

# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXVI No.4  185

SAN FRANCISCO, CALIFORNIA

Friday, April 14, 2023

## Merchant Mariner Credential Issuance Delayed

The National Maritime Center, part of the U.S. Coast Guard, on April 7 announced that due to an increase in application volume, and ongoing technical difficulties with credential production equipment, merchant mariner credential (MMC) applicants are experiencing issuance delays.

Apparently the NMC printers are operational but at a reduced capacity. "We are working as hard as possible to get these problems addressed. While we are unable to provide exact timeframes for completion of your MMC issuance, all efforts are being made to process applications and produce MMC's as quickly as possible."

Mariners know that these delays can be extremely costly and frustrating. NMC said it would send status updates by e-mail at each stage of the application, including upon issuance of their credentials.

NMC processes applications

on a first in, first out basis, but also acknowledged that for those mariners whose credential is 'Approved to Print' (which can be seen using the online tool above) and when it is critical to vessel operations or an applicant's employment, NMC will attempt to prioritize printing of an individual MMC on request.

Mariners can also request expedited mailing of their MMC or medical certificate, which includes the ability to track the package. Full instructions are available on the NMC website detailing the contact numbers and expedited mailing process on page 11.

As a reminder it is recommended to apply at least 90 days in advance. SUP agents routinely press members to begin renewal at least six months in advance of expiration. Remember, for renewals you can apply up to 8 months early with no change between your expiration and renewal dates.

Administration and U.S. Transportation Command said a fiscal 2024 defense budget bill would boost the U.S.-flagged merchant fleet as a proven national security asset.

Speaking before a joint session of the House Armed Services Subcommittees on Readiness and Seapower and Projection Forces, Maritime Administrator Ann Phillips said the administration's budget request for the fiscal year beginning next October 1 "will enable the agency to continue to strengthen our sealift enterprise by advancing recapitalization of the Ready Reserve Force and the vital commercial sealift programs that support U.S.-flagged vessels operating in the foreign trade."

General Jacqueline Van Ovost, commander of TRANSCOM in the Department of Defense, said sealift "is vital to delivering the decisive force — in wartime, 90 percent of military cargo will be

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## SUP Advocates For Pro-Mariner U.S. Maritime Policy and Funding

The SUP joined maritime labor and U.S. shipping industry representatives for the first time since 2019, to press members of Congress to protect and strengthen U.S. maritime policy.

The Maritime Sail-In, normally an annual event, had been cancelled for the last three years due to COVID. But on March 30th, about 138 industry representatives took part in the day-long maritime deluge of Congress to broadcast the importance of U.S.-flag shipping and solicit support for on maritime statutes and programs.

The cross-section of participants included representatives from maritime unions, shipping companies, state maritime academies and other organizations. They visited almost 150 House and Senate offices on both sides of the aisle to educate and promote federal policies advancing the U.S. Merchant Marine.

Broken up into groups, the maritime advocates met face-to-face with key senators, representatives,

and their staffs to provide information and to argue for continued ability of the U.S.-flag merchant marine to meet the commercial sealift requirements of the Department of Defense.

Especially important were discussions on the Maritime Security Program, and to maintain its present Congressionally authorized level of funding at \$318 million. The same held true for the Tanker Security Program funded at \$120 million. In addition, Sail-In participants urged Congress to increase funding for international food aid programs, such as PL-480 Food for Peace; support state maritime academy funding for training ship infrastructure, fuel, and student scholarships; and support capital improvement funding for the U.S. Merchant Marine Academy.

As Congress prepares its budget and spending priorities, industry leaders it was the perfect time to share their expertise and personal stories on

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## NLRB Rules on Seattle Terminal Jurisdiction Dispute; Appeal Likely

The U.S.'s National Labor Relations Board (NLRB) ruled against the International Longshore and Warehouse Union and its local in what it terms a jurisdictional dispute over the assignment of work at Seattle's Terminal 5. While it is a narrow issue applying to one terminal in Seattle, it may have implications for the ongoing collective bargaining negotiations for the master contract covering longshore work at the West Coast's 29 seaports. The case reportedly an issue that had delayed the contract negotiations.

Charged with overseeing the enforcement of U.S. labor law as well as settling these types of disputes through arbitration, the NLRB published the de-

cision on April 6 affirming a March 2022 judge's ruling, findings, and conclusions that rejected the arguments of the ILWU that its members should be doing certain tasks at Terminal 5.

The NLRB delegated its authority in this case to a three-member panel that after reviewing the case agreed with the judge's ruling that the ILWU failed to establish a legitimate work-preservation defense. The ruling says that the ILWU "has engaged in unfair labor practices," and orders the union to "cease and desist from threatening, coercing or restraining SSA Marine (operators of Terminal 5) to assign work to members of the International

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## Port of LA Director Predicts Rebound

Gene Seroka, the head of the Port of Los Angeles said there are "bright skies ahead" if the economy continues to improve. Seroka focused attention on a rebound that was beginning to be evident, He noted however that it was especially important now, "crucial," that a deal on the long overdue West Coast labor agreement is completed soon. This was highlighted by the pause in cargo operations at terminals over the Easter weekend, he said.

The number are starting to look better — import containers arriving at the port in March increased 28%, month on month, as carriers pared-back their blank sailings to 18 — from the 30 cancelled in February. Imports handled at LA terminals last month totalled 319,962 teu, some 35% below the record set the previous year, while exports declined 12%, to 98,276 teu. There was also a huge 42% drop in the repositioning of empty containers back to

Asia, to 204,996 teu, as depots in China remain overstocked.

In total, 623,234 teu passed across the LA terminals last month, down 35% on the same month of 2022, and for Q1 the total processed amounted to 1,837,094 teu, which was 32% lower than the previous year's "best quarter in the port's history" but now tough comparisons may be less of a factor.

"Economic conditions slowed global trade considerably in the first quarter, however, we are beginning to see some signs of improvement, including nine consecutive months of inflation declines," said Mr Seroka. "Despite the current headwinds, we are forecasting volume growth from one month to the next...our preliminary data tells us that April volumes will land at nearly 700,000 teu, which will be another significant

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



# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Dues-Paying Pensioners

- Diane Ferrari.....BK #2251
- Hannu Kurppa .....BK #3162
- Gunnar Lundberg.....BK #4090
- Vince O'Halloran.....BK #2463
- James Clay .....BK#4794
- Alexander Earle..... BK #1885
- Paul Purugganan .....BK#3880
- Michael Worth.....BK #3629
- James Clay ..... BK #4794

## Organization/General Fund

- Jonathon Anderson-Kaisa...\$20.00
- Juan Gonzalez .....\$50.00
- Romulo Racoma .....\$25.00

## West Coast Sailors

- Thomas Tynan .....\$45.00
- Juancho Gutierrez .....\$50.00
- Alexander Earle.....\$25.00  
(In memory of Capt. Itson)

## Political Fund

- Steve Swinson .....\$25.00
- Dave Connolly .....\$200.00
- Julian Torre .....\$10.00
- Jose V. Duran.....\$10.00
- Gary Gelfren.....\$100.00  
(In Memory Of Jack Dalton)
- Roy Tufono .....\$200.00  
(In Memory Of Big Roy Bradshaw)
- Brendan Bohannon .....\$50.00
- Emo Aulelava.....\$20.00
- Bruce C. Thompson.....\$100.00  
(In Memory Of Shakey Parker & Hino The Wino)
- Sam Worth.....\$100.00
- Adian Minty .....\$50.00
- Kimmy Rizan .....\$20.00
- Jonathon Anderson-Kaisa...\$20.00
- Romulo Racoma .....\$25.00
- Aurelio Ventura.....\$10.00
- Juancho Gutierrez .....\$50.00
- Louie Urbano.....\$100.00
- Vincent O'halloran .....\$200.00
- Paul Purugganan .....\$50.00

## Membership and Ratings Committee

The Committee met on April 6, 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
Dana Anderson, II	Bk #3824	6 yrs.	AB	A
Andres Alarcon-Munoz	B-19746	1 yr.	OS	B
David McCullough	B-19747	1 yr.	AB	B
Salvadaor Millanar	B-19748	1 yr.	AB	B
Faisal Zain	B-19749	1 yr.	OS	B
Michael Pellom	B-19750	1 yr.	OS	B
Dan Sumague	B-19751	1 yr.	OS	B
Brandon Pennington	C-2970	30 days	AB	C
Anthony Rivera, Jr.	C-2971	30 days	AB	C
Imani McGhee, Jr.	C-2972	30 days	OS	C
Michael Tilley	C-2973	30 days	OS	C

### Ratings: Bosun Stamp

- Mark Acord Bk #3823
- Sean Bane Bk #5768

**Membership and Ratings Committee's Report:** Mark Relajo, #205, Daniel Tin Tun, 3294 and Robert Tomas, #3310..

## Daytime Meals May Offset Night Shift Negatives

Medical science has long established that night shift work increases the risk of developing diabetes, heart disease, and obesity. It disrupts the body's circadian rhythms — the 24-hour internal "clock" that controls when you sleep and wake.

Studies have shown that eating at night alters the body's metabolism. Specifically, it impairs your ability to process blood sugar, or glucose.

Now comes a new study which suggests there may be a way to combat these effects of night shift work: limit eating to daytime. Researchers found that eating only during the day prevented the high blood sugar linked to night shift work.

Nineteen people took part in the study. They underwent simulated night work conditions over two weeks. Each person was randomly assigned to receive one of two meal schedules. One group ate meals during both day and night. This pattern is typical of night shift workers. The other group ate only during the daytime.

The study found that nighttime eating boosted blood sugar levels. High blood sugar is a risk factor for diabetes. Eating at night increased blood glucose by 6.4% on average. Eating meals only during daytime prevented this effect.

"This study reinforces the notion that when you eat matters for determining health outcomes such as blood sugar levels, which are relevant for night workers as they typically eat at night while on shift," says Dr. Sarah Chellappa of the University of Cologne in Germany, who led the study.

## Final Departures

**Arthur Kardinal, Book No. 3168.** Born in Massachusetts in 1956. Joined SUP in 1982. Died in Vancouver, Washington, March 27, 2023. (Pensioner)

**Roy Bradshaw, Book No. 5665.** Born in Oklahoma in 1938. Joined SUP in 1959. Died in California, March 15, 2023. (Pensioner)

**Dennis Barrios, Permit No. 19667.** Born in the Philippines in 1964. Joined SUP in 2019. Died January 14, 2023. (Active)

**Charles Schroeder, Book No. 7427.** Born in Iowa in 1934. Joined SUP in 1956. Died January 30, 2023. (Pensioner)

**Lawrence Webb, Book No. 3628.** Born in Washington in 1936. Joined SUP in 1960. Died February 26, 2023. (Pensioner)

**David Berger, Book No. 5723.** Born in Wisconsin in 1943. Joined SUP in 1981. Died February 8, 2023. (Pensioner)

**Gilbert Wilson, Book No. 3635.** Born in Texas in 1945. Joined SUP in 1977. Died March 11, 2023. (Pensioner)



French naval vessel arrived to assist the *Monjasa Reformer* (Marine Nationale photo)

## Pirates Seize Then Abandon Ship; Kidnap Crew; Escape

The French Navy located the missing product tanker that had been boarded by pirates off West Africa in late March. But according to reports from the French patrol boat *Premier Maitre L'Her* which is assisting the tanker, six crewmembers have been kidnaped by the pirates. Security officials are continuing to warn of an increased level of threat in the Gulf of Guinea and the wider area off the west coast of Africa as efforts continue to resolve this situation.

"The *Monjasa Reformer* was located off Sao Tomé & Principe in the Gulf of Guinea by the French navy. At this point, the pirates had abandoned the vessel and brought a part of the crew members with them," Danish oil trader *Monjasa* reported in its latest update. The company thanked the French navy and other authorities that assisted in locating the vessel while saying its thoughts are on the missing crew and their families. "*Monjasa* will continue working closely with the local authorities to support our seafarers safe return to their families."

