonathan Berry, who led the Labor Department's regulatory office under Trump. During that time, he helped deny guaranteed overtime pay to millions of people and made it harder for workers to hold companies like McDonald's liable for actions taken by individual stores, allowing companies to hide behind the protections afforded to franchises. Calling for a Republican bill called the Working Families Flexibility Act, the plan would let employers provide comp time instead of time-and-a-half overtime pay. In a similar vein, the plan calls for reinstating a Trump-era rule that made it easier to classify people as independent contractors who lack many of the protections enjoyed by employees. The Economic Policy Institute estimated would cost workers more than \$3 billion per year but the plan calls it "Making Family-Sustaining Work Accessible."

In political language meant to deceive by concealing or misrepresenting the truth, Project 2025 is a attack on workers. Often cloaked in populist working class idioms, the plan attempts diminishment at every turn. For those aware of how the Jones Act affects working class mariners, it's an obviously delusional smash-and-grab. The goal was to recast the Jones Act as a security breach that makes U.S. dependent on Russian oil, puts Americans out of work, makes gas more expensive, benefits the coastal elites while at the same time being a welfare state handout that is above all a defense liability, particularly to the U.S. Navy. Contradictory even on its own terms, and loaded with scattershot inconsistency, Project 2025 is more campaign rally than policy. In presidential politics today, however, little precludes a political platform from becoming policy.

The AFL-CIO has developed an online tool to consider how life would be different for workers under Project 2025 available at: Project 2025 and Unions | It's Better in a Union <https://betterinaunion.org/project-2025>



AB-Rodelio Santos, Bosun Gerry Marshall, AB Ben Bracerros, AB Rudy Bautista, AB Luke Satsuma, AB Deig Riza.

Iran Releases Captive Filipino Crew From Seized Boxship

Filipino officials confirmed on August 3 that all the Filipino crewmembers working aboard the *MSC Ariès* when the vessel was seized have now been released.

Iran had previously agreed to swap the seafarers at the end of their contracts with replacements to maintain the key functions of the vessel. The containership, which was seized by Iranian forces on April 13 while it was near the Strait of Hormuz, has been held in Iran for nearly four months. The crew consisted of Filipinos, Russians, Indians, Pakistanis, and one Estonian. The first release in May was of five Indian citizens, one Filipino, and one Estonian. Now the remaining crew has been released.

The Portuguese government, as the flag state of the vessel, had worked to gain the release of the crew. A day earlier the Philippines government renewed calls for release of crew from another ship, the *Galaxy Leader*, a car carrier that was boarded by Houthi pirates by helicopter. It has been held in Yemen since November 2023. After hijacking the vessel, the terrorists berthed it outside the port of



Hodeidah and opened it to tourists.

Officials in the Philippines have confirmed that several crew in that seized ship are very sick with symptoms of malaria and should be released by the Houthis on humanitarian grounds. The world's labor community, as represented by the International Transportation Workers Federation agreed.

Iran, like its proxies the Houthis, has repeatedly associated MSC Mediterranean Shipping Company with Israel and said it is an Israeli company. This is despite the corporation being based in Switzerland and run by Italy's Aponte family. The *MSC Ariès* and its cargo remains under Iranian control with no talk of release.



Deadly Container Fire Kills Sailor Off India

The *Maersk Frankfurt* caught fire off the coast of India in late July, and the fire raged for at least three days. Although the fire appeared to begin in a container in a forward cargo bay and was contained to the third, fourth and fifth rows. The ship is carrying dangerous cargo and was still smoldering eleven days later, needing continuous border cooling to keep the fire doused.

One crew member, a Filipino national, was reported killed in the fire, leaving a remaining crew of two Ukrainians, a Russian and 17 Filipino nationals.

"It is with deep regret that the ship managers have confirmed the passing of one of the crew members following the fire incident," said Maersk over the weekend.

"The rest of the crew members are safe and accounted for."

The *Maersk Frankfurt* (76,500 dwt) is a brand-new ship delivered in May to its Japanese owners from Imabari Shipbuilding. It is being managed by Bernard Schulte and operating under time charter to Maersk. The ship is 836 feet (255 meters) in length with a capacity of 5,920 TEU. Difficult weather including fog and heavy rain impeded rescue efforts.

Indian media reported the fire was started by an electrical short circuit and the crew called for assistance late on

Friday, July 19, when they were unable to suppress the fire. The Panama Maritime Authority, flag state for the containership, said there was also an explosion that was related to the fire, but offered no details on the cause of the explosion.

Additional Indian Coast Guard assets were deployed including an Indian helicopter that dropped 150 kg dry chemical powder bags of fire suppressant in an attempt to control the blaze. India Coast Guard later said that the fire suppression from cutters continues but that heavy smoke remains.

Container fires are one of the most persistent problems for the industry. Trade groups have warned of the dangers of improperly packed or stowed materials. Last week, the Cargo Fire & Loss Innovation Initiative (CFLII), led by SafetyTech Accelerator, reported it was launching evaluations of three early-stage fire detection technologies that could be potentially deployed on containerships. The initiative was launched last year by both insurance companies and carriers.



An explosion takes place at a port in Ningbo, China, August 9, 2024, in this still image obtained from a social media video.

Video obtained by Reuters/via REUTERS

Ningbo Explosion Could Disrupt Supply Chains

An enormous explosion aboard the Yang Ming container ship *YM Mobility* in Ningbo China closed the port and could impact global supply chains.

The incident led to the closure of one of the world's busiest container terminals, and the main trade lanes out of Asia are affected. It comes at a time when Red Sea diversions, bad weather and port congestion have shifted the container marketplace and scrambled stretched trade routes. In particular, the positioning of equipment and global container availability might be further pinched by the shutdown.

