



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXVII No. 7  185

SAN FRANCISCO, CALIFORNIA

Wednesday, July 10, 2024



Sailors and longshore workers gathered at the ILWU Local 10 hall on July 5, 2024, organizational descendants of strikers 90 years ago. In deadly violence and direct action of the Big Strike of 1934, maritime labor was the catalyst of a historical course change that still guides unions today. From left is SUP VP Matt Henning, Paul Fuentes and Colin Dewey.

SUP Ready Reserve Crews Complete Complex Missions East And West

In the western Pacific and eastern Mediterranean, SUP crews — civilian merchant mariners — have risen to logistical challenges importance and scale common to wartime operations.

In the West, the Ready Reserve Force ro/ro *Cape Horn*, part of an international effort of maritime domain protection and presence called Pacific Pathways, called in various Asian ports delivering gear and supplies. She returned to the U.S. West Coast in July via Pearl Harbor after a successful run and 9-month deployment.

In the East, more than 2,000 pallets of humanitarian aid cargo was loaded aboard the SUP-crewed *Cape Trinity*, all humanitarian aid destined for the war-ravaged Gaza Strip. Acting as a Mid-East logistics shuttle ship and calling in vari-

ous ports, including the US-built and rebuilt temporary pier, *Cape Trinity* has emerged as a key maritime relief asset in a major U.S. operation. She is staging and delivering to transfer points staples such as flour, rice, canned and dry food as well as other critical items such as tents.

Aid workers and other have raised the alarm about violence unfolding on the ground in Gaza that is preventing the distribution of aid. The reports come as some in the international press cast doubt over the viability of the aid project. The crew of the *Cape Trinity*, however, worked around the clock to get the job done despite the risks. Given a tour at Larnaca port by United States Agency for International (USAID) officials, the US Department of Defense and Cyprus' Civil Defence, some jour-

nalists remained critical of the relief effort, though they were impressed on a tour the ship.

"I have never seen a more challenging and complex environment for the humanitarian community to work." Doug Stropes, lead of operations with the USAID said. So far, humanitarian agencies have lost 270 staff to the war, and it is paramount to create an environment where humanitarians can work "without being targeted, injured or killed".

Food and other aid being loaded aboard *Cape Trinity* at Larnaca, Cyprus

"This crisis continues to present daily challenges to Gaza. There's fighting between Israel and Hamas, there is checkpoints and growing lawlessness in the area that prevents the safe distribution and transport of aid to

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Matson to Start Aloha-Class New Builds In October

Matson Navigation appears to be on track for the order to build three new Aloha-class ships to join its Hawaii and China-Long Beach Express (CLX) services by the end of 2027.

The first ship will be named *Makua*, with a keel laid in October of this year in Philly Shipyard. That shipyard is expected to be acquired by Korea's Hanwha Group, subject to regulatory approval. With Matson's announcement that includes the timeline for the cutting of steel for the first ship, the three-vessel project hits an important milestone. It means that financing, long-lead materials, and graving dock availability are likely lined up.

The other two Aloha-class ships will be named *Malama* and *Makena*. Deliveries are scheduled for October 2026, April 2027 and December 2027. The ships will come in at 854 feet long with a carrying capacity of 3,600 TEU, but are outfitted for a variety of container sizes and operate at speeds exceeding 23 knots.

The Company told investors in recent SEC filings that it expects the new Aloha Class in CLX to provide "a meaningful lift to net income, operating income and EBITDA (Earnings Before Interest Taxes and Depreciation)." It also noted that "approximately two-thirds of remaining milestone payments are already funded in its Capital Construction Fund." The three ships are reported to cost an aggregate 1 billion dollars.

All three vessels will incorporate "green ship



technology" features such as environmentally safe double hull fuel tanks and freshwater ballast systems and will be delivered ready to operate on liquefied natural gas (LNG). Like their sisterships, they will help Matson achieve its 2030 greenhouse gas emissions reduction goal of achieving a 40% reduction in Scope 1 vessel emissions while also providing additional capacity and speed for the Hawaii and CLX services.

Matson's original ships named *Makua*, *Malama* and *Makena* were all freighters commissioned by the United States Shipping Board (USSB), an emergency agency established by the 1916 Shipping Act to increase the number of U.S. ships supporting the war effort during World War I and were purchased by Matson in the 1920s.

The *Makua* and her sister ships will be crewed on deck by SUP sailors.

90 Years Later Bloody Thursday Remembered

The 1934 West Coast Waterfront Strike, lasted 83 days starting in May of 1934, when sailors and longshoremen in every US West Coast port walked out and sailors joined them shortly thereafter.

It led to a general strike, where all work was stopped for four days in San Francisco. A momentous turning point was reached with the death of two strikers on July 5, 1934, instantly known as "Bloody Thursday." It was a pivotal moment in a critical time, a time of deprivation and depression, when workers had no rights.

The Big Strike as it became known was one of the most important events in world labor history. It led to the unionization of the West Coast ports of the United States and became the driving force behind the legislative effort of the Wagner Act in 1935. Known as the National Labor Relations Act, it recognized the rights of workers to form or join a Union, becoming the "Magna Carta" of American organized labor.

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Hannu Kurppa BK#3162
- Gunnar Lundeborg.....BK#4090
- Vince O'Halloran.....BK#2463
- James ClayBK#4794
- Mike WorthBK#3629
- Terrence LaneBK#4107
- Mike Dirksen.....BK#2739
- Teofilo Rojas.....BK#3194
- Leo Moore.....BK#6492

Organization/General Fund

- Robert Hubbard \$10
- Antolin Avorque..... \$20
- Cosme Bigno \$50
- Ronald Reed \$50
- Vern Haik \$50
- Leo Moore..... \$100
- Kristopher Brown..... \$5
- Ponciano Siquinia \$50
- James Linderman \$33.33

West Coast Sailors

- Vern Haik \$50
- James Linderman \$33.34
- Timothy Tess \$10

Political Fund

- Jonathan Pampilon \$100
- Cosme Bigno \$50
- Scott Oliphant \$100
- Isnin Idris \$100
- Archie Bickford \$100
- Dave Connolly \$100
- Paul Purugganan \$50
- Vince O'Halloran \$200
- Nick Manessiotis \$50
- Ronnel Sugui \$20
- Filemu Pule Unutoa \$50
- Elston Wong \$50
- Patrick Weisbarth \$50
- Ronald Reed \$50
- Vern Haik \$100
- Ponciano Siquinia \$50
- James Linderman \$33.33
- Matt Blom..... \$10
- Beau Blacker \$10
- Israel Hopeau \$50
- Arthur Garrett \$50
- Raymond Tavai..... \$60
- David Purganan \$10

SUP Pensioner Join the Ranks of Retirement

No Retirements reported this month.

Final Departures

- Bruce Smith, Book No. 7480.** Born in Washington in 1955. Joined SUP in 1971. Died on June 13, 2024. (Pensioner)
- Michael Bailey, Book No. 5714.** Born in California in 1946. Joined SUP in 1969. Died in Seattle, Washington, June 22, 2024. (Pensioner)
- Alexander Romo, Book No. 3193.** Born in California in 1939. Joined SUP in 1958. Died June 29, 2024.

Membership and Ratings Committee

The Committee met on July 5, 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
Elexir Ponce	Bk#3387	6 yrs.	A.B.	A
David Schulman	Bk#7540	6 yrs.	A.B.	A
Christopher Cupan	Bk#4833	6 yrs.	A.B.	A
Rodolfo Bautista	Bk#5772	6 yrs.	A.B.	A
Weimer Cabugwas	B-19803	1 yr.	O.S.	B
Marino Macadaan	C-3045	30 days	A.B.	C
William Inman	C-3046	30 days	O.S.	C
Mohamed Moore	C-3047	30 days	O.S.	C
John Chiovarou	C-3048	30 days	A.B.	C

Ratings: Bosun Stamp

- Frank Duffin Bk#2764
- Patrick Nicholas Bk# 2478
- Rodolfo Bautista BK# 5772

Membership and Ratings Committee's Report: Ron Reed, BK#3188, Philip P. Coulter, BK34924 and Paul Fuentes, BK# 2239.



On July 3, the Membership and Ratings Committee met in San Francisco to consider the applications for advancement. From left is Paul Fuentes, Phil Coulter and Ron Reed.

SUP Meetings 2024

HQ	Branches
August 12	August 19
September 9	September 16
October 15	October 21
November 12*	November 18
December 9	December 16,

*Tuesday meeting due to holiday

SUP WELFARE PLAN NOTES

Summary of Benefits Comparisons

New Summary of Benefits Comparisons will be mailed to Participants this month for their medical and prescription plan coverage. The updated information will indicate any plan changes.

We remind you to enroll in a Plan when you become eligible for coverage. Employer contributions pay for the premiums based upon your work time. There may be copayments and deductibles due from participating members; however, copayments due from the members as the patient are reimbursable to you. Copayments for treatment of dependents are not reimbursable.

Unfit-For-Duty

You must have doctor's documentation of your Unfit-For-Duty status sent to the SUP Welfare Plan if you become Not Fit-For-Duty. Because of Privacy Laws, shipping companies will not automatically send the information to the Plan Administrative Office if you are injured on the ship. You must request that the shipping company do so.

We do not need extensive medical information, lab reports, x-rays, or doctor's notes. The documentation should indicate the date you became Unfit-For-Duty, the dates you will be unable to work, and the likely return to work date as well as the dates you have seen the doctor. Follow-up documentation should be sent periodically, approximately every two months if you remain unable to work for an extended period of time.

Fit-For-Duty documentation is also required when you are able to work again. Modified activity status is still considered Unfit-For-Duty.

- 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

IN MEMORIAM: Nick Celona

The SUP expressed its sadness and regret for the sudden passing of SIU Government Services V.P. Nick Celona. The Union extended sympathies to the family, friends, and colleagues of brother Nick, who unexpectedly died at home June 8 in New Orleans.