The French and British joint effort in the region, Maritime Domain Awareness for Trade Gulf of Guinea (MDAT-GoG) issued a brief update officially listing the incident as "complete," after the vessel was located and has been secured.

The French Navy said its patrol boat initially proceeded to the tanker's last known position. They spotted the ship with a skiff alongside using an aerial drone. Later in the day of March 30, as they were closing

in on the tanker, a new reconnaissance flight showed the skiff was no longer alongside and the French reported hearing a distress message from the *Monjasa Reformer* broadcast on VHF 16.

The patrol boat reached the tanker and sent a team across including a doctor and nurse. The crew told the French that the pirates had left with six of their colleagues. The medical team reports they treated three of the crewmembers for minor injuries. They did not detail the vessel's position but security consultants EOS Group calculated its position as approximately 90 nautical miles south of Bonny Island, Nigeria.

Kidnapping and hostage situations are rare among piracy incidents. The ICC International Maritime Bureau (IMB) in its annual report for 2022 highlighted that piracy had dropped to a modern low with just 19 incidents in the Gulf of Guinea and 115 reports worldwide during 2022. While 107 vessels were boarded last year, the IMB only recorded two hijackings and two kidnappings, but 41 crew were held hostage at some point.

Maritime security firm EOS Risk Group says latest boarding incident shows West African pirates' ability to carry out piracy further from shore.

"Either a mothership was used to deploy a skiff, or a secondary tanker is in the vicinity to illegally offload the boarded vessel's cargo," EOS Risk Group said in an alert.

## SUP Meetings 2023

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

SUP HQ	SUP Branches
May 8	May 15
June 13*	June 20*
July 10	July 17
August 14	August 21
September 11	September 18
October 9*	October 17
November 14*	November 20
December 11	December 18

\*Denotes Tuesday meeting due to holiday

## West Coast Sailors

Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Periodicals' postage paid at San Francisco. (USPS 675-180). Printed by Dakota Press Co., a Union shop. POSTMASTER: Send address changes to West Coast Sailors, 450 Harrison St., San Francisco, CA 94105.

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# Go PRO: Congress Reintroduces Landmark Labor Legislation

The most worker consequential legislation since the 1930's was recently reintroduced in Congress. Called the Richard L. Trumka Protecting the Right to Organize (PRO) Act, it would if passed, re-balance the scales of workplace power in favor of employees as was intended by the law.

The House bill was introduced by the Committee on Education and the Workforce Ranking Member Robert C. "Bobby" Scott (D-VA-03) and Representative Brian Fitzpatrick (R-PA-01). The Senate companion was introduced by the Committee on Health, Education, Labor, and Pensions (HELP) Chair Bernie Sanders (I-VT).

The legislation (renamed in honor of former AFL-CIO President Richard L. Trumka) contains various provisions that could change the US labor landscape, including:

- Increased remedies for violations of workers' rights
- Enhanced workers' right to support secondary boycotts
- Ensuring unions can collect "fair share" fees

- Modernizing the union election process
- Facilitating initial collective bargaining agreements

In addition, the legislation would make it more difficult for employers to classify their employees as supervisors and independent contractors, who are not covered by the National Labor Relations Act, and would require greater transparency in labor-management relations.

The AFL-CIO took the opportunity to declare again the nation's basic labor law, supposed to protect the rights of workers to form a union and bargain collectively, is broken. "The National Labor Relations Act (NLRA) of 1935 ushered in a wave of worker organizing that changed the direction of America, building the greatest middle class the world has ever known. Yet ever since its passage, corporations and their political allies have conspired to render the law toothless. In recent decades, employers have been able to violate the NLRA with impunity, routinely denying workers our basic right to join with our co-workers for

fairness on the job.

The United Association of Union Plumbers and Pipefitters (UA) said that workers "have been denied their basic rights to organize for better working conditions by bad-faith employers and unscrupulous contractors. It is long past time that Congress listens to the overwhelming majority of Americans who support workers' rights to form a union and come together to pass the bipartisan PRO Act."

Business groups, such as the Associated Builder and Contractors, were predictably opposed. "Reintroduction of the PRO Act means some lawmakers are catering to union demands for legislation that clearly threatens the livelihoods of small business owners, their employees and independent contractors." But the evidence is clear: Workers want to join unions, but many are robbed of the opportunity because the barriers are too high. The share of U.S. workers represented by a union hit an all-time low in 2022, despite strong public support for unions and an enormous increase in union election petitions before the National La-

bor Relations Board.

According to the Economic Policy Institute, there is little doubt that the PRO Act would go a long way to restoring fairness to the workplace and the economy. Heidi Schierholz said on the EPI website that "The PRO Act would help restore workers' right to collectively bargain for better wages and working conditions. The PRO Act would streamline the process when workers form a union, ensure that they are successful in negotiating a first agreement, and hold employers accountable when they violate labor law. The PRO Act would also help advance racial economic justice because unions and collective bargaining help shrink the Black-white wage gap and bring greater fairness to the workplace."

This marks the third time the PRO Act has been introduced. The PRO Act passed the House of Representatives in 2020 and 2021 but never reached the floor for a vote in the Senate, where the filibuster requires at least 60 votes to pass most bills. In an even more divided Congress, the legislation faces an uphill battle.

## ITF Focused on the Worst FOC's in Mediterranean Inspections

The International Transport Workers' Federation has targeted a thousand ships flagged to the Cook Islands, Palau, Sierra Leone, and Togo—"the four worst flags"—in a quest to rid the Mediterranean of employers who endanger their crews and damage the natural environment.

ITF inspectors, union representatives, and port authorities are now conducting a coordinated, two-month-long campaign of safety, maintenance, and seafarer welfare inspections on vessels flying the targeted

flags that berth in Mediterranean ports.

"The Cook Islands, Palau, Sierra Leone, and Togo take money from shipowners to register ships that other countries wouldn't touch," says ITF Inspectorate Coordinator Steve Trowsdale. "Many of these ships are dangerous and should not even be trading."

When the ITF and its affiliates call on them to address problems, Trowsdale says, they are often nowhere to be seen, adding "they take the money and run."

The ITF announced the campaign after

releasing data that showed that together, the four registries account for millions of dollars of unpaid wages, more than 100 crewmembers abandoned and over 5,000 deficiencies or detentions during the past two years alone.

One example: a Sierra Leone-flagged general cargo vessel, the KASSANDRA, was recently detained for 23 days by Israel's Port State Control in Haifa after 46 structural, navigation, fire safety and crew welfare defects were discovered. The crew

had been left without working freezers, meaning they had no way to keep food chilled in the scorching Mediterranean heat.

"It was August, when it is very hot and humid," said ITF Inspector Assaf Hadar. "Food supply was short with only a few vegetables on board. Things like this are typical for this flag."

The SUP is one of the nearly 700 transport unions in 147 countries that belong to the ITF.

## Fish Processor Fire In Tacoma Burns for Days

On April 8, 2023 a fire broke out aboard the Trident Seafoods factory trawler Kodiak Enterprise at Tacoma's Tideflats Port Facility, burning through the deckhouse and the wheelhouse. It is the second major fire aboard a Trident vessel in Tacoma since 2021. No injuries to crew were reported.

The fire broke out in the early hours of Saturday morning, according to the Washington Department of Ecology. The Tacoma

Fire Department dispatched crews to the scene to combat the fire from the pier, and South King Fire and Rescue sent the fire boat Zenith to assist from the water side. The U.S. Coast Guard closed down the waterway to marine traffic for safety, and multiple layers of booms were installed around the vessel to contain any potential spill.

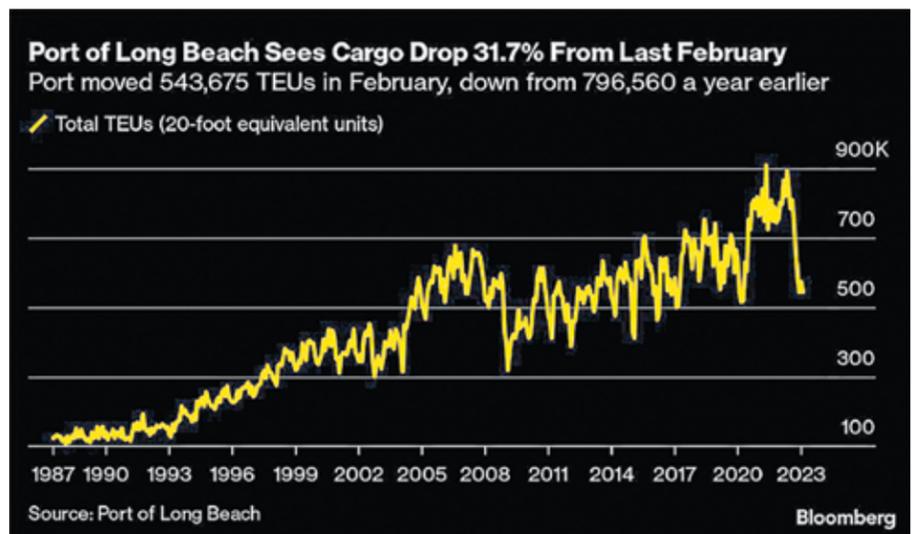
The U.S. Coast Guard said that the fire has progressed throughout the ship and

has reached to within about 100 feet of the vessel's freon refrigerant tanks. The ship has an estimated 19,000 pounds of freon onboard, and the heat from the fire could cause pressure to build in the freon tanks. The freon tanks have heat-activated pressure relief valves, which are designed to vent the contents if necessary. While freon can be toxic if inhaled in large quantities, the Coast Guard said, the release of freon into the atmosphere is not expected to pose any risk to the public.

Kodiak Enterprise is a 1977-built factory trawler, originally constructed as an OSV

and converted into a fishing vessel in 1989. She had just returned from her most recent Bering Sea fishing voyage on March 25.

The fire burned for three days and Tacoma Fire Department provided fire suppression and fighting expertise. While the fire has subsided, the vessel has taken on a pronounced list to port, "more than we want it to," the response command told local King 5 News. Dewatering operations to correct the list and restore normal stability are under way, along with dive inspections to attempt to find the source of the flooding.



## Port of LA Director Predicts Rebound

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month-over-month gain."

Industry reports suggest space on sailings from China to the US west coast "is becoming tight." Signs that the market is tightening will encourage those on the sidelines to commit to negotiating new contracts especially now that container

spot rates having fallen by 80%-90% in the past year. OOCL's Q1 operational numbers this week revealed that the carrier's average rate on the transpacific had slumped from Q1 22's \$3,964 per teu to \$1,457 per teu, despite its revenue during the period being boosted by some unexpired higher contract rates.

# China to Keep Building CMA CGM Container Ships

As part of a state visit by French President Emmanuel Macron, a massive new Chinese shipbuilding order was signed by French carrier CMA CGM. The deal with China State Shipbuilding Corporation (CSSC) is the largest container shipbuilding order placed in China and is for a total of 16 new vessels.

Chinese state media said the order for two classes of vessels in a total deal valued at 21 billion Chinese Yuan (nearly \$3.1 billion).

The order is also the first for China for methanol dual-fuel containerships. Twelve of the vessels will have a capacity of 15,000 TEU and use a methanol-ready engine. In addition, CMA CGM ordered four additional 23,000 TEU LNG dual-fuel vessels. No timing was announced for the delivery of the vessels.

Macron was conducting his first state visit to China in three years seeking to strengthen economic ties and get China's support for the war in Ukraine. The trip began on Wednesday, April 5, and concluded today with a rare personal meeting with China's President Xi Jinping. Chi-

nese media called the visit an opportunity to strengthen the country's ties with Europe and counter America's policies of containment against China.

The South China Morning Post is reporting that France and China have grown their economic ties exceeding \$100 billion for the first time in 2022. In addition to CMA CGM, Airbus agreed to expand production in China and Alstom reached new agreements. The French Electric Power Company (EDF) signed a new nuclear deal and also will work with China Energy Investment Corporation for a wind power project. Consumer companies including L'Oreal and France pork producers also reached agreements.

