



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, June 16, 2023

## Longshore Workers Reach Six Year Deal

### Tentative Agreement Subject to Ratification

After more than a year of bargaining, on the evening of June 14 in San Francisco, the ILWU and the PMA reached a tentative deal on a new labor contract.

The Union and the employer association issued a joint statement announcing agreement, which is a six-year contract covering workers at all 29 West Coast ports. The deal was reached with assistance from Acting U.S. Secretary of Labor Julie Su, who had personally joined the negotiations and played an active role in the outcome.

The parties said that the details of the agreement would not be released at this time. The tentative agreement must still be ratified by both rank-and-file workers and by the ocean shipping companies and terminal operators that make up the employers' group, a process that could take several months.

"We are please to have reached an agreement that recognizes the heroic efforts and personal sacrifices of the ILWU workforce in keeping our ports operating," said PMA President James McKenna and ILWU President Willie Adams in a joint statement. "We

are also please to turn our full attention back to the operation of the West Coast ports."

In the days leading up to the settlement, extended disruptions snarled cargo as longshore workers expressed their frustration and anger, and a war of words erupted from the PMA. There were worker shortages in at several marine terminals. The Port of Seattle suspended operations beginning on June 9. A week earlier reports of delays at terminals in Oakland and Los Angeles surfaced.

During the shortage slowdown, Local 13 which represents members at the Southern California ports, had issued a statement criticizing the "foreign-owned ocean carriers and terminal operators who reap hundreds of billions of dollars in profit on the backs of those workers." Longshore workers are fighting for respect, they said. "The rank-and-file membership of the Southern California ILWU has taken it upon themselves to voice their displeasure with the ocean carriers' and terminal operators' position," Local 13 said. "The workforce's requests are not outlandish; they are basic requests that will ensure the workforce is treated with dignity and respect that they have fought so hard to earn."

Working without a contract since the last multiyear agreement expired last July, longshore workers became increasingly frustrated despite progress. The two sides had settled automation, health care and other issues but were recently hung up on wages. Reports of demands to double the longshore income over the course of the new contract had surfaced on the waterfront, a demand that employers reportedly saw as unrealistic.

As cargo was diverted or delayed, and the wider impact on a fragile economy was feared, the stakes were high. The White House put a priority on the negotiations, dispatching first the former Labor Secretary Marty Walsh months ago, then much

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## Super-Typhoon Lashes Guam: SUP Crews Deliver Essential Aid

A powerful typhoon called Mawar hammered the U.S. territory of Guam with extremely high winds and heavy rain in late May. It knocked down trees, walls and power lines and created a powerful storm surge and two feet of rain. The



Maunawili was the first ship to call at the damaged port of Guam with disaster relief supplies for storm-ravaged U.S. island.

typhoon, the strongest to hit the island since 2002, came ashore as a Category 4 storm according to National Weather Service.

Winds topped 175 mph, roaring and howling, and parts of the island were inundated under two feet of rain. It churned over the island, flipping cars, ripping out trees, and flooding homes and resorts. The storm strengthened to 150 mph (241 kph) winds the morning after landfall, regaining its status as a super typhoon, according to the National Weather Service's where officials said their offices were "vibrating." Waves of at least 60 feet were recorded. Power and internet were lost. Mawar moved slowly offshore intensified further and then hit the Philippines.

The devastation included the port, and the U.S. Coast Guard reported widespread damage to shipping infrastructure. On May 28, however, the island's only commercial

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## SUP on Board New MSP Ship APL Eagle

The SUP crew raised the Stars and Stripes in the APL Eagle as American President Lines flagged the ship into its Maritime Security Program fleet this month. The ship will replace the APL Gulf Express in the Maritime Security Program.

The Eagle meets new emission requirements and is 14 years younger than the Gulf Express. She is a geared containership with two on-deck pedestal cranes and a length overall of 170 meters or 558 feet, a beam of 28 meters or 91 feet, and a deadweight tonnage of 23844 tons.

SUP members who served on the APL Gulf Express were assigned on continuous time to the APL Eagle via the "cross-decking" practice used in

the past. See President's Report in the May edition of the West Coast Sailors for a picture of the crew.

The new vessel, which was flagged-in at Jebel Ali, previously sailed in the CMA CGM international fleet as the CNC Mercury. The Persian Gulf shuttle-ship run of the Eagle is expected to be the same as the Gulf Express



## President Shuler's First Year Transforms AFL-CIO

On June 12, 2023, the AFL-CIO marked the one-year anniversary of the historic election

of Liz Shuler as president and Fred Redmond as secretary-treasurer of the federation. The first year of the Shuler-Redmond administration has been characterized by transformational leadership at an unprecedented moment that is harnessing the energy of unions and putting power into the hands of working people. Their administration has led the AFL-CIO to expanded union membership, key legislative and political victories, and reinvigorated the labor movement.

"A year ago today, I committed to amplify the voices of working people, invest in the tools we need to organize and innovate, and stand with workers to strengthen and reshape the labor movement—and I am so proud of the progress we've made," said Shuler. "This has been a year of

### Historic Year of Progress

the years ahead."

Secretary-Treasurer Fred Redmond added "I have been proud to stand together with Liz in the fight to give every worker in this country a shot at a good union job, and I am looking forward to building on our strong foundation in the years to come," he said. "I am especially proud of the progress we've made toward creating a truly inclusive labor movement that meets the needs of young workers and historically marginalized groups, including women and communities of color."

The Shuler-Redmond administration has been defined by its commitment to working people and marked by new strategies and powerful accomplishments. The AFL-CIO has expanded by adding new affiliated unions; launched the Center

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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
- James Clay .....BK#4794
- Alexander Earle..... BK#1885
- Paul Purugganan .....BK#3880
- Mike Worth ..... BK #3629
- Terrence Lane .....BK#4107
- Duane Nash .....BK#2437

## West Coast Sailors

- Jonathan Agbayani.....\$50.00
- Brent Wells,II ..... \$5.00
- Jaime Acosta .....\$50.00
- Kai Sorensen.....\$25.00

## Final Departures

None

## Political Fund

- Brandon Manipon.....\$40.00
- Scott Oliphant ..... \$100.00
- Jerwin Ablan.....\$50.00
- Arman Deblois .....\$20.00
- Jonathan Agbayani.....\$50.00
- Dieg Rizan .....\$50.00
- Victor Ramos.....\$30.00
- Dave Connolly .....\$100.00
- Reggie Glover .....\$50.00
- Brent Wells,II .....\$5.00
- Gil Mainpon .....\$30.00
- Jaime Acosta .....\$25.00
- Archie Bickford .....\$100.00  
(In Memory of Mike Novakovih)
- Vince O'Halloran .....\$200.00

## Organization/General Fund

- Jonathan Agbayani.....\$50.00
- Jaime Acosta .....\$25.00
- Dale Gibson .....\$50.00  
(In Memory of Tom Larkin)
- Remoni Tufono.....\$50.00
- Leo Moore.....\$100.00

## SUP Meetings 2023

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

| SUP HQ       | SUP Branches | October 9*                              | October 17  |
|--------------|--------------|-----------------------------------------|-------------|
| June 13*     | June 20*     | November 14*                            | November 20 |
| July 10      | July 17      | December 11                             | December 18 |
| August 14    | August 21    | *Denotes Tuesday meeting due to holiday |             |
| September 11 | September 18 |                                         |             |

## WELFARE NOTES

### SUP Money Purchase Pension Plan

When you receive your quarterly Money Purchase Pension Plan statement from The Standard, you may wish to check it versus your accumulated shipping service. For this purpose, you can contact the Plans Administrative Office for a print-out of your shipping history.

### SIU Pacific District Pension Plan

Because of interest from Plan participants, we are re-running the rules pertaining to Unfit-For-Duty time with respect to the SIU Pacific District Pension Plan:

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.

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SUP Welfare Plan 730 Harrison Street, #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

## West Coast Sailors

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**Dave Connolly,**  
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Editor

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## Membership and Ratings Committee

The Committee met on June 1, 2023 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

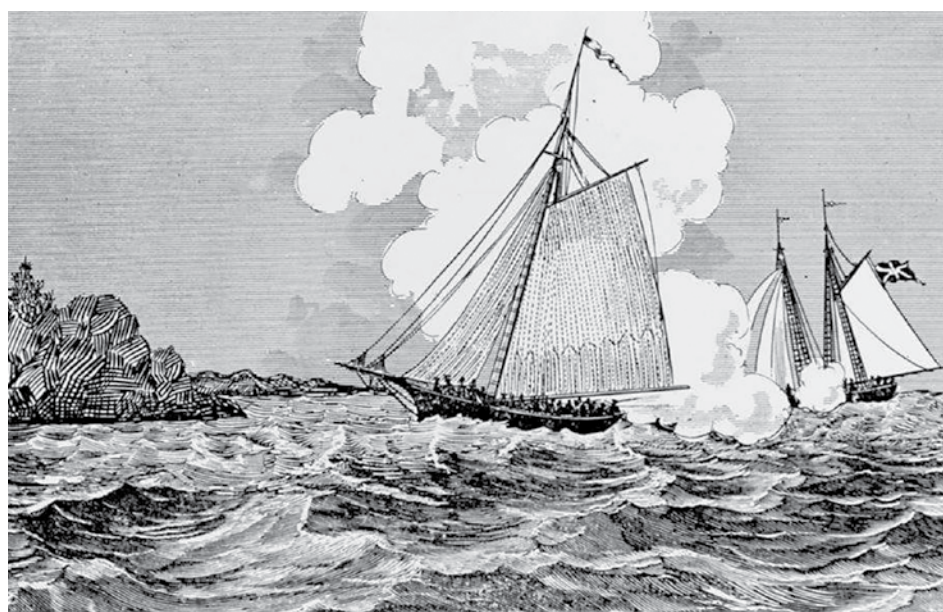
| Name and Membership | Number  | Seatime | Rating | Seniority |
|---------------------|---------|---------|--------|-----------|
| Mervin Guevarra     | BK#3047 | 6 yrs.  | A.B.   | A         |
| Jose Cervantes      | B-19754 | 1 yr.   | A.B.   | B         |
| Mikiele Kauhi       | B-19755 | 1 yr.   | A.B.   | B         |
| Jack Walker         | B-19756 | 1 yr.   | O.S.   | B         |
| Jason Alonzo        | B-19757 | 1 yr.   | O.S.   | B         |
| Brandon Manipon     | C-2978  | 30 days | O.S.   | C         |
| Victorino Mendoza   | C-2979  | 30 days | A.B.   | C         |
| Patrick Rawley      | C-2980  | 30 days | A.B.   | C         |

### Ratings: Bosun Stamp

None

Membership and Ratings Committee's Report: Isnin Idris, BK#885, Damon Collins, B-19680 and Ron Reed, 3188

## A Look Astern



THE FIRST SEA FIGHT OF THE WAR OF THE REVOLUTION

Engagement between the American sloop "Unity" in command of Captian Jeremiah O'Brien, and the British armed vessel "Margaretta" in command of Captain James Moore, in Machias Bay, June 12, 1775, resulting in the capture of the latter vessel.

