



On July 5, 2022, SUP members, officials and pensioners gathered before the ceremonies outside the ILWU San Francisco hiring hall in observance of Bloody Thursday. From left is Mike Smith, Bill Berry, SUP Vice-President Matt Henning, Colin Dewey, and Assistant Dispatcher Sam Worth.

The event memorializes a general strike which became known as The Big Strike, in which strikers were killed, and the tide turned in favor of labor. It resulted in the foundational National Labor Relation Act which allowed workers to form or join a Union. For more please turn to page 7.

Labor Issues Heat Up Across the Supply Chain

A recent Supreme Court decision put California's long-simmering war over a pro-labor state trucking law on the front burner. Non-union forces have opposed AB5 from the outset but the Supreme Court declined to take it up and dealt a blow to the delay tactics to avoid en-

forcement. It is combining with other labor disputes to strike fear through a supply chain already worried about worker shortages, pandemic backlogs, and high inflation.

The escalating dispute is increasing pressure on Gov. Gavin Newsom to outline a game plan for implementing AB 5, a law he signed in 2019 requiring companies to reclassify many of their independent contractors as employees and grant them the benefits that go with that, including basic pay and safety protections, and the right to organize a union.

Some owner-operator truckers protested the new law this month in Long Beach/Los Angeles and the Port of Oakland, but port observers were not said the effect was minimal. The law was originally set to go into effect in 2020, but tangled legal battles temporarily blocked it. However, the U.S. Supreme Court on June 30, declined to consider a challenge brought by the trucking industry, though there are ongoing cases playing out in lower courts..

The action of the Supreme

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AFL-CIO Stands Up for Jones Act

Delegates to the AFL-CIO convention in late June approved a strong and historic resolution backing the Jones Act, America's main maritime law. The resolution had been drafted and passed earlier by the Maritime Trades Department of the AFL-CIO.

The action reinforced labor's long-time support for the century old law that is the legal foundation for the U.S. merchant marine. In so doing it became the official policy of U.S. organized labor.

The roots of the Jones Act, also known as the

Merchant Marine Act of 1920, are actually much older, and go back to the founding of the country. To a certain extent, America was founded on the idea of freedom of its own navigation, and first defended by an independent, civilian, and profoundly national merchant marine. As a result, cabotage laws have been around since the beginning of the United States. In fact, a couple bills passed by the first Congress dealt with cabotage, which is moving cargo or people from one domestic port to another.

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Biden Intervenes In Rail Labor Dispute

President Biden appointed a federal panel that seeks to resolve a labor dispute between freight railroads and their labor unions, forestalling a possible strike or lockout that would disrupt already strained services.

Railroads including BNSF Railway, CSX Transportation Inc, Union Pacific Railroad Co. and Norfolk Southern Railway, and 12 unions have been in contract talks since late 2019, after the existing contract came open for renewal.

The White House faced a July 17 deadline and had been lobbied by retailers and other shippers worried about freight service. Members of The Brotherhood of Local Engineers and Trainmen (BLET), which is leading the coalition of a dozen unions in talks, announced on July 12 that they passed a strike authorization vote with 99.5 percent support. It's the first nationwide strike vote in 11 years. BLET represents more than 23,000 train-service employees.

The three-member panel will investigate the disputes and try to broker a settlement on wage raises and benefits. The recommendations of the Presidential Emergency Board, which are non-binding, temporarily stops a strike or lockout and theoretically giving railroads and unions

more time to work out a new contract for around 115,000 workers.

"These disputes threaten substantially to interrupt interstate commerce to a degree that would deprive a section of the country of essential transportation service," Mr. Biden said, according to the executive order issued by the White House.

These emergency boards have been called to settle railroad labor disputes periodically since the 1930s. The appointment of the panel staves off a strike or lockout for another 60 days.

Railroad workers said they have gone without pay raises for years as negotiations dragged on. The Covid-19 pandemic, rising inflation and labor shortages have made working and living conditions more challenging, rail workers said.

Meanwhile congestion stacks up at bottlenecks points and delays the time it takes to get goods to distribution centers and stores.

The appointment of the panel comes at the tail end of a 30-day countdown to a possible strike, after federal mediators were unable to broker a settlement in June. The parties expect a settlement that includes retroactive pay increases for 2020 and 2021.

House Sends Defense Bill to Senate

NDA 2023 passes on bi-partisan blowout

The House on July 14 passed, 329-101, its version of the fiscal 2023 National Defense Authorization Act, which would authorize \$840.2 billion in national defense spending. The action came after sifting through hundreds of amendments and hours of debate.

The sprawling Pentagon policy bill, which has been enacted into law every year for the past 61 years, would authorize funds for the Defense Department and national security programs within the Department of Energy.

"As the legislative process continues, I thank my House colleagues for their thoughtful contributions and support of this year's NDAA. There's a lot to be proud of in this bill, and the stakes for our country's national security could not be higher," said House Armed Services Chairman Adam Smith, D-Wash., in a press release following the bill's passage.

The bill would support President Joe Biden's

request to maintain a roughly 2.1 million-person military. Military personnel would receive the requested 4.6 percent across-the-board pay raise, and the bill adds a supplementary 2.4 percent "inflation bonus" for lower-income military personnel and civilians.

Through a series of roll call votes on July 13 and 14, lawmakers defeated several amendments that would have cut the bill's authorized level of spending and rebuffed proposals to retire or kill incumbent weapons programs. It was a bipartisan blowout, 180 Democrats and 149 Republicans joined forces to pass legislation, which authorizes Pentagon spending levels higher than what was requested by the White House.

The Maritime Security Program and Tanker Security Program were both fully funded, in part because maritime labor worked to defend them both, and in particular the partial redirection of TSP funds.

The legislation now moves to the U.S. Senate for its own process and amendments.

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari.....BK#2251
Hannu Kurppa BK #3162
Gunnar Lundeborg.....BK#4090
Duane NashBK#2437
Vince O’Halloran.....BK#2463
James Savage.....BK#7488
Alexander Earle..... BK#1885
Terry Lane BK#4107
Michael Sposeto.....BK#7503
Michael Worth.....BK#392

Political Fund

Vince O'Halloran\$400
Brendan Bohannon\$50
Ernesto Lagramada \$100
Colin Dewey \$100
(In Memory of the Maltese Falcon
Frank Portanier)
Jerry Komoto \$100
Joe Mantanona \$150
Mike Henderson \$100
Steve Martin \$50
Noel Isumaru \$50
Paul Purugganan \$50
Montana Knight.....\$50
Erling Eastmark \$50
Ronald Reed \$50
Thomas Tynan \$50
Giancarlo Thomae..... \$100
Dave Connolly \$200
David Ibarra \$25

Organization/ General Fund

Dale Gibson \$50
(In Memory Of Tom Larkin)
Jesus Hermosillo..... \$50
Montana Knight \$20
Ronald Reed \$50

West Coast Sailors

John Nannini..... \$50
Montana Knight..... \$10



Holding down the decks of the tankship SNLC PAX in the western Pacific is SUP crew AB's Nick Reed, Giorgio Pompei and Ben Linn.

SUP Welfare Plan Notes

SUP Money Purchase Pension Plan and 401(k) Plan Lifetime Income Illustrations

In compliance with new federal legislation, participants of the SUP Money Purchase Pension Plan and the SUP 401(k) Plan will be provided with projected lifetime income illustrations beginning with the June 30, 2022 quarterly account statements received from The Standard, whether online or by mail.