Overall, CMA CGM has ordered more than 70 containerships to be built in China. To date, 30 new ships have been delivered including the first ultra-large 18,000



TEU container ships, including the Jacques Saadé class which were the first large LNG-fueled containership ships. CSSC's shipyards built a total of nine of the vessels which each have a capacity of just over 23,000 TEU.

## Kaimana Hila Next to Convert; Manukai to Re-Engine

Matson Navigation formally announced it will convert the main engine of the *MV Kaimana Hila* to a dual-fuel engine capable of running on liquefied natural gas. The conversion is scheduled to begin in the second quarter of 2024 and was expected by both the Union and industry watchers.

The *MV Daniel K. Inouye* began undergoing conversion in Nantong, China, beginning in mid-January, and is scheduled to return to service within the next few weeks.

Following completion of work on the



*Daniel K. Inouye*, Matson has scheduled a year-long drydock so that the *Manukai* can undergo an extensive dual-fuel re-engine project. The *Manukai*, built in

2003, is not a conversion project.

"As a company that cares deeply about the environment, Matson is committed to reducing its carbon footprint through numerous short- and long-term goals, including a 40 percent reduction in CO2 emissions by 2030 and net-zero CO2 emissions by 2050," said Matt Cox, Matson chairman and chief executive officer. "Conversion to LNG is a big step toward achieving these goals."

News of the retrofit of the *Kaimana Hila* comes on the heels of Matson's recent announcement of the construction

of three LNG-powered newbuilds at the Philly Aker shipyard in Philadelphia.

The three additional *Aloha* class containerships, sisterships to the *Daniel K. Inouye* and the *Kaimana Hila*, will be LNG-ready when they are delivered in 2026 and 2027.

The two *Kanaloa* Class Con-Ro vessels, the *Lurline* and the *Matsonia*, were also outfitted with LNG-capable dual-fuel engines in anticipation of their eventual conversion.

## China Exercise Uses Carrier in Mock Invasion of Taiwan

On Monday, Taiwan's defense ministry reported that four Chinese carrier-based fighters crossed into its air defense zone, marking what may be the first time that China's PLA Navy has conducted a mock naval aviation strike on the island. The PLA Navy carrier Shandong has been operating off the eastern coast of Taiwan since last week and launching sorties regularly.

The Shandong's operations were documented by Japan, which controls the chain of small islands just to the northeast of Taiwan. The carrier was launching fighters at a position about 120 nautical miles to the south of the island of Miyakojima, and the Japan Self Defense Forces scrambled their own aircraft to respond. Japanese assets on scene captured rare photos of Shan-

dong's air wing in operation, including a takeoff from the carrier's ski-jump bow ramp (top). In total, Japanese forces observed about 120 launches and landings, including about 80 by carrier-based fighters and about 40 by carrier-based helicopters.

Shandong was accompanied by a frigate, a destroyer and a replenishment vessel, according to the Japanese defense ministry. While this strike group was operating east of Taiwan, two Chinese destroyers were underway southbound in the Tsushima Strait, and a Chinese surveillance ship was returning westward after a circumnavigation of Japan, according to the ministry's monitoring updates. When China's three-day snap exercise finished, Taiwan's ministry of defense reported that nine PLA Navy



The PLA Navy carrier *Shandong* under way (top) and launching a fighter (bottom) (Japan Self Defense Forces)



Aboard the laid up Matson C-9 containership *Mahimahi* in Alameda California, an SUP standby gang answers the call to get the ship ready for sea. From left is Peter Leo, Ron Reed, Anthony Wylie, Mike Smith.

warships were still operating in the vicinity of the island, even though the PLA's "Operation Joint Sword" exercise had concluded.

Wang Wenbin, a spokesman for the Chinese foreign ministry, deflected a question from AFP about the ongoing naval presence off Taiwan.

"We have made clear China's position on this question. Let me stress again that China stands ready to take resolute measures to safeguard its sovereignty and territorial integrity. Let me also add that Taiwan is an inalienable part of China's territory and there is no such thing as 'Taiwan's defense ministry,'" Wenbin responded at a press briefing Tuesday.

Taiwan's political leadership has uniformly condemned the Chinese drills. In a joint statement Tuesday, all of Taiwan's major political parties blamed China for "escalating" regional tension.

"Beijing used President Tsai's visit to our allies and stopovers in the US as an excuse to launch large-scale exercises around Taiwan, changing the status quo across the Taiwan Strait and escalating the tension in the region. It has also severely disrupted the international order," Taiwanese lawmakers wrote. "We also call for a collective condemnation from the international community on Beijing's barbaric acts."

The uptick in Chinese activity around Taiwan follows last week's meeting between Taiwanese President Tsai Ing-wen and the leadership of the U.S. House of Representatives at an informal venue in California. Taiwan is a democratically-governed locality with de facto independence from the People's Republic of China, and Beijing puts a high priority on reunifying the island with the mainland.

# Agriculture & Maritime Join Forces on Food Aid

A coalition of agriculture and shipping interests, including the SUP, is urging Congress to maintain its support for our nation's international food aid programs that are beholden to federal budgeting.



These programs, including P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole International Food for Education, have garnered significant bipartisan backing for over six decades and have aided millions of vulnerable individuals globally. Historically, the SUP has been critical to their development and maintenance as part of the cargo preference aspect of American maritime cabotage.

The groups joined in a letter, sent to the Chairs and Ranking Members of both the House and Senate Agriculture Subcommittees (part of each chamber's Appropriations Committees), reported on in these pages last month. Nearly 90 signatories asked that Congress increase the fiscal year 2024 agriculture appropriations funding for these crucial accounts to a minimum of \$2.3 billion.

The need for global food assistance remains high due to persistent drought, ongoing conflict, inflationary costs, and other crises worldwide. According to the UN World Food Program, the number of people facing crisis levels of food insecurity has risen to 349 million due to COVID-19, conflict, and climate-related extreme events, up from 287 million in 2021.

Since 2019, the American agency USAID has reported a surge in acute food insecurity from 135 million to 345 million. Food for Peace has proven to be the most successful international food aid program in the world providing transparency and reliability while lending crucial support to vital U.S. agriculture and maritime jobs. However, through the years some opponents have called for reform of the PL-480 program by



eliminating the U.S.-flag cargo preference component and transforming it into more of a cash-based system.

The drastic reduction of cargoes for U.S.-flag shipping over the past decade alongside the lowering of the food aid cargo preference level from 75% to 50% in 2012 helped facilitate a precipitous reduction in the internationally-trading U.S.-flag fleet as ships continue to flag out from the Stars and Stripes. Subsequent erosion of the mariner pool will continue to complicate the nation's ability to fulfill DOD sealift requirements. Just as all of nation's maritime support systems combine to strengthen the nation, so too have maritime and agricultural interests recognized they must join to survive.



## Defense Leaders Back Budget for Sealift

*continued from page 1*

transported via sealift."

Apart from her comments on readiness covered on page 6, Phillips made the same increasingly important point about moving defense cargoes by sea aboard Ready Reserve Force ships and privately owned and operated U.S.-flagged ships under government contract.

"We have proudly met the challenges of managing the National Defense Reserve Fleet for 77 years," she said. "America's strategic sealift provides the nation with the capability to rapidly project power globally by deploying Department of Defense forces and moving cargoes worldwide during peacetime and wartime - including through contested environments - whenever activated by TRANSCOM."

Under the budget proposal, MARAD would draw \$809 million for vessel acquisition, structural improvement and maintenance of vessels in the RRF and NDRF and for "recapitalization" of the RRF, which total 45 ships



with an average age of "more than 45 years," and which are held in reduced operating status "to be ready to sail within five days of activation," Phillips said.

The fiscal year 2024 budget request would provide full funding of the 60-ship Maritime Security Program and the new, ten-ship Tanker Security Fleet, Phillips said.

The MSP - characterized by Phillips as "the heart of sustainment sealift" - provides the Department of Defense with immediate access to the 60 roll-on/roll-off and container ships operating routinely in international trade. The MSP also gives defense strategists access to the worldwide logistics support systems owned or controlled by the participating companies.

"The MSP supports and sustains the merchant mariner base by providing employment for 2,400 highly-trained, skilled U.S. merchant mariners who may also crew the U.S. government-owned surge sealift fleet when activated," Phillips continued. "The MSP also supports

more than 5,000 additional shoreside jobs in the maritime industry."

The budget request would also provide \$60 million as authorized to launch the Tanker Security Fleet at 10 ships. Phillips cited a fiscal 2020 National Defense Authorization Act warning of dangerous federal dependence upon foreign-flagged tankers - especially during national security emergencies.

"The TSP will be comprised of active, commercially viable, militarily useful privately owned product tank vessels," she explained. "We anticipate announcing the first 10 ships selected for enrollment in the near term." The Tanker Security Fleet is expected to generate 500 licensed and unlicensed mariner jobs.

The Maritime Administrator also vowed to apply and enforce U.S. cargo preference laws, which hold specific shares of government-financed exports and imports for U.S.-flagged ships, but which have been hindered by persistent, cagey critics within the federal Executive Branch. The Cargo Preference Act of 1904 sets 100 percent of defense cargo transactions aside for U.S. merchant ships, while the Cargo Preference Act of 1954 reserves 50 percent of remaining government-funded imports and exports for U.S.-flagged vessels.

"Without cargoes, ships will leave the U.S.-flag, our modest fleet will continue to dwindle to the point that the number of American vessels is simply too small to meet government shipper agency requirements, whether military or civilian," Phillips advised.

In her testimony, Gen. Van Ovost said TRANSCOM "supports the Navy's strategy to recapitalize the government-owned fleet by acquiring foreign-built used sealift ships from the market and further requests to provide the Secretary of Defense discretionary authority to purchase foreign-built ships to expeditiously replace the aging ships under more favorable market conditions."



In a distant layup port in Malaysia, SUP crew took the deck of the geared shallow draft Matson container ship *Kamokuiki*. From left is Octavio Ortega, Gabriel Moreno, Kenneth Carradine, and bosun Erick Thunstrom. *Kamokuiki* was last deployed on an Auckland to Shanghai run.

# House Sounds Alarm on Mariner Shortfall

The U.S. is approximately 1,800 licensed and unlicensed mariners short of the number needed to operate the commercial fleet and the Ready Reserve Fleet in the event of a full mobilization exceeding four to six months, Maritime Administrator Ann C. Phillips testified at a March 28 Congressional hearing.

“The last numbers we have predate COVID. They are an estimated 1,800 in an uncontested environment, over a six-

month cycle of activating the Ready Reserve,” she told Rep. Michael Waltz, chair of the House Armed Services Readiness Subcommittee, in response to a question.

“[W]e’re competing [for mariners] with active ships, we’re competing with our U.S.-flag vessels, our 85 internationally trading, privately owned foreign-trading vessels,” Phillips said. “And the Ready Reserve are aging vessels, which means that there are skillsets required to operate some of them,

those remaining that are steam, for example, that not a lot of mariners have.”

Chairman of the Readiness Subcommittee Michael Waltz (R-FL) said “I think everybody here should find that incredibly alarming,” Waltz said. “That is a red star cluster. We’ve gone from 400 ships in the First Gulf War down to 40, and we can’t even staff the 40.”

Also testifying at the hearing was TRANSCOM Commander Jacqueline D.

Van Ovost.

“The supply of contract mariners is sufficient to meet the initial sealift surge when government reserve ships are activated, but [it] will be challenged with the ability to sustain crewing requirements over an extended period,” she testified. “The post-COVID recovery has highlighted significant workforce concerns to maritime stakeholders to include recruiting and retention.”

## The Merchant Marine and U.S. Maritime Strategy

# Focus on the Merchant Fleet Before a Great Powers War

By Seth Cropsey

Supplying an attacking and defending force has been an issue since the decade-long Trojan War. In more than 3,000 years, this has not changed. The U.S. continues to benefit from unrestricted resupply access in the Ukraine War. However, future Eurasian conflicts will not resemble Ukraine. The U.S. requires the capabilities to win the next war, not fight the last. This demands, in turn, a Merchant Marine capable of sustaining the U.S. and its allies through prolonged combat.