Born in Brooklyn, N.Y., Celona sailed in the engine department until 1982, when he became SIU patrolman in New Orleans from 1983-1988, actively involved in multiple inland disputes. In 1989, he became the port agent in Piney Point before making a long term move to the West Coast. Celona served as the union's San Francisco port agent from 1990- 1994 and then assistant vice president in 1994. Celona was a delegate to the Alameda Labor Council and served as a commissioner of the Cow Palace. He organized 29 straight years of well-attended San Francisco Thanksgiving luncheons that are now part of Bay Area maritime lore.

Since the summer of 2021, he had held the position of Vice President, contributing significantly to the union's leadership. Nick Celona's dedication, hard work, and leadership have left an indelible mark on the union and the maritime community. He was a dedicated trade unionist, a member of many SIU-PD bargaining sessions, and the Secretary-Treasurer of the San Francisco Port Council of the MTD for many years.

He will be deeply missed by all who knew and worked with him SUP joins with SIU and all of maritime labor to mourn his passing..



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Container Spot Rates Rise On Red Sea, Congestion, and Demand

Inflation looks to be easing across the developed world — but not for container rates on the high seas.

Spot rates for full-size shipping containers to the U.S. and Europe from Asia rose again in the most recent data, with three key routes all topping \$6,000 for a 40-foot equivalent unit, according to the Drewry World Container Index, released on June 13. They've all tripled since the end of 2023, though the pace of increases is moderating.

Nearly six months of regular attacks on vessels in the Red Sea has stretched capacity in an industry responsible for moving about 80% of all international goods trade. Ship diversions from the Red Sea helped push up container freight rates by roughly 30% in the past couple of weeks, with costs for importers set to rise further as they boost their volumes ahead of the busy summer season. Ship owners and brokers say nine out of 10 large container ships are diverting from the Red Sea, the entry point to the Suez Canal on their way from Asia to Europe, after a spate of attacks by Iran-backed Houthi rebels since November.

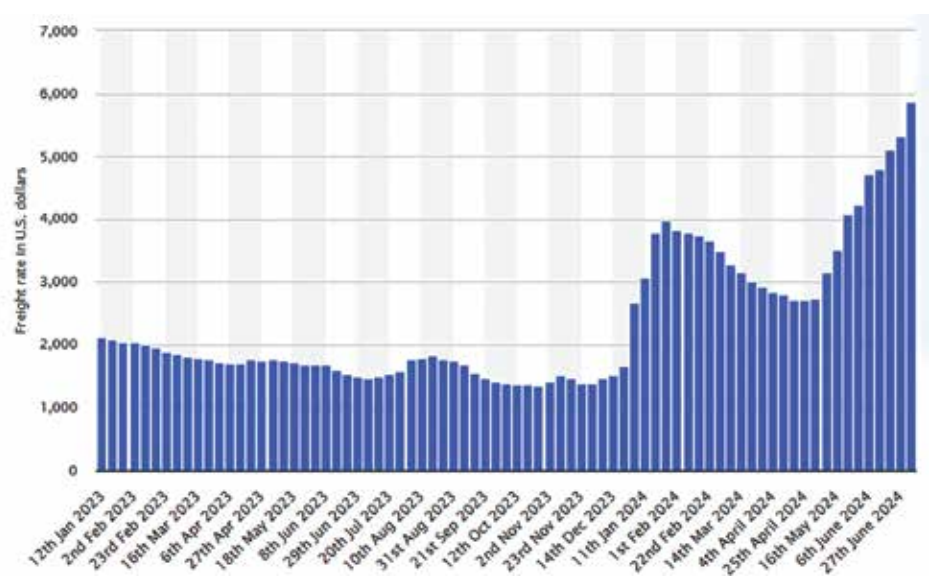
The canal normally handles about 15% of world shipping traffic, including roughly 30% of global container trade. Many of those ships now go around the Cape of Good Hope in South Africa, adding up to two and a half weeks of traveling time.

disrupting the normal flow and leading to bottlenecks in some of Asia's biggest ports. Singapore's maritime gateway, among the world's most vital crossroads for seaborne freight, is facing a sustained period of congestion. The waiting time for berth space there is nearing five days, according to industry estimates, and it's ranging from one to four days in the Chinese ports of Ningbo, Shanghai and Qingdao.

On top of stretched supply, demand for goods is solid especially in the U.S. Imports at the Port of Los Angeles, the busiest seaport in the US, remained above the pre-pandemic peak in the first five months of 2024 despite ticking down in May.

A major US retail group on Tuesday upgraded its forecast for containerized imports for the sixth straight month as the frontloading of cargo and strong sales during an early peak shipping season have driven freight volumes to their strongest in two years. The revised forecast from the National Retail Federation comes as US consumer spending remains strong despite higher prices for merchandise and various supply chain challenges that have increased shipping costs.

According to Drewry, the cost of a 40-foot container to move merchandise to Los Angeles from Shanghai last week rose 0.8% to \$6,025. That was the sixth straight



week of gains.

The charge for Shanghai to Rotterdam increased 2.4% to \$6,177, the highest level since September 2022.

From Shanghai to Genoa, Italy, in the Mediterranean Sea — among the routes hardest hit by the shipping industry's avoidance of the Red Sea — the rate rose by 3% to \$6,862, according to Drewry. That was also the highest since September 2022. Drewry said it "expects that freight rates from China will continue to rise next week due to congestion issues at Asian ports."

The diversions are good news for

shipping lines, which raised their yearly outlooks this month. They had previously warned of deep losses over the next two years as dozens of new ships come into service, creating a slump of tonnage in the water that will outstrip demand. "We expect the Red Sea diversions to continue for the rest of the year and volumes are coming in stronger than anticipated," Vincent Clerc, chief executive of Danish-shipping major A.P. Moller-Maersk, said in an interview. "All shipping lines have adjusted their networks around Africa more or less permanently."

Strong Member State Merchant Marines Needed For NATO Stability

Maritime unions within the Nautilus Federation called on NATO member states to build up their merchant fleets as a counter to geopolitical tension. The alliance leaders gathered in Washington D.C. to mark its 75th year in operation. Nautilus said the milestone should be used to commit significant new investments in maritime capability, especially merchant mariners.

The statement, propagated first by social media, points out national merchant marines as an important protection of national interests during times of crisis, and merchant fleets play a critical role in national resilience, security, and defense.

Representing merchant seafarers across several NATO countries, maritime labor emphasized the current volatile geopolitical landscape, pointing to the war in Ukraine, escalating violence in the Middle East, and efforts by other nations to dominate the high seas. They warned that the alarming decline in the number of qualified merchant seafarers and national-flagged merchant vessels that both significantly jeopardizes NATO's

obligations to its members.

Professor Geoffrey Till, former Head of Defense Studies at King's College London, underscored the issue, stating, "A healthy merchant marine and secure sea lines of communication are essential for national security in peace and war."

Recent studies have spotlighted vulnerabilities in the United States' maritime sector, which is heavily reliant on foreign-flagged ships and faces a shrinking merchant shipping capability and shipbuilding capacity. The issue is not confined to the USA; the United Kingdom and other traditional maritime nations within NATO have experienced similar declines for decades.

The proliferation of flags of convenience, such as those of Panama, Liberia, and the Marshall Islands, has weakened national merchant marines across Europe. Many states are currently facing historic lows in seafarer numbers and national-flagged merchant vessels. The unions argued that diminished merchant marines and a shortage of qualified officers and ratings impair the collec-

tive and individual abilities to support military logistics and secure essential supply chains for energy, food, and medical supplies during conflicts and health emergencies. This decline poses severe risks with potentially disastrous consequences.

The unions noted "the vulnerability of the U.S. maritime sector, heavily re-

liant on foreign-flagged ships and with a shrinking merchant shipping capability and shipbuilding capacity" and also advocated to end incentives for flags of convenience and stop the exploitation of foreign crews. The current situation, they added, "exposes our nations to severe risks, with potentially disastrous consequences."

SUP Takes the Deck in New APL Ships

Following the successful re-flagging of the *President J.Q. Adams*, the SUP has been hard at work crewing other new build APL ships enrolled in the Maritime Security Program. as part of the company's fleet renewal program.

The second new vessel to join the APL fleet, *President Grant*, was flagged in was flagged in on June 6 in Los Angeles. The *President Adams* replaced the *President Truman* and the *President Grant* replaced the *President Roosevelt*, both of which were flagged out to the CMA CGM international fleet.

The fleet renewal continued with the arrival of the *President Reagan*. Next is the *President George Bush*, *President Monroe*, and *President Johnson*.

The 837-foot newbuilds will assume the Maritime Security Program slots of the outgoing vessels they replace. There remains a possibility of a seventh ship on the trans-pacific string, now understood to be the *President Jimmy Carter*.

APL says the delivery and phase-in of the replacement ships will take place on a monthly basis, with the last vessel tentatively scheduled to join the fleet in December 2024.

The ships will be crewed by members of MM&P, MEBA, SIU, SUP, and MFOW.

Houthis Develop New Weapons Aimed at Shipping

The master of the Marshall Islands-flag bulk carrier *Summer Lady* reported an encounter with a flotilla of suspicious small craft off the coast of Yemen, including some which could have been waterborne improvised explosive devices.

The encounter took place last week, as the vessel transited 13 nautical miles southwest of Al Mukh, Yemen. According to the master's report, the 12 small boats — a mix of fast boats and smaller craft, some of which were uncrewed and resembled kayaks—remained at a distance of 1.2 nautical miles or further for about an hour. Shortly afterward, U.S. Central Command reported destroying three drone boats in the vicinity. CENTCOM did not specify whether these unmanned

boats were related to the report from the master of the *Summer Lady*, but said they presented an imminent threat to the freedom of navigation.

Another commercial vessel, reportedly the Malta-flag *Seajoy*, was hit by one or more Houthi suicide drones in the Red Sea on June 26, about 80 nautical miles southwest of Hodeidah. The vessel and the crew were not harmed, and the ship continued to its next port of call.

A small craft that at first appeared to be a fishing boat struck the bulk carrier *Tutor* in the Red Sea on June 12, killing one crewmember and flooding the engine room. The crew abandoned the ship and the Houthis attacked it again, causing it to sink.



Aboard the newest U.S. flag container ship *President Reagan* is from left the SUP crew of AB Anthony Wylie, Bosun Cosme Bigno, AB Matt Blom, AB Jonathan Escala, AB Antonio Harris and AB Jeffer Baguio.