The “Setting Every Community Up for Retirement Enhancement Act” (the “SECURE Act 1.0”) requires that, at least once each year, participant statements disclose two illustrations projecting lifetime income on a monthly basis. Included are both projected Single Life and Qualified Joint Survivor Life Annuity retirement monthly installment amounts based on a participant’s current vested account balance as of the quarterly statement’s date. These illustrations may help participants plan how much money they will need to save for retirement.

Beginning in 2023, the illustrations will appear on the first quarter’s statement.

If you have questions following review of your lifetime income illustration for either Plan, you may contact your service representative at The Standard by calling 1-800-858-5420.

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SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991
Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on July 7, 2022 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Benjamin Garman	Bk#3046	6 yrs.	A.B.	A
Mitch Laskowsky	B-19723	1 yr.	A.B	B
Mark Waugh	8-19724	1 yr.	O.S	B
Riley Brady	B-19725	1 yr.	A.B.	B
Denmark Jajalla	C-2923	30 days	A.B.	C
Luisito Tabada	C-2924	30 days	A.B.	C
Mikiele Kauh1	C-2925	30 days	O.S	C
Gene Ajoste	C-2926	30 days	O.S	C

Ratings: Bosun Stamp

Kim Dulay Bk# 2762

Membership and Ratings Committee’s Report: Paul Fuentes, 2BK#2239, Sam Worth B-19320 and Karl Turner, 3292.

AFL-CIO Stands Up for Jones Act

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The United States is not alone in its use of cabotage laws, which also deal with air and land transportation.

More than 90 other countries have some forms of cabotage on their books. However, the Jones Act is considered the global gold standard. The Merchant Marine Act of 1920 solidified cabotage within the U.S maritime industry. Section 27 of that measure spelled out that cargo moved from one U.S. port to another U.S. port must be carried aboard a U.S.-built, U.S. citizen-crewed, U.S.-owned and U.S.-flagged vessels. Today, Section 27 is simply known as the Jones Act.

The Jones Act prevents slave wages and conditions from “competing” against American workers. In 2019, a PricewaterhouseCoopers study revealed the law helps maintain 650,000 American jobs found in every state and territory, contributing billions of dollars each year to the nation’s economy. In addition, the Jones Act provides for a pool of well-trained, reliable U.S. citizen mariners available to sail aboard U.S.-flag military support vessels in times of crisis. Labor protections

that prevent the exploitation of U.S. workers and merchant mariners along the nation’s waterways and coastlines for more than 100 years.

Recently, American crews working on Jones Act ships immediately and consistently delivered badly needed supplies and materials to our fellow citizens in Puerto Rico after hurricanes and earthquakes. During the COVID-19 pandemic and subsequent supply chain crisis, U.S.-flag vessels sailing domestic routes met their timetables while foreign-flag operators reduced their schedules.

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

Seafarers International Union Secretary-Treasurer Dave Heindel introduced the resolution, and several maritime and building trades labor leaders rose to support and explain it. The resolution was decisively adopted by the Convention delegates.

SUP Meetings

These are the dates for the regularly scheduled 2022 SUP meetings:

SUP HQ	Branches
August 8	August 15
September 12	September 19
October 11	October 17
November 14	November 21
December 12	December 19

Final Departures

Romulo Dalit, Permit No. 19166. Born in the Philippines in 1948. Joined SUP in 2007. Died in Washington, June 21, 2022. (Pensioner)

Randall Roberts, Book No. 3178. Born in Virginia in 1947. Joined SUP in 1974. Died in California, February 4, 2022. (Wash-out)

Donald Coulter, Book No. 3654. Born in California in 1926. Joined SUP in 1955. Died in Blaine, Washington, November 28, 2021. (Pensioner)

West Coast Sailors

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RIMPAC 2022 Exercise Gets Underway in Hawaii

The biennial military exercise called “RIMPAC” for “Rim of the Pacific” began this month in the waters off Hawaii. RIMPAC is the world’s largest recurring naval war game.

In its 28th year, it started on June 29, and will run until Aug. 4 and was back in full force after a downsized version in 2020. The participating countries include Australia, Brunei, Canada, Chile, Colombia, Denmark, Ecuador, France, Germany, India, Indonesia, Israel, Japan, Malaysia, Mexico, Netherlands, New Zealand, Peru, the Republic of Korea, the Republic of the Philippines, Singapore, Sri Lanka, Thailand, Tonga, and the United Kingdom. Nations have brought together four submarines, 30 unmanned systems, and more than 170 aircraft to train on land and sea in anti-submarine warfare; air defense missions; missile and target practice; and mock-rescue operations.

At a press conference, Adm. Sam Paparo answered questions about the about the message RIMPAC is meant to send to China and North Korea, especially considering the war in Ukraine.

On China specifically, Paparo acknowledged “it is quite concerning, the combat power that China is developing over the last few decades, and that includes power-projection capability for power

projection beyond its borders and beyond its shores.”

“RIMPAC itself is not oriented against any particular nation state actor ... but it does demonstrate the solidarity of all its participants to the international rules-based order and the principles of sovereignty, of freedom of the seas, of the United Nations Convention on the Law of the Sea, and against what otherwise would be expansionist activities,” he added.

The Philippine Navy’s newest ship, the guided-missile frigate *BRP Antonio Luna*, commissioned in March 2021, joined in the exercise. The at-sea training kicks off amid the anniversary of an international court ruling in favor of the Philippines over a territorial dispute between Manila and Beijing.

During their time in Hawaii, the crew of the *Luna* also connected with Hawaii’s Filipino community, visiting friends and family. The Philippines has a long and complicated history with the United States. But since declaring independence after World War II, the Philippines has maintained close trade and military ties to the United States. Hawaii, with its large Filipino community, has played a particularly important role in the relationship between the two countries.

“(Hawaii’s Filipino community mem-



PEARL HARBOR on July 7, 2022 — Multi-national ships are moored at Joint Base Pearl Harbor-Hickam, Hawaii'i, during Rim of the Pacific 2022.

bers) are hospitable and have been taking care of our ship’s crew since day one,” said *Luna*’s commander, Capt. Charles Villanueva. “A lot of (the crew) have seen their families already and met some few friends we call common acquaintances in the Philippines. So really, we are enjoying (Hawaii) and it’s a great opportunity for us to mingle with the Filipinos again in this area of the world.”

The Philippines is one of several countries embroiled in territorial disputes with China, which claims almost the entire

South China Sea as its exclusive territory under a maritime border called the “nine dash line.” The Philippines launched a legal complaint against China and in 2016 an international court ruled that China’s claims to the Spratleys had “no legal basis.” This month saw the sixth anniversary of the ruling, but since then the Chinese military has only increased its presence. The standoff has increasingly militarized the South China Sea, a critical waterway through which a third of all international trade travels.

Typhoon Wrecks Offshore Wind Farm Ship China Rescues 4, Recovers 12 Bodies in Search

A Chinese engineering vessel that was supporting the offshore wind farms near Hong Kong was hit by a typhoon on Saturday, July 2. In a press briefing late on July 4, the search and rescue coordinator said that four workers from the vessel had been rescued, but that 12 bodies have now been recovered and as many as 14 addition people remain unaccounted for while they are expanding the search area.