The Ukraine War marks the beginning of armed Eurasian dispute between the American-led coalition and the authoritarian entente of Russia, Iran, and China. Prior to 24 February, the U.S.’ adversaries poked and probed, but refrained from a direct challenge to the Eurasian military balance. Even as Russia and Iran displaced the U.S. in the Middle East, there remained few direct conflicts between the U.S., Russia, and Iran. The exceptions were remarkable instances of the shadow war bubbling to the surface. The 2017 and 2018 U.S. airstrikes in Syria, 2018 Battle of Khasham, and 2020 Soleimani Assassination, broke the norm of below-threshold intelligence and proxy conflict.

The earlier Gulf and Iraq Wars defined hostile military strategy throughout the 1990s and 2000s because they demonstrated the threat that the U.S. could pose when allowed time to establish massive nearby arsenals. In 1990-1991, the U.S. built up a million-man coalition, including nearly 3,000 aircraft, in neighboring Saudi Arabia, and invaded Iraq after an extended air campaign that gained absolute American air supremacy. In 2003, a far lighter force toppled Saddam’s regime, but only after an air campaign and, once again, a buildup in neighboring Saudi Arabia.

The lesson was clear. The U.S. Armed

Forces were extraordinarily lethal, even without concentrating in overwhelming traditional numbers. But U.S. forces had to build up over time in the combat zone, while a U.S. offensive required significant air-land preparation. America could be defeated if it could be kept at arm’s length, unable to access a regional staging point. Hence America’s adversaries turned towards long-range weapons and political disruption to bar U.S. regional access, with the result termed anti-access area denial or hybrid warfare by U.S. planners.

The Ukraine War will define adversary strategy in the 2020s and 2030s as the Iraq Wars defined adversary strategy from the 1990s to the 2010s. For an autarkic enemy the Ukraine War’s central lesson is that the West cannot be allowed to transport decisive force to a combat zone unimpeded. Russia could interdict American arms shipments in Western Ukraine if it felt comfortable penetrating Ukrainian airspace for targeting purposes or if it could stage an offensive towards Lviv. But geographical and materiel constraints make in-country interdiction difficult, and even if Russia waged this campaign, it would risk a more active Western response, for example a No-Fly Zone that covered supply shipments to Ukrainian forces. Escalatory risks therefore deter this action, allowing the U.S. and Europe to serve as a rear area for Ukrainian forces effectively immune to Russian attack.

This is an unacceptable strategic situation even if Russia achieves the minimal objective of establishing a land corridor to Crimea. China surely recognizes the danger that allowing long-term U.S. support to its Indo-Pacific targets poses. No major power seeks to fight and win a long war – endurance is a weapon of the weak, the nationalist and insurgent. And U.S. supply access to a Chinese tar-

get, namely Taiwan but also potentially Vietnam, guarantees a long war. A war over Taiwan will thus involve immediate attempts to interdict U.S.-Taiwanese sea lines of communication and supply as China strikes ports and warships and, equally relevant, pushes air and naval forces into the western Philippine Sea to stage a Taiwan blockade. Similarly, a Chinese preemptive strike on Vietnam would involve attacks on Vietnamese ports and a screening force farther south to prevent supply through the Malacca or Lombok Straits.

Resupplying Taiwan during a major conflict, whether to support Taiwanese, U.S., or Japanese forces on the main island, requires military forces. The U.S. Navy must break a PLA blockade, likely engaging in a major fleet action to destroy a PLA blocking force. But a major war, as Ukraine has demonstrated, will require an immense amount of materiel. A sea war, as any Indo-Pacific War must necessarily be, requires an immense amount of seaborne shipping to carry that materiel.

It is here that the U.S. Merchant Marine becomes a crucial and wholly underappreciated aspect of national power. Throughout the Cold War, the Merchant Marine sustained U.S. deployments to the Eurasian rimland. Some 250-plus U.S. merchant ships were used to maintain American supplies in Korea. A combination of 175 National Defense Reserve Fleet transports, crewed by merchant mariners under the U.S. Maritime Administration, along with U.S.-flagged merchant ships transported nearly all the materiel to U.S. forces in Vietnam. It took 230 ships to sustain the American 1990-1991 buildup in Saudi Arabia prior to the Gulf War. And during the Iraq and Afghanistan Wars, MARAD’s Ready Reserve Force, also crewed by commercial mariners, transported a quarter of all equipment to theater during major combat operations. Because of its geography, any Indo-Pacific conflict will require a major merchant fleet to sustain U.S. and allied combat operations alongside the Navy and Air Force required to defend this logistical system.

The issue is, since the Second World War, the U.S. Merchant Marine has not been recognized as a key element of American national power. Military Sealift Command has enough ships, both active and under the Ready Reserve Force, for peacetime operations and a brief surge. But beyond that, the only guaranteed U.S. spare capacity comes from the Maritime Security Program’s 60 Congressionally-supported ships. There is no longer a domestic U.S. commercial shipbuilding industry. The Merchant Mariner force is aging and shrinking due to a lack of competitive salaries and a limited number of commission paths, given the lack of funding for the U.S. Merchant Marine Academy and State Maritime Academies.

In a long-term confrontation, attrition will degrade the U.S. merchant fleet, mariners will be severely overstretched, and the U.S. will need to choose between transporting civilian goods and military equipment as the CCP leverages its dominant international shipping position and forces the U.S. to rely upon overwhelmingly U.S.-flagged ships.

The solution is as clear as it is difficult. Three steps are necessary to revitalize the Merchant Marine as an American strategic capacity.

First, the U.S. should reestablish the U.S. Maritime Commission. Modern MARAD’s predecessor, U.S. MARCOM was inaugurated in 1936, and tasked with designing a merchant fleet that could sustain the U.S. military in a Eurasian great-power war and training the mariners to crew these ships. MARCOM was established two years before the 1938 Naval Act, less known than the 1940 Two-Ocean Navy Act but equally crucial to ensuring U.S. naval industrial capabilities in December 1941, when Japan attacked Pearl Harbor and brought the U.S. into the World War. A revitalized MARCOM would serve as the central executive agency responsible for American merchant marine expansion.

Second, the U.S. should consider a major shipbuilding subsidy system for U.S. shipyards. This would entail a target of some 100-plus new merchant ships, staged over five years, and executed through a new MARCOM. The objective would be to provide U.S. industry with an incentive to expand capacity rapidly and produce merchant ships at scale. These ships could then be U.S.-flagged merchantmen, crewed by U.S. merchant mariners with a service obligation, and used for U.S. strategic purposes.

Third, and most critically, Congress should authorize an expansion of the Merchant Marine training system and encourage the states to modify the practices of the Maritime Academies. The U.S. Merchant Marine Academy is the only educational institution in the U.S. devoted to producing qualified Merchant Mariners with service obligations, and produces only 250 graduates a year at most, and has not reached its statutory enrollment limits since the World War. A major funding injection is needed to ensure that the USMMA can produce merchant mariners to crew new ships. The six State Maritime Academies should also be incentivized to expand class size and, if possible, increase Merchant Marine retention.

*Seth Cropsey is the founder and president of Yorktown Institute. He served as a naval officer and as deputy Undersecretary of the Navy and is the author of Mayday and Seablindness. This article first appeared in RealClearDefense.com*

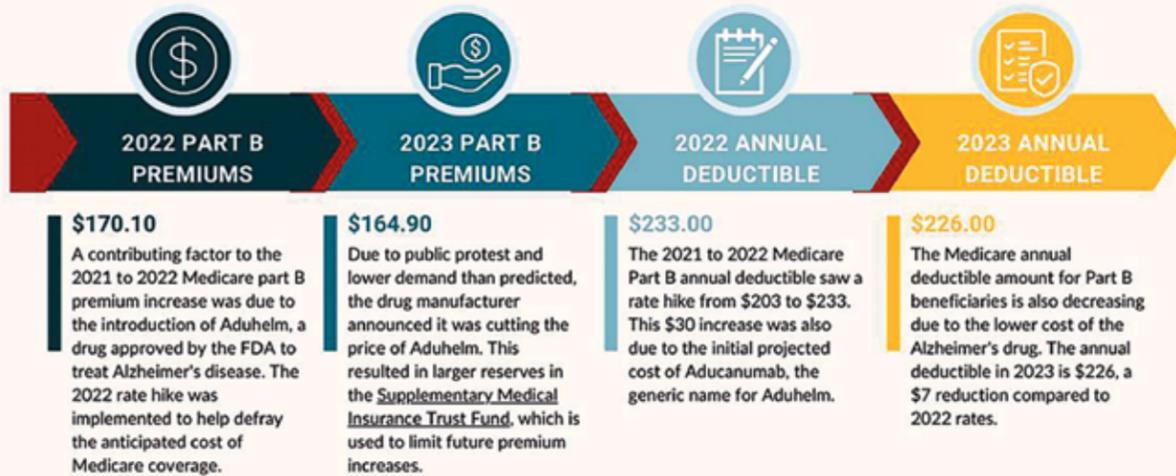


SUP gang in the *President Truman* installed a new break band on the forward mooring winch. from left is Bosun Cosme Bigno, ABs Waldemar Janzak, Giorgio Pompei, and SUP delegate Janan Johair. Missing from photo AB Dennis Sumague and AB Tom Shafer.

## Cost of Living News

### 2023 Medicare Premium and Deductible

On September 27, 2022 the Centers for Medicare and Medicaid Services announced the **2023 Medicare Rates**. An interesting takeaway is that, for the first time in over 10 years, Medicare beneficiaries will see a decrease in both their Part B monthly premiums and their annual deductible.



**\$170.10**  
A contributing factor to the 2021 to 2022 Medicare part B premium increase was due to the introduction of Aduhelm, a drug approved by the FDA to treat Alzheimer's disease. The 2022 rate hike was implemented to help defray the anticipated cost of Medicare coverage.

**\$164.90**  
Due to public protest and lower demand than predicted, the drug manufacturer announced it was cutting the price of Aduhelm. This resulted in larger reserves in the **Supplementary Medical Insurance Trust Fund**, which is used to limit future premium increases.

**\$233.00**  
The 2021 to 2022 Medicare Part B annual deductible saw a rate hike from \$203 to \$233. This \$30 increase was also due to the initial projected cost of Aducanumab, the generic name for Aduhelm.

**\$226.00**  
The Medicare annual deductible amount for Part B beneficiaries is also decreasing due to the lower cost of the Alzheimer's drug. The annual deductible in 2023 is \$226, a \$7 reduction compared to 2022 rates.

#### SUP Pensioners Medical Benefits

The SUP Welfare Plan provides three medical benefit reimbursements for pensioners:

##### Annual Medical and Hospital Benefit

\$2,000 maximum per benefit year. Can be used toward any type of medical services

##### Special Medical Pensioners Benefit

\$7,200 maximum per benefit year allocated as follows:

\$4,000 toward medical & dental premiums (inclusive of Medicare Part B, Medicare Part C Advantage/Medigap and Medicare Part D premiums)

\$1,000 toward prescription drug expenses  
\$2,000 for all other expenses

Maximum \$200 toward any additional expenses in the above three categories.

(Pensioners with less than 20 years of service receive a *pro-rata* benefit amount for both the Annual Medical and Hospital and Special Medical Pensioners benefits above.)

##### Medicare Part B Premium Reimbursement

The standard Medicare Part B monthly premium is typically deducted from Social Security benefits but reimbursed to eligible SUP pensioners, either directly from the SUP Welfare Plan or included as a convenience on monthly SIU Pacific District Pension Plan benefit payments. The Medicare Part B premium amount for the 2023 calendar year is \$164.90.

## U.S. Ships Arrive In Subic Bay at Start of Balikatan Exercise

More than 12,000 U.S. troops from all four branches will join thousands of their Philippine counterparts next week as part of the annual Balikatan exercise in and around the island nation, the largest iteration of the annual event in its 38 years.

