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SAN FRANCISCO, CALIFORNIA

Thursday, May 15, 2025

Catastrophic Explosion at Iran's Shahid Rajaee Port

On April 26, 2025, a massive explosion rocked the Shahid Rajaee Port near Bandar Abbas, Iran's largest commercial shipping hub. The blast resulted in at least 70 fatalities and over 1,200 injuries, marking one of the deadliest industrial disasters in Iran's recent history. The explosion occurred around 12:20 PM local time, originating from several containers in the port's wharf area. These containers were reportedly holding hazardous chemicals, including ammonium perchlorate—a substance used in rocket fuel. The initial blast triggered a massive fire, sending plumes of black smoke into the sky and causing widespread panic. Eyewitnesses described a scene of chaos, with buildings collapsing and fires raging. The shockwave from the explosion was felt up to 50 kilometers away, shattering windows and causing structural damage to nearby facilities.

Emergency services responded, deploying helicopters and aircraft to douse the flames. Firefighting efforts continued into the following days, with the blaze finally being extinguished on April 28. Medical teams treated over 1,200 injured individuals, many suffering from burns, fractures, and respiratory issues due to toxic smoke inhalation. President Masoud Pezeshkian visited the injured and ordered a thorough investigation into the incident. He expressed condolences to the victims' families and emphasized the need for accountability.

While the exact cause of the explosion remains under investigation, initial reports suggest that improperly stored chemicals, including ammonium perchlorate, may have ignited. The presence of such hazardous materials at the port has raised questions about regulatory oversight and safety protocols. Further complicating matters, the explosion's epicenter was linked to a facility operated by Bonyad Mostazafan, a powerful charitable foundation overseen by Supreme Leader Ayatollah Ali Khamenei. The foundation, which manages extensive assets across various industries, is under U.S. sanctions for allegedly financing the regime's elites and Revolutionary Guard activities. Speculation has arisen that only high-level figures, possibly the Revolutionary Guard, could bypass customs procedures, allowing dangerous cargo to be stored improperly. This has led to increased scrutiny of Iran's opaque military-related activities and the influential, often unregulated role of bonyads in the country's economy and governance.

The explosion released toxic

90-Day Tariff Ceasefire Gives Global Shippers a Breather

In a significant development for global trade, the United States and China have agreed to a temporary pause on new tariffs, providing a much-needed breather for the international shipping industry. The agreement, announced following a series of high-level diplomatic talks, halts the implementation of planned tariff increases and opens the door for further negotiations between the two economic giants.

For shipping companies, the pause is being welcomed as a reprieve from months of uncertainty and volatility. Since the start of the trade tensions, global shipping routes—particularly those spanning the trans-Pacific corridor — have experienced fluctuating demand, rerouted cargo, and unpredictable freight rates. Industry executives are cautiously optimistic that the tariff freeze will stabilize trade volumes and provide more predictable operating conditions.

"We see this as a positive step forward," said Emily Hartman, Vice President of Government Affairs at Oceanic Freight Lines.



"The uncertainty around tariffs has made long-term planning extremely difficult. A pause, even if temporary, allows shippers to catch their breath and resume more normal operations."

The pause, which reportedly affects billions of dollars in imports and exports, stops short of removing existing tariffs but prevents further escalation. For major carriers that operate container ships between U.S. and Chinese ports, this means previously threatened price hikes on critical goods—from electronics and machinery to raw materials — will be deferred. In turn, this could lead to a slight dip in consumer prices and improved margins for logistics providers that have absorbed tariff-related

costs over the past several years.

However, industry leaders are also clear-eyed about the temporary nature of the agreement. Several executives noted that while the pause is helpful, it does not offer a long-term resolution to the ongoing trade dispute.

"This is a welcome development, but the uncertainty hasn't gone away," said

George Tanaka, Director of Asia-Pacific Strategy at Pacific Maritime Transport. "We're still operating in a climate where policy can shift quickly, and we must remain agile."

Shipping companies are also paying close attention to how the pause may influence freight rates and container availability. Over the past year, inconsistent trade flows—driven in part by tariff swings—have led to equipment shortages in some regions and oversupply in others. If the tariff truce restores a degree of balance, it could help smooth out these disruptions and lead to more efficient fleet management.

Financial markets reflected cautious optimism, with shares *Continued on page 11*

USCG Issues New Rules to Streamline U.S. Reflagging Process

pollutants, including ammonia, sulfur dioxide, and nitrogen dioxide, prompting health warnings. Schools were closed, residents were urged to stay indoors and wear masks, and a public health emergency was declared. The environmental damage is still being assessed, but the release of hazardous chemicals into the air and water has raised concerns about long-term ecological consequences. Local authorities are conducting air and water quality tests to deee Port is a critical node in Iran's economy, handling approximately 70 million tons of cargo annually. The explosion has disrupted opcontinued on page 6

In a move designed to modernize and simplify maritime operations, the United States Coast Guard (USCG) has released a set of new regulations aimed at streamlining and consolidating the process for reflagging vessels under the U.S. flag. This regulatory update marks a significant step in bolstering the U.S. maritime industry by reducing bureaucratic obstacles, enhancing operational clarity, and encouraging more shipowners to bring their vessels under U.S. registry.

The reflagging process involves converting a vessel registered under a foreign flag to one that is U.S.-flagged. Historically, this process has been criticized for being complex, slow, and inconsistent—deterring shipowners from reflagging their vessels in the United States. The new rules issued by the USCG address these concerns head-on by simplifying documentation requirements, unifying oversight responsibilities, and introducing digital tools to enhance efficiency.

One of the most notable changes is the consolidation of overlapping agency requirements. Previously, vessel owners seeking to reflag had to navigate a maze of federal regulations overseen by various agencies, including the USCG, the Department of Transportation's Maritime Administration (MA-RAD), and the Environmental Protection Agency (EPA). The new rule shifts much of the regulatory authority under the USCG umbrella, creating a centralized point of contact for applicants. This not only simplifies the administrative process but also reduces the potential for conflicting requirements and delays.

Additionally, the USCG has introduced a digital submission platform for reflagging documentation. This system allows shipowners and maritime agents to submit, track, and update their applications electronically

continued on page 11



MTD POLICY POSITIONS, page 3 SEAY AND PILILAAU WAGES , page 8

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Ga

Dues-Paying Pensioners

Diane Ferrari BK#2251
Hannu Kurppa BK#3162
Gunnar Lundeberg BK#4090
Vince O'Halloran BK#2463
James Clay BK#4794
Mike Worth BK#3629
Terrence Lane BK#4107
Mike Dirksen BK#2739
Teofilo Rojas BK#3194
Leo Moore BK#6492

Organization/ **General Fund**

Herminio Huavas	\$50
Dean Crisostomo	\$25
Thomas Tynan	\$100
Rico Ecalnir	
Venerando Ramos	-

Politic	al F	u	nc	
Gary Gelfgren		•••••	. \$10	0
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(In Memory OI	Jack Dalton)
Bruce Thompson	\$100
(In Memory Of "S	ingapore Sid")
Dean Crisostomo	\$5
Antonio Respicio	\$20
Nick Manessiotis	\$50

Archie Bickford	\$100
Dave Hampton	\$10
Jason Alonzo	\$25
Rico Ecalnir	\$50
Vincent O'Halloran	\$200
Ariel Odion	\$50
Patrick Weisbarth	\$20
Raul Taganas	\$50
Denny Silva	\$10
Anonymous	\$50
West Coast S	

West Coast Sailors

Kai Sorensen.....\$300



SUP Members Matthew Dulay BK#2765 (left) and Taufiq Wasel BK#7542 (right) taking the Oath of Obligation with President Matt Henning at May Headquarters meeting.

Final Departures

SUP Pensioner Joins the Ranks of Retirement

No Deaths Reported For April 2025

Joseph Plant Permit #19083 May 1, 2025

SUP WELFARE PLAN AND SIU-PD PENSION PLAN NOTES

SIU Pacific District Pension Plan

The SIU Pacific District Pension Plan recommends that pensioners, who have not done so already, change from mail delivery of paper benefit checks to electronic deposit of monthly pension benefits into any bank of their choice. Electronic deposits have the advantage of both safety and prompt delivery, as deposits are made on the first banking day of each month. To request a Direct Deposit Authorization Form, contact the SIU Pacific District Pension Plan Office at 1-415-764-4987.

SUP Welfare Plan Active Particip

Membership and Ratings Committee

The Committee met on May 1, 2025 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	
Taufiq Wasel	Bk#7542	6 yrs.	A.B.	А
Abraham Krula	Bk#3191	6 yrs.	A.B.	А
Robert Hubbard	B-19833	1 yr.	A.B.	В
Esther Gonzales	B-19834	1 yr.	O.S.	В
Faisal Ali	C-3090	30 days	O.S.	С
Bryan Page	C-3091	30 days	A.B.	С
Aswad Hutchins	C-3092	30 days	A.B.	С
Jeremy Nazareno	C-3093	30 days	O.S.	С
Chris Kennedy	C-3094	30 days	O.S.	С
Robert Nixon, Jr.	C-3095	30 days	A.B.	С
Ratings: Bosun Stamp				
Benjamin Ashton	Bk#3828			
Taufiq Wasel	Bk#7542			
Rachid Ayache	Bk#3826			

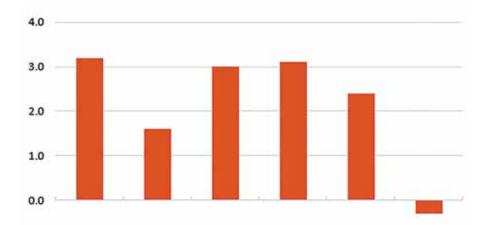
Membership and Ratings Committee': Diamond Payne, B-19828; Noel Itsumaru, BK# 886; Geremie W.Dean, BK#19668.