The incident took place on August 9 when a container loaded with hazardous materials exploded aboard the *YM Mobility* while it was berthed at Ningbo Beilun's Phase III Terminal. The explosion, which involved organic peroxide materials, has led to the closure of the terminal until further notice.

YM Mobility is operated by Yang Ming and deployed on the Far East to Middle East run. The company said the cause of the incident is still under investigation

but preliminary findings suggest that an explosion occurred in a container loaded with dangerous goods. According to the shipper's declaration, the container was a reefer used as a substitute for a dry container, without requiring power connection.

"With this closure, Ningbo Port is no longer operational, compounding existing supply chain disruptions exacerbated by Typhoon Gaemi in July," said Christian Roeloffs, cofounder and CEO of Container xChange. Roeloffs emphasized that the Asian connection saying that disruption at Ningbo Port compounds pre-existing congestion at major Asian ports. It could lead to deteriorated ocean schedules and further delays in container availability.

A new rerouting of shipments amid a tightening of available container supplies, especially for hazardous and dangerous goods are foreseen by industry experts. Alternative shipping routes and increased safety protocols are in the future as well. Companies have been warned to plan for extended dwell times to mitigate disruptions from the Ningbo port closure.



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U.S. Marines Complete Resolute Dragon Joint Exercise In Japan

The III Marine Expeditionary Force (MEF) successfully completed a bilateral U.S.-Japan exercise called Resolute Dragon 24 in August. Over 3,000 U.S. Marines and sailors trained alongside the Japan Self-Defense Force, according to a statement from the Department of Defense.

The Resolute Dragon 24 exercise began on Jul. 28 and took place across Japan, including Chugoku region on the main island of Honshu, the main island of Kyushu, Okinawa and around Japan's southwest islands. Both the U.S. Marine Corps and Japanese military have been focusing on defense of Japan's southwest islands and the deployment of small units to those islands to conduct surveillance, targeting and antiship attacks to counter any Chinese military action in that area. China claims the disputed Senkaku Islands held by Japan as its territory.

It was the fourth iteration of the drill and featured joint units rehearsing operations over key maritime terrain to strengthen their command, control, and multi-domain maneuver capabilities. The

12th Marine Littoral Regiment (MLR), had only recently been organized to carry out such operations and took part in Resolute Dragon for the first time. The 12th Marines also deployed one of their newest radar systems to a small island within 70 miles of Taiwan, the closest Japanese territory to the island. They used a Japanese Self-Defense Force C-2 cargo plane to transport the TPS-80 Ground/Air Task Oriented Radar, or G/ATOR to the island of Yonaguni on July 29.

U.S. forward-deployed ships such as USNS Sisler and USNS Dahl pictured above in Resolute Dragon 2022, have been frequently deployed in such exercises in the past. The ships are crewed on deck by members of the Sailors' Union of the Pacific.

In other developments, the 1st Marine Air Wing issued a release detailing the activities of its aviation units during the Rim of the Pacific 202 exercise that took place in Hawaii and ended on Friday, while the U.K. has disclosed the activities of its Commando Force during Exercise Predator's Run held in Australia.



On the *APL Islander* mess deck at the coffee break on the left is AB Roy Carvalho, AB Norm Teruya and AB Venerando Ramos, and on right is AB Kalaniuvalu Loe, and delegate and AB Nassal Surian. The *APL Islander* is a geared container ship calling at ports in the western Pacific and Asia.

American Ships. American Crews. American Jobs.

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

Vessels

The program began with 6 vessels in 1977 and now consists of 48:

- 42 roll-on/roll off (RO/RO) vessels, including
 - 8 Fast Sealift Support (FSS) vessels,
 - 7 LMSR's (Large, Medium-Speed, Roll-on/Roll-off)
- 4 auxiliary craneships, and
- 2 aviation repair vessels

The RRF program was initiated in 1976. Since then the RRF has experienced hundreds of vessel activations, with dozens per year supporting a variety of humanitarian, natural disaster, and military operations around the world.

Some of the Ships of the Ready Reserve Force



USCG UPDATES MMC E-MAIL SUBMISSION GUIDANCE

National Maritime Center

Keep 'em Safe, Keep 'em Sailing



Updated Merchant Mariner Credential and MMC-related Documentation E-mail Submission Instructions

The National Maritime Center (NMC) has established a centralized e-mail inbox for the submission of certain merchant mariner credential (MMC) applications to streamline the MMC application submission process and better manage the receipt and initial processing of incoming MMC applications.

Regional exam centers (RECs) will continue to receive and process MMC applications for Local Limited, Restricted, and First Class Pilot MMCs. Please continue to e-mail, mail, or hand-deliver these applications to the local REC responsible for the routes requested. E-mail is the preferred method for submission of these applications. The e-mail and physical address for each of the RECs is available on the NMC's Regional Exam Centers webpage. Please note that sending First Class Pilot/Local Limited applications directly to the NMC may result in delays in processing your application.

The NMC is centralizing the submission of all other MMC applications. The preferred method of application submission is e-mail. If you are applying for anything other than a Local Limited, Restricted, or First Class Pilot credential, please e-mail your application to MMCApplications@uscg.mil.

Processing times at the NMC vary based on e-mail volume. Sending information via e-mail to the incorrect e-mail address or sending the same information to several e-mail addresses not only causes delays in processing for other mariners but will significantly delay the processing of your information.

MMC and medical certificate applications and information are processed separately and should not be sent to the same e-mail address. For more detailed guidelines on submitting medical certificate applications and information, visit the NMC's Medical Certificate webpage.