This year's exercise, which starts April 11, follows the recent announcement that Manila will give U.S. forces access to four additional bases, all of which face the South China Sea, with multiple sites in northern Cagayan province less than 400 miles from Taiwan.

The new basing agreement has predictably irked China, which has increasingly sought to claim the international waters of the South China Sea as its own.



The SUP ships *USNS Dahl* and *Cape Henry* arrived in the Philippines to participate in the annual exercise called Balikatan.

All told, 5,400 Philippine troops will join about 12,200 U.S. personnel in the 17-day Balikatan event, with just more than 100 Australian troops joining in as well, U.S. officials said in a release announcing the exercise.

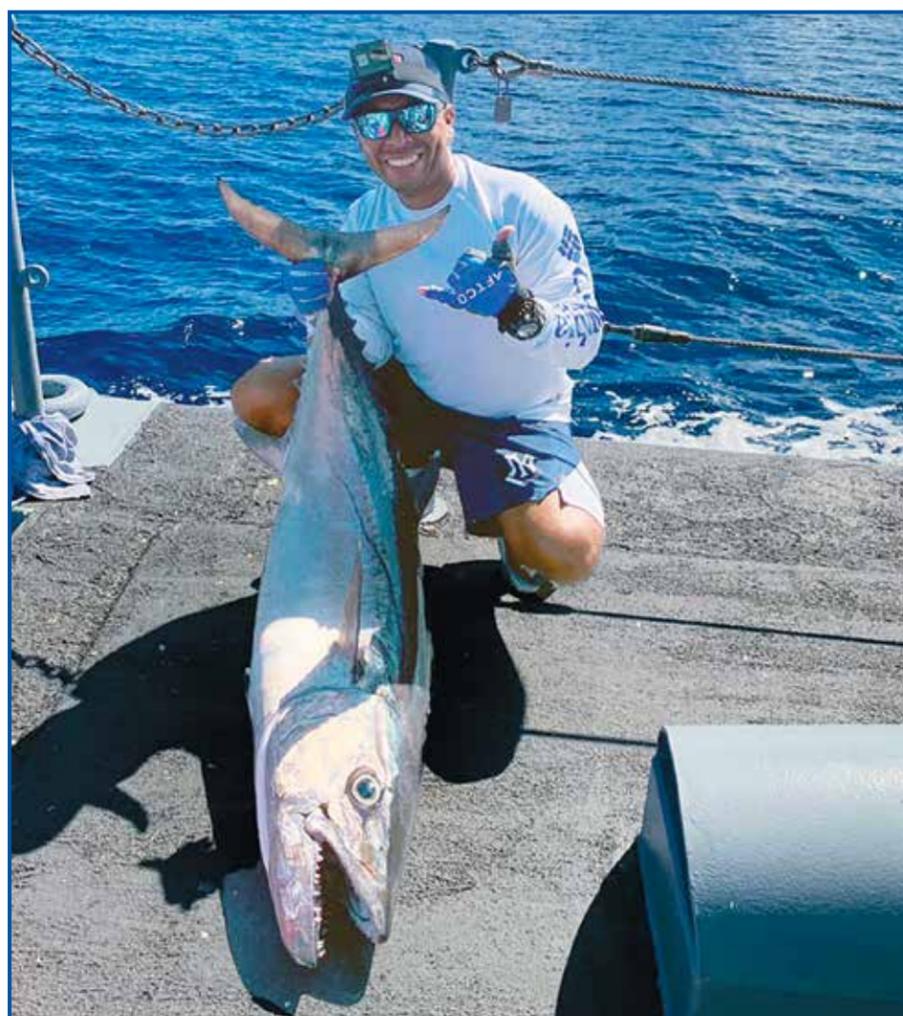
That's nearly double the 9,000 troops who took part in last year's exercise.

The exercise illustrates the importance Manila places on internal security, Manolo said, and signifies another step in modernizing the more than 70-year-old alliance between the United States and the Philippines.

The increased emphasis on interoperability required to address new security challenges, primarily coming from Beijing, facing the alliance allows Manila "to shore up our defensive posture."

"Balikatan provides unparalleled opportunities to demonstrate the strength and readiness of the Philippine-U.S. security alliance," Lt. Col. Daniel Huvane, Balikatan Combined Joint Information Director, said in a news release from the American embassy in Manila.

Weeks before the exercise, the Philippine military said that this year's phase would be the biggest, as U.S. armaments will even be in full use, including the Patriot and Avenger missiles and HIMARS.



SUP AB and delegate Anthony Hernandez landed this 66 pound trophy dogtooth tuna in the pristine waters of the Indian Ocean aboard *USNS Watkins*, off Diego Garcia.

## SUP Member Application Mariner Documents

Credentialed professional merchant mariners are welcome to apply for registration with the Sailors' Union of the Pacific.

#### Now is an excellent time to get started.

Mariners with the Merchant Mariner Credential (MMC), the Transportation Worker Identification Credential (TWIC), a U.S. Passport, a U.S. Coast Guard medical certificate without limitations, and with the following international STCW endorsements on the MMC:

1. Able Seafarer/Deck (AS/D)
2. Basic Safety Training (BST)
3. Proficiency in Survival Craft (PSC)
4. Vessel Personnel with Designated Security Duties (VPDSD)
5. Tankerman Assistant (DL) or higher and Basic Oil Tanker Cargo Operations on the Merchant Mariner Credential

Feel free to ask questions, Please call, contact and send your mariner documents to

**sam@sailors.org • (925) 788-7661**

**SUP MEMBERSHIP APPLICATION**

<https://sites.google.com/sailors.org/sup/home>



# WA State Senate Calls Jones Act 'Critical' to State's Prosperity and Security

On February 2, the Washington State Senate passed a resolution, which recognizes the vital role of the Jones Act in the state's economy and national security. The Jones Act, which was authored by then-U.S. Senator for Washington State Wesley Jones, requires that vessels transporting cargo between U.S. locations be American-built, American-owned and American-crewed — a boon for U.S. national and economic security.

The bipartisan resolution, sponsored by Senator Karen Keiser (D) and co-sponsored by Senator Mark Schoesler (R), emphasizes the critical role of the Jones Act in cultivating a robust American Maritime that is essential to the state and country. The resolution also notes that Washington is home to an estimated 22,500 jobs supported by the Jones Act, and the American Maritime fleet supports nearly 650,000 family-wage jobs nationwide.



**Sen. Wesley Jones (R-WA)**  
October 9, 1863 – November 19, 1932

“It was an honor to have so many members of the maritime community join us in Olympia as we celebrated the legacy of the Jones Act and recognized the importance and history of the maritime industries to our state's economy and culture,” said Senator Keiser of Washington's 33rd Legislative District,

during her floor speech celebrating the bill's passage.

The Jones Act fleet contributes over \$154 billion in economic output nationally and \$6.1 billion to Washington's economy, according to the latest statistics by the American Maritime Partnership. The impact goes beyond the men and women who work aboard vessels in the area, as it

also includes shipbuilding and ship repair industries as well as America's equipment manufacturers and vendors, dredgers and marine construction contractors. The resolution also noted that the pandemic has raised the “critical importance of maintaining resilient domestic industries and transportation services to the citizens and workforce of Washington state.”

Peter Schrappen, Vice President – Pacific Region of the American Waterways Operators (AWO), commented, “The Jones Act is the foundational law that makes it possible for American maritime to make these and many other contributions to Washington's economy, security, environment and quality of life.” Schrappen went on to say that American Maritime, including the tugboat, towboat and barge industry, is a critical economic engine and a committed leader in environmental sustainability in Washington State and across the United States.

In addition, the Jones Act helps to ensure the nation's security by maintaining

a domestic maritime industry capable of providing support to the military in times of conflict or national emergency. This is particularly important for a state like Washington, which is home to major naval bases, including Naval Base Kitsap, Naval Station Everett and Naval Air Station Whidbey Island, to name a few, all of which provide important support to the Pacific Fleet and the services both in peace and war.

Given the current tensions with China after the U.S. military took down a Chinese spy balloon, maintaining a strong Pacific Northwest keeps the United States ready in the event of a conflict.

The Washington State resolution is the latest of several state resolutions that have passed in recent months recognizing the Jones Act for its role as a crucial pillar of the nation's economic and national security. Supporters say the resolution is also a testament to its enduring importance to Washington State and an affirmation of Sen. Jones' legacy.

## Employer Spending on Union Busting Hard to Track

By Celine McNicholas, Margaret Poydock, Samantha Sanders, and Ben Zipperer

March 29, 2023

High-profile union organizing campaigns and attacks on those campaigns at companies such as Amazon, Starbucks, and Google have shined a spotlight on workers seeking better pay and working conditions. However, attempts to derail those efforts by corporations are on the rise, costing more than \$400 million a year. But that number is only the tip of the union-busting iceberg.

### FACTS ON “UNION AVOIDANCE”

- When workers seek to form unions, employers often hire “union-avoidance” consultants to dissuade and weaken workers' unionization efforts. These consultants work to prevent a union election from taking place — and if that fails, to ensure that workers vote against the union.
- Employers spend a lot of money trying to derail union organizing campaigns. EPI estimates employers spend \$433 million per year on union-avoidance consultants. This work is well compensated—consultants report being paid \$350-plus hourly rates or \$2,500-plus daily rates for their work to defeat union organizing efforts. This estimate is just a drop in the bucket because there is not enough data to reveal the true scope of what employers spend.
- Employers are required to report certain union-avoidance expenditures. However, statutory exemptions and enforcement limitations severely limit the scope of reportable employer union-avoidance activities. As a result, relatively little data exist on employer expenditures on union avoidance.
- This reality makes it harder for workers to fight for their collective bargaining rights because they do not know the extent of their companies' investments in union-busting, a figure that could empower them at the negotiating table when employers claim they can't afford to increase pay and benefits.

**Amounts union-avoidance consultants reported receiving from selected employers for work performed in 2021:**

Employer	Amount reported
Amazon	\$4,260,000
United Natural Foods	\$2,650,000
American Auto Assoc., N. California, Nevada, Utah	\$1,923,000
Grocery Delivery E-Services (Hello Fresh)	\$1,638,000
Maine Health	\$958,000
El Milagro Tortillas	\$863,000
Curation Foods	\$689,000
Intralot	\$251,000
Garden Fresh Gourmet	\$211,000

Source: Bob Funk and LaborLab's analysis of LM-10 forms filed by consultants with the U.S. Department of Labor (DOL) Office of Labor-Management Standards (OLMS), 2021, rounded to the nearest thousand dollars.

While the law requires employers and consultants to disclose their union-avoidance agreements, it provides an important exception when the consultant is merely providing the employer with “advice”—a term that is not defined in the statute and is exploited by many union-busting consulting firms.

The Obama administration tried to rectify the problem through a regulatory action known as the “persuader” rule. In its proposal, the administration emphasized the significance of this loophole, stating: “Although 71 to 87 percent of employers hire

consultants to manage counter-organizing campaigns, the Department has received very few reports on these activities because employers deemed them to fall under the ‘advice’ exemption.”