From Left to Right: Noel Itsumaru, Diamond Payne, Geremie Dean. Photo by Martha Vizcarra.

Real GDP: Percent change from preceding quarter

Real gross domestic product (GDP) decreased at an annual rate of 0.3 percent in the first quarter of 2025 (January, February, and March), according to the advance estimate released by the U.S. Bureau of Economic Analysis. In the fourth quarter of 2024, real GDP increased 2.4 percent. The decrease in real GDP in the first quarter primarily reflected an increase in imports, which are a subtraction in the calculation of GDP, and a decrease in government spending. These movements were partly offset by increases in investment, consumer spending, and exports.



If you are planning on shipping, be sure to have the necessary prescriptions for your voyage. Plan Mail Orders can be helpful to you and are less expensive. This can be true even when you are not shipping. Have a list of your prescriptions available in case of emergencies.

Medical Plans issue ID cards for all members and dependents enrolled in the plans. Dental Plans normally issue only one ID card for the family. You can photocopy your dental ID for your family or in some cases go online to print an ID card.

If you are not planning on shipping for an extended period of time, check with the SUP Welfare Plan in regard to your eligibility and when you will need to ship again to avoid a lapse in eligibility and coverage. Check with the Plan office whenever you finish a voyage to find out where your eligibility stands.

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



U.S. Bureau of Economic Analysis

Seasonally adjusted annual rates



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Matt Henning, President/Secretary-Treasurer Editor

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Maritime Trades Department Executive Board Meeting, May 7

IN MEMORIAM: Honoring the Legacy of Leaders and friends of the MTD

• William "Bill" Lucy, who served as Secretary-Treasurer of AFSCME of nearly four decades before retiring and was one of the most respected and revered Black labor leaders in the world.

• John Flynn, President Emeritus of the International Union of Bricklayers and Allied Craftworkers.

• Glen Middleton, Executive Director of AFSCME Council 67.

• All of the victims of American Airlines Flight 5342, including members of the Association of Flight Attendants/ CWA; the Steamfitters UA Local 602; and the Airline Pilots Association.

• Nicholas Celona, Seafarers International Union Vice President.

• Don Anderson, retired Seafarers International Union Assistant Vice President.

The MTD also solemnly acknowledges the passing of those rank-and-file members among our affiliates who have died on the job, consistent with the recent observance of Workers' Memorial Day.

May the memory of all those we have lost be a blessing, and may we continue to build upon the work started by those who came before us.

STATEMENT: Support for the SHIPS for America Act

The SHIPS for America act will increase domestic shipbuilding capability while also growing the numbers of jobs available to qualified American mariners, among many other positives. Co-sponsor for the act and longtime legislation, along with Senator Todd Young, Congressman John Garamendi and Congressman Trent Kelly. We thank all of them ad we ledge our full support for the bill.

It's no exaggeration to say that maritime well may be the single most bipartisan issue on Capitol Hill these days. At long last, there is widespread recognition that our industry truly is vital to national, economic and homeland security. Just as importantly, there apparently is a clear realization that if we do not take immediate steps to bolster domestic shipbuilding along with the seagoing manpower pool and other components of the industry, our country will be quite vulnerable.

This is from the text of the bill itself: "With oceans on both sides, the United States has always been a maritime Nation. Throughout history, the strength of a maritime Nation has been directly tied to the strength of its maritime industry, and the United States won two world wards on the back of a strong maritime industry. "Decades of neglect by the United States government and private industry has weakened the shipbuilding capacity and maritime workforce of the United States, contributing to a declining fleet of shipping vessels of the United States to bring United States good to marker and support the United States military during wartime." That's a succinct summary of the challenges before us. The SHIPS Act is an excellent response and the MTD urges prompt passage and enactment of the bill.



MARITIME TRADES DEPARTMENT EXECUTIVE BOARD MEETING MAY 7th, 2025 | AFL-CIO HEADQUARTERS | WASHINGTON, D.C.

Concurrently, a misguided lawsuit ahs been filed that attempts to exclude Hawaii form America's freight cabotage law.

The Jones Act helps sustain more than 650,000 American jobs. It has served our nation well for more than a century.

As noted during past board meetings, the Jones Act is the maritime equivalent of Davis-Bacon. It contributes billions of dollars each year to the nation's economy. It provides for a pool of well-trained, dependable U.S. citizen mariners available to sail aboard U.S. flag military support vessels in times of crisis.

Throughout the years, presidents of the United States, members of Congress and officers in the military have supported the Jones Act. In addition, the AFL-CIO and its affiliated unions have stood with their maritime siters and brothers when the law has come under attack.

During a March 5 hearing of the Senate Armed Servies Committee, Gen. Randall Reed, commander of the United States Transportation Command, expressed his clear support for the law.

He stated, "The Jones Act allows us to actually have shipping resources... Because of the Act, we have a way to make sure that we can build ships here in the United States; that we can sail those ships to maintain commerce; that we can produce the crews that sail those ships, so that we have a core of (mariners)...At the same time, if the nation needs folks to go to sea, we can call on that force to sail. We will be more secure in that way."

The benefits of the Jones Act are almost too numerous to count.

Although the law has always enjoyed strong bipartisan support, foreign-flag interests along with some innocently misinformed individuals rarely let up in their attempts to sink it.

The MTD stands firm in support of the Jones Act, and we'll never waiver in that position.

STATEMENT: Progress with USTR Action

A year ago, the Maritime Trades Department joined the Steelworkers, Machinists, Boilermakers, and Electrical Worker in filing a petition with U.S. Trade Representative to combat China's anti-competitive practices in maritime. Then, just a few weeks ago, following a thorough investigation of those practices, the USTR took what it described as "targeted action to restore American shipbuilding and address China's unreasonable acts, policies, and practices to dominate the maritime, logistics, and shipbuilding sectors." While there are some loose ends to address, the MTD, applauds the USTR's phased-in measures, which aim to balance the need for action with the importance of limiting disruption for U.S. exporters. Those decisions were reached after an investigation that included a public hearing, review of more than 600 public comments, and many consultations with subject-matter experts and advisors.

U.S. voyage; fees on operators of Chinese-built ships based on net tonnage or containers; and incentivizing U.S. construction of car-carrier vessels and LNG ships.

Collectively, these are important first steps. In a reflection of the ongoing nature and wide scope of the project, we note that the USTR is seeking public comments on proposed tariffs on ship-to-shore cranes and other foreign-built cargo-handling equipment, and that the deadline to submit a request to appear at the related public hearing is tomorrow, May 8.

The bottom line is that the USTR responded to maritime labor's call, and as a result, there is promise not only for American maritime workers but also for our national security. We were not surprised the USTR concluded that "China's targeting of the maritime, logistics, and shipbuilding sectors for dominance is unreasonable and burdens or restricts U.S. commerce and is therefore actionable..."

We do, however, appreciate the progress, and look forward to sustained actions that will help reverse the decline of the industry.

STATEMENT: Support Cargo Preference

The Cargo Preference Act of 1954 requires that 50 percent of government-impelled cargo and agricultural cargo, such as foreign food aid, be carried on U.S. flag vessels — it is the maritime industry's "Buy American" law. However, it is the informed opinion of the Maritime Trades Department — as well as the entire maritime industry — that this could be about to change for the better.

Boosting cargo preference is the primary objective of the recently introduced "American Cargo for America Ships Act," a bipartisan bill mandating that 100 percent of government cargoes be carried on U.S. flag vessels. When introducing the bill, Re. Salud Carbajal (D-California) said, "American cargo transported by American ships bolsters our economy, creates more jobs, and protects our supply chains."

Fellow co-sponsor of the bill Rep. Mike Ezell (R-Mississippi) feel much the same way, saying, "Ensuring that American cargo is transported on American ships with American crew is a matter of economic strength and domestic investment...This bill prioritizes U.S. vessels and American jobs, reinforcing our maritime industry and reducing dependence on foreign shipping. I'm proud to introduce this legislation to support our domestic fleet, protect our supply chains, and keep America strong on the seas." Well said, Congressmen. This legislation arrives at an important time, as cargo preference programs have been hampered by larger cuts and reorganization happening throughout the federal government. In addition, part of the recent maritime Executive Order specifically mentioned the need to increase cargo preference directing: "In coordination with the National Security Council, MARAD will also look at opportunities, consistent with existing law, to increase cargo preference on liquid cargo carriers, tankers,

and military useful vessels ... "

The Maritime Trades Department stands fully in support of existing cargo preference laws and looks to amplify the recent surge in calls to increase and expand those types of cargoes carried for the government by American-flag, American-crewed ships.

STATEMENT: Pass the Protect America's Workforce Act

The Maritime Trades Department is encouraged by the recent introduction of the bipartisan Protect America's Workforce Act, which aims to restore collective bargaining rights for unionized federal employees.

Originally cosponsored by Congressmen Brian Fitzpatrick (R-Pennsylvania) and Jared Golden (D-Maine), the legislation would reverse the executive order titled "Exclusions from Federal Labor-Management Relations Programs," which would eliminate collective bargaining rights across multiple federal agencies. Specifically, the executive order target employees in the Departments of Defense, State, Veterans Affairs, Justice, and Energy as well as certain employees in the Departments of Homeland Security, Treasury, Health and Human Services, Interior, and Agriculture. In total, the order impacted roughly 67% of the federal workforce, according to independent reports.

No one had a more accurate response than our own AFL-CIO President Liz Shuler, who said that the president "is trying to end collective bargaining for hundreds of thousands of federal workers, silencing their voices and ripping up their contracts. This order would strike a blow to every American's fundamental right of freedom of speech and association. More than 70 percent of Americans and nearly nine in ten young people support unions; no one voted to attack the freedom to organize with our co-workers for a better life. We commend the leadership of Reps. Jared Golden and Brian Fitzpatrick for using Congress' power to reverse this executive order. The labor movement is 100 percent behind this bill, and we call on every member of Congress, Democrat and Republican, to take a stand in support of our fundamental rights by backing this critical legislation."