JLOTS of Chances: Third Pier for Gaza Aid

Defying rumors of cancellation, the temporary pier for Palestinian relief aid has returned to its beach site in Gaza once more.

Beginning in March, the U.S. military began deploying a complex cargo delivery system called Joint Logistics Over The Shore (JLOTS) to bring much-needed food aid into Gaza. This capability consists of a temporary pier, an offshore receiving station and a flotilla of landing craft. It has proven effective in previous deployments, like the response effort for the Haitian earthquake of 2010.

The Pentagon expected that the JLOTS system could handle up to 40 percent of Gaza's aid needs, but the operation has been beset by repeated problems - many related to its narrow operating window and its unsheltered location. Elements of the system are designed for service in Sea State 3 and below, and moderate swells are too rough for its capabilities.

The floating structure came apart in rougher weather in late May and had to be removed to the nearby port of Ashdod to be repaired. It had to be moved again in order to avoid more damage from

wave action, but now returns to service for the third time, according to Central Command.

CENTCOM emphasized that "at no time during this event did U.S. troops enter Gaza." On Thursday, maritime deliveries resumed, and trucks began ferrying aid cargoes down the pier and onto shore. A record 650 tons was recently delivered in a single day, said the command.

Taken together with previous deliveries, the maritime corridor has transferred 4,160 tons of cargo to a marshaling area on the beach. Aid NGOs stopped distributing the food from pier after a large-scale Israeli military operation on June 8, and a security review. The overall security situation in Gaza has deteriorated significantly over the past several weeks, and armed gangs have disrupted food distribution efforts within the territory.

Even if the aid were delivered to recipients, the maritime transport volume falls short of target, amounting to an average of roughly 120 tons per day since it started in mid-May. This amounts to eight truckloads a day, roughly five percent of the goal. Calls redirection of aid resources to



A truck rolls down the floating causeway in modest swells, June 11

(U.S. Army)

cross-border trucking instead have come from different sources. "From a purely cost-based analysis, investing in a pier off the coast of Gaza is an inefficient use of our defense budget," argued Rep. Nancy Mace (R-SC).

Mace has sponsored a successful amendment to the annual defense spending bill that would ban any funding for

a pier in Gaza next fiscal year, although a sooner end is possible. Pentagon Press Secretary Maj. Gen. Pat Ryder (USAF) resisted in a press conference Thursday. "...to meet the urgent needs of the Palestinian people, we have not established an end date for this mission as of now," Ryder said.

SUP Ready Reserve Crews Complete Complex Missions East and West

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the region," he said.

As of June 25, almost 7,000 metric tons of humanitarian assistance has been delivered to Gaza through the humanitarian maritime corridor, he said. Of that, nearly 1,000 metric tons has been collected for further distribution by the UN, Stropes specified.

Currently, the biggest obstacle is the absence of a secure environment that can allow aid workers to distribute the assistance, he said. This involves the security environment around the Joint Logistics Over-the-Shore (JLOTS) pier itself.

"There is a security review ongoing about the challenges in the area and how they can ensure that the assistance is able to get to where is needed and not encountering the lawlessness, the gang activity, the ongoing war between the two parties or the desperate needs of people there to be able to try to get it where it needs to be..." he said.

Looting of supplies is a risk of the operation, and may continue beyond the delivery at distribution points. Some resistance appears to be organized, he said. While not a large-scale organization, there are organized elements that are stopping and taking the commodities from the trucks, Stropes said. "We hear from partners from some of the land crossings that the convoys have encountered violence."

He pointed out that "the security con-

ditions across Gaza must be improved to help the people of Gaza." Focus must be given for a peaceful resolution that can enable a secure environment "that allows the humanitarian commodities available now to be distributed and put in the hands and the mouths of those who need them at this moment".

"The stacking up of these goods, most of these owned by the UN at this time, shows us that there is a willingness to address the humanitarian needs, and the UN is continuing to work around the clock to get this life saving assistance where it needs to go."

To stem the awful humanitarian situation in Gaza, "we calculated they need a steady stream of 600 trucks per day to address the needs and return them out of humanitarian crisis situation." Stropes is the lead for operations, overseeing the operational aspects for USAID. He explained he served specifically the convoy management board, which is made up of government, Israeli IDF officials, US Department of Defense officials, and also the UN.

He referred to the "strong partnership" with the government of Cyprus and Israel, UN, international donors such as the UAE, the UK and EU and expressed appreciation to all and especially to Cyprus for "ensuring the safe and swift screening of commodities through the humanitarian corridor". Operations had



The Ready Reserve ship *Cape Trinity* loading humanitarian cargo in the port of Larnaca, Cyprus for Gaza relief. The SUP crews the unlicensed deck department in *Cape Trinity*.

been suspended until last week while the US fixed the temporary pier in Gaza due to weather damage. The pier has so far cost \$230 million and press reports detail that there is not enough aid getting to Gaza.

The *Cape Trinity* has endured and overcome other challenges during the voyage. Reports from the delegate indicate that despite tough conditions the crew has repeatedly rallied to support a mission that is so far a remarkable logistical success.



Food and other aid being loaded aboard *Cape Trinity* at Larnaca, Cyprus



CAPE HORN ARRIVES IN PEARL HARBOR: SUP *Cape Horn* deck gang on the bridge wing before arrival at Pearl Harbor: from left is AB Edgar Juluat, Bosun Marc Calairo, AB Bill Peavey, AB and delegate Christian Demesa, AB Vic Ramos, OS Dan Sumague, OS Efrain.Vega, OS Christian Bio.

SUP Remembers Bloody Thursday

Thursday, July 5, 1934



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The strike began on May 9, 1934, as maritime workers from San Pedro to Seattle walked out. The employers used strikebreakers under police protection, but violent and deadly clashes broke out. The “first blood” as it became known and is remembered today, was in San Pedro, where the victims Dickie Parker and John Knudsen were both shot in picket action on May 15, 1934, at Berth 145 in Wilmington, a few blocks away from the present-day SUP hiring hall. In San Francisco, Portland, and Seattle there was more violence. And while the Roosevelt Administration worked to broker a deal, employers tried to force through scab truckers to counter the strike stoppage of cargo movement by ship and by rail out of the ports.

There was an attempt at reopening the port in San Francisco on July 3, but violent fast moving fights broke out between police and strikers all along the Embarcadero. After a quiet Fourth of July, the employers tried again on July 5. As spectators watched from Rincon Hill, police shot tear gas canisters into the crowd, followed by a charge of mounted police. Picketers threw the canisters back, and police charged again forcing retreat. Conflict flared in many places all morning and in the afternoon, as hostilities resumed outside of the ILA strike kitchen - shots were fired, including a police shotgun into the crowd. Three strikers were hit in the intersection of Steuart and Mission streets and Howard Sperry and Nick Bordoise died there. Union members immediately cordoned off the area where the two picketers had been shot, laying flowers and wreaths around it. Police arrived to remove the flowers and drive off the picketers minutes later. But they returned, replaced the flowers, and stood guard over the spot.

Thus, commemoration of the life-and-death issues of the strike began immediately and memorial was built into the strike itself. The California National Guard was called in by the governor that night as both sides regrouped. The following day, many thousands of strikers, families, sympathizers, and an onlookers took part in a funeral procession down Market Street for Sperry and Bordoise. Historians note that it was this vast, sorrowful, and peaceful event, from which the police were completely absent, that swayed public opinion in favor of the strikers. The funeral march made a general strike, which had formerly been “the visionary dream of a small group of the most radical workers,” a practical reality. And in the months and years that followed sailors and longshoremen gained some control of the hiring process leading to Union growth and effectiveness as advocates for working people.

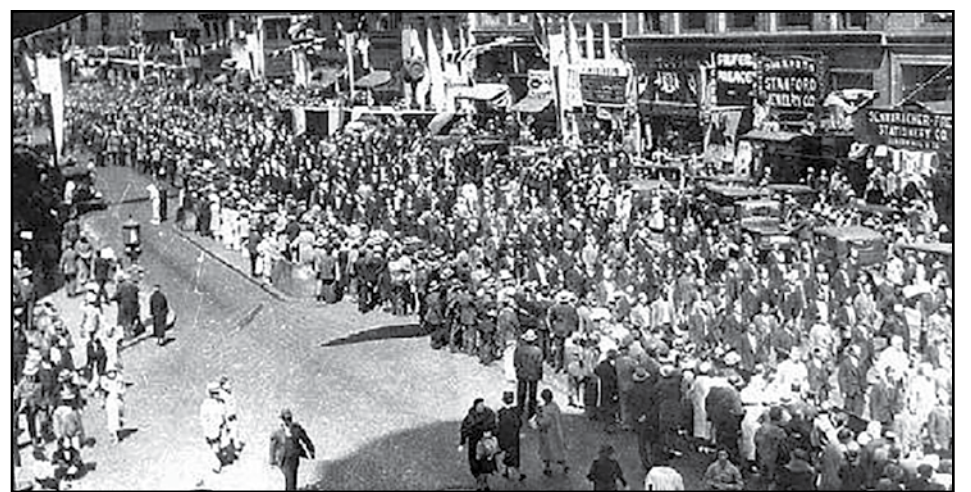
“In retrospect,” labor historian Otlie Markholt said, “maritime workers would recognize the 1934 strike as the great watershed between the fink hall years and the years of union strength.” Although there was little tangible to show for an 83 day strike, the grim standoff went from pickets to hearing rooms, and it was clear now “union strength is determined more by each member’s concept of unionism than it is by written documents. The maritime workers knew that together they were strong.” And they would use it to win hiring halls and improved wages and conditions.



Street fighting on July 5, 1934 near Mission and Spear in San Francisco.



1934 Strikers including teamsters, longshoremen and sailors.



Cruising to the Bottom: Ship Sinks in Stockton

One of the best-known retired vessels in the San Francisco Bay area, the former cruise ship *Aurora*, has partially sunk at her berth. The classic “pocket” cruise ship was built by Blohm & Voss for brief trips to and from the island of Heligoland, and had a long and varied career in the Aegean, North Sea, Eastern Pacific, and the U.S. West Coast.