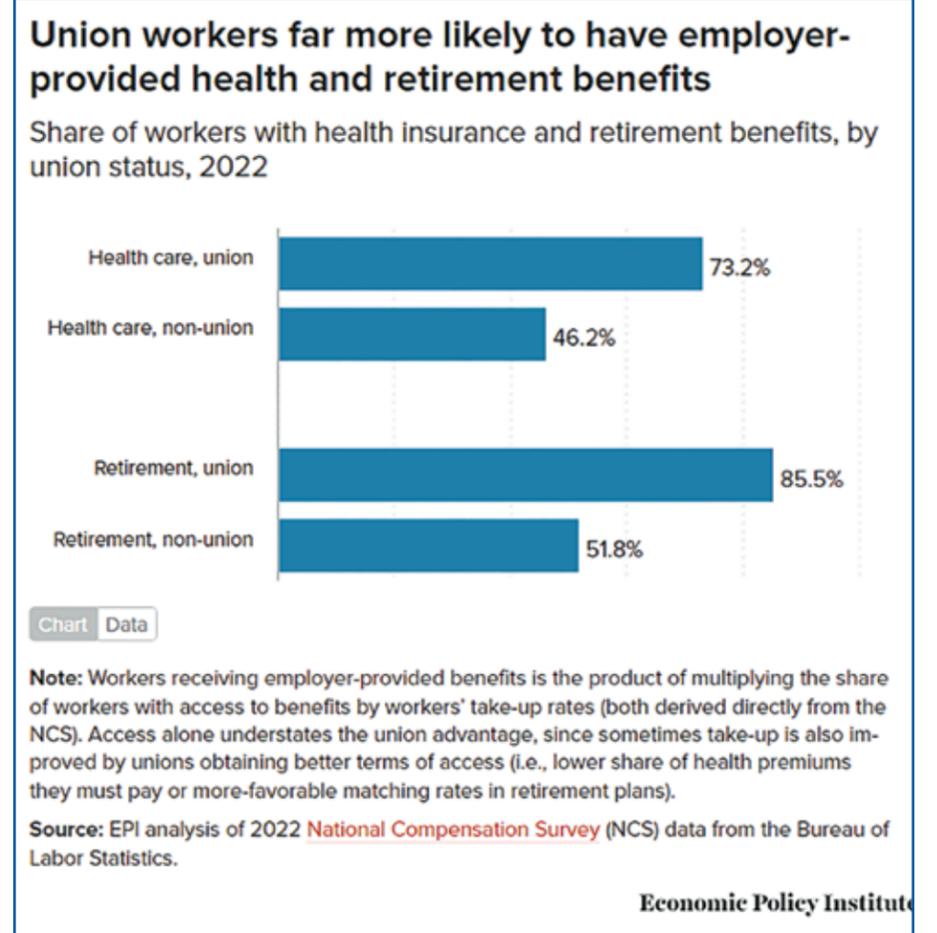
Unfortunately, business groups sued to prevent the rule from being enforced; the Trump administration rescinded the rule. Without reform to the reporting system, how much companies spend on union busting in total is unknown.

### Policy recommendations

To expose the extent of corporations' union-avoidance activities, policymakers should:

- Pass the Protecting the Right to Organize (PRO) Act, which would require disclosure of indirect persuader activities by union-avoidance consultants;
- Pass the No Tax Breaks for Union Busting Act, which would prevent employers from deducting union-avoidance expenditures from their taxes;
- Finalize Form LM-10 rulemaking requiring employers to attest if they are federal (sub)contractors, which would help fill an information gap on whether federal contractors are participating in union-avoidance activities; and
- Rescind the 2016 Special Enforcement Policy for Form LM-21, which states that the Office of Labor-Management Standards (OLMS) will not enforce the completion of Parts B and C of Form LM-21. Rescinding the policy would require union-avoidance consultants to itemize payments from employers they engage with each fiscal year.

Source: Economic Policy Institute





# SUP PRESIDENT'S REPORT

## SUP FINANCIAL SECURITY

The Union has long maintained a conservative banking policy. The low-risk approach to cash management and investment has served us well for decades and continues to protect Union assets. But the recent banking turmoil activated a fiduciary obligation to review the status of our bank and banking policy. Along with SUP VP Matt Henning and controller Alice Wong, I met with Peter Legakis at United Business Bank, the primary bank. UBB and its predecessor, Union Labor Bank, has over the last 15 years offered better service and lower costs than our previous bank, Wells Fargo.

We determined that UBB meets the “well-capitalized” definition as imposed by the Federal Deposit Insurance Corporation (FDIC), based in part on a sizeable and diverse depositor clientele including more than 178 unions among many other clients. Legakis answered our questions about the strength of the UBB balance sheet and its ability to withstand a recession or other problems. The bank’s filings with the Securities Exchange Commission, appears to support the claim: the bank is sound and stable by most financial health metrics. Legakis also confirmed that the bank has no exposure to highly leveraged debt instruments or other risky assets, such as cryptocurrencies.

Moreover, Legakis helped to develop a plan to expand our insurance protection beyond the \$250,000 traditional maximum insured by the FDIC. In a bank asset sharing program called IntraFi ICS and CDARS, the Union will benefit from much improved FDIC insurance that covers 100% of our funds at the bank. It will also generate higher rates of return with nearly the same level of liquidity via a mix of IntraFi ICS protection money market funds and staggered or laddered short-term high yielding Certificates of Deposit. I approved the improvements and took steps to enact the plan.

The Union also holds funds in its primary investment account with Dodge and Cox, a San Francisco investment firm with a relationship that goes back over 90 years. We also met with our account manager Alexander Chartz. The fund he manages for us focuses on high credit quality corporate bonds or U.S. government agency backed debt with short-duration and low volatility. It is measured against the benchmark index called Bloomberg U.S. 1-3 Year Government/Credit Bond Index. Dodge and Cox routinely outperforms its benchmark index and does so net of very low fees. Chartz reported the fund in good condition and in a strong position for better returns.

As our Quarterly Finance Committees have routinely reported, Union finances are solid and mainly holding the line against rising costs. We will continue to take appropriate financial action to maintain liquidity, produce a reasonable return, and reliably safeguard SUP assets. The same comprehensive review was being done at SUP trust funds with Plans Administrator Michelle Chang.

## APL MARINE SERVICES

**APL Eagle:** On March 29, 2023, the Union received notification from APL’s Director of Labor Relations Michael LaBonte that the APL Gulf Express will be replaced with the APL Eagle (ex-CNC Mercury) in the same Jebel Ali Middle East Express (JMX) service. LeBonte said APL Eagle will turnover Company control and an SUP crew in a Singapore yard adjacent to the APL Gulf Express in May.

To facilitate a smooth turnover, the Company requested to “cross deck” the crew of APL Gulf Express crew to the APL Eagle and mitigate the logistical problems associated with re-flagging replacement tonnage in a distant foreign port. On questioning the Company agreed that the cross-decked crew’s tour of duty or total time aboard both ships would adhere to the Rule No. 8 which provides for a minimum four months and maximum six-month assignment in “shuttle ships.” Time will be continuous from original APL Gulf Express dispatch and finished out aboard the APL Eagle.

Supported by common sense, past practice, and the SUP-APLMS joint Shipping Rules. (Rule No. 8 supports the usual shuttle ship service time and Rule No. 11 provides a hiring hall exception to foreign port dispatches), Mr. Chairman, I recommend approval of the cross-decking crewing plan for the APL Eagle.

**Japan RTS:** As has been reported, emerging from the pandemic the government of Japan has developed confusing immigration rules, appearing to both grant and restrict shore leave. Spurred by the Unions, the Company pressed for official answers, but public pronouncements conflicted with actual conditions. Different rules in different prefectures of the country and government staffing problems made it worse. The national policy was still subject local approval by the port’s Japanese Immigration authority’s quarantine officer.

After much investigation and analysis, we determined those rules were ultimately beyond the reach of our collective bargaining agreement to resolve. Our Section 18 protects us only against arbitrary, retaliatory, or capricious restriction by the company, not necessarily the international validity of the port state’s policy or notice. With or without a letter, the evidence showed that it is the government doing the restricting. As in other ports and times, such as Pakistan and China, we dealt with the same frustrating inability of the Company to procure a letter from the port state validating the restriction. Then as now, it depends on the totality of the circumstances, and the absence of a letter from a foreign government does not automatically produce a payable event.

The eligibility rules for actual shore leave in Japan, as opposed to RTS pay, rests on a request to go ashore, and three doses of vaccine (two phase initial and one booster) with no symptoms. Japan is expected to lift all restrictions on May 8. Until then, shore leave is available on a case-by-case basis, and restriction claims in Yokohama are no good.

## MATSON NAVIGATION

**Ship deployment:** On March 1, 2023, Matson released its 2022 Annual Report and form 10k filed with the Securities and Exchange Commission. Matson disclosed there

for the first time its full plan for ship repowering, conversions, new-building, and deployments. There will be three new LNG-fuel compatible Aloha-class containerships built at the Kvaerner Philly Shipyard in Philadelphia with delivery dates for the first two in 2026 and the third in 2027. Management also said it would deploy those three new ships in the CLX service and redeploy three existing CLX ships into the Alaska service. In previous communications management said the Manukai, scheduled for a complete LNG re-build or conversion that will take a year to complete. The Kaimana Hila is the next ship scheduled for repowering later this year. The announcements suggest that LNG-fueled operations will continue to play an important role in the future of the Company.

**LNG training:** The first two LNG classes for Basic IGF Code Operations were completed last month in Oakland and Long Beach. The next round is again sponsored by Matson consisting of three two-day LNG training events. The first will be in Oakland on April 17-18, in Long Beach on April 20-21, and finally Honolulu on April 24-25. Contact SUP agents to register for the training and for site information.

Since it is Matson sponsored training the number of training billets is limited and the eligibility process is the same as in the first round, as a qualification for shipping in designated Matson ships and subject to the seniority considerations of the Shipping Rules. Work continues to make the training a regular and normal part of the Andrew Furuseth School of Seamanship curriculum. Urge all interested hands who will ship in Matson LNG fueled ships to register and fill out training applications for the future.

Gaining the STCW endorsement in the MMC is a critical part of the training. Once the training is completed, the certificate of completion but be submitted to the National Maritime Center to get the Coast Guard endorsement on the Merchant Mariner Credential. The certificate itself is only good for one year. Also, the certificate alone may not be recognized as adequate evidence of compliance with the STCW Code by port state control officers in foreign ports. When the endorsement is issued by the Coast Guard it will be valid for a period of five years.

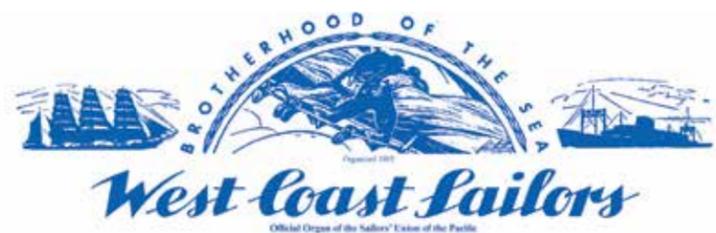
The basic procedure is to fill out the form called the CG-719B Application, applying for the LNG Basic IGF Code Operations V/3-1. Members are directed to attach a valid certificate of completion of a USCG approved course, a valid endorsement for STCW Basic Training, a completed and evidence of U.S. citizenship is required. There is no corresponding national endorsement, and no drug screen is required.

Although the application can be filled out and submitted by each member, all agents have been notified to both dispatch sailors to the training as per SUP Shipping Rules, and to collect and assist with applications. For those that need help, Berit Eriksson, SUP Training Representative, and Sam Worth, Assistant/Relief Dispatcher are available to assist.

**Shipping Rule No. 57 — Expected Run:** With the call for crew of Daniel K. Inouye, SUP Shipping Rules require that when ships layup, the first right goes to those off-signers who register to return as per Shipping Rule 21. If none registered to return, or the layup period exceeded the ninety-day life of the return card, then the next rule — a long established and common-sense past practice — is port jurisdiction. Jobs for ships berthed in Southern California, for example, are called first in the Wilmington Branch. The same goes for the other ports.

When return rights, port jurisdiction (along with shuttle rules), don’t apply — then Shipping Rule 57 next comes into consideration, which states “jobs shall be distributed equally between all hiring halls if a new ship or reflagged ship is scheduled to call at the affected port. In all other cases, past practice shall apply.” Referred to as the “expected run rule,” this rule was established by a majority vote of the membership in a 2004 referendum.

The original “new-build” context of the rule, held an intent that also applies to a major retrofit such as for Daniel K. Inouye and the other ships that will be re-powered



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## SUP President's Report *continued*

or converted to LNG in China. The ships are not entirely newly built but they are of a new and different nature, they require new training, and include new duties. In general, a reliance on past practice depends on present use, meaning and circumstance today, not merely as an empty artifact of history. That means the relief, port jurisdiction, and shuttle ship situations will continue in force, but Matson's China retrofits clearly fall under Shipping Rule 57. The jobs will be called first equally in ports of the expected run, subject to the other rules and common sense, (such as return rights, and availability of qualified sailors).