In addition to the AFL-CIO, the Protect America's Workforce Act has the support of many unions representing federal employees, including MTD affiliates.

Whether it's via the courts or the halls of Congress or both, permanently restoring federal workers' collective bargaining rights is a top priority of the MTD.

STATEMENT: Support the Jones Act

While attacks against the Jones Act — a law that supports many union jobs cross the country — are nothing new, we are seeing a different approach lately, in the form of increased state-level attempts to challenge this vital law. Most recently, this occurred in New Hampshire and Connecticut.

Among other moves, the plans include various fees on China-based vessel owners and operators, based on net tonnage per Las but not least, we are heartened by the ruling in late April by the U.S. District Court for the District of Columbia which at least partially restores some of the aforementioned collective bargaining rights and reinstates some contracts, even if temporarily while the case continues in court.

SUP Meetings 2025				
HQ	Branches			
Jun 9	June 16			
July 14	July 21			
August 11	August 18			
September 8	September 15			
October 14*	October 20			
November 10	November 17			
December 8	December 15			
*Tuesday meeting due to holiday				



Transportation Labor Urges DOT to Maintain Safety Regulations

May 5, 2025

RE: Ensuring Lawful Regulation; Reducing Regulation and Controlling Regulatory Costs

Docket No. DOT-OST-2025-0026 Secretary Duffy:

On behalf of the Transportation Trades Department, AFL-CIO (TTD), I am pleased to respond to the Department of Transportation's (DOT) Request for Information (RFI) regarding reducing regulation and controlling regulatory costs. TTD represents 37 affiliate unions across all modes of transportation, and as such has a vested interest in any future regulatory reform. We respectfully request that the DOT take these and the comments of our affiliates into due and serious consideration.

First, we must stress that federal safety regulations must be repealed, revoked, or modified only through the full notice and comment process in accordance with the Administrative Procedure Act (APA). Safety regulations exist for a reason, and stakeholders and the public must be permitted to fully assess the costs of repealing the regulations that were put in place to protect their communities. Transportation workers in particular, many of whom have direct experience with the tragedies that have precipitated so many of the DOT's safety regulations, must be allowed to examine and subsequently provide meaningful comments in response to proposals to repeal these essential rules.

We must also underscore the importance of safety inspection regulations, particularly in the rail, transit, maritime, and aviation sectors. Inspection regulations are the first line of defense in ensuring passengers, goods, and crews travel safely through our communities. Without them, it is impossible to verify that transportation vehicles, equipment, and infrastructure are able to operate and perform at the highest level of safety. For example, proper inspection of rail cars and locomotives are vital in preventing derailments and accidents. The odds of a train derailment dramatically increase if a rail car or locomotive has a defect that has not been found or fixed. These and other critical mitigation measures must not be weakened, reduced, or repealed. To the contrary, current inspection regulations should be meaningfully strengthened to address gaps and improve the safety of our transportation system. We therefore strongly urge the DOT to, at a minimum, maintain existing safety inspection regulations, and further encourage the agency to promulgate improvements to safety inspection regulations in accordance with the regulatory process specified by the APA.

As the DOT is no doubt aware, the APA requires published notice and opportunity for comment for rulemakings, including for the repeal of regulations. Specifically, the law states, "After notice required by this section, the agency shall give interested persons an opportunity to participate in the rule making through submission of written data, views, or arguments." 5 U.S.C. 553(b)(B) exempts a proceeding from these requirements "when the agency for good cause finds that notice and public procedure thereon are impracticable, unnecessary, or contrary to the public interest." It appears, however, that the Trump Administration is looking to exploit the narrowly tailored exemptions to this requirement, contrary to conventional and longstanding interpretation.

According to a memo published by the White House regarding the repeal of "unlawful" regulations, "agency heads shall finalize rules without notice and comment, where doing so is consistent with the "good cause" exception in the Administrative Procedure Act." The memo goes on to argue that retaining and enforcing "facially unlawful" regulations is clearly contrary to the public interest. We remind the DOT that the term "contrary to the public interest" does not in itself provide a separate basis for waiving notice and comment, per the DOT's most recent regulatory handbook. Federal court precedent is clear that "contrary to public interest" is "met only in the rare circumstance when ordinary procedures — generally presumed to serve the public interest — would in fact harm that interest" for example, where "announcement of a proposed rule would enable the sort of financial manipulation the rule sought to prevent."

Federal courts also agree that the good cause exception is to be "narrowly construed." As such, federal agencies, including the DOT, are responsible for convincing a court that good cause exists, and the exception is not to be used as an "escape clause" to avoid rulemaking procedures when convenient for the agency. In this case, attempts to dismantle this country's hard-won safety regulations clearly does not constitute good cause.

With respect to Federal Railroad Administration (FRA) regulations in particular, longstanding federal court precedent dictates that the good cause exceptions of 5 U.S.C. 553(b)(B) do not apply. Federal courts have been clear that good cause exceptions to notice and comment rulemaking do not apply when notice or a hearing is required by statute. FRA safety regulations state that the "Secretary [of Transportation] shall conduct a hearing as provided by section 553 of title 5 when prescribing a regulation or issuing an order under this chapter, including a regulation or order establishing, amending, or waiving compliance with a railroad safety regulation prescribed or order issued under this chapter. An opportunity for an oral presentation shall be provided." Because FRA safety regulations require a hearing by a separate statute, the 5 U.S.C. 553(b)(B) exceptions do not apply. Even if the APA's exceptions could apply to FRA safety regulations, the criteria for those exceptions has not been met.

In conclusion, we strongly caution the DOT against weakening or repealing the safety regulations put in place to ensure every mode of transportation in this country is as safe as it can be. Transportation workers and the travelling public deserve the high standard of safety that only a regulated industry can provide.

We appreciate the opportunity to comment on this matter and look forward to working with the DOT in the future.

Sincerely, Greg Regan President

Blown Away: States Sue Trump Over Wind Energy

On May 5, 2025, a coalition of 17 states and the District of Columbia filed a federal lawsuit challenging President Donald Trump's executive order that halts approvals, permits, and funding for all wind energy projects, both onshore

and offshore. The lawsuit, filed in Massachusetts federal court, argues that the administration's indefinite pause is both unlawful and lacks detailed justification, violating federal administrative laws.

Led by New York Attorney General



the suspension undermines a critical and rapidly growing clean energy sector and risks compromising substantial state investments aimed at reducing greenhouse gas emissions. The states argue that by signing a presidential memorandum on his first day in office that halted federal approvals for wind energy projects,

Letitia James, the coalition contends that the project had received full permits and began construction in 2024. However, in April 2025, the Trump administration ordered a halt to construction, citing a need for further review due to alleged rushed approval during the Biden administration. Equinor is considering legal action, calling the decision "unprecedented" and "unlawful."

> Wind energy currently supplies about 10% of U.S. electricity and is a crucial part of renewable plans, especially in densely populated East Coast states. The plaintiffs argue that the administration's actions threaten the loss of thousands of good-paying jobs and billions in investments, delaying the transition away from fossil fuels that harm health and the planet. They also assert that the executive order contradicts Trump's own declaration of a "national energy emergency," which called for expanding domestic energy production. The lawsuit represents a significant legal challenge to the Trump administration's energy policies and underscores the ongoing debate over the future of renewable energy in the United States. As the case proceeds, it will have implications for the development of wind energy projects and the broader efforts to address climate change at the state and federal levels.

Matson's Paint & Rigging Gang: From left to right: Elston Wong, Raymond Tavai, Jonny Anderson Kaisa, Brandon Keophiwa, and Pogie Nazareno. Photo by Pat Weisbarth

President Trump impeded their ability to reduce pollution and provide residents with cheap electricity.

The executive order, signed on January 20, 2025, directs the Interior Secretary to review the federal wind approval process, citing alleged legal deficiencies. However, the plaintiffs argue that the administration failed to offer any detailed justification for the suspension, violating federal administrative laws. They also contend that President Trump has overstepped his authority and that agencies involved; including the Departments of Commerce, Interior, and the Environmental Protection Agency, are acting beyond their legal limits under acts such as the Clean Air Act and the Endangered Species Act.

The lawsuit highlights the impact of the executive order on specific projects, such as the Empire Wind offshore wind project off the coast of New York. Developed by Norwegian energy firm Equinor,



President LB Johnson: From left to right: Bosun David Reinking, Christopher Bartolo, Ahmed Alsadam, Romulo Racoma, Elexir Ponce, and Teodoro Gadais.

U.S. & U.K. Conclude Joint Airstrikes on Yemen's Houthis Amid Ceasefire Agreement

In early May 2025, the United States and the United Kingdom concluded a significant joint military campaign against Yemen's Houthi rebels, following a ceasefire agreement brokered by Oman. The operation, codenamed "Operation Rough Rider," commenced on March 15, 2025, targeting Houthi military infrastructure in response to the group's attacks on international shipping in the Red Sea and missile launches toward Israel.

The Houthis, backed by Iran and aligned with groups such as Hezbollah and Hamas, had intensified their assaults on maritime vessels since October 2023, citing solidarity with Palestinians amid the Gaza conflict. These actions disrupted global trade routes, prompting the U.S. and U.K. to initiate air and naval strikes aimed at degrading the Houthis' offensive capabilities. The campaign reportedly resulted in the deaths of approximately 500–600 Houthi fighters and targeted key assets, including radar systems, missile launch sites, and drone manufacturing facilities.