Details about the vessel that was lost are scarce with local reporters questioning why the vessel had not been recalled from the site as the storm approached. The Fu Jing 001 was possibly an older vessel converted to support the wind farms. Reports indicated it was 669 feet long and fitted with one or more cranes. It was operating near the offshore wind farms in Guangdong Province in southern China.



Officials said the vessel had moved to a safe anchorage to ride out the approaching storm but early on Saturday it dragged its anchors and then

broke the anchor chains. Winds at the time were being clocked at approximately 69 miles per hour with waves of three to four meters. The anchorage was approximately 18 nautical miles offshore from Guangdong. The storm intensified before hitting land late on Saturday. Officials are saying the anchorage was near the center of the storm as it approached land.

The initial distress signal was received at around 3:50 a.m. Saturday morning. It was daylight when the vessel broke into two pieces and began sinking. Rescue aircraft and patrol boats were dispatched and are being assisted by private fishing vessels. Crewmembers reportedly had been ordered into their lifejackets but survivors plucked from the deck said that their shipmates were washed overboard attempting to cling to the rails of the sinking ship.

The search area has been widened to encompass approximately 700 square nautical miles. The bodies of the dead have been recovered up to 50 nm from the site where the vessel sunk in a position approximately 180



Fu Jing 001 broke in two and sunk in a typhoon (Hong Kong GFS)

nm southwest of Hong Kong.

Search conditions at the site were being complicated by the high winds which officials said were making it difficult to estimate the flight times and fuel endurance for the helicopters. They also reported that the predominance of offshore wind turbines in the area was making it difficult for the helicopters and planes to get close to the surface during their search efforts.

Ukraine is Latest Excuse for Attacking Cargo Preference Labor Rallies Against U.S. Food Aid Exports in FOC Ships

As reported in part last month, transportation labor came out swinging against a push from two senators to enable more foreign-flagged ships to carry US food aid exports.

Lawmakers in the House and the Senate may still be working to waive the cargo preference requirements that 50% of US food aid exports ship on US-flagged vessels. Russia’s invasion of Ukraine and its impact on grain supply is a convenient pretext to open access to a market that foreign-flag carriers have long coveted. Many Unions, including the Sailors’ Union of the Pacific, say it’s unnecessary and would hurt US companies and mariners.

“When foreign flag shipping companies are currently making record profits amidst

global supply chain disruptions, now is not the time to weaken critical policies that would come at the expense of American businesses and working families,” the Transportation Trades Department, AFL-CIO, and USA Maritime, a coalition of carriers and maritime union, wrote in a letter sent Tuesday to lawmakers.

The war in Ukraine has spurred lawmakers and the Biden administration to focus on aid and sanctions. The authors of this resolution say it would address potential food shortages by reducing costs and hastening the delivery of assistance.

The resolution (H. Con. Res. 92) in the House would waive the 50% requirement until at least February 2025. Russian President Vladimir “Putin’s unprovoked war on

Ukraine has escalated the threat of food insecurity across the globe,” Rep. Jackie Walorski (R-Ind.), who sponsored the resolution, said last week. “We must take action to cut burdensome red tape, lower costs, and help get American-produced food into the hands of people in need.”

Sens. Joni Ernst (R-Iowa) and Chris Coons (D-Del.) introduced a similar measure (S. Con. Res. 38) in the Senate. In part due to the defense of maritime labor, the measure was not in the roughly \$40 billion bill (Public Law 117-128) enacted this month to send aid to Ukraine, leaving the path forward for the resolutions unclear. Ernst claimed ongoing support from aid groups and agricultural interests.

Foreign shipping carriers have faced

scrutiny during the pandemic from lawmakers and exporters who say carriers were sending empty boxes back to Asia instead of shipping U.S. exports, and were reaping high profits. Separately, lawmakers are working to advance legislation to overhaul maritime shipping rules.

“Why don’t we look at making sure that we can provide our own ability to ship goods overseas,” Greg Regan, president of the Transportation Trades Department, AFL-CIO, said. “That should be a national priority that we are growing our presence when it comes to international shipping, what this does is completely undermine what we do have right now and frankly, that is self-defeating.”

Matson Bets on LNG Fuel: Daniel K. Inouye to be First U.S. Liner to Convert

Matson Navigation is moving forward with a plan to retrofit one of its large containerships for LNG-fueled operations making it one of the first shipping companies to pursue the conversion of their existing ships. MAN Energy Solutions reports that it has signed a contract for the retrofit of the main engine aboard the 2018-built Daniel K. Inouye along with an option for an unnamed second vessel, likely her sistership Kaimana Hila also built at Philly Shipyard and delivered in 2019.

At over 51,400 dwt, the 850-foot long, the DKI was Matson's largest and fastest ship, with a top speed in excess of 23 knots. She is rated with a capacity of 3,600 TEU. The MAN B&W 7S90ME-C engine was designed to be adapted to use liquefied natural gas (LNG) in the future.

"Retrofitting a MAN B&W engine to dual-fuel running is a straightforward, proven process as our standard, electronic diesel engines are already built as 'dual-fuel ready' and are therefore readily convertible," said Jens Seeberg, Head of Retrofit & Upgrades at MAN Energy Solutions, PrimeServ Denmark. "Dual-fuel retrofits offer a viable pathway to shipowners such as Matson who foster a company-wide ethic of environmental sustainability."

During the retrofit, the engine will be converted to the MAN B&W 7S90ME-GI type capable of operating on LNG and fuel oil. According to MAN, the gas injection engine has set a new industrial standard for two-stroke propulsion engines. It is high-efficiency, two-stroke

technology, without the greenhouse emissions such as methane slip that are characteristic of other engines. LNG operations are projected to reduce the Daniel K. Inouye's CO2 emissions by 24 percent with a maximum, guaranteed, ultra-low methane slip of between 0.20-0.28 g/kWh across the load envelope.

Details were not announced on the timeline or location of the conversion. Post-retrofit, the Daniel K. Inouye is expected from mid-2023 to continue to operate on trans-Pacific routes between the U.S. West Coast and Asia.

Matson will be one of the first shipping companies to undertake the conversion of a large vessel to LNG. The first were LPG converted vessels to operate on LPG, and Hapag-Lloyd completed the first LNG conversion in 2021 on one of its South Korean-built containerships. Despite also being designed for the LNG conversion, Hapag reported the cost was \$35 million which made further conversions financially impractical. The German carrier viewed the conversion as a pilot project noting that the conversion cost would have to be brought down by a third to make sense to proceed with further conversions.

Matson built the Daniel



The Daniel K. Inouye was the largest US-built container ship in 2018. Now she will be re-fitted for LNG fuel.

K Inouye and her sister ship Kaimana Hila were built with engines that would permit the conversion to LNG. They also built two other containerships, the Lurline and Matsonia, calling them its first LNG-ready combination ro-ro containerships. The four ships were built as part of an extensive fleet modification effort replacing older diesel-fueled vessels that would not meet the newer environmental requirements.

Transportation Labor Boils

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Court threw into legal jeopardy the status of California's independent truck owner operators, who, in order to comply with new regulations, may have to obtain licenses and insurance. Some such truckers support the law, saying it will protect them from wage theft and other abuses.

How Newsom handles the situation could have implications for how he's perceived on the national stage, especially as he returns to California today from a high-profile trip to Washington, D.C.