## Birthday of the U.S. Merchant Marine: June 12, 1775

On June 12, 1775, the first armed conflict at sea between an American merchant ship and a British warship took place, arguably the official beginning of the U.S. merchant marine.

Reports of the battles of Lexington and Concord reached Machias in early May 1775, leading Benjamin Foster to rally Machias residents at Job Burnham's tavern. Machias merchant captain Ichabod Jones had earlier sailed his ships *Unity* and *Polly* to Boston with a cargo of lumber and purchased food for sale in Machias. British troops encouraged Jones to deliver another cargo of lumber for construction of their barracks in Boston. Admiral Samuel Graves ordered *HMS Margaretta*, under the command of James Moore, to accompany Jones' ships to discourage interference from Machias rebels.

When the ships reached Machias on 2 June 1775, James Moore ordered the liberty pole removed; and Machias townspeople refused to load the lumber. Foster plotted to capture the British officers when they attended church on 11 June, but the British avoided capture and retreated downriver aboard *Margaretta*. Foster pursued *Margaretta* aboard the packet boat *Falmouth*. After *Falmouth* ran aground, O'Brien and his five brothers, Gideon, John, William, Dennis and Joseph, seized the *Unity* and went in pursuit of *Margaretta*.

Under the command of Jeremiah O'Brien, thirty-one townsmen sailed aboard *Unity* armed with guns, swords, axes, and pitch forks, and using local knowledge of the waters and sailing skill, they overtook *Margaretta*, and captured her in an hour-long battle. O'Brien jumped aboard *Margaretta* as the two ships closed, but was forced to jump overboard by the British crew. After rescue, *Unity* again closed *Margaretta* until their rigging became entangled. *Unity* was bombarded by grenades from the British ship, but *Margaretta* surrendered after James Moore was mortally wounded.

This battle is often considered the first time British colors were struck to those of the United States, even though the Continental Navy did not exist at the time. The United States Merchant Marine claims *Unity* as its member and this incident as the outset of the service.





## U.S. Merchant Marine WWII Veterans Honored on Memorial Day

WASHINGTON — On Monday, May 29, President Joe Biden and Dr. Jill Biden were joined by five U.S. Merchant Marine WWII veterans and their chaperones to have breakfast at the White House in commemoration of Memorial Day. The WWII veterans, including William Balabanow, John Laughton, Charles Mills, George Worsham, and David Yoho, will represent all Merchant Mariners who were killed in action or survived the war and contributed mightily to the Allies' victory.

After breakfast at the White House, the Department of Veterans Affairs invited the five WWII Merchant Marine veterans and their chaperones to lay a wreath at the Tomb of the Unknown Soldier in Arlington National Cemetery, during a ceremony attended by the President and distinguished members of the U.S. military. The historic participation by Merchant Marine WWII



veterans in the ceremony at the Tomb of the Unknown Soldier honors the courage and sacrifice of Merchant Mariners who were a major part of the Allies' victory, as they maintained vital supply lines to all theaters of WWII. It was the first time that representatives of the U.S. Merchant Marine participated in the wreath laying ceremony.

Later in the afternoon, the National Memorial Day Parade on Constitution Avenue in our Nation's capital featured a float with Merchant Marine veterans onboard paying homage to their fallen brothers and sisters. The parade, sponsored by the American Veterans Center, called attention to the true meanings of Memorial Day — honoring our fallen heroes and reminding Americans about the price of our freedom.

Capt. Dru DiMattia, president of the American Merchant Marine Veterans organization, said, "All Americans should salute fallen Merchant Mariners who served in U.S. military operations."

A week earlier, SUP members volunteered to get ready for the events.



When the work was done, SUP and MFOV members who were part of the clean-up preparations in advance of the 2023 Maritime Day celebration in San Pedro gathered by the bronze sculpture "Jacob's Ladder" by Jasper D'Ambrosi to record the event. The sculpture is surrounded by black polished granite memorial walls engraved with the names of merchant seaman lost at sea during time of war.

## Sealift or Sink: The Urgent Need to Renew U.S. Maritime Capacity

By Gen. Jacqueline D. Van Ovost

The next global war will be waged with artificial intelligence, robots and hypersonic weapons. While our combat capabilities are unmatched, the sealift we need to project and sustain the fight is becoming overwhelmed.

Our nation's heritage as a maritime power has endured since the very founding of this great union. Our ability to protect our coasts, sustain our industries, support our allies and project power abroad is a national strength built on the water. But our sealift prowess is at risk.

Current events prove that our warfighting enterprise is being challenged in all domains. Contested waters stress our logistics lines starting in home port, and service concepts of maneuver drive increased transportation requirements. Threats to democracies and rule of law exist today, and like the heroes before us, we must be ready to defend our freedoms.

In a conflict, I expect up to 90% of our requirements to project forces and sustainment will move by sealift. There is no doubt about it: Sealift is vital to delivering a decisive force. But in ten years, more than half of those ships will either be too expensive to maintain or retire altogether.

U.S. Transportation Command (US-TRANSCOM) is a global combatant command that supports the geographical combatant commanders. To maintain our unrivaled strategic advantage to project and sustain the joint force over global distances at the time and place of our choosing — through natural disasters, pandemics, conflicts and defending the homeland — we must recapitalize and modernize our aging mobility capabilities.

Even when we count on our allies and partners to support the U.S. in areas where they are able, reliable and relevant U.S. sealift capability is essential to deploy forces in any significant conflict. While USTRANSCOM does not own the maritime resources or the industrial base to address the growing maritime problems, we remain a strong advocate for the national maritime industry.

Alongside the U.S. Navy, U.S. Mar-



Gen. Van Ovost (center left) with the crew of USNS Watkins (USTRANSCOM)

itime Administration (MARAD), and U.S. Department of Transportation (DOT), USTRANSCOM supports the initiatives needed to keep our nation competitive at sea. We cannot afford to get this wrong; the stakes are too high.

We're making positive changes based on the attention from legislators through strong support in the annual National Defense Authorization Act. Recapitalizing our U.S. Ready Reserve Force, and garnering support for heavily relied upon assured access programs are critical to emergency preparedness.

The Maritime Security Program, Voluntary Intermodal Sealift Agreement, Voluntary Tanker Agreement, the Jones Act and cargo preference laws, and the newly established Tanker Security Program all work together to ensure we have the necessary U.S. Flag capability and U.S. Mariners during peacetime, and readiness to move sensitive defense materiel during a national emergency.

We rely on commercial capabilities that enable Department of Defense joint power projection, and highlight the strategic nature of our shipyards and seaports as a reason why investments in grant programs like the Port Infrastructure Development Program are essential in expanding transportation nodes and capacity.

USTRANSCOM stands ready to help shape the new National Maritime Strat-

egy, led by the DOT and MARAD, which will orient a whole of government effort to secure U.S. maritime capabilities.

We'll need more than just ships to get us there. We need U.S. merchant mariners.

Mariners were here when our nation was founded, carrying us to independence by moving Armies and goods and cutting off British ships.

They remain the backbone of our maritime capability, the lifeblood that powers our strategic sealift, and the soul of our maritime ecosystem. Their success drives our own, and I join those concerned about reports of a mariner shortfall.

Throughout history, mariners have secured our country's commerce, sent forth combat power, and delivered with deeds, not words. They are critical to America's success in executing global distribution operations.

Take, for example, Ukraine and NATO. At a moment's notice, we supported our allies and partners. It is because of strategic sealift that we are successfully fulfilling our nation's ongoing critical role in materiel support to Ukraine, and ensuring NATO has the resources it needs to defend the alliance.

Nearly 70% of Ukraine's total security cooperation materiel has been delivered by government-owned ships or commercial vessels — all of which were operated by U.S. Mariners.

I stand with MARAD and fully support efforts to invest in providing proper resources that will

grow the next generation of U.S. Merchant Mariners, whether they graduate from national or state-level academies, or non-licensing technical institutions.

I'm encouraged to hear about efforts to provide Mariners, sailing in certain positions, with increased leave and temporary promotion opportunities. These are all steps that will help to grow a stronger, more resilient U.S. Merchant Marine community.

Where we can do more to reduce known impediments to maritime service, we should. I support the U.S. Coast Guard's efforts to modernize credentialing systems and initiatives that accelerate the certification of Merchant Mariners.

Our teammates come from all walks of life, and our diversity is our strength. Our nation is calling for the next generation of Mariners, so we must guide and encourage those showing interest — let's help them answer our nation's call.

Our U.S. Merchant Marine and sealift capabilities always have been, are, and always will be vital to our economy and national security. They continue to represent the difference between victory and defeat.

The call to action is urgent. It's time to step forward in unified support. Together, we deliver!

Gen. Jacqueline D. Van Ovost (USAF) is the Commander of U.S. Transportation Command.





# HIDDEN DANGER: Tagline Entanglement Risk

After a series of offshore accidents in which riggers were hauled into the air by tangled taglines, the Bureau of Safety and Environmental Enforcement issued a warning to operators about the hazards of lifting operations. According to BSEE, since last November there have been four separate tagline incidents at sea, all in the offshore oil rig industry. The incidents varied in severity, but in the worst case, the rigger ended up dangling from a tagline about 20 feet off the deck.

In one incident, a deckhand on an OSV got his leg tangled in a tagline after unhooking a load. The crane operator began raising the hook, and the deckhand's leg was raised about two feet off the deck before the operator stopped. The deckhands crewmates helped support him while the crane whip lowered again.

In another incident, after a series of lifts a bundle of taglines was sent up to the top deck on the crane hook. One of the riggers got tangled in a tagline as the bundle went up, and he was lifted about 8-10 feet over

the top of a shipping container. He was able to grab and hang onto one of the lines, and the safety flagger spotted him before the situation could get any worse. The crane operator lowered him back down without any further incident. A third and fourth incident were much the same except that one case was an entanglement that lift the worker more than 20 feet off the deck.