You can help us improve our processing times by sending MMC applications as indicated above AND by adhering to the guidelines below when sending any other information electronically:

- Subject lines for MMC related e-mails should include: the mariner's last name, mariner's first name, and mariner's reference number (if available).
- Attachments should be in PDF format, named in the following format: Mariner Last Name_Mariner First Name_Mariner Reference Number (if available). For example: Smith_John_1234567.
- Only submit documentation in PDF format attached to the e-mail. Other formats (including links to PDFs) will not be accepted and your application and/or documentation will not be returned.
- Drug test results are part of your MMC application and should NOT be sent with your Medical application (CG 719K or K/E).
- E-mail documentation/information in response to an awaiting information letter related to an MMC application to: MMC-Awaiting-Info@uscg.mil.
- E-mail general questions and requests for status updates to: IASKNMC@uscg.mil.
- Do not send the same documentation and/or information to more than one e-mail address.
- Send all required documentation with your application.
- Mariners who do not have an active MMC application in process at the NMC or an REC should hold all documentation until they submit their next MMC application. Documents received without an open MMC application are not processed and will not be returned.

Be advised that the NMC West Virginia does not accept walk-ins or in-person delivery of applications. RECs do accept in-person delivery of applications with an appointment.

Should you have any questions, please contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

Roll-on / Roll-off Ships (27)

 Length – 694 Feet, Beam – 92 Feet Displacement – 26,537 Tons, Deadweight – 13,376 Tons Militarily Useful Capacity – 141,843 sq ft GTS ADM WILLIAM CALLAGHAN	 Length – 696 Feet, Beam – 106 Feet Displacement – 44,466 Tons, Deadweight – 28,748 Tons Militarily Useful Capacity – 106,941 sq ft / 717 TEU CAPE K MV CAPE KENNEDY MV CAPE KNOX
 Length – 680 Feet, Beam – 97 Feet Displacement – 34,617 Tons, Deadweight – 21,397 Tons Militarily Useful Capacity – 130,229 sq ft / 378 TEU CAPE D MV CAPE DECISION MV CAPE DIAMOND MV CAPE DOMINGO MV CAPE DOUGLAS MV CAPE DUCATO	 Length – 635 Feet, Beam – 92 Feet Displacement – 32,799 Tons, Deadweight – 20,640 Tons Militarily Useful Capacity – 91,952 sq ft / 302 TEU CAPE O MV CAPE ORLANDO
 Length – 653 Feet, Beam – 94 Feet Displacement – 32,516 Tons, Deadweight – 19,983 Tons Militarily Useful Capacity – 126,019 sq ft / 446 TEU CAPE E MV CAPE EDMONT	 Length – 648 Feet, Beam – 106 Feet Displacement – 35,369 Tons, Deadweight – 22,830 Tons Militarily Useful Capacity – 176,313 sq ft CAPE R MV CAPE RACE MV CAPE RAY MV CAPE RISE
 Length – 750 Feet, Beam – 106 Feet Displacement – 51,829 Tons, Deadweight – 31,929 Tons Militarily Useful Capacity – 169,628 sq ft / 679 TEU CAPE H MV CAPE HENRY MV CAPE HORN MV CAPE HUDSON	 Length – 634 Feet, Beam – 89 Feet Displacement – 24,555 Tons, Deadweight – 46,868 Tons Militarily Useful Capacity – 82,854 sq ft / 348 TEU CAPE T MV CAPE TAYLOR MV CAPE TEXAS MV CAPE TRINITY
 Length – 685 Feet, Beam – 102 Feet Displacement – 36,027 Tons, Deadweight – 19,955 Tons Militarily Useful Capacity – 119,019 sq ft / 345 TEU CAPE I SS CAPE INSCRIPTION SS CAPE INTREPID SS CAPE ISABEL SS CAPE ISLAND	 Length – 632 Feet, Beam – 87 Feet Displacement – 30,644 Tons, Deadweight – 20,063 Tons Militarily Useful Capacity – 131,265 sq ft CAPE V MV CAPE VICTORY MV CAPE VINCENT
	 Length – 697 Feet, Beam – 106 Feet Displacement – 53,500 Tons, Deadweight – 33,185 Tons Militarily Useful Capacity – 295,958 sq ft CAPE W MV CAPE WASHINGTON MV CAPE WRATH



SUP PRESIDENT'S REPORT

RRF CONTRACT RENEWAL

PCS Turnover: On July 12, Matson Navigation advised that it had completed the necessary ship manager turnover requirements for *Cape Horn* under its contract with the Maritime Administration. Patriot Contract Services began managing the vessel on that day in FOS, in Pearl Harbor. *Cape Horn* was the final ship turned over to Patriot in the three-ship group that includes *Cape Henry* and *Cape Hudson*. *Cape Horn* is currently in ROS in a Portland shipyard. *Cape Henry* is in ROS in San Francisco, and *Cape Hudson* is on a mission in the Far East.

Bridge Contract: Last month this report noted numerous bids and revisions to the RRF contract, and that revised numbers had been sent again to Patriot covering a so-called "bridge contract." The bridge contract was intended initially to simply extend the status quo for at least six months, but due to MarAd pressure Patriot then asked for a reversion to the original tripartite agreement Year 1 proposal of our final bid. There's a difference: the modified bridge contract has an initial increase of twelve and two tenths (12.2%) percent over status quo effective on July 27, 2024. On July 24 the Union received communications that MarAd had recognized and agreed with the revised bid numbers and increase. Another delay came and went, this time related to fringe benefit issues not involving the SUP but that prevented Patriot from implementing the contract. On August 9, 2024, Patriot's chief legal officer Borianna Farrar informed the Union that Patriot signed its bridge contract with MarAd and was ready to execute with the Pacific District. Questions on term of contract, additional ships, and the status of the Cape H ships remain, but there is also enough confirming anecdotal information that the increase has been implemented. Even if the saga of the RRF contract renewal is not yet over, these wages are set for membership action: Effective July 27, 2024, at start of contract are the following rates:

1.1. Full Operating Status Wage Rates

Rating	Base Wage		Overtime	Penalty Time
	Monthly	Daily	Hourly	Hourly
Bosun	6,734.07	224.47	51.66	31.00
AB	5,359.38	178.65	41.61	24.97
OS	3,689.51	122.99	26.36	15.81
GVA/GUDE	4,326.86	144.23	26.36	15.81

1.2. Reduced Operating Status Wage Rates

Rating	Base Wage		Overtime
	Weekly	Daily	Hourly
Bosun	2,089.31	298.47	51.15
AB	1,716.33	245.19	47.01
GVA/GUDE	1,280.80	182.97	26.09

1.3. Supplemental Wages

(a) During periods of Full Operational Status, eligible unlicensed crewmembers shall receive fifteen (15) days supplemental wages for each thirty (30) days employed, or pro rata thereof based on the Monthly Supplemental Wage Base Rate, as follows:

Rating	Daily
Bosun	130.19
AB	103.61
OS	71.33
GVA/GUDE	83.65

(b) During periods of Reduced Operational Status, eligible unlicensed crewmembers shall earn two and one-half (2.5) days of supplemental wages for each thirty (30) days employed or pro rata and shall be paid directly by the Company, as follows:

Rating	Daily
Bosun	24.87
AB	20.43
GVA/GUDE	15.25

1.4. Sailors' Union of the Pacific Benefit Plans Trust Funds*

For each man day employed, the following aggregate rates are applicable to contribution payments to the designated trusts at rates sufficient to maintain the operation and/or benefits in the SIU-PD Pension Plan, SIU-PD Supplemental Benefit, SIU-PD Medical Center, SUP Welfare Fund, SUP Money Purchase Pension Plan, SUP Training Plan, and SUP Joint Employment Committee.

Rating	Full Operating Status	Reduced Operating Status
Bosun	135.39	138.41
AB	133.09	132.66
OS	130.32	132.66
GVA/GUDE	131.38	132.66

Mr. Chairman, these rates are a significant but long-overdue increase for Ready Reserve members, and I recommend their ratification.

SEAY/PILILAAU OPTION AWARD

The Union was informed on July 29 by the Military Sealift Command that Patriot was the likely awardee of the first option year (Year 2) for the operation and maintenance of the *USNS Seay* and *USNS Pililaau* under contract N3220523C4031. Originating as communication from the Branch Chief Vanessa Schwaner of Military Sealift Command to the Union as collective bargaining agent, it is expected that the option period will begin on September 1, 2024. It also served as written notification

of forthcoming contract modification as required under the Federal Acquisition Regulations 22.1010(a)(2).

As was reported back in 2023 at the time of the contract award, Patriot Contract Services LLC, of Concord, California, was granted the \$20,396,329 firm-fixed-price contract with reimbursable elements for operation and maintenance of the two government-owned Large, Medium-Speed, Roll-On/Roll-Off vessels (*Seay* and *Pililaau*) part of the original *Bob Hope*-class of LMSR's. The contract included a 12-month base period with four 12-month option periods and one 6-month option period under Federal Acquisition Regulation 52.217-8, which, if exercised, would bring the cumulative value of the contract to \$303,596,232 including reimbursables.

In accordance with the Memorandum of Understanding between the SIU-Pacific District and PCS, there shall be a two percent (2.0%) total labor cost increase effective on the first anniversary date of the agreement.

APS 3

A deadline for proposed budget cuts affecting the disposition of Watson-class ships came and went without action last month. This non-event is still significant because it proves wrong the rumored timing of potential drawdown to APS-3 (Prepositioning Ship Squadron 3). Not only were no plans for layup released, a ship slated for post-shipyard layup was issued orders for redeployment instead.

Normal bureaucratic inertia plays a part, but organized resistance over the last two months has also gathered steam. We registered strong objections to this unwise military strategy and our friends in Congress agreed. A letter from Rep. John Garamendi (D-CA) and Rep. Mike Waltz (R-FL) was sent on our behalf to the Department of the Army, asking about plans, contingency plans, and warned of hazards and potential new reporting requirements in the next NDAA process. Sen. Maria Cantwell (D-WA), Chair of Senate Commerce, connected the issue to global matters at the NATO summit and cautioned against irreversible damage. The changing global geopolitical security situation may have triggered a re-thinking of the idea since the disposition of these ships is part of a wide strategic debate on threats, tactics, readiness, and resources. Will keep the membership informed.

APL

President Reagan: APL Marine Services completed the reflagging of the President Reagan last month in Los Angeles, part of its ongoing replacement program of the Company's U.S.-flag fleet. This is the third of the new ships, following President J.Q. Adams and President Grant. Next APL will bring in the President George H. W. Bush, President Monroe and President Johnson. The prospect of a seventh ship, the President Jimmy Carter, remains open. They are 837-foot-long containerships carrying 5,598 TEU and displacing 72,963 with a service speed of 21 knots. The SUP, along with the MFOW, SIU, MMP and MEBA will continue to crew the new and replaced ships as applicable under existing agreements.

APL Negotiations: As part of the Pacific District of the Seafarers' International Union of North America, including the MFOW and SIU, the Union has notified APL of its desire to terminate the existing agreement subject to bargaining a new agreement before expiration on September 30, 2024. So far, the Company has acknowledged our request without further comment. Will advise as the schedule comes together.

SUP ELECTION

Committee on Constitution: The process of the SUP election 2024-25 is underway. First up was the meeting of the elected Constitution Committee to consider proposed amendments. On June 24 they met at SUP HQ, with representatives from the Branches in attendance. After debate they reached unanimous concurrence in the two nearly identical resolutions to raise dues to put the matter before the membership in a referendum in a single question. Their report was in the minutes of the SUP July HQ meetings and published in the West Coast Sailors. A majority vote of the membership at the July coastwise meetings for endorsed the report and now, in accordance with Article XXVIII of the SUP Constitution, the dues question is referred to the Balloting Committee to frame it for a general vote of the membership. To achieve adoption, the proposed amendment to increase dues by \$50.00 per quarter needs a two-thirds majority of the votes cast.