On May 6, President Donald Trump announced an immediate halt to the bombing campaign, citing the Houthis' agreement to cease attacks on vessels in the Red Sea. However, the Houthis emphasized that the ceasefire did not extend to Israel, and they would continue operations in support of Gaza. This position was underscored by a missile launch from Yemen intercepted by Israel on May 14, targeting areas near Tel Aviv.

The ceasefire has led to a reduction in hostilities in the Red Sea, allowing for the resumption of some maritime activities. Nevertheless, the situation remains volatile, with the Houthis maintaining their stance against Israel and the broader geopolitical dynamics in the region continuing to evolve.

CMA CGM Secures 30-Year Deal to Overhaul Syria's Latakia Port

On May 1, 2025, Syria finalized a 30- modern infrastructure. year concession agreement with French shipping and logistics giant CMA CGM to develop and operate the Port of Latakia, the country's primary maritime gateway. This deal, signed in Damascus in the presence of interim President Ahmed al-Sharaa, marks a significant step in Syria's efforts to modernize its infrastructure and boost economic recovery following recent political changes.

Pope Robert Francis Prevost Elected as 267th Pontiff

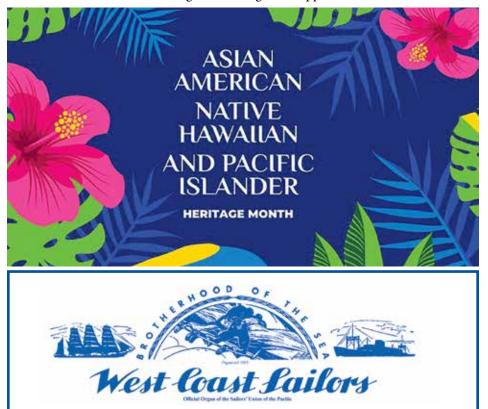


In a historic moment for the Catholic Church, Cardinal Robert Francis Prevost was elected as Pope Leo XIV on May 8, 2025, becoming the first American-born pontiff and the first from the Order of Saint Augustine. Born in Chicago in 1955 to a multicultural family, Prevost's journey from the Midwest to the Vatican reflects a life dedicated to service and faith.

Prevost's extensive missionary work in Peru, where he became a naturalized citizen, and his leadership roles within the Vatican, including as prefect of the Dicastery for Bishops, showcase his commitment to global outreach and ecclesiastical governance. His election followed four rounds of voting during the conclave, signaling a desire among the cardinals for a leader who embodies both tradition and a forward-looking vision.

Choosing the name Leo XIV, he draws inspiration from Pope Leo XIII, known for addressing social issues during the Industrial Revolution. In his inaugural address, Pope Leo XIV emphasized the importance of human dignity and ethical considerations in the face of technological advancements, particularly artificial intelligence. He stated, "We must ensure that technology serves humanity, upholding justice and the sanctity of labor."

Pope Leo XIV's papacy is marked by a commitment to unity, peace, and social justice. His dual heritage and experiences in both North and South America position him uniquely to bridge cultural divides within the global Church. As he prepares for his inauguration on May 18, the world watches with anticipation, hopeful for a papacy that honors tradition while embracing the challenges and opportunities of the modern era.



Key Details of the Agreement:

• Investment Commitment: CMA CGM will invest \$260 million over the 30-year term. An initial 40 million is allocated for the first year, with the remaining 220 million planned over the subsequent four years.

• Infrastructure **Development:** The investment includes constructing a new 1.5-kilometer-long, 17-meter-deep berth equipped with hancement aims to accommodate larger vessels and increase the port's capacity.

• Revenue Sharing: Under the new terms, operational revenues from the port will be divided between the Syrian state and CMA CGM, with Syria receiving 60% and the company 40%. This arrangement is subject to adjustment based on the volume of containers handled.

• Historical Context: CMA CGM has managed Latakia's container terminal since 2009. The previous contract, renewed in October 2024 under former President Bashar al-Assad, was renegotiated following Assad's ousting in December 2024. The new agreement reflects the transitional government's efforts to secure better revenue terms and improve economic prospects through port modernization.

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A Rare Find Beneath the Waves: "Woody" Wagon Discovered in USS Yorktown Wreck

In a stunning underwater discovery blending naval history with classic automotive lore, marine archaeologists exploring the wreck of the USS *Yorktown* recently uncovered an astonishing relic: a remarkably well-preserved 1940–41 Ford Super Deluxe "Woody" wagon nestled deep within the ship's submerged remains. On April 19, a remote-operated vehicle (ROV) survey of the World War II-era aircraft carrier in the Pacific Ocean sparked excitement among historians and vintage car enthusiasts alike.

The USS Yorktown (CV-5), one of the U.S. Navy's most storied aircraft carriers, played a critical role during World War II, most notably in the Battle of Midway in 1942. Severely damaged during the conflict, the Yorktown was ultimately sunk after sustaining repeated torpedo attacks. Her resting place, long known to researchers and explorers, has been the subject of periodic exploration over the decades. However, no one expected to find a civilian automobile onboard, let alone one as iconic as the "Woody" station wagon.

The Ford Super Deluxe "Woody" wagon was a hallmark of pre-war American car design. Known for its distinctive wood-paneled sides and elegant styling, the vehicle was a luxury mode of family transportation in its era. During the early 1940s, these wagons were prized possessions, often owned by affluent families or government agencies. With World War II looming, Ford, like other automakers, shifted to wartime production, making any surviving civilian cars from that period increasingly rare.

The presence of the Woody on a U.S. Navy aircraft carrier has raised several intriguing questions. Naval historians speculate that the car may have been brought aboard for transport, possibly for use at a forward naval base or by high-ranking officers. While carriers were primarily intended for aircraft and military cargo, it was not entirely unheard of for personal or utility vehicles to be transported when space permitted, especially in the early war years before the full mobilization of wartime logistics.

Underwater imagery of the wreck shows the Woody remarkably intact, albeit encrusted with marine growth and partially buried under debris. The vehicle's wooden body panels, surprisingly well-preserved due to the cold and stable underwater environment, are a rare sight. Experts believe the preservation was aided by the oxygen-poor depths and the



Photo: vesselfinder.com

Washington Fishing Community Mourns Missing Captain After Vessel Sinks

On the morning of Friday, May 9, 2025, the 68-foot commercial fishing vessel Captain Raleigh sank near the entrance to Grays Harbor, Washington, resulting in the tragic loss of its captain, Jon Stevenson, 44, of Newport, Oregon. Stevenson

of approximately 40 feet by 11:45 a.m. However, challenging conditions—including debris, poor visibility, and strong currents—hindered recovery efforts. The search was suspended at 8:40 p.m.

Captain Stevenson was a respected



protective confines of the sunken carrier's interior spaces.

"This is a truly remarkable find," said Dr. Marianne Holt, a marine archaeologist leading the exploration team. "The combination of a historic naval vessel and a rare civilian automobile from the same era presents a unique window into the material culture of the early 1940s. It humanizes the war effort, reminding us that even amid global conflict, traces of everyday life—like a family car—were never far away."

The discovery has prompted a flurry of interest among museums and preservationists. While no plans for recovery have been confirmed—largely due to the USS *Yorktown*'s designation as a war grave—high-resolution scans and photographic documentation are being used to digitally preserve the scene. Plans are also underway to create a virtual exhibit allowing the public to explore the ship and the Woody in 3D detail.

As the car rests silently among the twisted steel of the *Yorktown*, it serves as a haunting time capsule, bridging the civilian world of pre-war America with the brutal realities of global conflict. Whether it ever rolled across a naval dock or remained cargo on a doomed voyage, the Woody's presence offers a poignant reminder of history's layered complexity, now preserved deep beneath the waves.

Catastrophic Explosion at Iran's Shahid Rajaee Port

continued from page 1

erations, causing delays in shipping and trade. The financial impact is expected to be significant, with potential losses in the billions of dollars. The incident has also raised concerns among international shipping companies and insurers, who may reconsider their operations in Iranian ports due to safety risks. This could further isolate Iran economically, especially amid ongoing sanctions and lets have faced criminal charges for their coverage, raising concerns about press freedom and transparency. The government's efforts to control the narrative have been met with criticism from international human rights organizations.

The explosion at the Shahid Rajaee Port is a tragic reminder of the dangers posed by inadequate safety measures and lack of regulatory oversight. As Iran grapples with the human, environmental, and economic fallout, the incident underscores the urgent need for reforms in industrial safety and governance

remained aboard as the vessel took on water and ultimately capsized.

At approximately 8:15 a.m., Stevenson issued a distress call reporting that the vessel's pumps were unable to manage the incoming water. A nearby good Samaritan vessel responded promptly, offering a dewatering pump. Coast Guard rescue teams from Station Grays Harbor and Air Station Astoria arrived shortly thereafter. Despite these efforts, the Captain Raleigh sank rapidly around 8:30 a.m.

Three crew members, equipped with life jackets, abandoned ship and were rescued by the Coast Guard. They were transported to Station Grays Harbor for medical evaluation. Unfortunately, Stevenson was still aboard when the vessel submerged.

The Coast Guard, assisted by a U.S. Navy dive team and a U.S. Army Corps of Engineers dredging vessel, located the sunken Captain Raleigh at a depth figure in the Pacific Northwest fishing community. His wife, Jennifer, a former president of the Newport Fishermen's Wives, and their three children are receiving widespread support. A GoFundMe campaign has been established to assist the family during this difficult time.

Salvage operations are underway, with a Seattle-based team developing a plan to recover the vessel. The Coast Guard is collaborating with the Washington Department of Ecology to monitor and mitigate any environmental impacts, though no shoreline pollution has been reported. Captain Justin Noggle, commander of Coast Guard Sector Columbia River, expressed condolences: "This is a tragedy for our fishing communities. I'm thankful our Coast Guard crews were able to save the three crewmembers quickly, and our hearts are with the family and friends of everyone" geopolitical tensions.