A White House official said that the Biden administration is looking forward to California's action plan for handling AB 5, and trucking industry groups have sent Newsom letters asking him to take executive action to delay implementation of the law. From a federal level, retired U.S. Army General Stephen Lyons, the recently appointed White House supply chain envoy, said at a press conference that "The truckers are so critical to this supply chain and we've got to make sure there are conditions that will take care of them. We'll continue to watch and assess these impacts."

Meanwhile, it remains unclear when and how the state will start enforcing AB 5 and Norita Taylor, speaking on behalf of the Owner-Operators Independent Drivers Association complained. "We have never gotten any good answers from anyone official in California on how this is supposed to be enforced or how our members can comply."

But Lorena Gonzalez, the new leader of the California Labor Federation and previously an assemblymember who authored AB 5 said: "They've known for the last two and a half years that it was equally possible that this injunction (blocking AB 5 from going into effect) would not hold. This is not a shock."

It is well-known that there are other brewing labor disputes in the ports as well. Gene Seroka, the port of LA executive director, said some cargo has been awaiting rail transport for nine days, up from a typical wait of about two days. A railroad labor dispute that has been building for two years could result in tens of thousands of workers across the country walking off the job at Union Pacific and BNSF, if the Biden administration doesn't intervene before then. "People in the executive branch and in Congress know how vital our freight rail system is to our economy," said Greg Regan, president of the AFL-CIO Transportation Trades Department that represents several railroad unions. "You're going to see a similar amount of pressure to reach an agreement that you're seeing on the port side," he added.

West Coast ILWU longshore workers and PMA shipping companies are at the same time in negotiations over a contract that expired July 1, though both sides have committed to continued bargaining. Still, labor relations on the West Coast are front-burner and on high heat.



The SUP celebrates Independence Day. Happy Fourth of July.

FOR IMMEDIATE RELEASE: JULY 14, 2022

Dockworkers at Southern California Ports
Achieve Best June on Record

SAN FRANCISCO (July 14, 2022) – Below is a statement by Frank Ponce De Leon, Coast Committeeman | for the ILWU Coast Longshore Division, in response to the Port of Los Angeles' release of record-breaking cargo movement for the month of June 2022 (https://www.portoflosangeles.org/references/news_071322_june_cargo).

"The men and women of the ILWU working at the Ports of Los Angeles and Long Beach are incredibly proud to have once again set a record for cargo movement. As reported today by the Port of Los Angeles, ILWU workers moved 876,611 Twenty-Foot Equivalent Units (TEUs) in June – the most cargo moved in any month of June in the port's 115-year history. This record, combined with previous months' unprecedented cargo volumes, means that ILWU dockworkers have safely moved more than 5.4 million TEUs at the Port of Los Angeles alone this year. It also puts the combined Ports of Los Angeles and Long Beach on target to beat last year's historic 20 million TEUs moved by year's end. Through ILWU dockworkers' hard work, we've not only continued to break records for cargo movement but have reduced the number of ships waiting at anchor by 75 percent. It's evident through this achievement that the movement of cargo at our 29 West Coast ports, along with the safety and wellbeing of dockworkers, remain top priorities for the ILWU."

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The SUP crew of the APL Philippines at the Marine Corps O club in Okinawa, Japan, 2010. From left is Frank Walsh , Dave Sylstra, Dennis Belmonte, Gus Silva, Dave Munroe, bosun.

Navy Says Critical Thinking Failure and Culture of Complacency Caused Red Hill Spill

A command investigation released by the U.S. Navy in early July details a series of substantial errors in the months leading up to the disastrous fuel spill at the Red Hill Bulk Fuel Storage Facility in Honolulu, which ultimately led to the site's closure.

The Red Hill Bulk Fuel Storage Facility is a unique asset. Between 1940-43, the Department of War carved 20 giant tanks out of a solid basalt ridge outside Honolulu, then connected them by pipeline to the piers at Pearl Harbor. It is among the largest bunker facilities of its kind, containing 250 million gallons of fuel for power projection across the vast Pacific Ocean. Red Hill has received considerable attention over the years because of its advancing age and concerns about the possibility of a leak from one of its tanks. However, the spill that doomed the storage site had little to do with its material condition, and everything to do with the management of its pipeline operations.

On May 6, 2021, the operations team at Red Hill made a mistake while transferring fuel and ruptured two pipe joints, releasing JP-5 fuel into the facility's lower access tunnel. The net volume in Tank 12 dropped by nearly 20,000 gallons within 50 seconds.

A roving watchstander found fuel spraying in the tunnel. He saw that the nearest water-collection sump for the facility's fire-fighting water catchment system was full, and he heard the sump pumps running. However, none of team recognized at the time that the powerful sump pump system was rapidly transferring up to 19,400 gallons of spilled fuel from the floor into

a fire-fighting PVC pipeline suspended overhead.

Based on the volume of the affected fuel piping and the amount of fuel recovered, the responders estimated that a total of about 1,600 gallons of fuel had been released into the lower tunnel and about 1,500 recovered. Personnel involved in the facility were aware that about 20,000 gallons had gone missing from Tank 12, but they believed that it had been "repacked" into the main pipeline.

Unbeknownst to the facility managers, the better part of that 20,000 gallons had gone somewhere else - the fire-fighting line, which remained filled with fuel. Over the months that followed, the extra-large PVC line began to sag down into the corridor due to the extra weight of the liquid. Six months later, on November 20, a roving watchstander was driving the passenger train through the tunnel (there is a miniature train inside the complex), and the cart struck a drain valve on the AFFF retention line. A mixture of fuel and water spilled out, and the fumes were so strong that the rover was forced to leave the area.

The Red Hill staff was not aware that the water well had been heavily contaminated with fuel. Over the days that followed, the fuel/water mixture was pumped directly into the drinking water supply system for Joint Base Pearl Harbor-Hickam. About 5,500 gallons of JP-5 is unaccounted for, indicating the potential scope of contamination. About 6,000 personnel experienced symptoms of exposure to hydrocarbon-contaminated drinking water after

the spill, and about 4,000 military families had to relocate to temporary housing. The Navy now faces a class-action lawsuit for exposing military families to pollutants. In addition, the Hawaii Department of Health ordered the facility's immediate closure on safety grounds, fearing further spills and contamination of the aquifer that supplies most of Honolulu's residents.

"The lack of critical thinking, intellectual rigor, and self-assessment by key leaders at decisive moments exemplified a culture of complacency and demonstrated a lack

of professionalism that is demanded by the high consequence nature of fuel operations," the investigators concluded.

In March 2022, faced with sustained pressure from the public, the state and Hawaii's congressional delegation, the Pentagon agreed to close Red Hill permanently. The Navy has a defueling plan, which will take until the end of 2024 to complete of it proceeds on schedule. Having lost access to Red Hill, the Navy will now rely on a distributed network of smaller fuel hubs, to include "potentially afloat capabilities."



CHLORINE HORROR: Explosion in Aqaba Kills 13, Injures Hundreds

A toxic cloud of chlorine gas was released in a loading accident on June 27 in the Jordanian port of Aqaba on the Red Sea. State media reported at least 13 people died and more than 300 others were injured when the gas cylinder ruptured releasing the toxic chemical onto the ship and surrounding dock area.