### CREDENTIALS FROM NMC

The National Maritime Center, recently announced new delays for the issuance of Merchant Mariner Credentials. The delays are due, in part, to printer problems. The announcement included instructions for mariners whose credential is "Approved to Print" to both request expedited service and prioritized handling if issuance is critical to vessel operations or applicant's employment. Since that is almost always the case for SUP members, advise all members to track their credential processing and contact NMC and request prioritization. NMC also noted that priority mailing be used both for speed of delivery and ability to track the package. Full instructions are available at SUP hiring halls, in the West Coast Sailors or at the NMC website at [www.dco.uscg.mil/Portals/9/NMC/pdfs/helpful\\_links/expedited\\_mailing\\_options.pdf](http://www.dco.uscg.mil/Portals/9/NMC/pdfs/helpful_links/expedited_mailing_options.pdf)

### SUP WELFARE PLAN

**Dental Plan Improvement:** The trustees of the SUP Welfare Plan held their regular meeting on March 15th. The Union trustees noted a long-term decline in the effectiveness of the dental services benefit, especially in the Pacific Northwest. The Union trustees argued that the notable decline in Seattle in recent years was hastened by the pandemic, where dentist disaffiliation from a main provider - Delta Health Services (DHS) - resulted in a sharp reduction of available access to participating clinics. The Union proposed, and the Employer trustees eventually agreed that a benefit that is

not accessible is no benefit at all. Employers cited the problems of dental emergencies aboard ship, and despite the difficulties past attempts at upgrade and modestly higher costs, they agreed to pursue improvements.

A network survey, a member census, and a bid process for provider options ensued and resulted in the following action. The Plan will terminate the contract with DHS and contract with the best available alternative called the Delta Dental Prepaid Plan. Plan staff are working to implement the change by May 1, 2023. Participants/members will get new cards and plan information in the mail, on a website that has a list of participating in-network clinics. The new provider should also cover costs, at somewhat reduced amounts, on out-of-network clinics. Finally, the Trustees agreed to use the Seattle experience as a model for a Union wide adoption of a similar upgrade to the dental benefits. Will keep the membership informed of progress.

### READY RESERVE FORCE

The Union's Ready Reserve Force (RRF) contracts are set to expire on July 26, 2024, unless extended. On January 23, the Union was notified by Patriot Contract Services that the successor RRF Ship Management Services request-for-proposal (RFP) No. 693JF722R000009 had been published by the Maritime Administration (MARAD) on December 21, 2022. The period of performance for the new contract, beginning in 2024, will be a base period of five years with one five-year option for a total contract period of 10 years. On March 31, 2023, MARAD amended the RFP to move the submission date back to May 3, 2023. We are presently formulating an initial bid.

### QUARTERLY FINANCE COMMITTEE

In accordance with Article XXII Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's meeting to review the finances for the first quarter of 2023 and report back to the membership in the May meetings. If the Committee cannot be filled today recommend that when the quarterly audit of the Union finances is complete (in about three weeks), the Committee be shipped off the deck as per past practice. The Committee will turn to on May 8th at 0800.

*Dave Connolly*

## NLRB Rules on Seattle Terminal Jurisdiction Dispute

*continued from page 1*

Association of Machinists and Aerospace Workers (IAM) instead of ILWU or ILWU Local 19 members.

The ILWU filed its claims in September 2020 and November 2020 arguing that the work in question under the 2019 contract had to be assigned to its members. At issue were maintenance and repair work and specifically tasks related to the use of cold ironing shore power at Terminal 5.

Commenting on the NLRB ruling, Cam Williams, ILWU Coast Committeeman, said "The ILWU is confident that the NLRB decision, which cannot go into effect without court approval, will on appeal be overturned as legally wrong. The ILWU expects that the companies signatory to its collective bargaining agreement abide by the terms of the contract they negotiated."

The case delves into the minutia of the history of the labor agreements and how they evolved in response first to containerization and then automation. In 1978, the ILWU and Pacific Maritime Association (PMA) agreed that maintenance work on containers and cargo handling

equipment would be performed by ILWU represented workers. Thirty years later in exchange for the right to automate and introduce new technologies, the PMA agreed in 2008 to assign additional maintenance and repair work to the ILWU.

Historically Terminal 5 had used IAM members until American President Lines vacated the facility in 2014. Four years later, the Northwest Seaport Alliance leased the terminal and used ILWU represented mechanics to perform a limited amount of work during the modernization of the terminal in 2018 and 2019. The IAM took action in 2019 to have the work assigned to its members with a 2020 decision finding for the IAM.

"The board concluded that the factors of employer preference, past practice, skills and training, and economic efficiency of operations favored an award of the disputed work to IAM."

The work-preservation defense of the ILWU was rejected based on the long-held principles of the NLRB that the defense only applies when the work was previously done by the union's employees. The board rejected using the defense to allegedly expand work jurisdiction. They found that ILWU members had previously only performed the maintenance and repair work for SSA Terminals on a temporary or inconsistent basis.

The underlying issue is automation and the assignments of future work and how it is dealt with in the longshore contract. Buried within the decision of the NLRB panel is a mention that currently only three West Coast

terminal operators will do so within the next five to ten years," the NLRB said. "The obstacle is cost since, in order 'to achieve the desired return on investment to automation in a reasonable amount of time,' a terminal needs to realize an annual volume of at least 1 million containers (TEUs)."

The process could take years to resolve as various motions and appeals are filed. Speaking on condition of anonymity a source told the West Coast Sailors that there is much that can be held open to question. On the other hand, the NLRB



Seattle's Terminal 5

*(Port of Seattle file photo)*

container terminals have automated or are expected to automate their equipment operations. The issue of automation is believed to be one of the most contentious points in the current contract negotiations that began in mid-2022 and are continuing.

The dispute over the work at Terminal 5 is likely to continue to wend its way through the U.S. courts.

And while 20 terminals have installed equipment to automate some systems and processes during the past six years, just three West Coast container terminals have automated or are expected to automate their equipment operations, the NLRB ruling found.

"Notwithstanding the potential threat to equipment operator positions posed by automation, there is no evidence, beyond the PMA members that have automated... that other terminal operators will do so within the next five to ten years," the NLRB said. "The obstacle is cost since, in order 'to achieve the desired return on investment to automation in a reasonable amount of time,' a terminal needs to realize an annual volume of at least 1 million containers (TEUs)."

The process could take years to resolve as various motions and appeals are filed. Speaking on condition of anonymity a source told the West Coast Sailors that there is much that can be held open to question. On the other hand, the NLRB

decision affirmed a prior court ruling in March of 2022.

Jurisdictional cases are notoriously complex, and the amount of evidence that can be brought to bear is intense. The NLRB's decisionmaking methods and process are by force of practicality less sensitive to nuance. The weight of certain evidence, such as employer preference, over other deserving considerations is a matter of hot debate. District and appellate court judges may be more discerning and not bound by the same rules, although all of that remains to be seen. For now, the larger question is to what extent and to what effect the decision may have on the overall coastwise bargaining for a new longshore contract.

Many importers last summer started diverting cargoes to East and Gulf coast ports in anticipation of potential labor disruptions, and a decline in cargo volumes at Los Angeles and Long Beach, the main gateways for U.S. trade with Asia, has accelerated this year. Combined container imports at the neighboring ports dropped 38% last month from a year earlier, to their lowest level since March 2020. Port of Los Angeles Director Gene Seroka said the drop came from a reduction in global trade and on cargo diverted due to labor negotiations.

"Cargo owners have made it clear that they want the certainty of a signed deal," he said.



Aboard the Con/Ro *Matsonia* in Oakland on March 24 is AB Jose Duran, bosun Phil Coulter, AB Ted Gadais and AB Emo Aulelea.  
*Photo Roy Tufono*



In the Hart Senate Office Building in Washington, outside the offices of Sen. Tammy Baldwin from Wisconsin, members of the maritime legislative effort called "Sail In" gathered after a meeting. From left is the Senator's Legislative Assistant Ben Hutterer, Susan Allan of OSG, Lars Turner of MMP, Jason Silve of APL, and SUP Vice President Matt Henning

## SUP Pursues MSP Funding and Pro-Mariner Policy in Wash DC

*continued from page 1*

how cargo preference, the MSP and the TSP supports the national defense and good-paying union jobs. Other critical issues that were highlighted among advocates included discussion surrounding the declining presence of the U.S. merchant fleet over the past 50 years in comparison to the Chinese fleet, as well as the importance of recruiting and retaining a highly qualified maritime workforce for

the future.

With the constant turnover in Congress, educating Members of Congress and their staff is one of the most important activities the Union conducts in support of its membership and jobs. The SUP was represented by Vice-President Matt Henning who worked with an elite maritime team to visit mainly Senate offices. See the Vice-President's Report on page 12.

## Military to Provide Health Care to Civilian Red Hill Victims

The U.S. Defense Health Agency announced Monday that it will begin the process of bringing health care to all island civilians affected by the Red Hill water crisis.

The military officially opened its Red Hill Clinic at Branch Health Clinic Makalapa on Joint Base Pearl Harbor-Hickam in January to evaluate people reporting ongoing symptoms after exposure to fuel-contaminated water after jet fuel from the Navy's Red Hill fuel storage facility tainted the service's Oahu water system in November 2021.

The Navy's water system also served former military housing areas that have since become the Kapilina Beach Homes, the Moanalua Shopping Center, as well as some schools.

When the Red Hill clinic first opened, it was available only to service members and civilians on the military's TRICARE insurance system. Department of Defense officials have said they were trying to navigate a labyrinth of legal roadblocks and bureaucratic red tape to open the system to island residents. But the exclusion of people from local communities affected by the fuel leaks elicited outrage and has continued to be a topic of heated discussion at town hall meetings. Now, more than a year after the crisis began, Undersecretary of Defense for Personnel and Readiness Gilbert Cisneros Jr. has conferred Secretarial Designee status to civilians who report symptoms they believe are tied to the Red Hill leaks.

In its statement, DHA said that "any civilian who resided in housing served by the Joint Base Pearl Harbor- Hickam

Water Distribution System, or who worked full- or part-time on the base or any DOD facility served by the base between November 20, 2021 and March 18, 2022, and who are experiencing persistent symptoms the individual attributes to jet fuel contamination are invited to call to schedule their medical assessment."

Members of Hawaii's congressional delegation have pushed the Pentagon on treatment. In 2022's iteration of Congress' annual defense funding bill, Case advocated for a directive to the Department of Defense to track the long-term health implications of fuel leaks from Red Hill in conjunction with the Centers for Disease Control and the state Department of Health.

"The DOD has a responsibility for the health and well being of all those impacted by the Red Hill fuel leaks," said U.S. Sen. Mazie Hirono in a statement. "As Chair of the Armed Services Subcommittee on Readiness, I'm glad to see the Undersecretary for Personnel and Readiness authorize the expansion of DOD care at the Red Hill Clinic to civilians impacted by the fuel leaks, in addition to military personnel and their families. I'll continue working to ensure DOD meets its obligation to everyone affected and that Red Hill is safely and quickly defueled and closed."

Though the military says the Red Hill clinic will run indefinitely, civilians have a window of less than a year to seek evaluation and treatment.

### National Maritime Center

Keep 'em Safe, Keep 'em Sailing



#### National Maritime Center Credentialing Delays

Due to an increase in application volume and ongoing technical difficulties with our credential production equipment, merchant mariner credential (MMC) applicants are experiencing issuance delays. **NMC credential printers remain operational but at a reduced capacity.** We are working as hard as possible to get these problems addressed. While we are unable to provide exact timeframes for completion of your MMC issuance, all efforts are being made to process applications and produce MMC's as quickly as possible. Mariners can expect to receive a status update e-mail at each stage of the application, including upon issuance of their credentials. These technical problems do not affect credential endorsements or medical certificates. For the most up to date status information, use our [online tool](#) to check your status.