In the aftermath of the explosion, Iranian journalists have reported increased censorship and intimidation. Media out-



A rescue worker stands in front of burned vehicles after a massive explosion and fire rocked the Shahid Rajaei port near the southern port city of Bandar Abbas, Iran, on April 26, 2025.

The SS Savannah: A Pioneer of Transatlantic Steam Navigation

In maritime history, few vessels are as symbolically significant as the SS Savannah. Launched in 1818 and renowned for completing the first transatlantic voyage by a steam-powered ship, the Savannah marked a turning point in naval engineering and global commerce. Though her journey was brief and commercially unsuccessful, her voyage represented a bold leap into the future of seafaring.

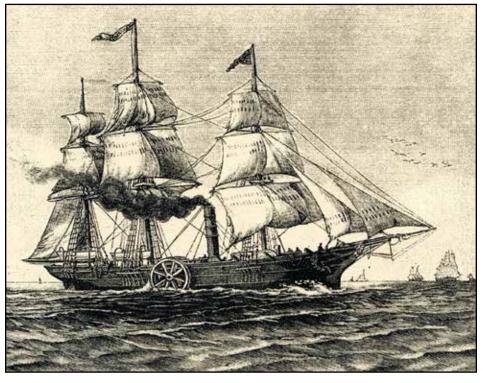
Built in New York City by the shipbuilding firm Fickett & Crockett, the SS Savannah was originally intended to be a fast-sailing packet ship. However, under the direction of her owner, Captain Moses Rogers, she was outfitted with a 90-horsepower steam engine and paddle wheels, making her the first ship to combine steam power with sail for ocean travel. Her hybrid design was innovative but also controversial. Weighing in at 320 tons, the Savannah carried a copper boiler, a single-cylinder engine, and collapsible paddle wheels, a feature that allowed them to be raised when not in use, reducing drag while under sail. The dual propulsion system gave her a technological advantage but also made her an oddity in her time.

The Savannah set sail from Savannah, Georgia, on May 22, 1819, under the

command of Captain Moses Rogers. Her destination was Liverpool, England, and the voyage was part of a larger effort to demonstrate the potential of steam power to European investors and governments. Despite the attention her departure drew, the voyage itself was a quiet one. Contrary to popular belief, the ship did not steam across the entire Atlantic. The steam engine was used for only about 80 hours of the 29-day journey; the rest of the time, she sailed using traditional wind power. Nonetheless, the voyage was a remarkable technical feat, proving that a steam-powered vessel could safely navigate the open ocean. When the Savannah arrived in Liverpool on June 20, 1819, the reception was lukewarm. European ports were cautious, if not suspicious, of the unfamiliar vessel. Rumors abounded that the ship was on fire due to the smoke from her stacks. The British, while intrigued, were not convinced of the ship's commercial viability.

After stops in Copenhagen, Stockholm, and St. Petersburg, the *Savannah* returned to the United States later in 1819. Despite the historic nature of the voyage, the ship failed to attract interest or financial backing for further steam-powered transatlantic service. Maritime industry





leaders of the time remained skeptical of steam's practicality for long-distance ocean travel, citing concerns over fuel capacity, engine reliability, and safety. By late 1820, the *Savannah's* engine and paddle wheels were removed, and she reverted to a traditional sailing vessel. Tragically, she was lost at sea in 1821 off the coast of Long Island, bringing her short but impactful life to an end.

While the SS Savannah was not a commercial success, her impact was undeniable. She served as a proof of concept — a precursor to the great steamships that would soon dominate global shipping. Her voyage demonstrated the viability of steam power at sea and inspired engineers, shipbuilders, and governments to invest more seriously in steam technology. In the decades that followed, steam navigation advanced rapidly. By the mid-19th century, ships like the SS Great Western and SS Great Britain had built upon the lessons of the Savannah to usher in a new age of transoceanic travel and commerce. In recognition of her contribution to maritime progress, National Maritime Day is celebrated annually on May 22, the date *Savannah* began her historic voyage. It honors not only the ship itself but also the broader spirit of innovation and courage that she embodied. Today, the legacy of the SS Savannah lives on in maritime museums and historical commemorations. A replica of her engine is displayed at the Ships of the Sea Maritime Museum in Savannah, Georgia, and her name is remembered as a symbol of visionary engineering and bold ambition.

The SS Savannah may not have changed the world in her own time, but she paved the way for those that did. Like many pioneers, her achievement was more symbolic than practical, but no less important. Her voyage across the Atlantic in 1819 remains a landmark moment in the evolution of maritime technology, a testament to human ingenuity and the relentless drive to explore what lies beyond the horizon.

10 Nautical Phrases Used in Everyday Speech

Many everyday expressions have their roots in nautical terminology, reflecting the profound influence of maritime culture on the English language. Here are ten such phrases: **1. Long Shot**

Originally, this term referred to the unlikely success of a cannon shot fired from a great distance at sea. Today, it describes any endeavor with a slim chance of success.

2. Flotsam and Jetsam

In maritime terms, "flotsam" refers to debris from a shipwreck, while "jetsam" denotes items deliberately thrown overboard. Now, the phrase signifies miscellaneous or discarded items.

3. Tide Over

Sailors would "tide over" by drifting with the tide when there was no wind. In modern usage, it means to manage or survive during a difficult period.

4. Feeling Blue

Grand Opening SUP headquarters building. June 19, 1950.

When a ship lost its captain, it would fly blue flags and paint a blue band along its hull. This practice led to the association of "feeling blue" with sadness.

5. Pipe Down

A command used aboard ships to signal the end of the day, instructing the crew to be quiet. Now, it simply means to be quiet or stop talking.

6. The Cut of One's Jib

The "jib" is a sail at the front of a ship. Observing its cut could indicate a ship's nationality or intent. Today, it refers to someone's appearance or demeanor.

7. Three Sheets to the Wind

"Sheets" are ropes controlling a ship's sails. If all were loose, the ship would stagger like a drunk person. Hence, the phrase describes someone who is very intoxicated.

8. Batten Down the Hatches

Before storms, sailors would secure the ship's hatches with battens. Now, it means to prepare for trouble or difficult times.

9. By and Large

In sailing, "by" means into the wind, and "large" means with the wind. A ship that could sail well both ways was said to handle "by and large." Today, it means "on the whole" or "generally."

10. Scuttlebutt

A "scuttlebutt" was a cask of drinking water on a ship, around which sailors would gather and chat. The term evolved to mean gossip or rumors.

Honoring Sacrifice: The Meaning and Legacy of Memorial Day

Memorial Day, observed annually on the last Monday of May, is a solemn and powerful occasion in the United States. It is a day dedicated to honoring the men and women of the armed forces who gave their lives in service to the nation. While often associated with the unofficial start of summer—marked by barbecues, parades, and long weekends its true purpose runs much deeper. Memorial Day is a time for national reflection, unity, and remembrance of the high cost of freedom.

The origins of Memorial Day trace back to the aftermath of the Civil War, the deadliest conflict in American history. The immense loss of life over 620,000 soldiers led communities across the country to hold tributes and decorate the graves of the fallen. One of the earliest known commemorations occurred in 1865 when freed African Americans in Charleston, South Carolina, organized a ceremony for Union soldiers who had died in a Confederate prison camp. This act of collective mourning and gratitude is one of many that laid the groundwork for what would become a national tradition.

In 1868, General John A. Logan of the Grand Army of the Republic, a Union veterans' organization, formally established "Decoration Day," urging Americans to adorn the graves of soldiers with flowers. May 30 was chosen, a date not tied to any specific battle, symbolizing an inclusive commemoration. Over time, as the United States engaged in further conflicts such as World War I and World War II, the meaning of the holiday expanded to honor all American military personnel who died in service.

In 1971, Memorial Day was officially designated as a federal holiday and moved to the last Monday in May to allow for a three-day weekend. Despite this change, the intent remains the same: to remember and pay tribute to those who made the ultimate sacrifice.

Throughout the country, Memorial Day is marked by a variety of customs that blend community, ceremony, and personal reflection. Many towns and cities hold parades featuring veterans, active-duty service



members, and marching bands. Local cemeteries host services where American flags are placed at the graves of veterans, a symbol of enduring respect and recognition.

One of the most poignant traditions is the National Moment of Remembrance, observed at 3:00 p.m. local time. Americans are encouraged to pause, wherever they are, for a minute of silence to honor the fallen. This simple act serves as a collective acknowledgment of the sacrifices made for the freedoms enjoyed today.

At Arlington National Cemetery, the holiday is marked with profound ceremony. The President or Vice President lays a wreath at the Tomb of the Unknown Soldier, a solemn tribute to unidentified soldiers who died in combat. The cemetery, with its rows of white headstones, stands as a powerful visual reminder of the scale of sacrifice and the weight of war.

Memorial Day spans generations, touching families whose relatives served in wars from the Revolutionary War to ongoing operations overseas. Each name engraved on a monument, each flag fluttering in a ceme-

Seay and Pililaau Wages Patriot Contract Services RFP N3220522R4119 Effective September 29, 2024, at the start of contract are the following rates:

Full Operating Status wage rates:

Base Wage Base Wage Overtime

Supplemental S Benefit

Supplemental Benefit tery, tells a story of bravery, duty, and love of country. While the faces of war have changed over time, from trenches in France to jungles in Vietnam to deserts in the Middle East, the courage and commitment of those who serve remain constant.

For military families, Memorial Day is deeply personal. It is not simply a day off; it is a day of mourning, remembrance, and quiet pride. Many visit gravesites, share stories of their loved ones, and ensure that their legacy is preserved not just in stone, but in memory.