Video clips showed the ship was alongside loading about 20 tanks of liquified chlorine gas, which is used as a disinfectant and water purification agent. The canisters were being exported to Djibouti.

Around 5:00 pm local time a truck can be seen alongside the ship with a shoreside crane lifting the canister. The truck drives away and another is preparing to come alongside when the tank suspended by the crane over the ship suddenly drops to the deck below. The toxic gas is pressurized and cooled for shipment and when the tank is punctured a cloud envelops the local area. People are seen running from the advancing cloud.

Initial reports indicate that the crane lifting the tank malfunctioned. Some reports suggest that one of the main wires

on the crane broke causing the release of the tank. The tank reportedly held 25 to 30 tons of chlorine.

World Health Organization officials explained that chlorine is heavier than air, so it hangs close to the ground and does not easily dissipate. Further, the gas does not explode but the cloud was driven by the release of the pressure in the tank. It is an irritant to the skin but can cause severe damage when inhaled.

Workers at Jordan's Red Sea port of Aqaba began a work stoppage Sunday to protest poor safety precautions on July 1, unionists said.

"We are committed to the stoppage until our demands to provide the right industrial safety environment (are met)," said Ahmad Amayra, a leading trade unionist who said hundreds of workers had not shown up to work in the main port facilities.

Aqaba port at the north end of the Red Sea has long been a major transit route for Iraqi cargo but has also become a gateway for some goods destined to Syria and the Palestinian territories.

Presidential Medal of Freedom Awarded to Former AFL-CIO President Richard Trumka

President Biden has posthumously honored former AFL-CIO President Richard Trumka with the Presidential Medal of Freedom, the nation's highest civilian honor.

"No one did more work for American workers than he did," Biden said in awarding the medal.

"For Rich, his work was synonymous with the word that defined his life: dignity..."

"As his union family, we know all that he won for working people," said AFL-CIO President Liz Shuler.

In describing Trumka and the other 16

individuals who receive the Presidential Medal of Freedom at a ceremony last week, the White House wrote, "These seventeen Americans demonstrate the power of possibilities and embody the soul of the nation—hard work, perseverance, and faith."

"They have overcome significant obstacles to achieve impressive accomplishments in the arts and sciences, dedicated their lives to advocating for the most vulnerable among us and acted with bravery to drive change in their communities—and across the world—while blazing trails for generations to come."



President Biden with Richard Trumka, Jr. accepting the posthumously awarded Presidential Medal of Freedom for his dad, the former head of the AFL-CIO, Rich Trumka.

ITF Supports Victims of Jordan Port Explosion

The ITF Seafarers' Trust has made a \$55,000 emergency grant to local unions to help the families of those who died or are in serious condition following a June 27 explosion of chlorine gas at the port of Aqaba, Jordan, that killed 13 people and injured more than 300.

Dock workers struck for seven days after the explosion to protest safety problems at the southern Jordanian port.

Video shows a tank carrying 25 tons of chlorine gas falling when a cable snapped as it was being loaded by a shoreside crane onto the cargo vessel FOREST 6, causing an explosion of yellow gas that quickly engulfed the vessel and the pier.

When inhaled, chlorine turns to hydrochloric acid, causing severe internal burns.

Nine of the 13 people who died were union port workers. The other four were Chinese seafarers.

The General Union of Port Workers of Jordan, which represents most of those affected, will distribute the emergency funds.

"The thoughts of the global maritime community are with all those in Aqaba and their loved ones," said ITF Seafarers' Trust Chair Dave Heindel.

"No seafarer, docker, indeed — no worker — should lose their life or health just because they went to work that day."

MEMORABLE SHIPS OF THE PAST

Spanish Galleon Discovered Off Oregon Coast

For centuries, the “Beeswax Wreck” somewhere off the Oregon coast has released blocks of stamped beeswax and bits of porcelain along the shore.

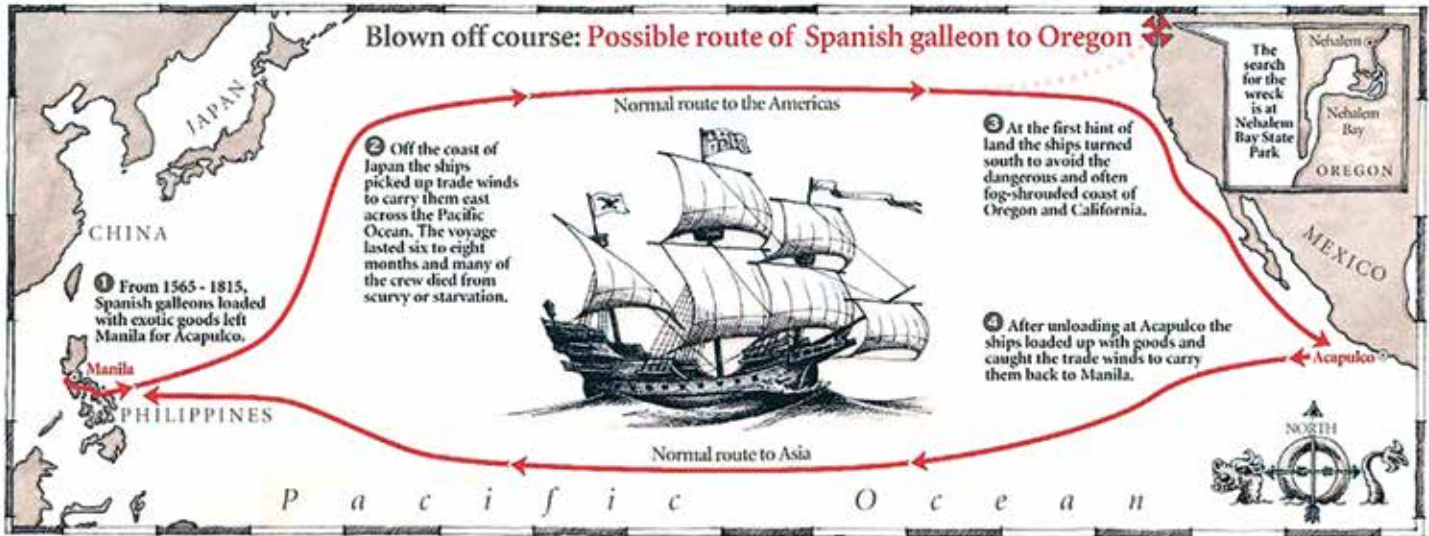
Previous research concluded it probably comes from a sunken Spanish galleon which went down near Manzanita in 1693.

Back in 2018 the research of Ronald Spores, emeritus professor of anthropology at Vanderbilt University, discovered the ship manifest of the Spanish galleon *Santo Cristo de Burgos* in official naval archives in Madrid. The ship departed Manila, then a Spanish colony in 1692.

“They hit a storm in the Marianas,” Spores said. “All three masts were taken down and they had to jury-rig.”

It took the crew six months to unload, then repair and refurbish the ship, which would have been as tall as six stories high, 150-feet long and weighing as much as 2,000 tons.

Spores joined a group of volunteers digging into local lore of a galleon sinking off Manzanita. Through the centuries, intriguing bits of its cargo, including beeswax, have washed up on north coast beaches. “One year later in July 1693, they



The *Santo Cristo de Burgos* never made it to Mexico.

were already to go again,” Spores said. “They took off on July 3. They were headed for Acapulco.” The ship disappeared en route.