The same referendum ballot will also decide office-holders for the 2025-2028 term. The ballot will list all candidates for each office who are qualified to hold office, have been properly nominated, and have accepted the nomination under Articles X and XII of the SUP Constitution.

Nominations: As per Article XII of the SUP Constitution and as previously noted, nominations will take place at the September meetings. Any eligible member may place his or her own name in nomination for any regular office or may be nominated by another member. Nominations may be made either in person or by mail, including email, however, any nomination must be received at the Branch or Headquarters at least one day prior to the meeting at which the nominations will be received. The names and membership numbers of the nominees shall be recorded in the minutes.

The elected offices are: one President/Secretary-Treasurer, one Vice President/Assistant Secretary-Treasurer, one Seattle Branch Agent, one Wilmington Branch Agent, one Honolulu Branch Agent, and one San Francisco Business Agent. Five Trustees for the SUP Building Corporation, (two of whom do not hold any other Union office) and three delegates to the 2027 Seafarers International Union of North America Convention will also be elected during this cycle.

Any member of the Union shall be eligible to be a candidate for and hold any regular office, provided he/she is a member in good standing at the time of nomination, has achieved "B" Seniority as defined in the SUP Shipping Rules; and is not disqualified by law. A member shall not be eligible to be a candidate for and hold any regular office if

SUP President's Report continued

within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

All nominees shall be notified by mail of their nomination and such notice shall be mailed within five working days after the nominating meeting. All nominees who desire to become a candidate shall have the necessary qualifications and acceptance in the office of the Committee on Candidates (c/o Sailors Union of the Pacific, 450 Harrison St, San Francisco CA 94105) prior to midnight of October 14, 2024.

Committee on Candidates: A Committee on Candidates/Balloting Committee will be elected at the September Headquarters meeting to review the list of nominees and to notify them by mail of their nomination. The same committee shall convene as necessary to prepare the ballot and select an impartial balloting agent to conduct the election as required under Article XII.

U.S. ELECTION AND PROJECT 2025

Our work as part of the U.S. merchant marine exists by legislative decree, a series of laws broadly known as the Jones Act. The way in which the executive branch of government interprets and implements those laws is critical to our survival. Consequently, presidential politics matters more than ever. We'll support whoever supports our Union and our work. But the leadership also has an obligation to assess the expected impact of each administration on our working lives.

President Biden's withdrawal from the race, and the emergence of Vice-President Harris as the de facto nominee to run against former President Trump, makes the assessment less difficult. First, Congressional races down-ballot are newly energized by the Harris candidacy, giving a boost to pro-Jones Act candidates, especially in the House. There are 52 battleground House races in this election, competitive races where the outcome is could go either way to swing the balance of power in Washington. Seven are in California and one is in the state of Washington, adding weight to our contributions.

At the top of the ticket, there is a simple question: which candidate has a better track record of supporting unions? Harris clearly wins as part of, and heir to, the most pro-labor administration for decades. More specific and less simple is the next question: who will reliably support the stability, growth, and development of U.S.-flag maritime employment? Harris wins here too, and not by "a lesser of two evils" comparison. The Biden/Harris administration has over and over again protected and enforced the Jones Act, and built pro-Jones Act policies into their agenda.

Trump, on the other hand, granted repeated waivers of the Jones Act in his last administration. And now, thanks to the release of the detailed playbook for the next Trump administration – a plan called Project 2025 – we don't have to guess how it will go for us this time. Project 2025 calls for the repeal of the Jones Act, part of a sweeping conservative agenda to favor the rich and disempower the working class. If flat-out repeal of the Jones Act fails, Project 2025 calls for aggressive Jones Act waivers and workarounds. It also consistently rejects the commercial maritime industry as a key component of American naval power and foreign policy, and it diminishes the connection between military logistics and the maritime supply chain. An administration that is guided by policy as laid out in Project 2025 is thus likely to dismantle by aggressive executive action the protections of the Jones Act and the livelihoods of civilian merchant mariners, chiefly by exporting our work to cheap foreign compe-



On the boat deck of Matson's CV-2600 Manulani in Oakland is AB delegate David Purganan, AB Jason Magi, AB Hamilton Parone, Bosun Robert Morgan, and AB Napoleon Nazareno. *Photo Roy Tufono*

tion. That's not an opinion, it's the plan.

On the endorsement of Harris for President, the AFL-CIO Executive Council voted unanimously to endorse. As an affiliate, under the AFL-CIO presidential endorsement rules, we follow the rest of labor with SUP support. For much more on the anti-worker and outwardly anti-maritime agenda in Project 2025, see this month's *West Coast Sailors*, page 1. In this presidential election, the future of the SUP is at stake, and I urge members to vote in their best economic interests.

HOLIDAY

Labor Day: SUP halls will be closed on Monday September 2, 2024, for Labor Day, and SUP contract holiday.

Dave Connolly



HOW TO GET A JOB WITH THE SUP

It is a great time to become an SUP sailor. If you are looking for a career that offers challenging work, substantial pay, good benefits, control of your own work schedule, and an opportunity for adventure, a career as a deck department merchant mariner and member of the Sailors' Union of the Pacific might be right for you.