On Wednesday, California’s emergency services office received a report that the disused cruise ship had begun to sink and discharge pollution. Sheening has been seen near the vessel, and responders have deployed a boom around the ship to pre-

vent it from spreading to a drinking water intake station for the city of Stockton.

To address the immediate pollution hazard, the Coast Guard took over management of the scene and brought in spill response contractor Global Diving and Salvage. Dive surveys and pollutant recovery will begin over the next few days.

Aurora had been out of seagoing service since at least 1977, and the date of her last drydocking was not clear. Her previous owner acquired the vessel on the community swap site Craigslist in 2008, and intended to restore the hull when funds allowed. The vessel started

life at the West German yard of Blohm & Voss in 1955, christened the *Wappen Von Hamburg*. She sailed day trips to and from Heligoland for several years, then was sold to Nomikos Line and renamed *Delos* for service in the Aegean. She was in the James Bond film “From Russia With Love.” Additional changes in ownership took the vessel to Alaska, Central America and the South Atlantic, among other locales. She spent the last five years of her seagoing career as the ultra-luxury expedition cruise ship *Xanadu*, owned by Cruises of Panama.

In 1977, as skyrocketing oil prices made

cruising less economical, the ship retired from passenger service and was sold for use as a floating exposition center. This venture did not go as planned, and her ownership transferred at least four more times: a California-based church used her as a shelter for the homeless; a doctor bought her to create a floating children’s hospital; a Mideastern buyer sought to turn her into a luxury yacht; and finally, in 2008, she was bought by a private individual who planned to refurbish her as a museum. She had been sold yet again shortly before the sinking, according to the Coast Guard.

COPE Announces 2024 Primary Election Endorsements

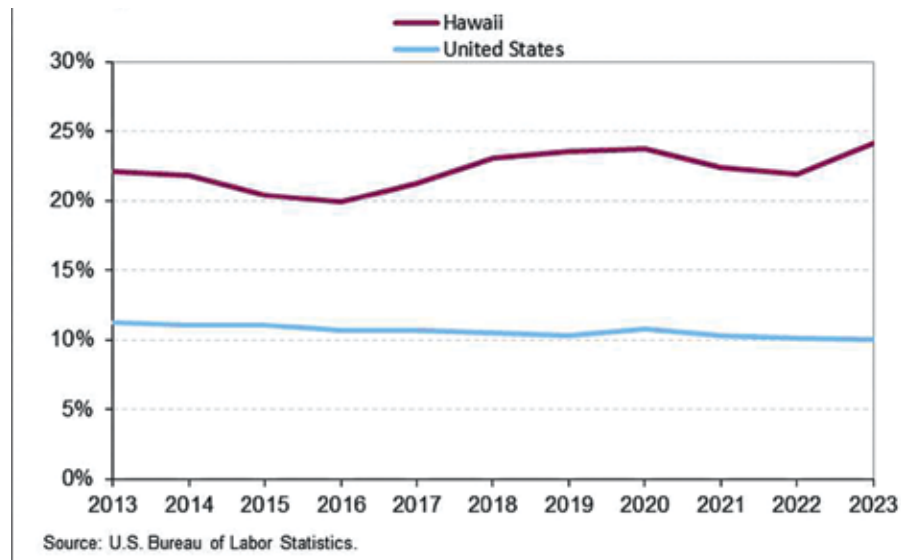
The Hawaii State AFL-CIO's Committee on Political Education (COPE) met on June 13, 2024, to review and determine the endorsements for the 2024 Primary Election. After thorough discussion and careful consideration, candidates were endorsed for their commitment to policies and initiatives that align with our mission and support the working families in Hawaii. For any races not listed, the State Fed remains open to further evaluation and potential endorsements at the next scheduled meeting on September 26, 2024. Below is the list of our endorsed candidates:



U.S. Senate
Hirono, Mazie (D)

U.S. House of Representatives
District II — Tokuda, Jill (D)

Chart 1. Members of unions as a percent of employed in the united states and Hawaii, 2013-23



Hawaii Leads the Nation in Union Membership Rates

Over the past two decades, union membership in Hawaii has consistently outpaced the national average. This information is based on data from the U.S. Bureau of Labor Statistics (BLS) report released earlier this year. The chart above illustrates the trend in union membership rates from 2002 to 2022, showcasing Hawaii's strong union presence compared to the national average. Here are some key highlights:

- **Hawaii's Union Membership:** Despite some fluctuations, Hawaii's union membership rate has remained significantly higher than the national average. In recent years, the rate has hovered around 23-25%, highlighting the robust union culture in Hawaii.
- **National Average:** In contrast, the national union membership rate has shown a gradual decline, decreasing from around 14% in 2002 to approximately 10% in 2022.

This comparison underscores the resilience and importance of unions in Hawaii, reflecting the commitment to protecting workers' rights and ensuring fair labor practices. According to the BLS, the national union membership rate in 2023 was 10.0 percent, showing little change from the previous year, while the number of unionized workers remained steady at 14.4 million. For more detailed information and to explore the full report, refer to the BLS Union Members Summary.

Amazon Labor Union Hitches up With Teamsters

The Amazon Labor Union voted overwhelmingly to affiliate with the Teamsters on June 18, 2024. The ALU members voted 98.3% in favor of the affiliation, the International Brotherhood of Teamsters said Tuesday. The affiliation gives the union workers access to various resources as they work to get a contract from Amazon.

The approximately 5,500 Amazon warehouse workers in Staten Island, New York will be represented by the ALU-International Brotherhood of Teamsters Local 1, which will be newly chartered. It will have jurisdiction for Amazon warehouse workers across New York's five boroughs. "Together, with hard work, courage, and conviction, the Teamsters and ALU will fight fearlessly to ensure Amazon workers secure the good jobs and safe working conditions they deserve in a union contract," Team-

sters General President Sean M. O'Brien said in a statement.

The Amazon Labor Union agreed to affiliate with the Teamsters and will essentially join the Teamsters as an "autonomous" local union with the same rights and duties as a standard chapter. The Teamsters said that affiliation is a step closer to unionizing all of Amazon's non-corporate workforce. The International Brotherhood of Teamsters, created in 1903, has 1.3 million members in the U.S., Canada and Puerto Rico.

While the ratification is viewed by some as a success for the ALU, the grassroots labor group has faced some challenges, including two election losses at other Amazon warehouses and internal strife about its organizing strategy. Some organizers left to form a dissident group that sued the union to attempt to force an unit election.

USCG Honors Charleston Pilot for Safe Handling Out of Control Ship

Charleston Harbor Pilot Christopher Thornton has received the Coast Guard's Meritorious Public Service Award for his handling of the MSC containership that lost propulsion control on June 5 while traveling outbound from the Port of Charleston.

Thornton safely navigated the ship for more than 20 nautical miles at nearly double its normal speed through several major turns and under the Ravenel Bridge. The Coast Guard said the pilot's actions were "nothing short of miraculous." Local first responders, alerted by the Charleston Harbor Pilots dispatcher, shut down the bridge for a short time and cleared the shipping channel while the vessel passed.

"Our mission requires us to be prepared for the unexpected, and in this case, our pilot and our staff applied our training

and experience to avert a potentially very serious situation that would have impacted the community and the port," said W. Crayton Walters III, president of the Charleston Branch Pilots Association.

"The quick and astute responses of the Coast Guard, and our local police and fire departments to clear the channels, the beaches, and the bridge ahead of the ship were just as critical to safeguard the public from harm, and we commend each of them for their actions," he added.

The Meritorious Public Service Award, one of the highest public service awards that the Coast Guard can bestow, recognizes those who have shown unusual courage in advancing a Coast Guard mission or made a substantial contribution that produced tangible results to the public.

RIMPAC 24 is Underway With SUP Ships in Active Role

RIMPAC 24 is underway. Approximately 29 nations, 40 surface ships, 3 submarines, 14 national land forces, over 150 aircraft and more than 25,000 personnel will participate in the biennial Rim of the Pacific (RIMPAC) exercise scheduled June 26 to Aug. 2, in and around the Hawaiian Islands. Among them will be the SUP-contracted ships *Cape Horn*, *Cape Hudson*, and tanker *Allied Pacific*. Providing fuel to MSC combat logistic ships, it will be the first time that *Allied Pacific* is part of the work.

RIMPAC 2024 is the 29th exercise in the series that began in 1971. As the world's largest international maritime exercise, RIMPAC combines force capabilities in a dynamic maritime environment to demonstrate enduring interoperability across the full spectrum of military operations. This year's RIMPAC will also host its largest humanitarian aid and disaster relief exercise with eight countries, five ships, five landing craft, five aircraft, multiple land forces, and over 2,500 total participants including the statewide Hawaii Healthcare Emergency Management exercise.

During RIMPAC, participating forces integrate and exercise a wide range of capabilities, from disaster relief to maritime security operations, and from sea control to complex warfighting. The relevant, realistic preparation and training syllabus includes amphibious operations, gunnery, missile, anti-submarine, and air defense exercises, as well as military medicine, humanitarian assistance, disaster relief, counter-piracy, mine clearance opera-

tions, explosive ordnance disposal, and diving and salvage operations.

The exercise includes forces from Australia, Belgium, Brazil, Brunei, Canada, Chile, Colombia, Denmark, Ecuador, France, Germany, India, Indonesia, Israel, Italy, Japan, Malaysia, Mexico, Netherlands, New Zealand, Peru, the Republic of Korea, the Republic of the Philippines, Singapore, Sri Lanka, Thailand, Tonga, the United Kingdom and the United States.

Hosted by Commander, U.S. Pacific Fleet, RIMPAC 2024 will be led by Commander, U.S. 3rd Fleet, who will serve as the Combined Task Force (CTF) commander. For the first time in RIMPAC history, a member of the Chilean Navy, Commodore Alberto Guerrero, will serve as deputy commander of the CTF. Rear Adm. Kazushi Yokota of the Japan Maritime Self-Defense Force will serve as vice commander. Other key leaders of the multinational force will include Commodore Kristjan Monaghan of Canada, who will command the maritime component, and Air Commodore Louise Desjardins of Australia, who will command the air component.