Now comes the probable discovery of the ship’s timbers, wedged in the coastal rock and buried in hard to access caves.

A lab analysis revealed that the timbers were hewn from Anacardiaceae, a species of tropical hardwood found in Asia. Radiocarbon dating indicated that the tree was felled around 1650. Both facts lined up squarely with the composition and age of the *Santo Cristo*.

The *Santo Cristo de Burgos* was among a fleet of galleons that ran a regular trade route from Manila to Acapulco, also a Spanish port, for about 250 years, from the 1500s through the 1800s. Once a year, a ship would set sail from the Philippines carrying luxury goods from Asia to sell in Mexico. It made the return trip loaded with silver.

Some of the goods commonly found on the galleons were bees wax, porcelain, spices, unfinished and finished silk, stoneware to store water and other liquids, jewelry and hair combs. Because honeybees are not native to the Americas—they were imported from Europe in the 17th century — Asian beeswax was a major import for Spain’s colonies, where beeswax candles were required for Catholic services.

There were other clues that a shipwreck lay hidden somewhere offshore, from small bits of blue-and-white porcelain to large pieces of wood tossed up on the rocks or buried in the shifting sand. A



A wrecked ship’s timber, likely from the *Santo Cristo de Burgos*, wedged in the rock of Oregon’s rugged coast.

section of the upper deck of a wooden ship was visible at the mouth of a river near Manzanita until about the 1920s. And oral histories from the area’s Indigenous tribes tell of a foreign ship that wrecked long ago, with a crew that came ashore and met varying fates.



The cargo of empire: beeswax for candles.

Port of Auckland Abandons Automation Drive

The global transport union known as the International Transport Workers’ Federation (ITF) joined the Maritime Union of New Zealand (MUNZ) in supporting the decision by the Ports of Auckland to abandon its costly automation program.

ITF President, and Chair of the ITF Dockers’ Section, Paddy Crumlin welcomed yesterday’s announcement by the Ports of Auckland to cease the automation project at the Fergusson Container Terminal. “I want to reiterate the words of Ports of Auckland CEO Roger Gray “This

is a positive decision which will come as a relief to many at Ports of Auckland and in the wider supply chain,” said Crumlin. “The brutal reality here for Ports of Auckland, and its sole shareholder and owner, Auckland Council, is that this decision and the write-off of \$65m NZD, would never have happened if management valued the knowledge and expertise that its workforce brings to decisions about lifting port capacity, productivity and profitability.”

When the Ports of Auckland first announced its automation plans in 2015, it was fresh off a drawn-out dispute with Union waterfront workers. Management said that in the initial phase of the project, some 50-70 of the port’s 320 stevedores would be replaced by automated carriers, with more to follow by the time the project was slated for completion: 2019. By then, the port claimed, automation would have boosted its container handling capacity by just over 900,000 TEU per year, to around 1.6 million TEU. But seven years later, the project is still not complete. Instead, it has been marred by delays, safety concerns, and has actually harmed the port’s productivity. In November 2020 one of the new automated straddle carriers lost control and slammed into a stack of others. In June 2021, another went ‘rogue’ due to a software issue and hit a container. The port company temporarily suspended use of the machines pending a safety review. Software glitches are said to have regularly taken the carriers offline.

“The major lesson here - which I doubt is to be found in management’s review of the fiasco, or within the advice from ‘independent’ experts — is that you’ve got to listen to your workers. When the people who do the heavy lifting at a place like the Ports of Auckland say ‘this project is not fit for purpose’, ‘the technology is not ready’, and they even tell you ‘the technology is dangerous, we are worried for our lives’: you have got to listen to your workers,” urged Crumlin.

Each carrier weighs 70 tons light, and over 100 tons total when carrying a full container box and move at roughly 15 miles per hour. The port’s beleaguered project has proven to be a drag on Auckland’s overall throughput of cargo (as measured in box rates per hour) at a time of record high demand to shift containers amidst a strong consumer recovery in rich countries like New Zealand. MUNZ National Secretary Craig Harrison said: “We had a situation where importers and exporters were getting charged more for either delayed shipment or boxes sitting idle on the wharves because software glitches in the automated gear and other delays were slowing down movements in the port.” Harrison also noted that “Maersk Line even introduced a \$400 NZD surcharge for customers wishing to use the port, as the company tried to recover the cost of their ships sitting idle due to the congestion.” The project was seven years in the making.



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We Remember BLOODY THURSDAY

Within the memory of the humiliating nationwide maritime lockout of 1921, in which shipowners imposed the open shop, set against the degrading backdrop of the Great Depression, and in the time of the fink book and the fink hall that officially oppressed seamen with blacklisting, bribery, and fear — there arose an organized working-class fury that the world had never seen before. It would become known as the Big Strike of 1934 and it reached its apex and crescendo on July 5, Bloody Thursday.

On Tuesday, July 3, fights broke out along the Embarcadero in San Francisco between police and strikers while a handful of trucks driven by young businessmen made it through the picket line.

After a quiet Fourth of July the employers' organization, the Industrial Association, tried to open the port even further on Thursday, July 5.

As spectators watched from Rincon Hill, the police shot tear gas canisters into the crowd, then followed with a charge by mounted police. Picketers threw the canisters and rocks back at the police, who charged again, sending the picketers into retreat after a third assault. Each side then reformed and took stock.



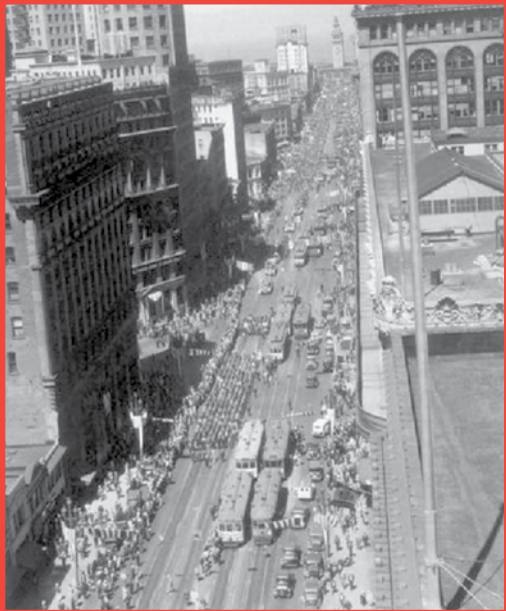
The events took a violent turn that afternoon, as hostilities resumed outside of the ILA the kitchen. Eyewitness accounts differ on the exact events that transpired next. Some witnesses saw a group of strikers first surround a police car and attempt to tip it over, prompting the police to fire shotguns in the air, and then revolvers at the crowd.

One of the policemen then fired a shotgun into the crowd, striking three men in intersection of Steuart and Mission streets. One of the men, Howard Sperry, a striking longshoreman, later died of his wounds. Another man, Charles Olsen, was also shot but later recovered from his wounds. A third man, Nick



Bordoise—an out of work cook who had been volunteering at the ILA strike kitchen—was shot but managed to make his way around the corner onto Spear Street, where he was found several hours later. Like Sperry, he died at the hospital.