To reduce risk, BSEE advised the use of push-poles, tangle-free taglines, and taglines that are just the right length. It recommended against taking a wrap around other material or a hand to control a swaying load, which should be standard practice for deck operations. It also reiterated the normal safety guidance: stay out of the bight, wear gloves, inspect the condition of the line, do not walk under the load, check your rigging before the lift, and hold a toolbox talk before operations begin. Absent from BSEE advice but standard safety gear and procedure for mariners is to have a sharp knife handy. Access to a



In the red-circle a rig worker is lifted off the deck after becoming entangled in a tag line attached to a load above (photo BSEE, U.S. Dept. of Interior).

sharp knife to cut oneself free from entanglement has for centuries been recognized by mariners as standard practice.

In recent years, some safety policies have not allowed or encouraged carrying an edged tool, and the general unavail-

ability has proven to a serious safety hazard offshore. In 2010, a liferaft of survivors from the Deepwater Horizon blowout in 2010 was nearly lost in the fire because no one aboard had a knife to quickly cut the raft's painter line.

## High as a Kite: Another Sail Technology Achieves Traction

The French company Airseas, which was created with technologies from the aviation industry's Airbus, reports it has achieved a key milestone in the testing of its wind propulsion system known as the Seawing. As part of the ongoing sea trials aboard an in-service Ro-Ro, they successfully delivered the first traction from the kite system to the vessel.

The engineers explained that the system for the first time was positioned after earlier flight tests. After lowering it to the correct angle for propulsion, they achieved traction sufficient to provide wind-assisted propulsion to the Ville de Bordeaux, a 5,200 dwt cargo Ro-Ro, operated by Louis Dreyfus Armateurs and chartered by Airbus. The ship is sailing transatlantic between France and the U.S. Gulf Coast transporting components for Airbus.

Airseas reports the tests show that the system is working as designed. Previously, the company had said their research showed that the Seawing would have a pulling power of up to 100 tons meaning it can contribute to propulsion for a ship of over 200,000 tons and over 1,000 feet in length. They project fuel savings on average of 20 percent by deploying the kite sail.

"We are immensely proud of the technical achievements that we have accomplished so far in our sea trials, and there is more to come," said Vincent Bernatets, CEO and Co-Founder of Airseas.



The initial installation began in late 2021 after six years of development since having been spun off from Airbus.

During the first tests, they validated the systems including the launch, take-off, ascent, descent, and landing. The system is fully automated. They reported that the Seawing was flying more than 650 feet above sea level. Having demonstrated the ability to generate traction, the tests are now working on the automation system and the flights.

The company is also working with Japanese shipping company K-Line, which has installed the system on one of its bulkers. K-Line has an initial contract for five vessels and based on the outcomes of the tests could be as many as 51 ships

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## President Shuler's First Year Transforms AFL-CIO

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for Transformational Organizing to bring together the brightest minds in organizing, technology and capital strategies to build strategic organizing campaigns around sectors and industries; rolled out a historic initiative focused on making sure the emerging clean energy sectors create good union jobs; launched the Southern Workers Opportunity Fund to support workers' rights campaigns in the South;

advanced new bargaining and policy strategies around automation and artificial intelligence through the AFL-CIO Technology Institute; created the AFL-CIO Sports Council to support organizing and bargaining for professional athletes, like the 5,000 minor league baseball players who organized; and more.

All told, the nation's largest labor federation supported a wave of organizing across America's economy and

public services, centered new voices and achieved transformative political gains that strengthen the nation's workforce.

### Additional Background

§ As a result of successful organizing campaigns that have reached every industry and sector of America's economy, the labor movement grew by more than 200,000 workers last year.

§ AFL-CIO-affiliated unions notched key victories at employers like Activision, Apple, Ascension hospitals, Blue Bird Bus, the Philadelphia Museum of Art, REI, Rutgers and Yale University, The New York Times, Ultium Battery and many more, as part of a wave of unprecedented organizing and collective action. At the end of the year, the National Labor Relations Board reported the highest number of union election wins in any year since 2005.

§ This past year, the federation played a critical role in advocating with our affiliates for the passage of historic, pro-worker legislation spearheaded by the Biden administration, including the CHIPS and Science Act and the Inflation Reduction Act. Together, these bills will reshape U.S. construction, manufacturing and supply chains. Shuler, Redmond and key labor leaders and allies across the movement are leading the charge to ensure these new investments create mil-

lions of good, family-sustaining union jobs in manufacturing, technology and clean energy.

§ The federation partnered with the Permission to Dream program, created by the Chris Gardner Foundation, to put students from disadvantaged communities on the path to good careers through the security of a union job. As part of the collaboration, the AFL-CIO and its affiliated unions will expand access to registered apprenticeship programs in the building and construction trades.

§ The union movement has advanced several groundbreaking clean energy initiatives that are centered on working people, including initiatives to open up organizing opportunities in offshore wind and its supply chain, and pro-worker approaches to federal funding for clean power projects and hydrogen hubs.

§ During the 2022 midterm elections, union members flexed our political power—not just at the federal level, but also down-ballot. The federation launched a robust and far-reaching political program centered on organizing that reached millions of union households in key battleground states, expanded pro-worker majorities in the U.S. Senate, and led to key electoral wins in states like Michigan, where the Legislature repealed its "right to work" law.



Thousands of lanterns lit up the waters off Ala Moana Beach in Hawaii on Memorial Day, May 25, 2023 in honor of loved ones lost. Because of the pandemic, it was the first such ceremony held since 2019.



# Horrific Sinking of Overcrowded Boat Kills Refugees Off Greece

The lawlessness of Libya, the human suffering of migrants desperate for a better life, the savage treachery of human traffickers, together with the legal loopholes and the ruthlessness of the sea – all combined yet again for maritime tragedy of epic proportions in the Mediterranean this month. Rescuers called off a grim search off the Greek coast for survivors of an overcrowded fishing boat that capsized and sank on June 14, killing at least 78 people, amid fears that the number of victims could reach 500.

“This could be the worst maritime tragedy in Greece in recent years,” Stella Nanou of the United Nations’ refugee agency told the Greek public broadcaster ERT. Another official, Erasmia Roumana, described the disaster as “really horrific”.

Roumana added that the survivors were in a very bad psychological state. “Many are in shock, they are so overwhelmed,” she told reporters in the port of Kalamata. “Many worry about the people they travelled with, families or friends.”

All 104 survivors were men aged between 16 and 40, authorities said. Most spent the night in a warehouse in the port. “They’re from Afghanistan, Pakistan, Syria and Egypt,” said Giorgos Farvas, Kalamata’s deputy mayor. “We’re talking about mostly young men,

who are in a state of huge psychological shock and exhaustion. Some fainted as they walked off the gangplanks from the vessels that brought them here.” About 30 people were hospitalized with pneumonia and exhaustion but are not in immediate danger and several had been discharged.

Reports suggested up to 750 people had packed on to the fishing boat that that capsized and sank about 50 miles (80 km) from the southern coastal town of Pylos while it was being shadowed by the Greek coastguard. “The fishing boat was 25-30 metres long. Its deck was full of people, and we assume the interior was just as full,” a coastguard spokesman said. A government spokesman, Ilias Siakantaris, smugglers were known to “lock people up to maintain control”.

“It worries us that no more [survivors] have been found,” said police inspector Nicolaos Spanoudakis. “Survivors have been interviewed, procedures typical in any EU country are being followed. Right now everything is guesswork but we are working on the assumption that as many as 500 are missing. Women and children, it seems, were in the hold.”

Greek government called three days of national mourning. The search was in the waters west of the Peloponnese peninsula, one of the deepest areas in the Mediterranean. A retired Greek coast guard admiral, Nikos Spanos, told ERT. “We



An aerial photo of an overcrowded migrant boat hours before it capsized and sunk. Photo: BBC

have seen old fishing boats like this before from Libya. They are not at all seaworthy. To put it simply, they are floating coffins.”

The coastguard said the passengers and crew of the boat had repeatedly refused offers of help since departure from the Libyan port of Tobruk. “It was a fishing boat packed with people who refused our assistance because they wanted to go to Italy,” the coastguard spokesperson, Nikos Alexiou, told Skai TV. “We stayed beside it in case it needed our assistance, which they had refused.”

The boat’s engine failed late near midnight on June 13, it capsized soon afterwards. Uncontrolled movement of large numbers of people may have caused the vessel to and overturn. No one on board was thought to be wearing a life jacket.

The worst migrant tragedy in Greece previously was in June 2016, when at least 320 people were listed as dead or missing in a sinking near Crete. Greece is one of the main routes into the EU for refugees and migrants from the Middle East, Asia and Africa. Under a conservative government, in power until last month, authorities have taken a harder stance on migration, building walled camps and boosting border controls.

Libya, which has had little stability or security since 2011 is a major launching point for those seeking to reach Europe by sea. The UN has registered more than 20,000 deaths and disappearances in the central Mediterranean since 2014, making it the most dangerous migrant and refugee crossing point in the world.

## Crew May Benefit From Internet Competition

The pace of digital transformation in the maritime industry continues to accelerate. Fleet owners and operators are deploying technology to deal with new regulations, safety standards, and ship operations, and increasingly crew welfare. Across all industry segments, mariners have access to broadband satellite connec-



tions, and a number of digital tools and applications are being worked into the day-to-day operating rhythms of ships.

Some trends include areas of predictive and preventive maintenance where shipowners monitor the condition and performance of their fleets and respond more quickly at the first hint of an issue. This is particularly critical for owners of aging fleets not equipped with the latest technology and are therefore at higher risk for mechanical problems. Today’s applications can identify unusual vibrations or mechanical malfunctions and flag minor issues before they become major problems that require emergency rerouting for repairs, or a vessel being disabled entirely. In some cases, onboard ship personnel can use 3D printers to create replacement parts to avoid the need for an unscheduled stop.

Intelsat says it is the world’s largest satellite network, and delivers always-available connectivity for the maritime indus-

try. San Diego-based Viasat, which just acquired London-based Inmarsat, has now entered the always available satellite broadband market in a significant way. Competition is heating up. Amazon, OneWeb, and others are at or nearing satellite critical mass capable of serving broad markets. SpaceX subsidiary Starlink, which uses low earth orbit satellite technology which may be important to better connectivity and greater bandwidth in the future. These deep-pocketed new entrants are launching swarms of small satellites

orbiting closer to Earth. They aim to deliver fast speeds with minimal transmission delay — overcoming the financial and technical roadblocks that have doomed previous attempts to operate low-Earth orbit Internet systems. Starlink said in a Twitter post that it now has 1.5 million customers worldwide, up from 250,000 in March 2022.