During RIMPAC, integrated and prepared partners train and operate together in order to strengthen our collective forces and promote a free and open Indo-Pacific. RIMPAC 2024 contributes to the increased interoperability, resiliency and agility needed by the Joint and Combined Force to deter and defeat aggression by major powers across all domains and levels of conflict.



RIMPAC 2024: Aerial view of ships moored at Pearl Harbor

Navy Lowers Bar For Physical Fitness

The minimum physical fitness standards for Navy recruits, active-duty sailors and reservists have been lowered. Facing a serious manpower shortage, and the Navy has been steadily “adapting” its HR policies to the realities of a more competitive employment marketplace. For the first time, the Bureau of Naval Personnel will allow sailors who fail two fitness assessments in a row to stay in the Navy and try again — if their commanding officer agrees.

Under the old system, sailors could fail one fitness assessment and continue in their post. A demerit would be marked in their record, and they would be placed in their command’s mandatory physical fitness program. Until they improved their performance, they would be ineligible for a promotion. If they failed a second fitness assessment in a row, they would receive a failing score in the “military bearing” category of their annual evaluation, which would make them ineligible to re-enlist.

The new system is more focused on improvement than on penalties. If a sailor fails a fitness assessment, they are still ineligible for promotion, but the outcome

is not marked in their evaluation. If they fail a second assessment, their commanding officer now gets to decide what their score will be on their annual evaluation - and therefore, whether they can stay in the Navy. Last week, the Chief of Naval Personnel released new rules for sailors with fitness difficulties. It now takes into account if sailors can perform their job at sea or on shore given their fitness level; their overall importance to the mission; and the odds that their fitness will improve within a year’s time.

“Commanding officers [assess] a sailor’s physical readiness progress or lack of progress in performance evaluations, giving them the ability to manage risk, recognize earnest effort, and best take care of their people,” said Vice Adm. Rick Cheeseman, the chief of naval personnel. The policy emphasizes setting optimum conditions within the command for sailors to stay fit. That includes “healthy food, adequate sleep, opportunities to exercise,” and access to the outdoors. Additionally, the Navy is making its gyms and fitness centers available 24 hours a day, seven days a week at all 70 Navy bases around the world.

Skip the Passport Lines: Renewals Now Online

The time-consuming and annoying bureaucratic chore of passport renewal has just been improved: passports can now be renewed online. Since valid passports are necessary employment documents for mariners this is a significant credentialing development.

The U.S. Department of State launched a limited release of its online passport renewal system on Wednesday, June 12, allowing certain travelers to renew their passports without applying in person. The State Department will keep its online renewal system open for a “limited midday” window on Eastern time each day and close it once it reaches capacity.

Not all types of U.S. passports can be renewed online, and people seeking their first passport must still follow the in-person application process. The time it takes to receive a passport renewed online will be the same as renewing by mail, which is six to eight weeks.

According to the State Department, people can renew their passports online if they meet the following conditions:

1. They are 25 or older and their passport is or was valid for 10 years.
2. The passport was issued between 2009 and 2015, or over nine years but less than 15 years from the date the passport holder plans to submit their application.
3. They will not change their name, gender, date of birth or place of birth.
4. They do not plan to travel internationally for at least eight weeks from the date the application is submitted.
5. They are applying for a regular passport. Special-issuance passports, such as diplomatic, official or service passports, cannot be renewed online.
6. They live in the United States. People living in another country and people with an Army Post Office or Fleet Post Office address cannot renew online.
7. They have their passport in their possession, it is not damaged or mutilated, and it was not previously reported as lost or stolen. People renewing online do not need to mail their current pass-

port to the State Department.

8. They can pay for the passport using a credit or debit card.
9. They can upload a digital passport photo.
10. They are aware that their most recent passport will be canceled after submitting their renewal application and cannot use it for international travel.

It costs \$130 to renew a passport, whether renewed online or by mail, according to the State Department.

To renew a passport online go to mytravel.state.gov. You will need to log into or create an account with [Login.gov](https://login.gov) to start the application. After logging in or creating an account, click “Renew Your Passport” on the homepage. Be aware that the number of applications is limited each day. If a person is unable to start an application on a given day, they should try again on another day. Those who do not want to wait or who do not qualify to renew online should renew their passports by mail.



Aboard the *President Cleveland*, Jesus Hermosillo doing the marine carpentry work. Photo: Val Goncharov

NMC Admits Med Cert Backlog: Mariners Out of Work

The National Maritime Center officially acknowledged what mariners have been experiencing for months: long delays in turnaround times for STCW Medical Certificates. In a recent Bulletin to mariners, NMC warned of continuing delays.

STCW medical certificates, a foldable, credit card sized certificate issued by the Coast Guard’s NMC, has a validity period of only two years. The notice recommends that mariners submit their applications at least “90 days in advance of your current medical certificate’s expiration.” It goes on to say that “processing times are currently close to 30 days for COMPLETE applications but may be longer for incomplete applications.”

By way of explanation, NMC points to a large volume of email in the notice. Delays are also caused by sending multiple email messages that amount to duplicate applications. Many application are rejected due to being incomplete for various reasons, sometimes from omissions not of the mariner but of the medical doctors or staff filling out the 719K form. The med certs have risen in importance as the enabling STCW Manila Amendments have entered fully into force and some companies have reduced the frequency of their required physicals.

The SUP and other Union have been routinely experiencing a minimum average best case of six weeks of processing time from application to receipt of certificate. Even then, there are usually at least a week of advance work in scheduling and completing a physical before the application. SUP agents routinely urge members to get started at least six months prior to expiration for these reasons. In critical matters of employment, where the certification must be good for the life of the voyage or entire assignment, this is a something that deserves continuous attention.

You can help us improve processing times by adhering to the following guidelines:

- Review your application to ensure it is COMPLETE prior to submission. Please review our website to avoid common medical certificate application errors.
- Check your medical certificate expiration date and apply 90 days before it expires.
- E-mail medical certificate applications (CG-719K or K/E) directly to MEDAIP@uscg.mil. (Other submission options include sending to an REC, fax or U.S. mail, but these options are not processed as quickly as direct submission to MEDAIP@uscg.mil.)
- Enter the e-mail subject line in the following format: LAST_NAME_FIRST_NAME_MARINER_REFERENCE_NUMBER.
- Name your PDF file in the following format: LAST_NAME_FIRST_NAME_REFERENCE_NUMBER.
- Medical certificate applications (CG-719K) should be submitted as one PDF.
- JPEG and other formats are not accepted.
- Do not send drug test results with your medical certificate applications (CG-719K). Drug testing results should be sent with your MMC application to MMCAApplications@uscg.mil.
- If necessary, e-mail medical-related documentation other than medical certificate applications (i.e., additional information) to NMCMedicalClerks@uscg.mil.

As a reminder, only COMPLETE medical applications are accepted for processing. Incomplete applications are returned to the mariner for correction and must be resubmitted, which delays the processing of your medical certificate application.



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Photo Capt. Sean Sabeh

MEMORABLE SHIPS OF THE PAST

Oldest Deep Sea Ship Found in Eastern Med

An energy company exploring for natural gas drill sites off the coast of northern Israel discovered a 3,300-year-old ship and its cargo. It is believed to be about 3,300 years old, one of the oldest known examples of a ship sailing that far from land, said the Israel Antiquities Authority. The discovery of the late Bronze Age ship so far out at sea indicates that the navigation abilities of ancient seafarers were more advanced than previously thought because they could travel without a line of sight to land, the IAA said.

At a depth of about 1.1 miles, the ship has been left undisturbed by waves, currents or fishermen over the millennia, offering greater potential for research. "The discovery... changes our entire understanding of ancient mariner abilities. It is the very first to be found at such a great distance with no line of sight to any landmass," said Jacob Sharvit, head of the IAA marine unit, adding that two similar ships from the same era had been discovered previously, but only close to shore.

Sharvit said the assumption by researchers until now has been that trade during that era was conducted by boats

sailing close to the shore, keeping an eye on land while moving from port to port. He said the newly discovered boat's sailors probably used the sun and the stars to find their way. The wooden ship sank about 55 miles off Israel's Mediterranean coast. It was discovered by Energean, a natural gas company which operates a number of deep-sea natural gas fields in Israel's territorial waters.

In its work, Energean said it uses a submersible robot to scour the sea floor. About a year ago, it came across the 39- to 45-foot-long ship buried under the muddy bottom, nestled under hundreds of jugs that were thousands of years old.

The boat and its cargo were fully intact, the IAA said, adding that the vessel appeared to have sunk either in a storm or after coming under attack by pirates.

The ship for now is not being retrieved, but Energean worked with the IAA to retrieve two of the jugs, which were likely used for carrying oil, wine or fruit, and bring them to the surface for research.

The IAA identified the jugs as Canaanite, a people who resided in the lands abutting the eastern Mediterranean.



Jacob Sharvit, left, and Dr. Karnit Bahartan, right, with the ancient jars that were carried on the world's oldest known deep-sea ship.

REPORT OF THE COMMITTEE ON CONSTITUTION

of the Sailors' Union of the Pacific
June 24, 2024

In attendance:

- Giorgio Pompei, Seattle Branch
- Paul Harsany, Wilmington Branch
- Brandon Keopuhiwa, Honolulu Branch
- James Linderman, SUP Headquarters
- Colin Dewey, SUP Headquarters
- President Dave Connolly, ex officio member.
- Vice-President Matt Henning, recording secretary.

The duly elected Committee on Constitution, authorized under Article XXVIII of the SUP Constitution, meet on the above date in San Francisco. The purpose and objective of the Committee was to consider the resolutions submitted since the last election to amend the SUP Constitution and make recommendations to the membership. The following items were determined by the Committee to be properly submitted to the membership by the June 2024 regular meetings.

- Resolution to Increase Quarterly Dues by Fifty Dollars** (Turner, several). Proposing that dues increase by fifty dollars (\$50.00) per quarter beginning on April 1 of 2025.
- Resolution to Increase Quarterly Dues by Fifty Dollars** (Crockett, several) Also proposing that dues increase by fifty dollars (\$50.00) with the only material difference being an unstated effective date understood to be any practical date following the election.