Strikers immediately cordoned off the area where the two picketers had been shot, laying flowers and wreaths around it. Police arrived to remove the flowers and drive off the picketers minutes later. Once the police left, the strikers returned, replaced the flowers and stood guard over the spot. Though Sperry and Bordoise had been shot several blocks apart, this spot became synonymous with the memory of the two slain men and “Bloody Thursday.”



Above as spectators watched from Rincon Hill, strikers clashed with authorities, the two killed were immediately memorialized. A huge and silent funeral procession marked a change in public opinion, and

Andrew Furuseth (in suit and tie with cigar) staged a bonfire of the hated "Continuous Discharge Books" or fink books, before declaring an end to the strike and the beginning of a new era.

“In retrospect maritime workers would recognize the 1934 strike as the great watershed between the fink hall years and the years of union strength. But what had they to show for the eighty-three day strike as they prepared to return to work Tuesday morning? They had embarrassed the New Deal to the point of forcing their employers to recognize and arbitrate with their unions. Beyond that, on paper, they had nothing — no hiring halls, no improved wages, working or living conditions. On paper they gained no victory to celebrate — just a grim standoff that moved the struggle from the picket lines to hearing rooms. But union strength is determined more by each member’s concept of unionism than it is by written documents. The maritime workers knew that together they were strong and they remained as determined as the day they struck to use that united strength to achieve their aims.” — Ottlie Markholt, Maritime Solidarity.

Over the next few years it was this belief in the strength of Unions, this “concept of Unionism,” shared with other Unions, that allowed sailors to stage a series of “quickie” strikes that produced the practical gains that still form the foundations of SUP contracts today.



Present day monument at Mission and Spear St. San Francisco

No Surprise: Committee Reports Union Members Make More Money

A recently released Congressional report from the Joint Economic Committee (JEC) along with the House Education and Labor Committee majority, found that workers in unions are paid much more – and enjoy better benefits – than their non-union counterparts. The findings are not exactly groundbreaking, but reinforce the desirability of a unionized workplace, something that is being sought out more often in the wake of the pandemic.

The report found that unionized workers earn 10.2% more than their non-union peers, while also raising wages and benefits for all workers in their industry. In addition, it found that unionization increases wages by 17.3% for Black workers and 23.1% for Latino workers.

The Committee noted, “Workers get significant economic benefits from labor unions, even if they are not members of a union themselves. While union membership rates among workers remained at historic lows in 2021, the year also witnessed increased union activity and favorable public opinion towards them. The last year has seen historic success of unionization efforts. Unionization took place at the JFK8 Amazon warehouse in Staten Island, New York, at over 110 Starbucks stores across the country and among graduate students at universities. New union organizing reflects a growing awareness of the economic benefits that unions have to offer all workers, including those who are not union members.”

Gas Trader Seeks Profit From Jones Act Waiver

Swiss oil trading house Gunvor has asked U.S. Customs and Border Protection for a specific waiver to the Jones Act, according to Reuters. The politically sensitive request comes at a time of record high prices for gasoline, and it parallels a call from oil major ExxonMobil for consideration of Jones Act waivers as a policy tool.

The vessel in question has been identified as the Singapore-flagged BW Egret, and she is reportedly carrying finished blended gasoline loaded in Europe and shipped across the Atlantic. According to Reuters, Gunvor seeks relief from a specific application of the Jones Act to blended fuel oil cargoes.

The vessel's last port of call was in Amsterdam, according to AIS data provided by Pole Star, and her next intended port of call is in the United States. As of Thursday, BW Egret was waiting at sea to the north of Bermuda, within easy reach of the central Atlantic region. Her cargo amounts to 13 million gallons of fuel, which is currently worth about \$65 million at the pump in the U.S. market.

The waiver request drew immediate pushback from the American Maritime Partnership, the industry association for Jones Act carriers.

"This unjustified Jones Act waiver request by Gunvor would pad the profits of foreign oil traders without delivering meaningful savings at the gas pump for American families. It's a simple fact that the cost of gasoline is primarily driven by the price of crude oil and the processing of gas, which is spiking," said Ku'uhaku Park, the association's president. "The Jones Act is not a cost driver for increased gas prices, representing less than one cent per gallon of the overall cost of gasoline on average. Waiving the Jones Act outsources U.S. jobs and undermines America's long-term economic security."

Chevron Downsizes California Headquarters Office

Chevron Corp. is selling its main office campus in San Ramon, California. It also announced that some employees will be relocated to Texas.

The second-largest U.S. oil company said it would remain based in California, its home state for more than 140 years, but will be leaving its Chevron Park buildings in San Ramon, Calif., its global headquarters for two decades.

Chevron's presence in Houston, where it occupies the former Enron Corp. headquarters in the heart of downtown, has been growing in recent years, while its footprint in California has been shrinking. The Houston office now employs nearly 6,000 people, roughly three times as many as the population of the California headquarters, which has been declining after the company began a re-organization in 2019.

A spokesman for Chevron said the current real-estate market offers the company an opportunity to adjust its office-space needs.

Many U.S. businesses are reconsidering their headquarters' spaces as they contemplate a future of hybrid home-and-office work and weigh the potential benefits of moving more of their operations to states with lower taxes and costs of living.

A descendant of the Standard Oil monopoly, Chevron has had its headquarters in the Bay Area since the early days of its first corporate ancestor, Pacific Coast Oil Co., in 1879. It moved hundreds of employees to San Ramon in 1999, and in 2001 said it would become the company's headquarters.

The SUP represents unlicensed mariners in the deck, steward and engine departments employed by the Chevron subsidiary Chevron Shipping Co.

Matson Navigation Company — Wage Rates — Effective July 1, 2022

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

Rating	Monthly Base Wage	Daily Base Wage	OT Rate	Short handed Rate	ST Cargo Rate	OT Cargo Rate	F.O. Spill	Vac. Days Per Month	Monthly Benefits Base	Monthly Suppl. Benefit	Daily Suppl. Benefit	Money Purchase Benefit
Boatswain												
Dayworker	\$7,613.53	\$253.78	\$42.88	\$73.20	\$32.15	\$52.99	\$24.97	17	\$7,696.43	\$4,361.25	\$145.39	\$25.00
AB Dayworker	\$5,369.76	\$178.99	\$42.88	\$55.15	\$32.15	\$52.99	\$24.97	17	\$5,751.24	\$3,258.90	\$108.63	\$25.00
Able Seaman	\$5,369.76	\$178.99	\$42.88	\$55.15	\$32.15	\$52.99	\$24.97	17	\$5,751.24	\$3,258.90	\$108.63	\$25.00
Ordinary Seaman (OS)	\$4,121.98	\$137.40	\$32.15		\$32.15	\$52.99	\$24.97	17	\$4,519.27	\$2,560.80	\$85.36	\$18.51

M/V Kamokuiki — Wage Rates — Effective July 1, 2022

Rating	Month-ly Base Wage	Daily Base Wage	OT Rate	ST Cargo Rate	OT Cargo Rate	Vac. Days Per Month	Daily Suppl. Benefit	MPB
Boatswain								
Dayworker	\$5,982.90	\$199.43	\$38.58	\$31.06	\$51.19	10	\$73.58	\$25.00
AB Watch	\$4,015.84	\$133.86	\$38.58	\$31.06	\$51.19	10	\$57.38	\$25.00

Matson SUP Shoregang & Standby Rates —Effective July 1, 2022

	Daily Wage	Straight Time Hourly	Overtime Hourly	MPP
Bosun	\$404.96	\$50.62	\$82.96	\$25.00
General Maint AB & Storekeeper	\$333.12	\$41.64	\$69.85	\$25.00
Standby Bosun		\$51.14	\$81.39	\$25.00
Standby AB		\$42.14	\$68.52	\$25.00





SUP PRESIDENT'S REPORT

MATSON WAGES

Wage Increase: In accordance with the General Rules of the “Offshore Agreement,” between Matson Navigation Company and the SIU Pacific District, in Section 36, there shall be at least a three (3%) percent increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2022. Also applicable is a cost-of-living increase based on the comparison of the May Consumer Price Index for all Urban Consumers (CPI-U), as published by the Bureau of Labor Statistics of the U.S. Department of Labor, to the previous May CPI. An increase in this index above four (4%) not to exceed five (5%) shall be added to the base wage effective July 1, 2002. Therefore, the five (5%) percent increase was applied to base wages and the three (3%) percent increase as applied to all other wage related items.