Viasat and Inmarsat are fighting back with powerful, higher orbit satellites — including the terabit-class Viasat-3 fleet, which can dynamically steer bandwidth to where there’s the most demand. The first of three Viasat-3 satellites launched April 30 from the Kennedy Space Center in Florida. Inmarsat launched a new I-6 broadband satellite in February and has five more planned by 2025.

Both Viasat and Inmarsat have a solid foothold in supplying commercial airlines with in-flight Wi-Fi — with customers including Delta, American, United, Jet-Blue and Southwest airlines. Viasat also

supplies connectivity to government aircraft including Air Force One. Inmarsat also has deep roots in maritime shipping market and with governments worldwide.

In the critical area of crew welfare, digitization is helping to combat the high turnover rates and challenges of attracting and retaining qualified mariners. Crews at sea not only want to remain connected with friends and loved ones on shore, they also want access to the same high-quality digital experiences including entertainment they have become accustomed to on land. A 2018 Crew Connectivity survey found that the availability of Wi-Fi was a major factor for 92 percent of respondents in determining where to work. Furthermore, digitization enhances the health and safety of crew members by enabling telemedicine applications that can connect ship doctors to the broader

medical ecosystem in the event of a medical emergency.

No matter the application or use case, the ability for any digital application to function as intended depends on the presence of ubiquitous connectivity. It must be robust, it must be reliable, and it must be available anywhere in the world a ship might journey. Satellite networks have long played a critical role in providing communications at sea for navigation and safety. Now, in addition to crew welfare there is increasing reliance mission-critical applications. The advent of artificial intelligence, IoT, advanced cloud other technologies will only increase the need of networks to meet demands for bandwidth to serve a vast influx of new traffic. The emphasis on the connection, however, increases risks in many ways, and not just from hacking.



Aboard the *Manulani* in Oakland is AB and delegate Robert Morgan, AB John Pancho, AB Jason Magi, bosun Mark Littlejohn, AB Angelito Lopez and AB Aaron Weibe. Photo Roy Tufono



# Chill Wind From *Glacier*: Supreme Court Attacks Workers Again

In an 8-1 decision, the majority ruled that federal law does not preempt a lawsuit the employer filed against the union in state court, alleging workers had destroyed property with their work stoppage. The Supreme Court ruling strikes

down a lower court's decision and keeps alive the employer's lawsuit against the union, the International Brotherhood of Teamsters.

The lone dissent came from Justice Ketanji Brown Jackson, who wrote that

the majority "eagerly insert[ed] itself into this conflict" rather than "modestly standing down" and that the ruling threatens to "erode the right to strike."

Teamsters President Sean O'Brien blasted the ruling. "Today's shameful ruling is simply one more reminder that the American people cannot rely on their government or their courts to protect them," O'Brien said.

The case centered on a 2017 dispute between Glacier Northwest, a ready-mix concrete company, and its unionized truck drivers who went on strike. Glacier Northwest accused the union of timing the walkout so that freshly mixed concrete would harden and be ruined — a claim that the union denied. The company filed a lawsuit in Washington state court seeking damages from the Teamsters related to the spoiled concrete. The state's Supreme Court had ruled that the workers' strike was arguably protected by federal labor law and therefore the dispute should be handled by the National Labor Relations Board, a federal agency that referees such conflicts. Glacier Northwest appealed that decision and fought to have its claims against the union heard in state court.

In the majority's opinion, Justice Amy Coney Barrett, a conservative appointee of former President Donald Trump, wrote that the state Supreme Court had

made a mistake by blocking the lawsuit. She said the union had failed to take "reasonable precautions" to make sure the concrete would not harden. "In this instance, the Union's choice to call a strike after its drivers had loaded a large amount of wet concrete into Glacier's delivery trucks strongly suggests that it failed to take reasonable precautions to avoid foreseeable, aggravated, and imminent harm to Glacier's property," Barrett wrote. Because the union endangered the company's property, she added, federal labor law "does not arguably protect its conduct." The fine lines between "damage" and "endangering" property, and the tests required to ensure consistent application of the rule, are missing in the ruling and may take many years to establish.

The head of the AFL-CIO, Liz Shuler said "Today, the U.S. Supreme Court sided with corporations over working people. But when the facts are revealed on remand, it will be clear the union acted properly and the truck drivers' strike was protected by federal law... This decision will in no way deter workers from going on strike. Working people are standing up for our rights and fairness in the workplace at a rate not seen in generations. Striking for justice on the job is a critical part of the labor movement's resurgence."



On the main deck of the *R.J. Pfeiffer* in Oakland, clockwise is AB Dave Eriksen, AB Christian Ortiz, Bosun David Purganan, AB Robert Reed, AB Napoleon Nazareno, and AB and delegate Cory Edgil. *Photo Roy Tufono*

## Summary Annual Report for SIU Pacific District Seafarers' Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, Plan No. 501, for the year ended June 30, 2022. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Medical exam benefits paid under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$41,859 as of June 30, 2022, compared to \$83,495 as of July 1, 2021. During the plan year, the plan experienced a decrease in its net assets of \$41,636. During the plan year, the plan had total income of \$756,589, including employer contributions of \$742,760, earnings from investments of \$48, and other income of \$13,781.

Plan expenses were \$798,225. These expenses included \$268,371 in administrative expenses, and \$529,854 in benefits paid to or for participants and beneficiaries.

### Your Rights To Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$3.75 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, CA 94107 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

## Summary Annual Report For SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund Inc., EIN 94-1431246, Plan No. 501, for period August 1, 2021 through July 31, 2022. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Supplemental vacation pay benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,779,510 as of July 31, 2022, compared to \$2,150,712 as of August 1, 2021. During the plan year the plan experienced a decrease in its net assets of \$371,202. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$16,039,306, including employer contributions of \$16,088,766, earnings from investments of (\$43,979), realized losses of (\$6,980) from the sale of assets, and other income of \$1,499.

Plan expenses were \$16,410,508. These expenses included \$409,031 in administrative expenses, and \$16,001,477 in benefits paid to participants and beneficiaries.

### Your Rights To Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items

listed below are included in that report:

- an accountant's report;
- financial information and information on payments to service providers;
- assets held for investment; and
- transactions in excess of 5% of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, or by telephone at (415) 764-4990. The charge to cover copying costs will be \$5.00 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (SIU Pacific District Supplemental Benefits Fund, Inc., 730 Harrison Street, Suite 400, San Francisco, CA 94107) and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.



# TRANSCOM Now the Fueler to the Troops

In an enormous new role, the U.S. Transportation Command (TRANSCOM) is the sole manager of fuel supplies for the U.S. Department of Defense. The job was assigned as part of the 2022 National Defense Authorization Act (NDAA), and associated with the 2022 Unified Command Plan the responsibilities of all the combat commands were designated. TRANSCOM got the management and delivery of fuel added to its mission.

This new mission is a change from existing fueling procurement methods, which are handled by the Department of Defense's Joint Logistics Enterprise. TRANSCOM Commander Air Force Gen. Jacqueline Van Ovost emphasized the magnitude of this responsibility

during a ceremony to mark the command's new role at Scott Air Force Base, Illinois on May 30th.

"The magnitude of the command's new responsibility cannot be understated," said Commander Van Ovost. "TRANSCOM is a team of teams, in lockstep with the combatant commands, services, and Defense Logistics Agency. Together, we will continue to provide assured delivery to the warfighter."

TRANSCOM said it already works closely with the Defense Logistics Agency in tasks such as procuring, transporting, and storing bulk fuel until it reaches the point of sale, and will continue to do so in this new role.

The establishment of USTRANSCOM's

new role leverages the strengths of both USTRANSCOM and the DLA to ensure the Defense Department's global fuel delivery capability, particularly in contested environments.

U.S. Transportation Command's greater responsibility reflects a new reality of potential of high-intensity conflicts and the challenges they pose to logistics. Commander Ovost in May described this "revolutionary" approach to DOD logistics as "[injecting] a warfighting perspective and joint equity into what was previously a predominantly Service and Combat Support Agency-centered process."

While the DLA has effectively managed bulk fuel in day-to-day operations, the

changing nature of warfare necessitates new concepts of operation that have yet to be tested in conflict. The establishment of USTRANSCOM's new role leverages the strengths of both USTRANSCOM and the DLA to ensure the DOD's global fuel delivery capability, particularly in contested environments.

The Pentagon hopes to improve the distribution of fuel and thereby can increase deterrence, better manage crises support, and bolster overall warfighting readiness. In recent years Congress created and bolstered the Tanker Security Program, modeled along the lines of the Maritime Security Program, underscoring the importance military leaders are putting on fuel availability.

## Guam Leans on Matson and APL to Help Recover From Typhoon Mawar

*continued from page 1*

seaport partially opened three days after the storm first hit. The port was functioning, authorities said, but assets sustained significant damage. "We can confirm that Gantry 5 is operational after addressing damage to conduits and its circuit board," said Port General Manager Roy Respicio on Sunday announcing that they would be ready to handle an arriving Matson vessel. "Gantry 4 and Gantry 6 have issues with their computer boards and are currently being worked on." The Port's employees were still working to clear debris from the terminal yard.

The Matson containership, Maunawili, (30,000 dwt), with SUP members on board, hove to and rode out the storm offshore, waiting for the port to re-open. Before the maelstrom was clear, the Maunawili ventured inbound and became the first vessel back into the Port of Guam on May 28, immediately began discharging 566 containers of desperately needed general goods. The offloading was slowed by various problems, but especially because the port's communications were offline. They reported port employees were forced to go "old school" using pen and paper to process the movement and release of containers. The Maunawili finished offloading critical supplies and cleared the port before 0500 on May 30. Other Matson vessels, including Manoa (2,800 TEU) followed in her wake.

Matson operates weekly direct service from the U.S. West Coast with the largest containerships serving Guam as part of its Jones Act operations. Matson is also working with the Federal Emergency Management Agency (FEMA) and the American Red Cross to facilitate the shipment of relief to the American island. Matson also announced that it will be contributing \$350,000 in transportation and in-kind services toward disaster relief in Guam, Micronesia, and CNMI. Work-

ing with the relief organizations, Matson expects to begin delivering relief supplies with its vessel Manukai (2,600 TEU) scheduled to arrive in Guam on June 6.