The SUP goes back a long way. The Union was formed in San Francisco in 1885 to organize and aid mariners in the windjammer sailing ships, coastwise lumber schooners, and steamships. Today, we dispatch merchant mariners to containerships, roll-on/roll-off ships, tankers, and shore facilities to the following primary ratings:

Getting started is a matter of registration. Registration in person in one of our hiring halls, where you present your documentation to an SUP agent is the best method. The minimum requirements necessary are valid credentials as follows:

- U.S. Merchant Mariner's Credential (endorsed as Ordinary Seaman) and Passport
- STCW Basic Training endorsement
- STCW Vessel Personnel with Designated Security Duties (VPDSD) and Security Awareness (SA) endorsements
- STCW Two-Year Medical Certificate
- Transportation Worker Identification Credential (TWIC)
- Evidence of DOT-approved drug screen (within six months)

You must possess all of the above items to be eligible for work. Contact SUP agents or visit our hiring halls for guidance.

The Sailors Union of the Pacific is not an employer and not a hiring agency. As a labor union, the SUP operates equal opportunity hiring halls for qualified members and registrants, dispatching them to fill job orders to fill billets aboard vessels operated by contracted shipping companies. The SUP has a seniority-based rotary dispatch system. The Union neither tolerates nor condones discrimination. The selection and eventual membership status of registrants is also determined by the Union on an as needed basis.

The jobs calls are held at 0900 and 1100 at HQ, and 1000 and 1400 in the Branches, Monday through Friday, at the following hiring hall locations:

- | | |
|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| <p>SUP Headquarters
450 Harrison St., Rm. 102
San Francisco CA 94105</p> | <p>SUP Seattle Branch
4005 20th Ave., Ste 115
Seattle WA 98199</p> |
| <p>SUP Wilmington/Los Angeles Branch
533 N. Marine Ave.
Wilmington CA 90744</p> | <p>SUP Honolulu Branch
707 Alakea St., Rm. 101
Honolulu HI 96813</p> |

**SAILORS' UNION OF THE PACIFIC
QUARTERLY FINANCE COMMITTEE'S REPORT
FOR THE QUARTER ENDED JUNE 30, 2024**

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on July 8, 2024 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$ 3,402,877.19
POLITICAL FUND	17,190.67
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS	\$ 4,713,798.85

GENERAL FUND

INCOME	
Dues, Initiation, Assessments	\$ 106,990.00
Interest and Realized Gain (Loss)	42,309.21
Donations - <i>West Coast Sailors</i>	253.34
Joint Committee & Hiring Hall	252,512.57
Advertising & Promotion	80.00
Miscellaneous Income	945.00
Reimbursed Administrative Expenses	27,678.08
Contributions	748.33
TOTAL INCOME	\$ 431,516.53

EXPENSE	
Transportation Expense	\$ 1,019.00
Rent	23,777.94
Postage, Printing & Office	4,894.81
Telephone	5,014.80
<i>West Coast Sailors</i> Publishing Expense	15,690.40
Per Capita Taxes	14,238.00
Association Dues	1,500.00
Salaries & Payroll Taxes	242,318.61
Office Workers Pension	9,853.20
Insurance	60,988.86
Election	--
Meeting/Committee & Neg. Conference & Conv.	5,120.40
Investment Expense	2,413.98
Officials Pension	14,145.00
Subscription	95.00
Accounting	-
Legal	275.00
Advertising & Promotion	3,813.60
Miscellaneous	629.24
Bank Charges	339.46
TOTAL EXPENSE	\$ 406,127.30

BUILDING CORPORATION

INCOME	
Rents	\$ 86,747.63
Miscellaneous Income	-
TOTAL INCOME	\$ 86,747.63

EXPENSE	
Building Services & Utilities	\$ 30,963.68
General Tax Expense	-
Office Equipment	1,035.46
Repairs & Maintenance	2,775.45
Salaries & Payroll Taxes	-
Insurance	-
Accounting	-
Filing Fee	-
Consulting Fees	-
Advertising & Promotion	10.00
TOTAL EXPENSE	\$ 34,784.59

POLITICAL FUND

INCOME	
Contributions	\$ 3,443.33
TOTAL INCOME	\$ 3,443.33

EXPENSE	
Contributions	\$ 5,500.00
CA Filing Fee	-
TOTAL EXPENSE	\$ 5,500.00

NET INCOME(LOSS)	\$ 75,295.60)
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Lois Black, B-19753, Diamond Payne, C-3009, Marc Dulay, 2761, Paul Fuentes, #2239 and Marc Dulay #2761.

CORRECTION:

Matson regular AB standby rates were omitted from July rate schedule.

**Matson SUP Shoregang & Standby Rates
—Effective July 1, 2024**

	Daily Wage	Straight Time Hourly	Overtime Hourly	Daily Vacation Rate	MPP	**Special Vacation Benefit
Bosun	\$429.52	\$53.69	\$88.01	\$64.45	\$25.00	\$7.26
General Maint AB & Storekeeper	\$353.44	\$44.18	\$74.10	\$53.01	\$25.00	\$6.11
Bosun Stby	\$434.00	\$54.25	\$86.35		\$25.00	
AB Stby	\$347.60	\$44.70	\$72.69		\$25.00	

**Chevron Joins Corporate Wagon Train
Out of California to Texas**

Chevron, the second-largest U.S. oil company, is moving its headquarters from San Ramon, California near San Francisco to Houston, Texas.

The Company is expected to maintain significant operations in California, where it runs oilfields and two major refineries in El Segundo and Richmond, California. The SUP has represented unlicensed mariners in Company ships since the 1940's and will remain on board.

A direct descendent of Standard Oil, Chevron was once known as the Standard Oil Company of California, whose business history in the state goes back to the 1870s. In 2001, Chevron acquired Texaco and in 2005 it acquired upstream operations of the successor to Union Oil of California known as Unocal.