NMC processes applications on a first in, first out basis and we appreciate your patience while we work to get your credential to you as soon as possible. For those mariners whose credential is 'Approved to Print' (which can be seen using the online tool above) and when it is critical to vessel operations or an applicant's employment, please contact the NMC Customer Service Center and we will attempt to prioritize printing of your MMC.

Mariners can also request expedited mailing of their MMC or medical certificate, which includes the ability to track the package. Full instructions are available on the NMC website detailing the [expedited mailing process](#).

As a reminder it is recommended to apply at least 90 days in advance. Remember, for renewals you can apply up to 8 months early with no change between your expiration and renewal dates.

Mariners may contact our Customer Service Center via [Live Chat](#) (scan the QR code below to open the chat website) or by calling 1-888-IASKNMC (427-5662) for assistance. For a complete list of important announcements, see the NMC Announcements on the [NMC Home Page](#).

Sincerely,

/B. W. Clare/

Bradley W. Clare  
Captain, U.S. Coast Guard  
Commanding Officer



Questions? Scan the QR code to chat with us.

4/7/2023

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### Dispatcher's Report

Headquarters — March 2023

Deck	
Bosun .....	4
Carpenter .....	0
MM .....	5
AB .....	16
OS.....	8
Standby S.F. ....	4
<b>Total Deck Jobs Shipped .....</b>	<b>37</b>
<b>Total Deck B, C &amp; D Shipped.....</b>	<b>31</b>
<b>Engine/Steward</b>	
QMED.....	0
Pumpman .....	0
Oiler.....	0
Wiper .....	0
Steward .....	0
Cook.....	0
Messman.....	0
<b>Total E&amp;S Jobs Shipped .....</b>	<b>0</b>
<b>Total E&amp;S B, C, &amp; D Shipped.....</b>	<b>0</b>
<b>Total Jobs Shipped-All Depts.....</b>	<b>37</b>
<b>Total B, C, &amp; D Shipped-All Depts.</b>	<b>31</b>
<b>Total Registered "A" .....</b>	<b>27</b>
<b>Total Registered "B" .....</b>	<b>28</b>
<b>Total Registered "C" .....</b>	<b>8</b>
<b>Total Registered "D" .....</b>	<b>19</b>



From left to right: AB Rodicino Purganan, OS Kimmy Von Rizzan, AB Alex Steklar, Bosun Frank Duffin, OS Salazar Santos, AB Mahon Gandy, AB Noel Matthews, OS Gene Ajoste. Missing: Nils Dobszinsky.

## VICE PRESIDENT'S REPORT

March 2023

### Ships checked — March 2023

I represented SUP at the monthly Alameda Labor Council delegate meeting and the annual Maritime Industry Congressional Sail-In in Washington DC. The annual Sail-In is when labor and management come together to lobby Congress to make sure MSP gets its full funding and protect the Jones Act. Met with several Senators offices and all were very receptive and pledge their support for MSP and Jones Act.

We had several dispatches declined again this month because of expiring documents. Please check your documents, if you have a question, ask, we are here to help. If you renewing your MMC please fill out an application and apply for BST training. It is required when renewing your MMC.

**APL President Truman** — Robert Tomas, delegate. Recently dispatched several members to ship. Ship is heading to Singapore for 30 day shipyard. Crew has been working hard and recently replace brake bands on winches while at sea. Cosme Bigno, bosun.

**CMA CGM Herodote and Dakar** — Having issues with keeping contracts on ship.

If you are delegate please do not take contract with you when you leave the ship. If you want one for yourself, ask for one at the hall.

**USNS Sisler** — John Relojo, delegate. Ship is finishing up in the yard. Back to fully crewed and FOS status 4/15/23. Thanks for all the members stepping up and taking the job. When ships transition from RAV to FOS and union fully crews first day, it goes a long way to retaining military contacts. Jon Clark, bosun.

**USNS Soderman** — Anthony Hernandez, delegate. Having issues with members picking and choosing which tropical island they work at. We need to think about our brothers and sisters and take the job on the board. Nestor Pascual, bosun.

**USNS Dahl** — Ian Serra, delegate. Ship is in Philippine's for military exercises, having issues with shore leave. Working with management on allowing shore leave but Military is standing firm in no shore leave for the time being. Xerxes Cunanon, bosun.

**USNS Watkins** — Jose Cervantes delegate. Ship is in the yard for 60 days, small RAV crew working hard. Vance Dickensen, bosun.

**Cape T's and V's** — We recently had a gapped billet for two weeks. All ships backed to fully crewed in ROS status in Beaumont, TX. If you are going to quit your job before your time is up, call the union and give us a heads up. Just walking off a ship when you are the bosun without telling anyone is unprofessional at hurts the union. Bosuns are supposed to be the leaders of the unlicensed deck dept.

**Chevron** — Wages are up and still need a few more AB's. If interested in working for Chevron please let your branch agent know.

Matthew Henning

## SUP BRANCH REPORTS

### HONOLULU

March 2023

**SHIPPING:** The following jobs were dispatched for the month: 2 Bosun Steady, 1 AB Day steady, 3 AB Watch steady, 1 AB Watch Relief, 2 AB Maintenance Relief, and 1 USNS Ordinary. There were 10 Standbys Jobs dispatched for the month.

**REGISTERED:** 9 A-Cards, 22 B-Cards, 3 C-Cards, and 4 D-Cards.

**SHIPS CHECKED:** *Maunawili, Lurline, Manoa, Maunalei, Matsonia, R.J. Pfeiffer, Manukai, USNS Charlton, Manulani,* and Paint & Rigging. Other than a few OT disputes all are running smooth.

#### AGENTS REPORT:

There have been a lot of questions about the new LNG endorsement. Many are nervous about the limited availability of the classes here, and how this will affect their work opportunities in the future.

I understand your uneasiness. After everything that has happened in the past few years with COVID, and now having to potentially jump yet another hurdle is stressful. I get it. I want to reiterate that, for now, Matson is driving the bus on this new training. But also, Headquarters is working hard to see that everyone gets a fair shake at this. At this moment, we have our first candidates set to take the training, to obtain their endorsements, to ensure we have Sailors ready to go when the need comes.

As always. If you have six months left on your documents. Please get started on the renewal process. Let me know if you need help.

Fraternally Submitted,  
Patrick Max Weisbarth

### WILMINGTON

March 2023

**Shipping:** Bosun, 2; AB/W, 3; AB/D, 6; OS/STOS, 2; GVA/GUDE, 0. Standby: 37  
**Total Jobs Shipped: 50 Registrations:** A 20, B 34, C 7, D 7.

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

#### Agents Report:

Shipping is good in Wilmington. *Daniel K. Inouye* is preparing to come back into the fold. Those who have gone to the LNG Class should have the Certification and processing through the Coast Guard. If you are unsure of where to start give us a call to assist and point you in the right direction. Had some big scares here in LA Cranes on the *Manulani* and *Presi-*

*dent Wilson* both had major accidents. Thankfully, nobody was hurt and that is what's most important, but I want to remind everyone to not get too comfortable and keep your head on a swivel. Always be attentive to your surroundings. Maritime day is Approaching 22 May 2023. Information is posted in the Hall. There are still issues with Coast Guard issuing process, The longer you take the longer issuance will be. Wilmington meetings are held every 3rd Monday of each month @ 1100. We need more members participating. Stay ahead of your expiring documentation. Expiration dates are on said documentation.

Fraternally Submitted,  
Leo Martinez, Book #19362

### SEATTLE

March 2023

**Shipping:** 1 Navy AB (B); 1 Navy OS (D). Matson called for 0 Standby AB's.

**Registered:** 3 A card for a total of 6, 3 B card for a total of 11, 1 C card for a total of 1, 4 D card for a total of 7

#### Agents Report:

As reported in last months report, Seattle shipping has come to a standstill. This is the slowest month since I have been in the office with Matson ordering zero Standbys. Well-founded complaints from Seattle crew on *Manoa* and *Pfeiffer* that haven't had time to go home and left

wondering how the STCW book looks. *Pfeiffer's* last voyage the gang turned to arrival day at 2000 for mandatory lifeboat maintenance and knocked off 0700 pilot away. Good times.

For fly jobs we are still having sign-on physical availability issues at Kaiser and Concentra, so be prepared to drive or have cab fare ready for a trip to Everett or Bellevue.

Fraternally,  
Brendan Bohannon  
Seattle Branch Agent

## BUSINESS AGENT'S REPORT

March 2023

**Daniel K. Inouye** — This vessel is currently laid up in Shanghai shipyard. This will be the first of the Aloha class vessel's that will convert over to Liquefied Natural Gas (LNG) The shipyard repairs are on schedule according to Matson there trying to get the repairs completed by the middle of May and an activation date for the crew on the 23rd (LNG endorsement required).

**Kamokuiki** — Matson called for a crew to fly to Malaysia. Kenneth Carradine delegate. Arrived Kuala Lumpur and turned to the next morning to a huge amount of work that work cut out for us. To bring this ship up to SUP standards. Scuttlebutt on the ship is a shuttle run between Singapore and Diego Garcia, last heard for a month and subject to change. Getting the work done, with Erik Thunstrom as Bosun.

**Mahimahi** — Company activated Mahi Mahi, laid up in Alameda. Delegate Marc Dulay, gang turned to two days later after Std-bys were dispatched. We were able to use the std-bys to assist with our COI and ABS inspection. They were a lot of help and came aboard and took care of the necessary jobs and much appreciated. Hurry up departure is nothing we can't handle with this gang, with Remoni Tufono as Bosun.

**Manoa** — Oakland 62, suitcase parade last trip in Oakland. Started off a run of jobs: shipping good. Word is their putting us on the China run for an undisclosed amount of time. Delegate to be elected a lone survivor, John Crockett as Bosun.

**Matsonia** — Jose Duran delegate. Jobs move around. That's rotary shipping. Phil Coulter to be relieved as Bosun.

**RJ Pfeiffer** — Jill Holleman delegate, running smooth top to bottom. Matson has us running steady on the northern triangle. We're hearing this ship might lay up in the next 60 days. always subject to change. In good hands with Dave Purganan as Bosun.

**Lurline** — Saher Ali delegate, still on the southern triangle. Schedule has us switching over to the CLX run, sometime in June, that's the latest and subject to change. Running smoothly with Hussein Ali as relief Bosun.

**Mokihana** — Laid up Oakland #60, Matson is rumored to activate the Mokihana in June.

**Cape Henry** — Cody Clark delegate, last heard via email, on the far east run, shuttling between Thailand and Manila, maybe Subic Bay, always subject to change. Work getting done, with Bosun Rocky Casazza.

**President Cleveland** — First trip in via Singapore shipyard, Robert Tomas delegate on a trip off. Delegate to be elected. With Hussein Ali's time up as Bosun, ship sailed for Yokohama Japan with no beefs, with steady bosun Valeriy Goncharov

**President Truman** and **President Roosevelt** — Both check in with little or no beefs.

**APL Gulf Express** — Elixir Ponce delegate, weather is bearable, working gang and there's plenty of work to be done. Talk on here of reflagging the vessel and cross decking over to the APL EAGLE, in the Singapore shipyard. Clarification on continuous time aboard. Everything is running smoothly.

**San Francisco Bar Pilots** — Pier 9 — Big Mike Koller delegate, it's been an issue getting temporary deckhands and operators, and if it wasn't for 450 Harrison, these jobs would not be filled, thanks to the dispatching system we provide. Second quarter dues are payable now, those with steady jobs shouldn't ever be in arrears — stay current. Leo Moore dock bosun

If your documents are less than six months old, it is time to start the renewal process. Keep up with your document's expiration dates, only you should know your business better than anyone. Your local agent will be happy to assist you with any questions or concerns. Encourage all members to sign-up for LNG Training. Visited the ships, worked in the front office, helped out with dispatching and registration.

Roy Tufono

## SUP Pensioners Join the Ranks of Retirement

Paul Purugganan  
Brian Yost

Book #3880  
Book #254

April 10, 2023  
April 10, 2023