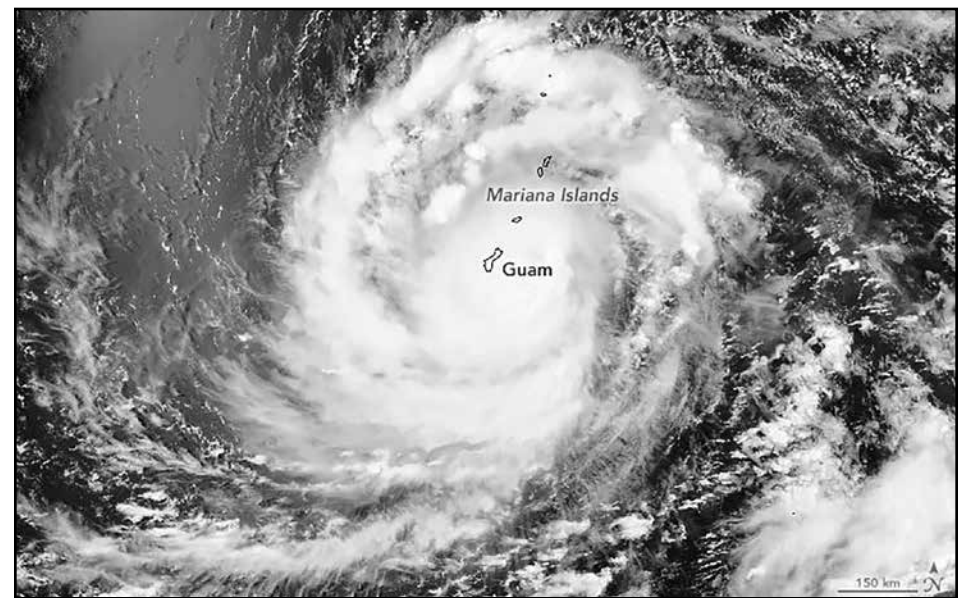
In a sign of how much help Guam might need, the Navy ordered the USS Nimitz aircraft carrier strike group to head to the island to assist in the recovery effort, according to a U.S. official. The Nimitz, along with the USS Bunker Hill, a cruiser, and the USS Wayne E. Meyer, a destroyer, were south of Japan and expected to arrive in Guam in three or four days, said the official, who spoke on condition of anonymity to discuss ship movements not yet made public.

Guam Gov. Lou Leon Guerrero said an emergency declaration approved by President Joe Biden will support the mobilization of resources into Guam, which is "especially crucial given our distance from the continental U.S."

Also elemental to the early recovery was APL's CMA CGM Herodote (1,731 TEU), part of the GSX service (Guam-Saipan Express) also made a port call at Guam arriving on May 30. She offloaded 225 containers, some of them using ship's gear. The self-loading, lift-on/lift-off capabilities of the CMA CGM Herodote were of significant value in the post-storm operational dysfunction. FEMA also assisted by supplying the port with 52 hand-help land mobile radio devices to support communications for the cargo operations.

Port officials reported that other parts of the operation are also making progress in the recovery. Power was restored as of May 29 permitting the port to get back online. Also, Mobil Oil Guam was able to resume discharging fuel despite a damaged pier. The USCG supplied Mobil with communications devices so that they could proceed with the fuel discharge operations.

Meanwhile, most Navy ships put to



The category 4 storm was one of the strongest in decades to lash the U.S. territory of Guam. NASA Earth Observatory image by Allison Nussbaum, using VIIRS data from NASA EOSDIS LANCE, GIBS/Worldview, and the Joint Polar Satellite System (JPSS).

sea in advance of the storm, a standard preparation. About a third of the island is managed by the Department of Defense, and residents there like everywhere were endangered. About 6,800 U.S. service members are assigned to Guam, according to the Pentagon. Roughly 150,000 people live on the island.

Naval operations were hampered by the damage, highlight a new concern about climate change's effect on military readiness. In 2019, a Department of Defense report on climate impacts noted that repeated flooding at Naval Base Guam was already limiting operations and activities for the Navy Expeditionary Forces Command Pacific, the island's Andersen Air Force Base, submarine squadrons, telecommunications, "and a number of other specific tasks supporting mission execution."

Considered one of the most critical US military installations in the western Pa-

cific, Guam has for 125 years extended US sovereignty 8,000 miles from Washington with high strategic value. The island is about 2,100 miles from the North Korean capital of Pyongyang. It is closer still to Taiwan, which President Joe Biden has committed to defend if attacked. Guam has helped protect the international order and remains "an essential operating base for US efforts to maintain a free and open Indo-Pacific region," said the military authors of the 2022 quadrennial National Defense Strategy. In January, the Marine Corps opened a new base there as part of an agreement to reduce the US military presence in Okinawa, Japan.

"By virtue of having an American territory in Guam," said Bruce Jones, director of the Project on International Order and Strategy at the Brookings Institution, "it gives the United States the ability to operate on home soil, two-thirds across the reaches of the Pacific."



COMES WITH GEAR: The APL ship CMA CGM Herodote used its cranes along with the one operating gantry to offload containers on May 30 (photo Port of Guam)

### Guam, strategic US territory

North Korea says it is considering missile strikes near US military installations on the island

550 km<sup>2</sup>

162,000 inhabitants

Discovered in 1521 by Magellan

Became US colony in 1898

Status: Non-incorporated US territory, like Puerto Rico

US outpost: some 6,000 military personnel at Navy and Air Forces bases

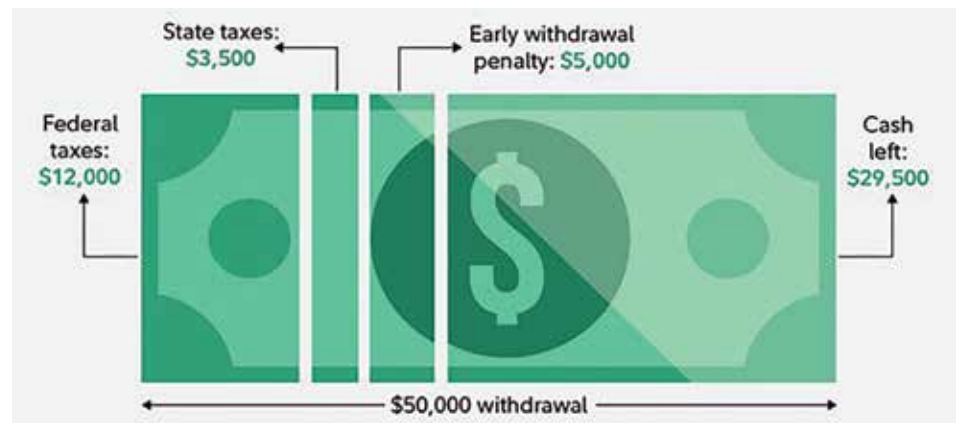




# Caution: Retirement Withdrawals Come With Consequences

Taking money out of retirement accounts entirely can cost you now and cost you later. You'll have to pay federal and state income taxes and possibly an early withdrawal penalty if you withdraw before age 59½, which can substantially reduce the money you take with you. By taking your money out early, you also won't give your money the chance for potential growth over time. Losing that growth is a hidden danger since it's hard to account for future accumulation of wealth that is both hypothetical and projected. Finally, some retirement plans require withdrawal from the industry, which can block future earnings options. If you have a critical need for cash, the impact of a withdrawal should be fully understood, and other options should be explored before triggering a distribution event with high consequences.

This example assumes a hypothetical 24% federal income tax, a hypothetical 7% state income tax, and a 10% early withdrawal penalty. This example is for illustrative purposes only. Please note the 10% early withdrawal penalty does not apply to an employee who leaves their job after age 55. The withdrawal will still be subject to income taxes.



Source: Fidelity Investments

## THE JONES ACT

### A LINE OF DEFENSE AGAINST CHINA'S MARITIME DOMINANCE

THE JONES ACT ENSURES AMERICAN MARITIME IS SUPPORTED BY SHIPS THAT ARE:

- American-Built
- American-Crewed
- American-Flagged

China continues to dramatically build its maritime capacity through manufacturing subsidies and strategic investments in foreign ports. Its goals are simple: Control and dominate global maritime supply chains. This strategy puts U.S. national security at risk. The Jones Act is a line of defense against reliance on the Communist Party of China (CCP) to build American ships, and the CCP's desire to control American commerce.

### MARITIME DOMINANCE STRATEGY

**96** Number of foreign ports in which the CCP holds a stake - IN 53 COUNTRIES

**100X** Ocean-going vessels built by China each year compared to the U.S.

**12,000** Miles of U.S. inland waterways open to Chinese ships to roam without the Jones Act



**80%** Ship to shore cranes in U.S. produced by China

**85%** World shipping containers produced by China

**\$132B** CCP subsidies for shipping and shipbuilding

“For over 100 years, the Jones Act has given us a framework for sustaining our shipbuilding posture and it **must not be abandoned now.**”  
*Robert O'Brien, Former National Security Advisor*

“[The Jones Act] guards against the ability of China—with the world’s largest merchant marine and global port management system—to take over shipping to U.S. territories and gain local influence during peacetime, only to threaten or deny shipping to CONUS during a crisis or conflict.”  
*Report from Center for Strategic and Budgetary Assessments*

“Without the Jones Act, not only would we not have American mariners helping to protect the homeland, but the Coast Guard would bear additional responsibility for policing foreign-controlled and foreign-crewed vessels in both coastal and internal waters.”  
*Rep. John Garamendi (CA-08)*

“China could gain the most if the United States ended the 100 year old Jones Act.”  
*Ernest Istook | Former Congressman, Chairman of the House Transportation Appropriations Subcommittee*

“

**Who in their right mind would want to allow Chinese built, crewed, and flagged ships to sail up and down American inland waterways?”**

*George Landrith | President, Frontiers of Freedom*







# SUP PRESIDENT'S REPORT

## CALIFORNIA LABOR FEDERATION

The Executive Committee of the California Labor Federation held its regular meeting in Sacramento on June 5, 2023. Executive Secretary Treasurer Lorena Gonzalez briefed the Committee on the status of the Federation, as well as pending legislation and legal matters. The defense of California labor after the Supreme Court injurious decision in *Glacier*, and an amendment to the state constitution to make Union organizing and negotiations a protected right, are both in the offing. Reform of the political endorsement process is also on the table, and because next year is an election year, there will be a pre-primary Convention in Oakland in December of 2023 as the political machine for 2024 cranks up.

## SHIPPING RULE #14

On request of Acting Wilmington Branch Agent Leo Martinez, I took up investigation of an alleged violation of Shipping Rule #14, concerning an SUP member who is also a member of the International Organization of Masters' Mates and Pilots (MMP) and sailing on a license under MMP agreement at Matson while at the same time registered in the SUP.