Over the years, some have expressed concern that the true meaning of Memorial Day risks being overshadowed by its commercial and recreational aspects. While enjoying time with friends and family is not inherently inappropriate, it's important that Americans also take time to reflect on why the holiday exists. Educators, veterans' groups, and community leaders continue to advocate for greater awareness and engagement, particularly among younger generations. Teaching the history and significance of Memorial Day helps

> ensure that future citizens understand and appreciate the sacrifices made on their behalf.

In a fast-paced world often focused on the present, Memorial Day stands as a rare pause, a national moment of reflection. It asks Americans to look backward, to consider the cost of the rights and privileges they enjoy, and to express gratitude to those who are no longer here to receive it. Whether by attending a ceremony, volunteering at a veterans' organization, flying the flag at half-staff, or simply taking a quiet moment of contemplation, each act of remembrance contributes to a collective national memory. As Memorial Day approaches each year, let it serve not only as a long weekend but as a sacred reminder that freedom is never free. It is paid for by those who believed in something larger than themselves and gave their lives to protect it.

Rating	Monthly	Daily	Hourly	Monthly	Daily	MPP
Bosun	\$9,923.10	\$330.77	\$35.03	\$4,515.00	\$150.50	\$30.00
AB	\$7,023.60	\$234.12	\$24.49	\$3,201.00	\$106.70	\$30.00
OS	\$5,675.70	\$189.19	\$22.62	\$2,454.30	\$81.81	\$30.00

Overtime shall be paid for all hours worked in excess of eight (8) hours on any day, and for all hours worked on Holidays.

Reduced Operating Status (ROS) or Repair Availability Status (RAV) wage rates:

Rating	Base Wage Monthly	Base Wage Daily	Overtime Hourly	Supplemental Benefit Monthly	Supplemental Benefit Daily	МРР
Bosun	\$7,477.50	\$249.25	\$35.03	\$1,794.60	\$59.82	\$30.60
AB	\$6,580.20	\$219.34	\$30.81	\$1,576.20	\$52.64	\$30.60
OS	\$4,051.50	\$135.05	\$22.62	\$972.60	\$32.41	\$30.60

During periods of RAV/ROS, overtime shall be paid for all hours worked in excess of eight (8) hours any day and for all hours worked on Saturdays, Sundays, and Holidays. Supplemental wages in ROS or RAV shall be administered directly by the company.





SUP PRESIDENT'S REPORT

NATIONAL MARITIME DAY

National Maritime Day is observed annually on May 22 in the United States. It honors the men and women who serve and have served in the U.S. Merchant Marine, as well as those who work across the maritime industry. Established in 1933 by Congress, this date was chosen to commemorate the *SS Savannah*, which began the first transoceanic voyage by a steam powered vessel from Savannah, Georgia, to Liverpool, England in 1819. Since then, generations of mariners have followed in that pioneering wake; through peace and war, storm and calm, moving goods, people, and ideas across the seas.

We pay special tribute to the men and women of the U.S. Merchant Marine, whose courage and commitment have supported our economy and safeguarded our freedoms. They have served not only as the backbone of global commerce but also as vital partners in national defense, often risking their lives without fanfare or recognition.

TRANSPORTATION TRADES DEPARTMENT

On Wednesday, May 7, 2025, I attended the Transportation Labor Meet & Greet event in Washington, D.C., alongside MM&P Secretary-Treasurer Lars Turner. The event brought together nearly two dozen members of Congress and approximately 100 union officials from across the transportation sector.

A wide range of critical labor and industry topics were discussed. For the maritime industry, two key issues took center stage:

- 1. Tariffs and Their Industry Impact Concerns were raised about the devastating effects continued tariffs could have on the U.S. maritime and shipping industry.
- 2. Full Funding for the Maritime Security Program (MSP) Ensuring robust and continued funding for the MSP remains a top priority. The program is essential for national security and the preservation of a viable U.S.-flag fleet.

The event provided an important opportunity to engage directly with lawmakers and labor leaders, reinforcing the need for strong policies that support American workers and industries.

MARITIME TRADES DEPARTMENT

The Executive Board of the Maritime Trades Department, AFL-CIO met in Washington D.C. on May 7 to discuss a range of important issues facing American mariners.

Action on position statements was taken (see SUP HQ Attachments Package and WCS page 3).

CHINA U.S. TARIFF UPDATE

On May 12, 2025, President Donald Trump announced a 90-day pause on U.S.-China tariffs, marking a significant de-escalation in trade tensions between the two countries. Under this agreement, U.S. tariffs on Chinese imports will be reduced from 145% to 30%, while China will lower its tariffs on U.S. goods from 125% to 10%

President Trump expressed optimism about reaching a comprehensive trade deal, stating that he does not expect tariffs to return to previous levels after the 90-day period. The temporary tariff reductions have been welcomed by markets, with significant rallies observed in major stock indices.

While the pause offers short-term relief, analysts caution that underlying issues remain unresolved, and the long-term trajectory of U.S.-China trade relations will depend on the outcomes of ongoing negotiations.

PATRIOT CONTRACT SERVICES

TAGOS N3220524R4070/Amendment 6 - Boriana Farrar, VP Chief Legal Officer, notified the unions on May 13th that Patriot has proceeded successfully at this stage of the bidding process on the TAGOS contract and has been invited to submit an updated bid per amendment 6 no later than May 23, 2025. We will keep the membership informed as this process goes on.

as the other nine MSP ships.

MATSON NAVIGATION

LNG training continues, please remember that the certificate is not enough. Once you complete the course you will need to fill out a 719-B Coast Guard form and turn that in to get the endorsement in your MMC. If you are dispatched to an LNG ship, please bring your LNG certificate with you as Chinese Port officials are requiring the certificate as well.

HOLIDAYS

Memorial Day: All SUP Halls will be closed on Monday, May 26th for Memorial Day. **Kamehameha Day:** All SUP halls will be closed on Wednesday, June 11th in observance of Kamehameha Day. In accordance with the Matson Agreement, Kamehameha Day is a paid holiday for those employed on company vessels at sea or in port and for members working under then Maintenance and Extra Maintenance Agreements.

Juneteenth or National Independence Day: All SUP halls will be closed on Thursday, June 19th in celebration of Juneteenth or National Independence Day which is a national holiday.

ACTION TAKEN

M/S to concur in the balance of the May 2025 President's Report. (Reed, several). Carried

Matt Henning

BUSINESS AGENT'S REPORT

continued from page 12

time that started last week. no std-bys being called. Definitely connected someway or another to tariffs, the upside great group of SUP sailors all professionals get along and all work together. Cody Clark Serang.

Pier#9: SFBP — Chris Auer delegate training temporary deckhand is ongoing. We need members that can run Boats with that experience not saying there's no diamonds in the rough

The job is not for everyone it takes a concern someone that can handle shitty weather condition operate the boat safely and constantly thinking ahead, I've seen members with 100 — or 200 — ton license come down to Pier#9 and humble them and they bow out ,many are called few are chosen see Roy SFBA at the Sailors Union of the Pacific. Dock Bosun Steve Ross is still on the Binnacle list recovering from his hip procedure, get well soon and big thank you to Jeffery Knight for stepping up in his place.

Agents Report: Shipping is slowly picking up, seeing an increase in membership attendance for the job calls, makes it very competitive. If you're picky looking that dayman job or that certain Matson ship, good luck. The old timers used to say to take anything, throw in for everything, beggars can't be choosy. If you haven't taken the LNG training, classes are available. I recommend that you apply for a Chinese visa. Matson and APL if converting over to LNG, or for routine or major repairs the companies prefer shipyards in China just to get ahead of the curb. Get your Chinese visa.

To the members that hold steady jobs; that means working every day, Bar Pilots & Dispatchers Bosun's GUDE's ,GVA's, with the RRF fleet there is no excuse being in the rears in dues you know who you are... If your documents are less than 6 months, it's time to start the renewal process.

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

Roy L. Tufono



APL MARINE SERVICES

With the *President Johnson* not being listed in the APL agreement and being a non-MSP ship the SIU-PD and APL are working together to get a Letter of Agreement (LOA) to include it as part of our agreement and keep wages and benefits the same



Quarterly Finance Committee: Elliot Arcia C-3056, Robert Reed BK-3203, Scott Oliphant BK-2467, Carl Turner BK-3292, Ron Reed BK-3188

General Dynamics Secures \$17.1 Billion Navy Contract for **Two Virginia-Class Submarines**

General Dynamics Electric Boat has been awarded a significant contract modification by the U.S. Navy, valued at up to \$17.1 billion, for the construction of two additional Virginia-class nuclear-powered attack submarines. This contract encompasses the building of submarines SSN 812 and SSN 813, designated under the Fiscal Year 2024 procurement plan.

The base value of the contract awarded to Electric Boat is \$12.4 billion, with options that, if exercised, could increase the total to \$17.1 billion. Additionally, Huntington Ingalls Industries (HII), a key partner in the Virginia-class program, received a \$1.2 billion modification to support its role in the construction process.

Work on these submarines will be distributed across several facilities: approximately 32% at Electric Boat's Groton, Connecticut shipyard; 8% at its Quonset Point facility in Rhode Island; and another 32% at HII's Newport News Shipbuilding in Virginia. The project is expected to be completed by June 2036.

The Virginia-class submarines are a cornerstone of the Navy's undersea warfare strategy, offering advanced stealth, firepower, and flexibility. They are designed for a broad range of missions, including anti-submarine and surface ship warfare, intelligence gathering, and special operations support.

This contract modification also in-

Practice

Mindfulness

Active

Get Enough

Practice

Seek Support

cludes investments aimed at enhancing shipyard productivity and workforce support programs. These investments are critical for bolstering the submarine industrial base and ensuring the timely delivery of these vital assets.