The text of the two resolutions (attached) put forth a Constitutional amendment for different reasons with different emphasis to achieve the same result – to increase quarterly dues.

Committee support for the dues increase was unanimous. Factoring into the decision to support was mainly the need to maintain financial strength as a matter of good representation and independent operations. Also weighing heavily in the minds of Committee members was the long period of no increases, the risk of unreliable sources of Union income, and a continuous high level of service to the membership, among many other things.

The Committee also considered additional or alternative options such as incremental or percentage escalations, working dues, vacation check assessments, single use assessments, higher registration and other fees, among others. But the steadiness and fairness of the most effective funding was critical to the Committee. The simplicity and transparency of the ballot question was also seen as important to both the historical tradition of the Union and its democratic process.

The Committee decided to consider the two Resolutions together since they are identical in practical effect and outcome, differing only slightly in language. The Committee thus makes its recommendation with both in mind, but to facilitate administrative precision it favors the effective date of Resolution No. 1.

Therefore the Committee concurs in the resolution to increase dues from \$150.00 to \$200.00 per quarter (both Resolution 1 and 2) and effective April 1, 2025 and recommends to the membership to refer it to a general referendum vote in the 2024-2025 SUP election. M/S Carried unanimously.

In Solidarity,

Paul Harsany 5881
Paul Harsany, 5881

Colin Dewey #2741
Colin Dewey, 2741

James Linderman
James Linderman, 4126

Brandon Keopuhiwa #3204
Brandon Keopuhiwa, 3284

Giorgio Pompei #19688
Giorgio Pompei, 19688

Dave Connolly
Dave Connolly, 4792



SUP PRESIDENT'S REPORT

MATSON NAVIGATION

Newbuilds — Matson released new details on its order for three newbuilds to join its Hawaii and China-Long Beach Express (CLX) services by the end of 2027. In October of this year, Philly Shipyard will begin cutting steel for the first of the three Aloha-class LNG-ready vessels, to be named Makua, Malama and Makena. Deliveries are scheduled for October 2026, April 2027 and December 2027. More on this in the July issue of the West Coast Sailors.

GOVERNMENT MATTERS

STCW Medical Certificates: The Coast Guard's National Maritime Center (NMC) this month noted a backlog on processing med certs. Advising that applications sent in 90 days in advance of expiration, the NMC also said that "filing errors" and a large email volume added to the delays. As noticed in this report last month, and as SUP agents have repeated endlessly, always check and carefully watch med cert expiration dates. They are single most frequent cause of a failed dispatch due to documentation and a major impediment to Union contract performance.

To improve your chances of a speedy renewal the Coast Guard advises reviewing the "Common Errors" notice, filing a thorough and complete application, emailing medical certificate applications as a pdf not jpeg file of (CG-719K or K/E) directly to MEDAIP@uscg.mil with name and mariner reference number in the subject line and on the pdf file title. If necessary, e-mail medical-related documentation other than medical certificate applications (i.e., additional information) to NMCMedicalClerks@uscg.mil. Related to this on July 2, I sent a letter to Capt. Bradley Clare, the Commanding Officer of NMC explaining the difficulty from the mariner perspective and proposing various options for expedited handling.

Food for Peace: On June 11, House Appropriations Subcommittee on Agriculture passed its Fiscal Year 2025 funding bill with drastic cuts to a cornerstone of American generosity and the U.S. merchant marine: the \$1 billion international aid program under P.L.480 called "Food for Peace." This represents a cut of \$619 million from FY 24 levels. Accordingly, the SUP joined with dozens of maritime and agricultural interests to fight against the cuts in a letter of protest. The full House Appropriations Committee plans to mark up the bill on July 10.

T-AGS RFP: On June 21, the Union was notified by Patriot that they intend to bid on the operation and maintenance of eight T-AGS vessels: seven Oceanographic Survey (T-AGS 60) ships and one Submarine Navigation Test Support (T-AGS 45) ship. (MSC RFP - N3220524R4088). The ships, sometimes called the Pathfinder-class are T-AGS 60 class ships (Bowditch, Bruce C Heezen, Henson, Marie Tharp, Mary Sears, Pathfinder and Robert Ballard) and the T-AGS 45 class ship (Waters). Their missions are to conduct military surveys, submarine navigation support, missile flight testing support, underwater acoustics and imaging, and other special missions. In concert with the Pacific District, I am developing a competitive bid package for membership review at award.

Ready Reserve Force: Last month I reported the completion of a wage and benefit package for the Ready Reserve Force, but noted despite the long delay MarAd had indicated that a bridge contract could be necessary. On June 16, 2024, MarAd issued that bridge contract notification as Amendment 21 to RFP Solicitation 693JF22R000009, effectively extending the Union's Ready Reserve contract with Patriot covering Adm. Callaghan, Cape Orlando, Cape Vincent, Cape Victory, Cape Texas, Cape Trinity, and Cape Taylor. The Cape Henry, Cape Horn, and Cape Hudson should follow the same format after the turnover from Matson to Patriot is complete.

Bridge contracts are typically offered at status quo rates to span an expiration period after extension options have been exhausted. However, on July 1, the Union was notified that MarAd was expecting the main bid numbers to be applied to the bridge contract. A recalculation based on the main bid number with new effective dates was sent to Patriot. If the wage and benefit bid numbers are determined to be compliant with the wage determination provisions of the Service Contract Act, then the bridge contracts would include significant increases for members employed in existing RRF ships.

The bridge contract has a six-month base period beginning on July 27, 2024, through January 26, 2025, with one six-month extension option beyond January. The main bid has a total period for five years to 2029, with one additional five-year option through to 2034. The solicitation covers 53 ships in total.

Whatever the outcome, members employed in Ready Reserve ships deserve our thanks and appreciation for maintaining readiness and delivering professional seamanship on difficult and diverse missions. I urge all members to take this work, and to remain on board until properly relieved. Rarely has contract performance (as measured in part by qualified billet fills) been so deeply consequential on SUP job prospects and pay.

Mariner Workforce Working Group: SUP joined with the rest of maritime labor in a letter of formal opposition to the use of graduates of the state or federal maritime academies to be assigned or required to fulfill, any maritime positions to meet the general needs of the U.S. merchant marine.

The problem stems from a minor clause in the National Defense Authorization Act (NDAA) that appears to enable the general assignment of academy graduates without limitation and without regard to individual preference or Union jurisdiction.

In the letter the Unions supported the concept of service commitments as part of the educational requirement, but strongly objected to involuntary assignments as both a form of conscripted labor and a possibly exploitative lowering of employment standards. It might also be viewed as an unfair attack on union preferential hiring obligations under existing collective bargaining agreements.

APS 3 Ship Drawdown: In late June I joined a conference call with maritime labor and management unified in opposition to the potential lay-up of Watson-class ships engaged

in the Afloat Prepositioning Squadron-3. The group approved legislative language, successfully introduced in House and Senate Committees, to demand drawdown reporting plans from the Army, as well as its requirements and expectations in next year's National Defense Authorization Act (NDAA). The amendment, should it survive, would prevent layoffs until a report can be drafted. The Army for its part appears committed to this ill-conceived strategic shift. Will keep the membership informed.

SUP TRUST FUNDS

SUP Welfare Plan: The Trustees of the SUP Welfare Plan, that's SUP VP Matt Henning and myself for the Union and Danny Defanti for Matson and Michael LaBonte for APL, held their routine quarterly meetings on June 26 and 27th, 2024. The SUP Trustees renewed contracts with its HMO plans with the following increases:

Kaiser Northern California	10.9%
Kaiser Southern California.....	12.9%
Kaiser Washington.....	2.6%
Health Net	8.0%

Despite static rates at both Kaiser Oregon and Kaiser Hawaii, the Plan experienced an 11.5% average increase in the cost of health care. This comes on top of previous increases and Kaiser recently raised its capped amounts on future rates indicating still more increases are ahead. In terms of overall compensation, members should remain aware of the cost shielding they get relative to the excellent benefits they enjoy as participants of the SUP Welfare Plan. It's not automatic and should not be taken for granted. The entire structure requires continuous management and internal cost controls to maintain.

SIU-PD Pension Plan: The Trustees of the SIU-PD Pension Plan also met to discuss the actuarial report of the Plan actuary, Greg Pastino. The report covered only the period from August 1, 2022, to July 31, 2023. Funded status as of August 1, 2023, was 100.4% and the Plan was certified under the Pension Protection Act in the "Green Zone" meaning in neither "Critical" nor "Endangered" status. Under Section 30 (e) of the SIU-PD General Rules, the parties may bargain an increase based on the investment gains and technically the "combined net actuarial gain" on a year over year basis. However, since the Plan year period spanned a negative period in financial markets, and because of benefit improvements in the past there was an adjusted actuarial loss of under the 30 (e) formula of more than two million dollars (\$2,404,472) the are no funds available for a benefit improvement for the 2022-23 Plan year.

SUP ELECTION

As previously noticed, 2024-25 marks an election cycle for the Union. The election's balloting period officially begins in December and continues through to the end of January 2025. As part of the preparation are the following items:

Committee on Constitution: The elected Committee on Constitution met on June 24, 2024, at SUP Headquarters to consider resolutions submitted by the membership for general referendum on the SUP 2024-25 election ballot. In attendance was Paul Harsany, Colin Dewey, Brandon Keopuhiwa, James Linderman, Matt Henning and me as an ex-officio member. After a review of the duties laid out in the Constitution, the Committee took up debate on the only two resolutions submitted, both for an increase in membership dues.

Specifically, the initiative is to raise the SUP membership dues beginning on April 1, 2025, by \$50.00 quarterly from \$150.00 to \$200.00. A full review of historical and projected Union income and expenses was conducted. The analysis included alternative income sources and rigorous cost controls and the Committee recognized that they have reached their maximum offset of rising prices but there remains the expectation of superior member services. For these reasons and others laid out in the report, the Committee concurred in both resolutions and voted to refer the language of Resolution No.1 as a single question to the membership in the meetings with a recommendation to refer the matter to a general referendum vote in the 2024-2025 SUP election.