The rule states that *"the dispatcher shall not issue a shipping card to any full-time union employee, steady standby member, or any member while they are employed in any vessel and prior to termination of wages nor shall the dispatch issue an open shipping date for any reason."* The objection derives from the alleged unfair advantage gained by accumulating preferential seniority on an SUP shipping card while employed under a different, non-SUP Union contract.

To begin we should almost always start with the SUP Constitution, where Article III does not prevent membership in another Union, provided that the other Union is not a "dual organization and hostile to the aims and principles of this Union." There's much historical context in that statement but it will suffice here to note only that MMP is not dual and hostile to the SUP. The Constitution also states that whatever rights belong to one member belong to all members alike, and no right is specifically withheld in the Constitution based on other Union membership, assuming the member is in good standing. The prevention of registration in this case is therefore not supported by the SUP Constitution.

Next we know that SUP Shipping Rules are held in force by the collective bargaining agreement and its listed ships and billets in covered jurisdiction. The phrase "while they are employed in any vessel" in this context means in any vessel under the capacity of an SUP Agreement. To interpret it more broadly is to apply the rules of our Agreement where we have no jurisdiction, such as another Union's billet in any ship that also employs SUP members. But extending the rule outside the SUP Agreement is not authorized by the legal fact or historical intent of the Rule. So, the prevention of registration in this case is not supported by the SUP Shipping Rules.

Now, we can understand an objection against gaining a benefit from working while seeking work, from both being employed and being registered to become employed. But prevention enforcement can only come from within the SUP jurisdiction of an SUP Agreement, and that is not the case here. We should also acknowledge that to prevent the registration of a qualified member is a serious withholding of basic rights. It falls or would fall to the Union to prove that such a penalty is not arbitrary, discriminatory, and unmistakably supported by the rules. Such proof is absent, and even assuming solid grounding in detailed Union rules that are consistently enforced – all lacking in this case – it must still comply with federal and state law. The use prior and present employment or unemployment status is a known factor in pre-employment screen discrimination cases. So, the prevention of registration here could run afoul of the law, and is not supported by Union rules.

In summary, the objection to a member's valid registration while also working under another Union jurisdiction is no good and shall be allowed to register for shipping.

## APL MARINE SERVICES

**APL Eagle:** As expected, SUP sailors "cross-decked" from the APL *Gulf Express* to the APL *Eagle* without incident taking over the deck operations of this newest Maritime Security Program ship. The APL *Eagle* was built in 2016 and is thus 14 years younger than the APL *Gulf Express*, a favorable development for the Union.

**APL Gulf Express:** On May 17, 2023, APL informed the Union that it was declining to further pursue an agreement for the continued operation of the APL *Gulf Express* into charter operation after it is transferred out of the Maritime Security Program and replaced by the APL *Eagle*. Noting that the Union bids were not the obstacle, however, APL Director of Labor Relations Michael Labonte said the ship would likely be reflagged and put back into service with an international crew. The Company had asked its Unions for significant cost savings to operate in non-MSP trades, and all the Union proposed competitive bids. Considerable effort on the part of the Unions was thus rejected, but an updated template for non-MSP operation exists and Labonte noted APL's parent CMA-CGM continuing interest U.S. flag work. See MSP discussion below.

**APL Islander and APL Oceania:** On June 13, 2023, APL management advised that the CMA CGM *Herodote* will be changed to APL *Islander* on June 19, 2023. The CMA CGM *Dakar* will be renamed to APL *Oceania* on June 24, 2023. Same ships, new names.

**Maritime Security Program:** On January 1, 2021, Congress established the Tanker Security Program (TSP) as part of the National Defense Authorization Act, to create a support program for commercial but militarily useful product tankers. When the TSP was funded and filled, it produced two new vacancies in the MSP fleet, as two tankers enrolled in MSP shifted over to the TSP. Then on May 26, the Maritime Administration published a notice requesting applications from qualified candidates to enter into the vacant two MSP operating agreements for U.S.-flag ships in

international trade. Applications must be received no later than June 26, 2023. The SUP's sole MSP-contracted operator - APL Marine Services - has not yet formally indicated that it will pursue additional MSP slots. However, Marad indicated priority consideration will be given to geared containerships and heavy lift ships capable of carrying ammunition which the membership will recall was a consideration in the continued non-MSP operation of the APL *Gulf Express*. The MSP maintains a fleet of active, commercially viable, militarily useful, privately owned U.S.-flagged ships engaged in the international trades and capable of supporting both U.S. economic competitiveness in peacetime and national defense in times of conflict or emergency. It remains a vital source of good SUP jobs.

**APL Chandler Issues:** responding to complaints from members, I investigated reports of underperformance by a new ship chandler, Sysco International. Although Sysco is a well-known food distributor, its ship-provisioning service appears undeveloped, leading to problems. Reports included new, inferior, or non-brand name items, over and under sized packaging and sizing, products near expiration dates, pallet loading and composition. After collection and review, and after contacting the other Pacific District Unions and I asked the Company for more information. Because of the investigation the chandler relationship itself and actual storing lists were disclosed to the SUP for the first time. After review I lodged concerns and objections especially on loading safety and food expirations, as well as generally demanding compliance with Appendix C.

Progress began with APL Dock Bosun Gary Gelfren intervening to instruct drivers on pallet rigging and organization, and crane lift preparation and operations. Then the Company responded to my objections, and agreed to pursue various improvements, assigning part of the job to the APL Purchasing Agent who contacted Sysco representatives. Sysco formally responded with the following adjustments.

- Pallets to be safely stacked and stable no higher than 5 feet and secured. Drivers will be responsible for re-stacking with extra shrink wrap on hand if necessary.
- Better organization of pallets to consolidate by dry, fresh, freeze and sundry stores.
- Large and small size packaging of condiments, syrups, sauces, and salad dressings to be reduced as necessary to household size containers or squeeze bottles.
- Expiring or spoiled items to be flagged for expedited replacement by chandler.
- Improved ordering process to be managed by captain.

On brand names, recall that the bargaining intent of such listings in Appendix C is for continuous quality, not nostalgia or personal preference, and an objection based on a new or unrecognized brand name by itself doesn't speak to the Agreement's intent of quality control. To ensure a basic level of quality, our research found items on the list to be normal and of appropriate quality, but that only goes so far – much depends on the actual quality as it is experienced. Sizing of provisions can be a safety/sanitary issue which cannot be compromised by procurement problems. Much of this work falls within Steward Department jurisdiction and SIU agents reported plans to mitigate sizing issues. Overall, gaining proper and sufficient provisions is the primary goal, and with continuous review and reporting, progress is expected. Delegates take note and advise the Union as necessary.

**Reconstructed Drug Screens:** APL crewing personnel recently rejected all re-constructed drug screens as qualifying clearance evidence on new dispatches. The Union objected, intervening to cite regulation and law, our collective bargaining agreement and the pragmatic application of our long-standing and audited past practice.

In 46 CFR 16.230 an exemption to taking a new drug test is authorized so long as a mariner can show 60 days of employment under a random drug testing program within the last 185 days. Employer objected to the general notion of the reconstructed screen, and demanded individual letters from previous employers, threatening viability



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## SUP President's Report continued

of dispatch under the rotary shipping multi-employer system. I proposed two amendments to the drug screen card itself that a) standardizes the MRO signature and card issuance process, and b) references the qualifying exemption in new language on the card. As of this writing APL has not formally responded but a member was successfully shipped on June 9 to APL *Eagle* on a reconstructed screen. The reconstructed screen is an important feature of our dispatch system, is supported by the law, and has withstood the test of time without problems or challenge. We expect it to continue to meet our requirements and will work to fulfill that expectation.

### PATRIOT CONTRACT SERVICES

**Haina Patriot:** On May 24, 2023, the SIU Pacific District Unions were advised that Patriot had been awarded a one (1) year charter with four one-year options for an approximate total length of charter of five (5) years. The award is an \$18,164,537 firm-fixed-price contract with reimbursable elements for a time charter of the U.S.-flag tanker. The contract includes a 12-month base period with three 12-month option periods and one 11-month option, which, if exercised, would bring the cumulative value of the contract to \$68,204,293. Work will be performed in Hawaii and worldwide and is expected to be completed if all options are exercised by March 2028.

The *Haina Patriot* is a shallow-draft tanker with segregated ballast tanks and is capable of carrying a minimum of 40,000 barrels of clean product (most likely F76, JP5, JP8, JA1), mostly aviation fuel, in designated segregated cargo tanks with double valve isolation. The contract was competitively procured with proposals solicited via the System Award Management website. The U.S. Navy's Military Sealift Command in Norfolk, Virginia, is the contracting activity. Boriana Farrar, Patriot's Vice-President and Chief Legal Officer announced the award and thanked the Unions for their "consistent efforts to make it possible."

### MATSON NAVIGATION CO.

**Daniel K. Inouye:** Due to shipyard delays in China, Matson has several times extended the turn-to dates for the specially-trained crew of this ship. To build the pool of trained members, the Union and Andrew Furuseth School of Seamanship pressed Training Resources Limited - Maritime Institute to submit its two-day Basic LNG course to the U.S. Coast Guard's National Maritime Center for approval. That has now been confirmed. Using a standard 90-day course approval window, the course may be available later this summer, perhaps in mid-August. When the course is up and running, the training dates will be scheduled and published in the *West Coast Sailors*. In the meantime, I confronted management to hold more of its own courses, especially in Honolulu and Los Angeles, to cover any time delay attrition to the already trained pool. I also asked for expedited Company handling of any Chinese visa applications through its third-party vendor. Both proposals were received but are awaiting a formal response.

**Matson Offshore Increase:** In accordance with Section 36 of the General Rules of



## Patriot Wins Time Charter Contract to Operate Haina Patriot

SUP-contracted Patriot Contract Services has been awarded a one-year charter, plus four options at nearly a year each, to operate the oil/chemical tanker *Haina Patriot* for Military Sealift Command.

The *Haina Patriot* is a shallow-draft tanker that can carry a minimum of 40,000 barrels of clean product in designated cargo tanks with double valve isolation. It is the second tanker managed by Patriot, the other being the similar *SNLC Pax*, operating the western Pacific.

The contract for *Haina Patriot* includes a 12-month base period with three 12-month option periods and one 11-month option period.

Under the terms of the contract, the vessel and its crew will deploy to Hawaii and worldwide on behalf of MSC.