The long-expected departure announcement comes after much of the Company's operations had already been transferred to Texas. Chevron

said it already had roughly 7,000 employees in the Houston area and around 2,000 at its current headquarters in San Ramon, Calif., near San Francisco. The State of California sued Chevron and other big oil companies last year, claiming that they misled the public about the risks of fossil fuels, the extraction of use of which are a leading cause of climate change. At the time, Chevron's chief executive, Mike Wirth said that litigation was not the right approach. "Climate change is a global issue," Mr. Wirth said. "It calls for a coordinated global policy response, not piecemeal litigation that benefits attorneys and politicians."

On the move, Wirth said it wasn't a political decision, noting instead that Houston move is to be closer to the "core epicenter of the industry." The oil and gas industry has been coalescing in the Houston area in re-

cent years, with Exxon Mobil moving its headquarters from a suburb of Dallas. Chevron's headquarters move will be effective on Jan. 1 and Mr. Wirth himself will relocate to Texas by the end of this year. The company sold its long-time corporate campus in San Ramon in 2022 and has since been leasing office space.

The announcement came as the company reported second-quarter earnings on Friday that missed the expectations of Wall Street analysts. The company said profit fell 26 percent, to \$4.4 billion, from the same period a year ago. Lower profit margins in its oil refining business hurt the company's bottom line, even as higher oil and gas production lifted revenue overall.



Dispatcher's Report

Headquarters — July 2024

Deck	
Bosun	2
Carpenter	0
MM	1
AB	16
OS	8
Standby S.F.	13
Total Deck Jobs Shipped	40
Total Deck B, C & D Shipped	34
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	40
Total B, C, & D Shipped-All Depts	34
Total Registered "A"	23
Total Registered "B"	41
Total Registered "C"	6
Total Registered "D"	7



President JQ Adams — Deck Gang: L-R : Relief Bosun Eric McDonlad, AB Andrew Sullivan, AB John Barut, AB Aurelio Ventura, AB Angelito Mendoza, NAB delegate Steven Meyer. Photo Roy Tufono

SUP BRANCH REPORTS

HONOLULU

July 2024

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Steady, 1 AB Day steady, 3 AB Watch steady, 1 AB Watch Return, 2 AB Maintenance Relief, 3 USNS AB, and 1 USNS Ordinary. There were 8 Standbys Jobs dispatched for the month.

REGISTERED: 10 A-Cards, 18 B-Cards, 3 C-Cards, and 3 D-Cards.

SHIPS CHECKED: USNS Charlton, USNS Watson, D.K. Inouye, Manulani, Mokihana, Lurline, Kaimana Hila, Mahimahi, Manoa, Maunawili (rotation of watches and STCW beefs being looked into), Matsonia, Oceania (restriction, and internet beefs being looked into), and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report

I strongly encourage members to take these jobs hanging on the board. The number of jobs that remain open is unprecedented. It is our obligation to fill these billets. Passing on this work for the hope of something better puts stress on our Brothers and Sisters out there waiting for a relief or working shorthanded. Choosing to ignore these open board jobs we do so at our own peril in the future. We appreciate all out there waiting for your relief while doing your job in SUP style. Mahalo. If you have six months to go before any of your documentation expires. Let's get going on the renewal process.

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

WILMINGTON

July 2024

Shipping: Bosun: 3, AB/W: 9, AB/D: 8, OS/ STOS: 4, GVA/GUDE: 0, Standby: 34. Total Jobs Shipped: 58.

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

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

Agent's Report

I would like to remind our Membership that we are a Union not a hiring agency. If you have put your time in it is understandable. We have lower seniorities that feel they have entitlement to pick and choose. It is shipping rule # 9. This sense of entitlement puts us in dire need of AB's trained for Patriot Vessels. We need to be able to uphold our contracts by making sure we meet the minimum manning requirements. To avoid being in breach of our own contracts, do your part, get trained, accept the Jobs that are available. Our predecessors, or the people who came before us, fought hard to win the rights and benefits that we have today. The jobs that are available are the result of their

efforts to make things better. By taking up these jobs, we show respect for the hard work they did to improve conditions. By recognizing and respecting the union, we can carry on the progress that earlier generations fought for. Thanks to all those who understand this and continuously accept the jobs no matter when, where or how.

Labor day, 2nd September, 2024. Assembly for the march begins at 0800. Start marching at 1000. Rally at Banning park at 1200. Music, Speakers, Shuttle Buses, Food and Kids area with activities for the little ones.

It is stated every month, but it is crucial for you to pay attention to documentation. Some are feeling the hardship of having to wait. 6 Months prior to expiration is important to begin the process of renewal for MMC, Passport, TWIC and Coast Guard Medical Certificate.

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

SEATTLE

July 2024

Shipping: 1 AB/W (A); 4 Standby AB (A, 2B, C)

Registered: 1 A card for a total of 9; 7 B card for a total of 16; 3 C card for a total of 9; 1 D card for a total of 1.

Agent's Report

As a follow up to the Seattle March Report regarding the 200K funding that the Seattle Branch secured through Washington State legislation to be applied to the non-profit Seattle Jobs Initiative (SJI) for new mariner credentialing, the money is now available to be accessed through their program. Their state contract that was drawn up is more favorable than I had anticipated and will suit the needs of prospective mariners in a more focused manner. I will have a referral letter available for undocumented applicants that will name the needed components

the mariner requires to register with the union, (TWIC, CG-719K physical, Drug Screen, VPDS, BST, MMC, US Passport) that will allow us to target all, or just the missing components needed to get their status seaworthy. The original 75K household poverty level threshold has been removed from the language and this service will be available to any viable candidate. All services will be provided at no cost to the applicant and SJI will assist them with the application paperwork process and will schedule all training on their behalf. Send anyone interested my way, and please talk to your local high school career counselors and other community contacts about this terrific opportunity that will help the membership grow.