Electric Boat President Mark Rayha emphasized the importance of this contract, stating, "Over the past two years, we successfully worked with the Navy, Congress, and the administration to secure funds that enable us to increase wages for the nuclear-powered vessel workforce and allow for significant additional investments in capacity, shipyard processes, and systems."

The Virginia-class program has faced challenges in recent years, including supply chain disruptions and workforce shortages exacerbated by the COVID-19 pandemic. These issues have led to delays and cost overruns, prompting calls for increased investment in the submarine industrial base to meet the Navy's strategic requirements.

With this contract, the Navy aims to address these challenges by ensuring a steady production rate and maintaining the technological edge of its submarine fleet. The continued collaboration between the Navy, Electric Boat, and HII is vital for sustaining the U.S. Navy's undersea dominance in the face of evolving global threats.



Matson Manoa crew: L-R: Ronnel Segui, Delegate Paul Harsany, Bosun Cody Clark, David Fadoul, Ron Dimatulas, Jerwin Ablan



Life presents us with challenges at work and at home on a daily basis. You do not have to face these challenges alone, even if you're far away.

We Are Here to Help

EAP benefits are available to all employees and their families at NO COST to you. The EAP offers confidential advice. support, and practical solutions to real-life issues. You can access these confidential services by calling the toll-free number and speaking with our care team, or accessing online

Digitally Enabled Employee Assistance Program (EAP)

Our program is designed to help reduce stress and keep you healthy

- · Bite-sized training is available from your desktop or mobile app.
- · Access is confidential. Take the assessment and check your wellbeing score
- Get your own personalized recommendations for self-guided CBT.
- Skills training to develop your resilience, stress management, and mental fitness.
- · Visit us.uprise.co or download the Uprise Health app on Google Play or Apple App Store
- · Create an account with your email and the access code

Services for Employees & Families

Confidential Counseling

Up to 3 face-to-face, video or telephonic counseling sessions for relationship and family issues, stress, anxiety, and other common challenges

24-hour Crisis Help Toll-free access for you or a family member experiencing a crisis.

Suprisehealth



Online support groups for addiction recovery, anxiety, depression, frontline workers, grief and loss, parenting, and more.

Tess, AI Chat-bot 24/7 chatbot for emotional support and check-ins to boost wellness.

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CHARD

5 TIPS FOR Taking Care of Your Mental Health

Take daily moments for mindfulness,

like meditation, to find inner calm.

Do regular exercise, as it can boost

Prioritize quality sleep with a healthy

Reach out to family, friends or mental

your mood and reduce stress.

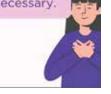
Cultivate a positive mindset by

counting your blessings daily.



When Needed health professionals when necessary

bedtime routine.





Your EAP provides a wide range of work-life services to help you manage a variety of challenges

Financial Help

30-days of access with a personal money coach who will work with the member toward financial wellness by identifying financial goals, assessing current financial situation, and providing a suggested detailed action plan.

Legal Services

One 30-minute legal consultation per each separate legal matter at no cost, 25% reduction from the normal hourly rate if member retains attorney or mediator

Online Legal Forms

Create, save, print, and revise online legal forms including wills, contracts, leases, and many more

EAP Services & Support for Supervisors

Managing people can be challenging. All supervisors have fast access to phone consultations and trainings about the EAP and management topics:

- Critical incidents
- Drug-free workplace
- Making employee referrals
- Organizational development
- Education and training
- Conflicts in the workplace

Child & Parenting Services

Online Peer Support Groups

Get information and support on parenting, school issues, adoption, daycare, and other important issues for parents.

Adult & Eldercare Services

Get assistance in finding quality information and services including transportation, meals, activities, daytime care, housing, and more.

Webinars & Trainings

Industry experts will present monthly work-life webinars on a variety of topics.

We Are Here to Help

Phone: 866.949.3645

Website: uprisehealth.com/members Access Code: SUP

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SAILORS' UNION OF THE PACIFIC QUARTERLY FINANCE COMMITTEE'S REPORT FOR THE QUARTER ENDED DECEMBER 31, 2024

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on March 31, 2025 hereby submits the following report:

SUMMARY OF CASH AND INVESTMI	5 1
GENERAL FUND	\$ 3,318.014.63
POLITICAL FUND	9,187.92
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS	\$ 4,620,933.54
GENERAL FUND	÷,020,933.34
INCOME	
Dues, Initiation, Assessments	\$ 141,710.00
Interest and Realized Gain (Loss)	44,050.41
Donations - West Coast Sailors	340.00
Joint Committee & Hiring Hall	234,022.75
Advertising & Promotion	70.00
Miscellaneous Income	1,518.61
Reimbursed Administrative Expenses	37,110.19
Contributions	1,562.00
TOTAL INCOME	\$ 464,383.96
EXPENSE	
Transportation Expense	\$ 1,261.17
Rent	23,868.63
Postage, Printing & Office	6,106.36
Telephone	6,201.44
West Coast Sailors Publishing Expense	21,953.95
Per Capita Taxes	18,798.50
Association Dues	2,700.00
Salaries & Payroll Taxes	292,742.86
Office Workers Pension	9,597.90
Insurance	66,451.18
Election	
Meeting/Committee & Neg. Conference & Conv.	1,667.95
Investment Expense	2,506.33
Officials Pension	9,884.00
Subscription	
Accounting	184.88
Legal	
Advertising & Promotion	212.57
Miscellaneous	2,011.01
Bank Charges	75.00
TOTAL EXPENSE	\$ 466,223.73
BUILDING CORPORATION	
INCOME	
Rents	\$ 100,091.25
Miscellaneous Income	12,611.20
TOTAL INCOME	\$ 112,702.45
EXPENSE	
Building Services & Utilities	\$ 29,248.57
General Tax Expense	26,413.50
Office Equipment	2 745 11



VP Sam Worth (far left) at the monthly Alameda Labor Council meeting May 5th pictured with other delegates and new Oakland Mayor Barbara Lee.

USCG Issues New Rules to Streamline U.S. Reflagging Process

continued from page 1

cutting down processing time and increasing transparency. The Coast Guard has also established clear timelines for decision-making, providing applicants with greater predictability and planning capabilities.

Another important component of the new regulations is the standardization of inspection protocols. Ships seeking to reflag must meet specific U.S. safety and environmental standards. Under the new rules, the USCG has outlined a harmonized inspection regime that aligns with international conventions while ensuring compliance with U.S. laws. This approach not only upholds safety and environmental integrity but also helps minimize redundant inspections for vessels already operating under rigorous foreign standards.

Maritime industry leaders have largely welcomed the regulatory update. "This is a long-overdue modernization of the reflagging process," said a spokesperson from the American Maritime Partnership. "It creates a clearer, more navigable path for operators who want to invest in U.S.-flag operations. That's good for our economy, our national security, and our maritime workforce."

The USCG's initiative aligns with broader federal efforts to revitalize the U.S. merchant marine and strengthen maritime resilience. By making it easier for vessels to operate under the

90-Day Tariff Ceasefire Breather for Shippers

continued from page 1

2,745.11

891.53

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U.S. flag, the government hopes to expand the domestic fleet, bolster the maritime workforce, and enhance the nation's ability to support defense and humanitarian missions.

The new rules are expected to go into effect within the next few months, following a brief public comment period. The USCG has stated that it will offer outreach sessions and guidance materials to help stakeholders understand and implement the changes.

As the maritime industry adapts to evolving global demands, the USCG's streamlined reflagging framework is poised to make U.S.-flag operations more attractive, efficient, and competitive on the world stage.



Dispatcher's Report

Headquarters — March 2025

Deck	
Bosun	0
Carpenter	0
MM	2

Accounting		9.75
Filing Fee		
Consulting Fees		1,826.64
Miscellaneous		
Advertising & Promotion		10.00
	TOTAL EXPENSE	\$ 61,145.10
POL	=	
INCOME		
Contributions		\$ 2,850.00
	TOTAL INCOME	\$ 2,850.00
EXPENSE	=	
Contributions		\$ 3.550.00
CA Filing Fee		
Bank Charges	_	
	TOTAL EXPENSE	\$ 3.550.00
NET INCOME(LOSS)	-	\$ 22,139.59
Elliot Arcia C-3056, Robert Reed BK-3203, Scott Oliphant BK-2467,		

Office Equipment

Insurance

Repairs & Maintenance

Elliot Arcia C-3056, Robert Reed BK-3203, Scott Oliphant BK-246 Carl Turner BK-3292, Ron Reed BK-3188 commuca from page 1

of major shipping firms such as Maersk, COSCO Shipping, and Hapag-Lloyd seeing modest gains following the announcement. Analysts noted that while the tariff pause doesn't immediately translate to a boom in cargo volume, it does reduce a key risk factor that has been weighing on logistics and supply chain planning.

At U.S. ports, including Los Angeles, Long Beach, and Savannah, terminal operators have signaled readiness to handle a potential uptick in cargo if businesses begin to ramp up shipments in anticipation of prolonged tariff relief. "We're staying prepared," said a spokesperson for the Port of Los Angeles. "Trade flows can change quickly, and we want to make sure we're responsive." As both nations continue dialogue in hopes of reaching a broader trade agreement, the shipping industry remains on edge but hopeful. For now, the tariff pause offers a moment of stability in a sector that has been buffeted by economic and political turbulence — and provides time to reset strategies for what lies ahead.

AB16
OS7
Standby S.F 18
Total Deck Jobs Shipped43
Total Deck B, C & D Shipped23
Engine/Steward
QMED0
Pumpman0
Oiler 0
Wiper0
Steward0
Cook0
Messman0
Total E&S Jobs Shipped 0
Total E&S B, C, & D Shipped0
Total Jobs Shipped-All Depts43
Total B, C, & D Shipped-All Depts.23
Total Registered "A"
Total Registered "B"31
Total Registered "C"11
Total Registered "D"21

SUP BRANCH REPORTS

HONOLULU

April 2025

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Return, 3 AB Day Steady, 2 AB Day Return, 1 AB Watch Steady, 2 AB Watch Return, and 2 AB Maintenance Steady

There were 6 Standbys Jobs dispatched for the month.