**OUTBOUND AT THE GOLDEN GATE:** the Ready Reserve Force ro/ro *Cape Orlando* was fully crewed by SUP sailors in the deck department in a no-notice immediate activation in late May.

the Agreement between Matson Navigation Company and the SIU Pacific District, there shall be a three (3.0) percent increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2023. The same section provides for a cost-of-living increase to be calculated comparing the May Consumer Price Index for all Urban Consumers (CPI-U), as published by the Bureau of Labor Statistics of the U.S. Department of Labor, to the previous May Consumer Price Index. An increase in this index above four (4.00) percent, not to exceed five (5.00) percent, shall be added to the base wage effective July 1, 2023. The publishing date for the May 2023 CPI is June 13, 2023. Also under General Rules in Section 29 is the provision for a \$0.25 per manday increase in the Andrew Furuseth School of Seamanship contribution effective July 1, 2023.

**Matson Maintenance Increase:** Under Section 20 of the Maintenance Agreement between Matson Navigation Company and the Sailors' Union of the Pacific, members working in the Paint and Rigging gang in Honolulu are entitled to the same economic benefits as the Offshore Agreement and shall receive the same increases.

**Matson CV700 MOU:** The 2017 Memorandum of Understanding between Matson Navigation Company and the SIU Pacific District unions, covering the operation of the single CV700-class vessel called the *M/V Kamokuiki* will expire on June 30, 2023. Matson labor relations has notified the SIU-Pacific District of their desire to amend the agreement to cover a new term beginning July 1, 2023. Although no specific dates have been scheduled, we anticipate the parties will meet in late June to hammer out the details. Mr. Chairman, although the terms and conditions associated with this single ship have been the subject of an MOU and outside the traditional grounds of negotiations, a Negotiating Committee may be nominated and elected today, or shipped off the deck if not available today, to consider the terms of renewal.

### GOVERNMENT MATTERS

**Marad Activation:** A no-notice full activation of the *Cape Orlando* and *Cape Victory* mid-morning on Monday May 15. In less than 24 hours SUP dispatchers had both ships dispatched with clearance and travel underway. In Oakland and Beaumont, SUP crews reported for work in a matter of hours. At the same time the *Mokihana* was activated following last month's sudden activation of the *Mahimahi*. At APL there were waves of reliefs ably met with dispatcher and membership readiness. Then last week the *Haina Patriot*, activated from layup to Full Operating Status to service a new MSC charter, just as the *Cape Henry* on an eight-month mission arrived in Tacoma with numerous relief requests. These are not normal one-off reliefs made occasionally here and there, but full or nearly full ship crews being dispatched, cleared and turning to at a moment's notice – and not a single billet going unfilled. It is another fine example of the vibrant power of our hiring hall system, which is a national treasure, and especially the dedication of SUP agents to getting this all-important job done.

### HOLIDAYS

**Kamehameha Day:** Sunday, June 11<sup>th</sup> is Kamehameha Day, an SUP contract holiday and observed this year on Monday, June 12. June 12 is also sometimes considered the birthday of the U.S. Merchant Marine, when the first armed conflict at sea resulted in a victory for American merchant seaman under the command of Jeremiah O'Brien in 1775. All SUP halls will be closed on Monday and the regular meeting in SF will be held on Tuesday, June 13.

**Juneteenth:** Monday, June 19<sup>th</sup> is the national holiday Juneteenth. SUP halls are closed.

**Independence Day:** Tuesday, July 4<sup>th</sup> is the national holiday Independence Day. All SUP halls are closed.

### ACTION TAKEN

M/S to approve the Matson Kamokuiki Negotiating Committee.

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

Dave Connolly



# REEFER MADNESS: Legal on Street, Crime at Work

As legal marijuana expands in the U.S., a record share of workers is testing positive for the substance in workplace drug screening.

Overall drug use among workers tested by employers generally held steady last year, according to an annual tally from Quest Diagnostics, one of the country's largest drug-testing laboratories. But in certain industries and situations marijuana positives rose sharply last year, hitting the highest level in a quarter-century. (see chart column two)

Of the more than six million general workforce tests that Quest screened for marijuana in 2022, 4.3% came back positive, up from 3.9% the prior year. That is the largest marijuana positivity rate since 1997. Positivity rates last year for certain classes of opioids and barbiturates declined.

While marijuana was the main driver of the rise in positive drug tests, more tests also came back positive for amphetamines. Positive tests for amphetamines rose to 1.5% in 2022, up from 1.3% in 2021, according to Quest, which doesn't differentiate between prescribed medications and illicit drug use.

More than two-thirds of U.S. states have legalized recreational or medicinal use of marijuana. That push has some employers questioning whether to keep testing for the drug, as they weigh safety risks and legal liabilities.

The U.S.'s patchwork of rules makes employer oversight a minefield, said Scott Pollins, an employee-rights lawyer in Philadelphia. Workers might live in areas where marijuana is allowed and still be subject to federal testing

requirements, or they may work for a company with a policy that subjects employees to testing. Employers should be careful about punishing workers based on a positive marijuana test, he added.

Getting Higher Positivity rates for marijuana by industry 8 7 6 4 2018 '19 '20 '21 '22 Source: Quest Diagnostics Accommodation and food services Retail trade Transportation and warehousing Real estate rental and leasing Wholesale trade

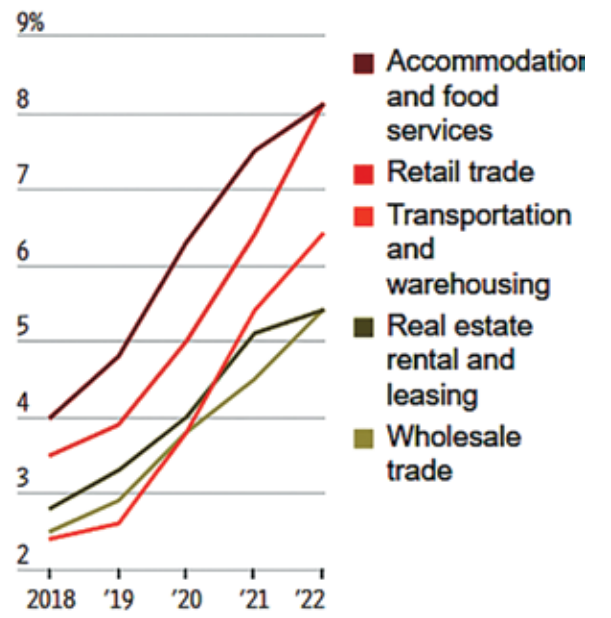
Because some drug screens can detect drug use in past weeks, a positive marijuana test may not indicate on-the-job use, which means that a positive test is not necessarily on the job use or impairment.

Shifting cultural norms, labor shortages and the changing legal backdrop has led some employers to stop screening workers for marijuana. ManpowerGroup, a temporary staffing firm that places more than 275,000 people into jobs each year in the U.S., said the 30,000 workers it places in manufacturing and distribution roles are being screened less often for marijuana. Last year, roughly one-third of its 11,000 drug tests on job candidates excluded marijuana, up from 18% the prior year.

The National Basketball Association's new collective bargaining agreement with the players' union would remove marijuana from the prohibited-substance list. Beginning July 1, players won't be randomly tested for marijuana for the 2023-24 NBA season, a league spokesman said.

Anti-Union Amazon now excludes marijuana from its pre-employment drug screening program for many

Getting Higher Positivity rates for marijuana by industry



Source: Quest Diagnostics

roles and eliminating the screens allows the company to expand its applicant pool. Amazon employees in pharmacy jobs or who are subject to Transportation Department regulations, such as drivers, are still tested for marijuana, the company said.

For employers that still test for marijuana, rising positivity rates span industries, according to Quest. Some of the biggest increases last year were in the accommodation, transportation, food services and retail sectors. The United States Coast Guard still lists marijuana as "dangerous drug" and a positive test for it will result in suspension of a Merchant Mariner's Credential.

## Longshore Workers Reach Six Year Deal

continued from page 1

more recently the Acting Secretary Julie Su, to help facilitate a settlement. Su, arriving in San Francisco only a few days ago, helped first establish calm and got the employer group and the Union to agree to a cooling off period. Both sides later cited her involvement as a key aspect of the ultimate agreement.

President Biden praised the agreement, saying in a statement from the White House that it showed that "collective bargaining works."

He congratulated "port workers, who have served heroically through the pandemic and the countless challenges it brought, and will finally get the pay, benefits, and quality of life they deserve."



The port of Los Angeles and Long Beach

## Shipping Reform Bill Would Hurt U.S.-Flag Operators and Maritime Unions

Vessel-sharing agreements, which allow U.S.-flag carriers to sail at full capacity, would essentially be banned under legislation now pending in the House of Representatives.

USA Maritime, a coalition of American maritime unions, associations, and U.S.-flag employers, is warning that House bill 1696 would have a negative impact on the operations of American vessels in the foreign trades and on the employment of U.S.-citizen mariners.

In a letter to the leaders of the House Judiciary and the House Infrastructure and Transportation committees, USA

Maritime Chair R. Christian Johnsen said the legislation, if enacted, "would likely discourage and otherwise have a significant chilling effect on the U.S.-flag carriers' ability to form and operate within vessel sharing agreements or alliances and decrease the amount of ocean freight carried on U.S.-flag vessels."

"VSA's allow carriers to maximize unused cargo space to ensure ships are as full as possible on certain routes," he wrote.

"This efficiency allows for ships to call at smaller ports that likely wouldn't be serviced, in similar fashion to the airline

industry's code-sharing agreements that allow service for under-served passenger markets."

"Diminishing the opportunity to enter into agreements to share vessel space may force U.S.-flag carriers to offer fewer services and to call on fewer ports."

"This in turn will mean a reduction in the size of vessels and reduced calls to specific terminals, resulting in less service for U.S.-flag customers, increased costs for vessel operators, and reduced opportunities for American maritime labor."

"Most importantly, the reduction in service resulting from the proposed legislation will increase prices for the American consumer."

Christian said the coalition "stands ready to work with Congress and the Administration to support, strengthen and grow the U.S.-flag maritime capability, especially during a time when national security, American jobs and the U.S.-flag fleet are increasingly important to the economic and military security of our nation." He warned that HR 1696, if enacted, "would have the opposite effect."

The SUP is a member of USA Maritime.