**Fraternally,
Brendan Bohannon
Seattle Branch Agent**

VICE PRESIDENT'S REPORT

July 2024

APL President Bush — Cosmo Bigno, bosun. Members joined ship on August 18th in San Pedro, CA. This is the fourth replacement vessel for APL since June. Ships are being reflagged sooner than APL's original schedule. It's of utmost importance we fill all these billets. Ernesto Lagramada, bosun.

APL President Cleveland — Val Goncharov, delegate. Continuing to work out issues with front office regarding back pay for 15:00 KO. Cory Edgil, bosun.

USNS Seay — Tim Tess, delegate. Ship is on the hook in Diego Garcia. A member recently had a fall that resulted in broken ribs and other injuries, after a few days in the DGAR hospital was flown to Singapore where he is getting well needed rest and medical attention. Frank Duffin, bosun.

USNS Sisler — Noel Romero, delegate. Several members have stepped up and lengthened their dispatch by a significant amount of time so as not leave empty billets. Ship is on the hook in Saipan, and things are running smoothly. Joshua Sheldrick, bosun.

Cape Hudson — Dennis Solijon, delegate. Pacific Pathways Mission is underway, calling undisclosed ports. Langston Holmberg, bosun.

Cape Horn — Successful mission completed, ship now RAV status in Vigor shipyard. Thanks to the crew for their outstanding job. Christian Demesa, bosun.

Cape Trinity — Heath Heller, delegate. After several Aid Package deliveries (three thousand pallets per delivery) mission has completed and ship is heading back to Beaumont, Texas. Rhonda Benoit, bosun.

Allied Pacific — Benjamin Linn, delegate. The ship has been in Hawaii the past two months participating in exercises for RIMPAC 2024. 23 Nations participated in RIMPAC 2024. Ahmed Kassem, bosun.

Cape Vincent & Cape Taylor — Both ships on the East Coast in shipyard. Dimitrios Kolymparis & Forbes Gumapac bosuns.

Chevron — HQ recently dispatched multiple AB's to Chevron, plenty more jobs available if interested. Chevron employees become permanent with 90 days on, 75 days off. The company will fly you to and from any major airport in the U.S. Employees may participate in a National healthcare plan. Please contact your Branch Agent if you are interested in working with Chevron.

I represented the SUP at the monthly Alameda Labor Council. There is a lot of excitement and energy with Kamala Harris being the new Presidential nominee for the Democratic Party. Please read the Presidents report about Project 2025 and understand what is at stake in the next election.

Coast Guard medical certificates continue to take at least three months to renew. Please check your dates and take your 719k physicals with at least six months validity left on current med cert.

Matt Henning

BUSINESS AGENT'S REPORT

July 2024

Manulani — Oakland #62 delegate David Purganan on the steady Northern triangle run, all is well top to bottom; good feeder. Working steady running smooth with Robert Morgan as Bosun.

Manoa — Oakland#62 Rudy Bautista delegate first into Oakland since switching from the China run back over to the Northern triangle run, a welcome surprise for the gang. Short stay in Oakland, sailed for Long Beach with no issues. New delegate elected next trip. Running smooth with Gerry Marshall as Bosun.

RJ Pfeiffer — Oakland#62 Eduardo Rojas as delegate bypassed Oakland last trip and was diverted to Tacoma, Dutch harbor run for 2 trips. We are hearing Tacoma, Alaska run through the month of August always subject to change Saher Ali as Bosun.

Mahi Mahi — delegate Richard Kahalewai Jr. in at Oakland #62 scheduled for lay-up in Tacoma for 45 days subject to change. Noel Isumaru as Bosun.

Mokihana — Philip Romei, delegate. In and out of Oakland #62 on short stay. On the Southern triangle run, weather's been great working both ways getting the work done in good hands with Remoni Tufono as Bosun.

President Eisenhower — delegate Drulyn Tulasosopo in at Oakland#56 SSA terminal, last call in Oakland for the President Eisenhower sailed for Yokohama with no beefs, preparing the vessel for turnover in Busan, Korea. Ernie Lagramada as Bosun

President Wilson — In at Oakland#56, delegate Napoleon Ramon. Sailed for Yokohama with no beefs APL schedules this vessel de-flagging in late September. The President Bush is scheduled to fill Wilson's slot subject to change. The gang is hard at work preparing for turn—over with Ronildo Dimatulac as Bosun.

President JQ Adams — In at Oakland#56, delegate to be elected, After taking over this vessel this ship is in dire need of power tools, maintenance equipment, Power washer, grease guns & fittings, etc., to maintain the vessel. TVs said to be delivered in Busan, Korea. Plenty of work ahead of us to bring this new ship up to SUP standards, nothing we can't handle with relief Bosun Eric McDonald.

President Cleveland — In at Oakland#56 SSA terminal Leszek Jeziorski delegate good stay in Oakland, ship sailed for Yokohama with no issue, working the crossing over and back getting the work complete SUP style with Cory Edgil as Bosun.

For more details with the re-flagging of APL ships see President's report.
RRF Fleet — San Francisco Pier#96 **Cape Henry** ROS status with Bosun Dennis Sumague, GVA— Diamond Payne, GUDE— Marquez Wilson.

Cape Hudson — on an undisclosed Pathway mission.
San Francisco Bar Pilots — at Pier#9. delegate Chris Auer. Members with 200 ton license have opportunity as temporary deckhand. Dock Bosun Steve Ross

Ongoing LNG classes are available Monthly see your local Agent to fill out an application to submit to your Training coordinator Berit Erickson. Reminder the Union recommends that when renewing your documents start six months prior to expiring. Medical certificate renewal takes 90 days before the Coast Guard reviews your application; the sooner the better. Visited the ships helped out in the front office

Roy Tufono.

SUP Pensioner Join the Ranks of Retirement

No Retirements reported this month.