Under the Constitution, if a majority of members in the coastwise meetings vote in favor of the recommendation (to bring a \$50.00 per quarter dues increase to a general vote of the Union), it will appear on the ballot. A "yes" vote to refer the matter to the election is not technically a "yes" vote on the question of whether or not to raise dues. It only affirms that the membership should vote on it with a two-thirds majority required to pass it.

Nominations: 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 and other related items shall be published in the August issue of West Coast Sailors.

HOLIDAYS

Harry Bridges' Birthday: SUP hiring halls on the West Coast will be closed on Monday July 29, 2024, in observance of Harry Bridges' Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized SUP holiday aboard APL and Matson ships (but not RRF ships) in West Coast ports. It is not a holiday at sea. For members working under the SUP Maintenance Agreements the holiday will be observed in accordance with past practice and local custom.

ACTION TAKEN

M/S (Crockett, I. Idris) to concur in the balance of the M/S/C to concur in the balance of the President's Report. Carried.

Dave Connolly

Sailing Under a Flag-of-Convenience? Get Ready to be Abused

Two thousand seafarers were abandoned by global shipowners in 2023, according to the International Maritime Organization. The number is the highest ever, at least since the IMO started keeping track of abandonments two decades ago.

Seafarers are considered abandoned if they have not been paid for two or more months, are not receiving adequate food supplies, and are denied the cost of travel necessary to return to their home countries. The number of abandonments rose sharply during the pandemic and has

continued to increase, possibly as a consequence of the impact on shipowners of higher costs stemming from inflation and problems in global supply chains.

It's important to remember that abandonment is not a mere negligence, it is or should be a criminal act of wage theft and worse. Under the Maritime Labor Convention—which is intended to provide basic rights and protections to the world's seafarers—the flag state is required to step in when a shipowner abandons a crew. But flag-of-convenience registries often shirk

their responsibilities. In many cases, flag states that are signatories to the MLC don't respond when the IMO contacts them to report that crews aboard vessels in their registry have been abandoned.

Twenty percent of the ships abandoned since 2020 are registered in Panama, followed by Tanzania, Palau, and Togo, each with about 5 percent. More than a quarter of recent cases of abandonment occur in Saudi Arabia, Iran, and the United Arab Emirates, none of which is a signatory to the MLC.

To illustrate the impact of abandonment in terms of human suffering, AP journalists Helen Wieffering and Joshua Goodman traveled to Saudi Arabia to interview Abbu Nasser Saleh, stuck alone aboard his ship in the port of Jeddah for more than a decade.

Within two weeks of the journalists contacting the Saudi authorities, an individual responsible for the ship sent Saleh enough money to get home. In April, he was able to see his wife and son for the first time in 11 years.

China Tries to Block Medevac of Sick Sailor

The China Coast Guard interfered but failed to block the medical evacuation of a navy personnel stationed at Second Thomas Shoal in the West Philippine Sea, according to the Philippine Coast Guard (PCG).

Commodore Jay Tarriela of the Philippine Coast Guard said the country's had deployed its assets to assist sick personnel in BRP Sierra Madre.

"The PCG faced numerous obstructing and delaying maneuvers by CCG vessels, but they remained steadfast to their humanitarian mission and was able to complete the transfer of the sick personnel from the LS-57 RHIB to the PCG RHIB," Tarriela said.

It was a 102-meter-long CCG ship, along with at least six maritime militia vessels, that tried to block PCG's ships BRP Cabra and BRP Cape Engaño, both deployed to accompany a rigid hull inflatable boat (RHIB). "Despite the threatening presence of various CCG small vessels, the PCG RHIB was able to return to the main PCG vessel without further interruption. The sick personnel was then provided with urgent medical attention. The personnel is now stable," Tarriela further said.

This latest aggressive action by China in the medical evacuation creates more pressure on Manila. "This incident spotlights the dilemma in which China's blockade of Ayungin Shoal



The BRP Sierra Madre, a WWII LST tank landing ship, is now a beleaguered garrison of the Philippines at Second Thomas Shoal.

has placed the Philippines," said Philippine Sea maritime observer Richard Powell. "For Manila to recognize Beijing's stated pre-notification requirement—even for basic humanitarian missions—runs counter to Manila's assertion of its freedom of navigation and resupply rights to its own outpost within its own exclusive economic zone," he added.

China said that its interference stemmed from that idea that the Philippines should "notify" them "in advance" when conducting resupply missions to Ayungin Shoal, a proposition rejected by the latter. China previously attempted to prevent similar medical emergencies in Ayungin Shoal. Last May 19, the CCG rammed a PCG boat transporting a sick BRP Sierra Madre personnel in an incident that also saw the former's seizing and dumping of food



Shoalwater flashpoint: BRP Sierra Madre is a naval outpost of the PI.

and other supplies airdropped by the Philippine military aircraft for the naval outpost.

A China Coast Guard boat also rammed a Philippine military boat while navy personnel were applying a tourniquet to the right hand of a sailor who lost his thumb due to an earlier ramming incident during the resupply mission for BRP Sierra Madre.

The CCG actions during naval outpost resupply that time (June 17) led to what the military deemed as the "looting" of seven firearms and the destruction of two navy boats.

Manila is holding the line in the West Philippine Sea as Beijing asserts sovereignty in almost the entire South China Sea — including most of the exclusive economic zone of the country's western section — even if such a claim has been effectively invalidated by the arbitral award issued in July 2016. The landmark ruling stemmed from a case filed by Manila in 2013, a year after its tense standoff with Beijing over Panatag (Scarborough) Shoal, now in the effective control of China.

Source: John Mendoza of Inquirer.Net.

Union Card Worth More Than College Degree In Long Run

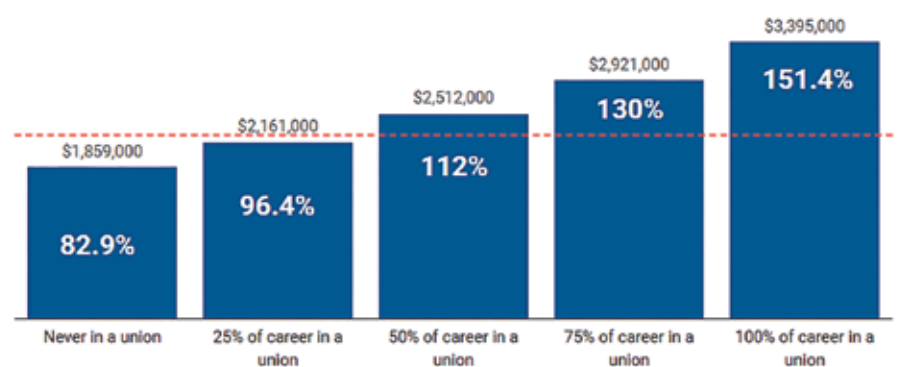
In a 2022 study, the Center for American Progress found that increases in income that come from union membership — whether it is directly through higher wages and indirectly through better benefits and more job opportunities for wage growth — add up over a working lifetime.

The data shows that it may even exceed the returns of a four-year college degree for a male member of the working class. The chart below shows how these earnings stack up for male workers. Between the years 1969 to 2019 the careers that had time as little as 25% of the total working time as part of a union showed additional earnings that closed the gap between the college educated and the working class. If more than 50% of a career was spent in a union then lifetime earnings were 12% higher the returns from a college degree.

Unionized working-class men earn far more over their careers, even exceeding the returns of a college degree

Working-class men's predicted average lifetime earnings compared with college-educated workers' average earnings, by proportion of career spent as a union member, 1969–2019

Four-year college degree, none of career in union: \$2.24M



Source: Zachary Parolin and Tom VanHeuvelen, "The Cumulative Advantage of a Unionized Career for Lifetime Earnings," Industrial & Labor Relations Review 76 (2) (2022): 434–460, available at <https://www.dol.gov/sites/dolgov/files/general/workcenter/Cumulative-Advantage-Unionized-Career-For-Lifetime-Earnings.pdf>.



In Korea aboard the tanker Haina Patriot is the hardworking SUP AB's Edilberto Guerrero, Sambaou Balthazar, and Graham Sharpe.

Matson Navigation Company — Wage Rates — Effective July 1, 2024

Ro/Ro, C-9, CV-2500, CV 2600, Aloha-class, Kanaloa-class

Rating	Monthly Base Wage	Daily Base Wage	OT Rate	Short handed Rate	ST Cargo Rate	OT Cargo Rate	F.O. Spill	Vac. Days Per Month	Monthly Benefits Base	Monthly Suppl. Benefit	Daily Suppl. Benefit	Money Purchase Benefit
Boatswain Dayworker	\$8,077.19	\$269.24	\$45.49	\$77.66	\$34.10	\$56.22	\$26.49	17	\$8,165.14	\$4,627.20	\$154.24	\$25.00
AB Dayworker	\$5,696.78	\$189.89	\$45.49	\$58.50	\$34.10	\$56.22	\$26.49	17	\$6,101.49	\$3,457.50	\$115.25	\$25.00
Able Seaman	\$5,696.78	\$189.89	\$45.49	\$58.50	\$34.10	\$56.22	\$26.49	17	\$6,101.49	\$3,457.50	\$115.25	\$25.00
Ordinary Seaman (OS)	\$4,373.01	\$145.77	\$34.10		\$34.10	\$56.22	\$26.49	17	\$4,794.50	\$2,716.80	\$90.56	\$18.51

M/V Kamokuiki — Wage Rates — Effective July 1, 2024



CV-700 Kamokuiki

Rating	Monthly Base Wage	Daily Base Wage	OT Rate	ST Cargo Rate	OT Cargo Rate	Vacation Days Per Month	Daily Suppl. Benefit	MPB
Boatswain Dayworker	\$6,408.88	\$213.63	\$41.33	\$33.27	\$54.84	11	\$81.34	\$25.00
AB Watch	\$4,301.77	\$143.39	\$41.33	\$33.27	\$54.84	11	\$63.44	\$25.00



On the port bridge wing of the *President F. D. Roosevelt* in Busan, Korea at the conclusion of her final SUP voyage is AB Vincent Lao, AB Anthony Wylie, and AB Antonio Harris.

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	



Ship under construction in the drydock of the Philly Yard on the Delaware River, in Philadelphia PA.