Standbys in Oakland securing Mokihana for short layup: Daron Johnson, Terry Carter, Izzy Idris, Anthony Wylie and Peter Leo. Photo Roy Tufono



### Dispatcher's Report

Headquarters — May 2023

|                                    |    |
|------------------------------------|----|
| Deck                               |    |
| Bosun .....                        | 3  |
| Carpenter .....                    | 0  |
| MM .....                           | 4  |
| AB .....                           | 11 |
| OS.....                            | 3  |
| Standby S.F. ....                  | 17 |
| Total Deck Jobs Shipped .....      | 38 |
| Total Deck B, C & D Shipped.....   | 28 |
| 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.....  | 38 |
| Total B, C, & D Shipped-All Depts. | 28 |
| Total Registered "A" .....         | 39 |
| Total Registered "B" .....         | 24 |
| Total Registered "C" .....         | 9  |
| Total Registered "D" .....         | 17 |



# SUP BRANCH REPORTS

## HONOLULU

May 2023

**SHIPPING:** The following jobs were dispatched for the month: 3 Bosun Steady, 3 AB Day steady, 2 AB Watch steady, 4 AB Maintenance Relief, 3 USNS AB, and 4 USNS Ordinary. There were 19 Standbys Jobs dispatched for the month.

**REGISTERED:** 5 A-Cards, 22 B-Cards, 2 C-Cards, and 3 D-Cards.

**SHIPS CHECKED:** *USNS Charlton*, *USNS Watson*, *Manulani*, *Lurline*, *R.J. Pfeiffer*, *Kaimana Hila*, *Manoa*, *Maunalei*, *Maunawili*, *Manukai*, *Matsonia*, and the Paint & Rigging Gang are all running smooth with few if any beefs.

### Agents Report:

It's been pretty uneventful this month. Shipboard jobs have been slow but steady, and there was a very slight uptick in Standby jobs this month. We have had quite a few personal beefs between members to confront, however. Please do your very best to respect each other out there. Don't let personal feelings or opinions get in the way of doing your job safely, and in SUP Style. When there are personal problems? We should do our best to keep personal problems on our deck. Not run

it through the court of "Public Opinion" onboard the ship or running straight to the captain. Going topside should be the last resort. Not the first option.

I attended the Hawaii Port Maritime Council meeting. Besides the reports concerning labor interest at the state capitol, which wasn't much this session. It was reported that arch nemesis to the U.S. Merchant Mariner, and alleged hater of puppy dogs and children, Ed Case is ramping up his Anti Jones Act rhetoric again. Hawaii's 1st Congressional district is in desperate need of a representative that is not a Shill to anti U.S. maritime interest... The HPMC was sadly informed that council member Dion Dizon (Hawaii State AFL-CIO) will be departing to join the IBEW Local 1186 as an official. Her presence not only on the HPMC board, but also as the AFL-CIO COPE director will be missed and wish her all the best on her new path.

If you have six months or less before your document

**Fraternally Submitted,  
Patrick Max Weisbarth**

## WILMINGTON

May 2023

**Shipping:** Bosun, 3; AB/W, 6; AB/D, 7; OS/STOS, 3; GVA/GUDE, 0. Standby: 40  
**Total Jobs Shipped: 59 Registrations:** A 26, B 24, C 2, D 7.

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

### Agent's Report:

This past month here in Wilmington, SUP has stepped up and supported the Maritime day event. From the clean-up, to being the biggest presence at the event held 22nd of May 2023 at the Maritime Memorial in San Pedro, CA. Present was Ms. Janice Hahn, who expressed her continuing appreciation, support and admiration of the maritime industry past and present.

Ms. Diane Middleton speaking on the future and outlook for the port of Los Angeles. Mr. Tim McOsker spoke on his unique outlook and observation of the statue at the memorial, indicating that the maritime industry and unions involved

are the backbone of the country to operate on a day-to-day basis.

Attending MTD meetings as time permits; also attending Labor Coalition Committee meetings and beginning the talking and planning of Labor Day Parade. Wilmington meetings are held every 3rd Monday of each month @ 1100 and we need more members participating.

Stay ahead of your expiring documentation. Expiration dates are on said documentation. Dates for upcoming BST revalidation courses 23 June 2023, 21 July 2023 (this date is conflicted with a big event taken place yearly in San Diego, Comic-Con. Booking of hotels are slim to none). 4th & 18th of August and 1st of September 2023. If you need to revalidate your BST (minimum 1 year sailing within the last 5 years), come fill out an application ASAP.

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

## SEATTLE

May 2023

**Shipping:** 1 Boatswain (A); 2 Navy AB (B, C); 1 AB/TA (D); 1 Navy OS D. Matson called for 6 Standby AB's (3A, 2B, 1C)

**Registered:** 4 A card for a total of 4; 6 B card for a total of 15; 5 C card for a total of 9; 2 D card for a total of 2

### Agent's Report:

This month Seattle SUP was represented at the SMA advisory committee, Representative Adam Smith's open forum in Burien, and the MLKC Delegates meeting.

SUP Seattle City Council candidate questionnaires are available for viewing

at the hall for those residing and voting in Seattle districts. These are important positions that directly impact our trade & will ultimately decide how industrial lands are utilized and preserved.

Many thanks to SUP member Waylon Robert and SUP pensioner Vince O'Halloran for their countless hours of pro bono work representing our cause and defending the waterfront.

**Fraternally, Brendan Bohannon  
Seattle Branch Agent**

# VICE PRESIDENT'S REPORT

May 2023

### Ships checked — June

I represented SUP at the monthly Alameda Labor Council delegate meeting and MTD meeting this past month. Please keep up with your documents, I have seen multiple TWIC renewals that have taken over two months after member applied. If you have questions, ask your branch agent, we are here to help, and keep you ready to ship.

**Matson DKI** — More delays with the LNG conversion, latest company turn to date is mid July, fingers crossed. Peter Leo, bosun.

**Matson Kamokuiki** — Kenneth Carradine, delegate. Ships been on a steady run between Singapore and Diego Garcia the past two. Ernesto Lagramada, bosun.

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

**USNS Soderman** — Shoel Nervo, delegate. Crew is working hard an completing sever maintenance projects SUP style. Currently ship is allowing for 44 hours OT per billet, but crew ready and eager for more OT. Nestor Pascual, bosun.

**USNS Red Cloud** — Mahon Gandy, delegate. Ship has offloaded all cargo and will be in Baltimore for the foreseeable future while staying FOS status. Bosun, Frank Duffin.

**USNS Sisler** — John Relojo, delegate. Ship recently completed successful sea trials after yard period in New Jersey. Ship is currently in Virginia, preparing to load ship in Blount Island, FL. Mark Acord, bosun.

**USNS Dahl** — Ian Serra, delegate. Ship is on the hook in Saipan. For paid holidays please refer to page 8 of the Watson Class MOU. Gearoid DeCleur, bosun.

**USNS Watkins** — Jose Cervantes delegate. Ship is in the yard for 60 days, small RAV crew working hard. Should be out of the yard by end of June. Vance Dickens, bosun.

**Cape Orlando** and **Admiral Callaghan** — Phil Coulter and Haz Idris bosun's. Working hard on maintenance projects, ships are currently in ROS.

**Cape T's and V's** — All ships in ROS status and fully crewed. Please remember dispatches are 8 — 12 months and you need to put in for your relief in a timely manner. You can't go over the twelve month mark. Shipping rules apply to all billets.

*Matthew Henning*

# BUSINESS AGENT'S REPORT

May 2023

**Kamokuiki** — Delegate Kenneth Carradine in Singapore discharging Bulldozer's, Forklifts, construction equipment for the last few weeks shuttling between Singapore and Deigo Garcia. The latest on here we heard is that we will be alongside the dock in Deigo Garcia for a week. Ernie Lagramada as Bosun.

**Mokihana** — Oakland#62 delegate Kim Dulay Matson called the crew back after a two-week layup. We were activated to cover one of Matson feeder ships for 14 days prior to laying up. Back in service sailed for Long Beach with no issues with Teofilo Rojas as Bosun

**Mahi Mahi** — Delegate Marc Dulay back on the west coast last trip departed Seattle for Honolulu the ship was diverted to Busan, Korea. We heard that one of Matson foreign flag feeder ships broke down. Still not ordering std-by's on some budget B.S. Company's schedule has us on the southern triangle through the month of June. Remoni Tufono as Bosun.

**RJ Pfeiffer** — Oakland #62 Delegate Cory Edgil short delayed into Oakland this trip. Departed for Honolulu and continued on the Northern triangle run. The latest is the company's planning on laying up this ship in August could always change. In good hands with David Purganan as Bosun.

**Lurline** — Delegate David Ibarra delayed into the Port of Oakland went straight to Anchorage, according to reports Longshoremen fatally was the cause of the Port shut down. We shifted to the berth the next morning and ILWU worked cargo. Sailed for Honolulu Matson's schedule has this ship back on the CLX run (China) in the first week of July. Always subject to change. Running smooth with Noel Itsumaru as Bosun

**Cape Henry** — Continue Pathway mission undisclosed position. There's talk of activating *Cape Horn* in the near future.

**APL Eagle** — Delegate Fernando Rigonan proud to report we successfully completed cross decking from the *APL Gulf Express* to the *APL Eagle*. Now to bring this vessel up to SUP standards will be a task Nothing we can't handle. Cristian De'mesa as Bosun.

**President Truman** — Oakland #56 Janan Jahair delegate Sailed for the far east with no beefs, This Trip we are scheduled for shipyard repairs in Singapore still heard a timeline of being in the shipyard. Juilan Torres as Bosun.

**President Cleveland** — Oakland#56 SSA Terminal Delegate Napoleon Ramon sailed for Yokohama with no beefs. All is well top to bottom getting the work done with Valeriy Goncharov as Bosun

**President Wilson** — Delegate Paul Harsany sailed for Yokohama. We are having issues with Steward department shutting down service before the meal hours. After reliving the wheel supper relief comes down to eat to find out the galley's shut down. Marc Calairo as Bosun.

**SFBP Pier#9** — Delegate Big Miker Koller — You could never say enough good things about Big Roy Bradshaw, chief operator of the pilot station boat *San Francisco*. He looked out for his crew, trained countless members including SFBA Roy Tufono; he showed us the ropes for every situation, and made sure everyone would succeed. He had a big union heart, was a brother and a friend and will be missed. Dock Bosun Leo Moore.

Reminder when applying for seniority up grades. please send only copies of your discharges when the process is completed, we shred all paperwork.

Double check your Documents if they are less than 9 months remaining it's time to start the renewal process with the ongoing delays with National Maritime center.

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

*Roy Tufono*

## SUP Pensioners Join the Ranks of Retirement

|                 |               |              |
|-----------------|---------------|--------------|
| Kelly Johnson   | Bk# 4327      | May 1, 2023  |
| Thomas C. Cook  | Permit #19279 | June 1, 2023 |
| Raul A. Guillen | Bk# 3041      | June 1, 2023 |