REGISTERED: 8 A-Cards, 21 B-Cards, 5 C-Cards, and 3 D-Cards.

SHIPS CHECKED:

USNS Charlton, APL Islander, APL Oceania (Still working on food issues), D.K. Inouye, Manulani, Mokihana, Lurline (No Standbys being called in Long beach to assist with voyage stores is a concern for the gang), Kaimana Hila, Mahimahi, Manoa, Maunawili, Matsonia, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report

Shipping has slowed down quite a bit, and relying on standby work to see you through while you wait to catch a ship is not a guarantee right now. Like former Port Agent "Uncle" Mike Duval use to say, "It's feast or famine over here kid". So, if you're thinking about coming here to try and catch a ship? Make sure you're financially prepared to wait, and everything you need to ship is in good order. Your best bet for a relatively quick dispatch is to have the Patriot required certs.

As a part of the Hawaii State AFL-CIO. We took part in the May 1st march from the State Capitol, ending with a rally to the Prince Kuhio Federal Building in support of federal workers who have lost their right to union representation, been fired, and/or are under the threat of losing their jobs. As well as the rights of workers to be in a union. News reports had the number of people at 150. But the actual number had to be at least 1000 or more. It was an impressive sight to see and be a part of. We will be attending the annual MARIMED Foundation "Maritime Career Expo" at Windward community College on May 23rd from 10:00 to 15:00.

If you have six months before any of your documents expire. You need to get going with the renewal process. With the uncertainty of shipping right now. Please Check and double check that all your documents are in good order, as well as your training certificates if you're shipping with Patriot. If you need help with any of this? Let me know.

> Fraternally Submitted, Patrick Max Weisbarth Honolulu Branch Agent

WILMINGTON

April 2025

Shipping: Bosun: 5, AB/W 12, AB/D 7, OS/ STOS 2, GVA/GUDE 0, Standby 49

Total Jobs Shipped: 75 Registrations:

A 29, B 27, C 7, D 7

Ships Visited:

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

Agent's Report

Spring starts to fade, and summer starts to burn. Be prepared and get prepared for work. To make this month, the MTD meeting, I was able to catch the tail end of things that were being discussed. One major discussion was Maritime day this May 22 on Thursday. We will need volunteers so if you can and you have time come in and sign up. The cleanup date will be 17 May Saturday at 1000. We can meet at the hall, or you can come and get the address from me. Also attended the AMMVMC meeting, and as per every year, the SUP has made contributions for Maritime day. We usually get one table that seats and feeds up to 10 so if you are interested in participating, please come in and sign up first come first serve basis. As routes

clear up in Apl is allowed to continue on their voyages we have three ships back to back in the next coming weeks lots of jobs coming up, so make it in the hall. We have been able to fill most jobs so let's keep up the good work and continue moving forward.

If you are an OS and you have enough time, get your RFPNW. I can Ship STOS sailors on commercial vessels if I cannot fill with an AB. Also, if you have enough time to upgrade to your AB, please do so, we have plenty OS and we need the OS pool to flow into the AB pool.

As I said maritime day will be celebrated May 22, 2025 in San Pedro at the memorial at the foot of sixth Street in San Pedro, California.

As everyone is always instructed and made aware, please be sure to renew when you need to. All your documents and stay up on your dues, attend your monthly meetings and regain your union pride.

Fraternally Submitted,

VICE PRESIDENT'S REPORT

April 2025

USNS Pililaau — Samuel Thatcher, delegate. Ship is in Bayonne NJ and is getting ready to depart for Blount Island for cargo load preparation for Diego Garcia. Fernando Rigonan, bosun.

USNS Seay — Zack Jacoby, delegate. Ship is preparing a cargo load for Saipan. Request for more vegetarian dishes honored by Steward department. Frank Duffin, Bosun.

USNS Watson — Jason Tenorio, delegate. Preparing for RAV. Joshua Sheldrick, bosun.

Cape Texas/Trinity — Recent beefs about refusing to feed unlicensed crew during weekends have been settled. Dmitrios Kolymparis and Artemus Ervin, bosun's.

Allied Pacific — Watch Standers being re — rated to dayman while in shipyard. Bosun, Arturo Orcino.

USNS Sisler — Noel Romero, Delegate. Finishing up Balikatan mission. Ship anchored with full crew in Subic Bay, heading to Saipan. No major beefs reported. Jeff Nicholas, bosun.

USNS Soderman — Gabriel Moreno, delegate. Preparing for a potential voyage to Diego Garcia. Gonzalo Sarra, bosun.

USNS Red Cloud — Jason Alonzo, delegate. Tied up in Norfolk alongside Soderman. Frank Walker, Bosun

Cape Hudson — Activation for Cobra Gold. Fully crewed ship and ready for mission. Jesus Hermosillo, Bosun.

I represented SUP at the monthly delegates meeting for Alameda Labor Council. We celebrated Barbara Lee winning a special election for mayor of Oakland.

Take note, the application status portal on the National Maritime Center website has been officially removed and taken down permanently. If you have any questions about your application, make sure to use the chat tab on NMC website and ask your questions about your application there.

As always, if you have less than 6 months left on your documents, it's time to renew! When renewing your MMC, please make sure to sign up for Basic Training Revalidation. If you have any questions or need any help, go to your hall or ask me.

Chinese visas are starting to become more commonly required for commercial shipping. Members need to apply for visa with passport photo online along with Chinese visa letter. If you need help to acquire, feel free to contact me.

Sam Worth

BUSINESS AGENT'S REPORT

April 2025

Back in September 2024 American President Lines signed an agreement with the Sailors Union of the Pacific to provide manning Gangway Security for their Vessel in U.S. Ports.

This has been in effect for the last six months with one APL vessel arriving steady once a week. With their schedule sometimes two ships a week in Oakland average stay 24-72 hours. It's vital to cover these jobs and to maintain a strong presence from the time the ship arrives to the time of departure.

President Reagan — via text delegate McKevin Dulay wanted to give Wilmington a heads-up suitcase parade on arrival over half the deck department has their time in. Shipping will pick up that week. My balloons are packed making my exit on arrival into Oakland put in my time as well. We should have a newly elected delegate before Oakland. This was a good ship, deck department top notch sailors professionals in their own rights, under the supervision of Jeffery Titco.

President JQ Adams — via email delegate Cliff Patrick sent a message that all is well with no beef's, currently enroute for the West Coast. Bosun keeps us working weather permitting. Both ways on the crossing, The steward department cooking up some good chow menu improved just a happy ship with Valeriy Goncharvo as Bosun.

President LB Johnson — Oakland, berth#56 Elixor Ponce delegate on schedule departed for Yokohama with no issues, the watch stander's jobs are sawed after jobs on these ships. With this new agreement, I heard other members talk about passing up Matson China run for a watch standing job with APL. All is well routine with the Gang running smooth with David Reinking as Bosun.

President Carter — arriving at Los Angeles delegate Angel Lopez handling the sheets we had a good trip working steady, then from out of nowhere these two dayman permits B — Cards Johnny come lately start whining about not getting enough overtime comparing to the watch standers. In so many words not equalizing the overtime, Joe Eckert Bosun APL Eagle — received a message via email from delegate Robert Tomas reported that Bosun Ali suffered an injury on board the ship and was rushed to Hospital. Around half an hour later I received email from APL crewing repeating the message we heard earlier. The doctor determined him to be unfit for duty. No reports on the extent of his injuries. *Kamokuiki* — Kwajalein — Tom Tynan delegate lying alongside according to the basic we are scheduled to depart Kwajalein on the 15th. Hoping to make good speed the weather's been good shooting for an eta on the 22nd in Guam. The rumors on the ship from topside depart from Guam for Sydney - Japan and get us this run that was the latest on here. We have been working steadily and making big changes in the steward department. She's a feeder. In good hands with Dennis Solijon as Bosun. *Maunawili* — delegate David Purganan departed for the mainland with no issues on schedule. We always have a good time in the Aloha state. The steward department put out good meals with no mandatory weight loss program on here. Good ship the Gang's happy in good hands with Zbigniew Lewandowski as Serang. Manoa — Oakland#62delegate Paul Harsney arrived on schedule shortly after a fire & safety drill. We met a couple of Matson's company representatives who came to visit the ship. Gave us a breakdown on what Matson plans to do with the C-9s for the future. No timeline or dates but they definitely said laying these ships up didn't know if this had to do with the tariffs. But for now, we live and die by the rumors with no control or say all we can do is prepare for impact. The company cut back on the overcontinued on page 9

Leo Martinez, Book #19362 Wilmington Port Agent

SEATTLE

April 2025

Shipping: 1 Boatswain (A); 1 AB/W (B); 6 Standy AB (4A, 2B) Registered 3 A card for a total of 8, 5 B card for a total of 12, 3 C card for a total

of 6, 3 D card for a total of 3

Agent's Report

Shipping for MSC jobs is wide open here in Seattle. Aside from entry level billets, all the job orders are going open board. We need more members to take and keep up their MSC training to satisfy our contractual obligations.

Pfeiffer called for nearly an entire crew rotation to take her to the China

shipyard period starting in June. I had to call the jobs weeks early to facilitate the Chinese visa requirement for the voyage. Non-US citizen members should note that Matson's passport agency cannot process foreign passports for a Chinese visa and those members will need to do the application on their own. Matson will reimburse for the visa fee to dispatched sailors.

Fraternally, Brandon Bohannon Seattle Port Agent