Nautical Origins of Everyday Language

Hard and Fast: to be sure of, without a doubt, without debate. In a maritime operations context this term was historically used to describe a vessel that was hard aground and unable to be moved.

Hunky-Dory — description of a pleasant situation, moving favorably and as expected. This general phrase has roots in maritime history, specifically traced to American sailors who used it as a reference to a popular shore leave destination, a street in Japan called Honcho-Dori.

Ship-shape and Bristol Fashion — in good order or condition; clean. The nautical origin of the term is based on the obligation of a sailor to keep his or her quarters arranged neatly and securely due to the limited space typically allotted to service members aboard ship, and against turbulence at sea. Bristol fashion refers to that port's reputation during a boom time in its trade.

Between the Devil and the Deep Blue Sea — in a lousy situation with no good options. The "devil" was the topmost plank of the ship's side closest to the deck. Caulking this long seam in the tight space was a grueling task. One false move and a sailor could find himself plunging into the water.

Cup of Joe — The days of rum, beer, and officers' personal wine supply dried up with the appointment of Josephus Daniels as Secretary of the Navy in Woodrow Wilson's administration. In 1914 this stern Methodist and prohibitionist banned "...the use or introduction for drinking purposes of alcoholic liquors on board any naval vessel, or within any navy yard or station." Stewards increased orders for coffee as a substitute and disgruntled sailors originally derided it as a "cup of Josephus Daniels," and later the shorter "cup of Joe."

Hanwha to Acquire Philly Shipyard

South Korea's Hanwha Group announced a deal to acquire Philly Shipyards, an operation focused on building Jones Act vessels, from the yard's Norwegian owners Aker Capital.

Looking to expand its foothold in the U.S. market and naval and government shipbuilding, Hanwha has been negotiating the deal since October 2023. The deal is subject to approval from the U.S. government.

Philly Shipyard traces its originals to the late 1990s when the U.S. Navy's Philadelphia Shipyard was closing and the government drydocks were leased to Norway's Kvaerner Shipbuilding. Plans were announced for the yard in 1997 and began building the first containerships in 2000. Since then, most of the yard's work has been in the commercial sector building containerships and tankers for companies including Matson, Crowley, OSG, SeaRiver, and Kinder Morgan and U.S.

government repair jobs.

Since 2000, they noted that Philly Shipyard has delivered approximately half of all the new large ocean-going Jones Act commercial ships.

Recently, the yard won the contract to build five new training ships for MARAD, of which the first was delivered in 2023 and the second is approaching delivery while work progresses on the other three vessels. Philly has a contract to build three LNG-fueled containerships for Matson. The total orderbook is valued at approximately \$1.6 billion.

The shipyard has a history of working with the Koreans including designs and components from the former Daewoo Shipbuilding and Marine Engineering (DSME) which was acquired by Hanwha to become Hanwha Ocean.

SUP BRANCH REPORTS

HONOLULU

June 2024

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Steady, 2 AB Day steady, 1 AB Day relief, 1 AB Maintenance, 4 AB Maintenance Relief, 1 OS, 1 RRF AB, and 1 USNS Ordinary. There were 12 Standbys Jobs dispatched for the month.

REGISTERED: 7 A-Cards, 16 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, Matsonia, Oceania, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report:

It's a great time to be an SUP member looking for work. With all of the RRF activations, and relief trips happening this time of year. A permit would be wise to strike while the Iron is hot.

Melissa Hebert of the MariMed program informed us that City and County of Honolulu has awarded a Grant to their training program for residents of Honolulu, that if completed, will assist students in obtaining their MMC, TWIC, Passport, and BST/VPDSD endorsements. If you know someone that lives in Honolulu

and is interested. Contact the program at: mce@marimed.org.

Berit Eriksson of the Andrew Furuseth School of Seamanship has arranged for two LNG classes in Honolulu. These two day classes will be held on July 30th-31st, and August 1st-2nd at the Maritime Institute classroom above the hall. Mahalo Berit for setting this up.

Please take a look at all of your documents (that includes your drug, annual, 719k form, and medical certificate). It kills me to have to tell someone they can't ship because something has or is about to expire. If you need help renewing anything? Come see me.

We were deeply saddened to hear of Elroy Wong's passing. I've had the privilege of knowing Elroy my whole working life and sailed with him more often than not. He always brought joy with him wherever he went and could brighten the mood of even the worst ship or shipmate. His credo was, "Move with the spirit". And he did that (move with the spirit) better than anyone. We will miss your Aloha, and Ho'omake'aka. Rest in love Brother.

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

WILMINGTON

June 2024

Shipping: Shipping: Bosun, 5; AB/W, 12; AB/D, 8; OS/ STOS, 4; GVA/GUDE, 0; Standby, 32. Total Jobs Shipped: 61.

Registrations: A 25, B 26, C 4, D 5.

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

Agent's Report

As a representative of the Sailors Union of the Pacific, I want to express my sincere gratitude to all our hardworking union members for their dedication and effort over the past month. Your commitment to the maritime industry is truly impressive and plays a vital role in keeping our union strong.

I also want to highlight the upcoming 45th anniversary of the Labor Day parade, which will be held on Monday, September 2, 2024. This event is a great opportunity to celebrate the unity and friendship that define our union's values.

It's a chance to recognize the hard work and achievements of workers and to continue advocating for our rights and well-being.

Remember, it's important to stay organized and keep track of your documents. Being on top of your paperwork ensures that you have what you need when you need it. Thank you for your dedication and support. Let's keep working together to achieve success and make a difference in the lives of all union members.

Several members of our union are feeling the sting of not preparing and renewing their documentation 6 months before Expiration. The Medical certificate is taking the longest on the turn around. Don't procrastinate, do not wait jump on the renewal process.

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

SEATTLE

June 2024

Shipping: 1 Boatswain (A); 1 AB/W (A); 7 Navy AB (5B, C, D); 2 OS (2 D); 1 GVA (D); 0 Standby AB.

Registered: 2 A card for a total of 8; 8 B card for a total of 16; 5 C card for a total of 7; 1 D card for a total of 2.

Agent's Report

Cape Hudson called Tacoma to prepare for a mission. The gang is rolling with the punches, making do with what's available during the chaos that goes along with activations. Hudson arrived shorthanded and MMP filled one AB, and MEBA filled two unlicensed engine billets to join in Tacoma.

This is an unprecedented time, and I cannot stress the importance of covering our work. Licensed unions shouldn't be called upon to fulfill our obligations. We are not an employment agency, and we all share a personal stake in the Unions

health and survival.

In June there was an amount of quits that in the past would have been inconceivable. To those that quit, I don't know your reasons, whether personal or workplace, but if it was workplace that's not how we win corrective actions. You should be manning your post and working through the Union to pressure the company to evolve to suit our standards. Work blows, that's why we get paid well. Much of the time its uncomfortable, sometimes miserable, and if we are lucky, occasionally we get a ship and wonder why they all can't be this good? On others, stand your ground and fight for better conditions. That is the Union way.

**Fraternally,
Brendan Bohannon
Seattle Branch Agent**

VICE PRESIDENT'S REPORT

June 2024

APL President John Quincy Adams — Steve Meyers, delegate. Like most ships that get reflagged, missing quite a bit of equipment and supplies, the crew is working through it and making sure things get ordered. Mike Henderson, Bosun.

APL President Cleveland — Leszek Jeziorski delegate. Clarification regarding 15:00 knock off. Sanitary and general deck maintenance is not necessary work. Working the company for back pay. Cory Edgil, bosun.

APL President Reagan — Cosmo Bigno, bosun. Members joined ship on July 8th in San Pedro, CA. This is the third replacement vessel for APL since June. Expecting the fourth in September and two more in November.

USNS Seay — Tim Tess, delegate. Ship is on the hook in Diego Garcia. Things are running smooth on board with many liberty activities ashore. We need more members to take LSE training. If you have Govt. Vessel training, please reach out to me to set up LSE training. Jeff Nicholas, bosun.

Cape Hudson — Dennis Solijon, delegate. Mission is underway, had several billets filled last minute, thanks to all the members for stepping up and taking the jobs. Clarification regarding trash separation, please refer to the RRF MOU for work rules and overtime payable. Langston Holmberg, bosun.

Cape Horn — Christian Demesa, delegate. Ship is calling Pearl Harbor for its last port before heading to Tacoma, WA. to off-load cargo. Vigor shipyard to follow. Marc Calairo, bosun.

Cape Trinity — Heath Heller, delegate. Ship has made three deliveries of aid packages. Each delivery is roughly 3 thousand pallets. Possibly heading back to ROS by the end of month. Rhonda Benoit, bosun.

Cape Orlando — Ship recently activated for a second sea trial in the past 60 days. Engines repairs worked and the sea trial went off without a hitch. Haz Idris, bosun.

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

I represented the SUP at the monthly Alameda Labor Council, Maritime Trades Department meeting, and Bloody Thursday Memorial at the ILWA local 10 union hall this month. Jobs are becoming increasingly difficult to fill and other halls are being used to assist regularly. Some of the issues that have caused this problem is members with expired documents and not enough OS's upgrading to AB. I can't stress how important it is to stay on top of your expiration dates, if you are not sure, check with us. If you are an OS, please make sure you are completing your RFPNW and Deck Assessments while on board. When you are at TRL study after class each day, go over what you have learned, don't just assume you will pass your tests. This is your career; higher wages are coming when you upgrade to AB.

Matt Henning

BUSINESS AGENT'S REPORT

Returns Next Month



Sandstorm, Persian Gulf

Photo: Sohith Shukla



Dispatcher's Report

Headquarters — June 2024

Oiler.....	0
Wiper.....	0
Steward.....	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped.....	0
Total E&S B, C, & D Shipped.....	0
Total Jobs Shipped-All Depts.....	44
Total B, C, & D Shipped-All Depts.....	34
Total Registered "A".....	20
Total Registered "B".....	35
Total Registered "C".....	5
Total Registered "D".....	17

Deck	
Bosun.....	5
Carpenter.....	0
MM.....	2
AB.....	20
OS.....	7
Standby S.F.....	10
Total Deck Jobs Shipped.....	44
Total Deck B, C & D Shipped.....	34
Engine/Steward	
QMED.....	0
Pumpman.....	0