Maintenance Agreement: Under Section 4 of the “Maintenance Agreement between Matson Navigation Company and the Sailors’ Union of the Pacific,” as separate Agreement, the same conditions apply except that since the overtime rates and supplemental rates are directly derived from the base wages, the five (5%) increase was applied to all wage and wage-related items.

CV 700 MOU: The *Kamokuiki*, which is covered by the “CV700 Memorandum of Understanding between Matson and SIU Pacific District,” a three (3%) percent increase is due on July 1, 2022 on all rates of pay and wage-related items and was applied to the unlicensed ratings working in *Kamokuiki*.

All rates will be published in the July issue of the *West Coast Sailors*.

APL

The Union’s collective bargaining agreement with APL Marine Services, Ltd, in the Offshore Trades, as well as its Maintenance Agreements, expire on September 30, 2022. A Negotiating Committee will be elected in advance at the September meeting, and we expect to reach an Agreement before expiration. As noted earlier this year, the Union is accepting and collecting all written proposals for referral to the Committee.

PENSION UPDATE

The Trustees of the SIU-PD Pension Plan held their regular meeting on June 20th to discuss regular plan business including the actuarial valuation report as of August 1, 2021 but not completed and delivered to the Trustees until May 2022. The Union Trustees in attendance were MFOW President Anthony Poplawski, SIU Vice-President Nick Marrone, as well as myself and alternate SUP Vice President Matt Henning.

The Plan actuary, Greg Pastino of Foster and Foster, certified the Plan in the Green Zone based on the funded status of 106.1% and a positive credit balance through the next seven years. The Plan also experienced, as of August 1, 2021, an investment gain which produced a total actuarial gain of \$3,074,098. The trustees discussed possible benefit increases related to that gain and available under Section 30 (e) of the General Rules but did not come to an agreement and although the parties remain in bargaining, arbitration appears likely. Will advise again as necessary.

TRIP OFF

In the last thirty days a commercial ship crewed up in a domestic yard, three military ships activated for missions or shipyards, and nearly an entire commercial crew

quit at once after a hellish yard period in China. Regular relief dispatching kept up its frenetic pace at the same time and many jobs were dispatched twice or more as we hit unfit for duty snags, positive COVID tests, not to mention shipboard outbreaks, sudden emergencies ashore, last minute quits, all compounded by trip off requests. Once again, SUP dispatchers and members fought against the odds and got the jobs filled and our hiring hall system shows resilience.

We resisted and prevailed over the attempts of employers to suspend the trip off throughout the pandemic. They continue to chafe at it: increased COVID exposure, testing windows, etc., combined with a short supply of qualified sailors, were part of the reasons, but we held the line then and do so now to maintain the rules. The intent of the rule, passed at a time of tight shipping (in other words too many sailors for too few billets) was to spread the work around, especially to given newer members a chance. When there are adequate reserves of qualified sailors the trip off rule functions well. Conversely, the system is further strained by it without an adequate reserve. To our benefit, the language presciently takes into account short-handedness with the proviso that: “Regular crew member shall remain on the job until properly relieved by the temporary relief member.” Proper relief is there in Shipping Rule 55G as an essential component and required condition of the trip off, made even more explicit in H where it says: “A mandatory trip off shall be granted where qualified replacements are available...”

Regular trips off will continue to the extent that qualified replacements are available and proper relief compliance is maintained. The same goes for the emergency trip off, which also requires “presentation of proof of such emergency.” Typically, this assessment is left to the Branch Agent or SUP dispatcher to determine. No change in the rule is proposed or required because the rule is clear: if you are not properly relieved for a trip off, it is not a trip off – it’s a quit, and like any quit the right to return is forfeited.

GOVERNMENT MATTERS

NDAA: While we welcomed the full funding of MSP and the TSP in the early version of the National Defense Authorization Act, it is now clear that the cargo preference fight will be fought here too. Recently, SUP allies helped defeat the inclusion of three House and Senate resolutions that would have waived the Ship American requirements related to food shipments built into the Ukrainian funding bill. This effort would do the same from another angle and so with the TDD and the USA Maritime group we are rising again in opposition.

DOT Drug Testing: In coordination with the TTD, the SUP continues its historic and recent opposition of expanded drug testing. While some recent efforts included the hair follicle test (beaten back but likely to return), now comes indication that the DOT (via a Request for Information notice) is seeking not a new method but to make publicly available the results of all tests, separated by job title or category, such as pilots, flight attendants, licensed officers, ratings, etc. although specific categories are not yet listed or proposed. Presently a FOIA request for drug testing results is necessary for access. The contemplated change would give employers, investigators, and anyone else access to the numbers of tests, the positive tests, refusals and cancelled tests, and by whatever category system is ultimately agreed to. Besides data security concerns, such a change could easily unfairly focus enforcement activities on one group over another. Comments raising these questions and noting our opposition will be filed to the docket.

Maritime Administration: Along with SIU Executive Vice-President Augie Tellez and MFOW President Tony Poplawski, I met with incoming Maritime Administrator Rear Admiral (Ret.) Ann Phillips. Discussion centered on mariner recruitment and retention in the Ready Reserve and elsewhere. Headwinds faced from persistent pandemic-related attrition including illness, positive testing, restrictions-to-ship, delayed ramp up of the Coast Guard credentialing staffing and systems, was part of the discussion. We also dealt with long-term challenges ahead, including Jones Act protection against unnecessary waivers and support for critical programs such as the Maritime Security and Tanker Security Programs and especially cargo preference, which is now drawing heavy fire from agricultural interests. Administrator Phillips was a careful listener and open to common sense solutions. Given her extensive naval experience and by her questions and comments, it was clear that she understood some of our issues.



A qualified SUP crew took the deck of the *Cape Hudson* in San Francisco, activated for a Portland yard period. From left in front is OS Dan Sumague, OS Aiman Mused, OS Ali Ali. Middle row is AB Heath Heller backed up by AB Peter Leo, Bosun Saher Ali, AB Burt Ducket, AB Rachid Ayache and AB Anthony Wylie



Cape Hudson inbound for Portland shipyard in the Columbia River.

SUP President’s Report continued

MTD CONVENTION

As delegate from the Seafarers International Union of North America and as President of the San Francisco Maritime Trades Port Council, I attended the Quadrennial Convention of Maritime Trades Depart of the AFL-CIO in June in Philadelphia. Keynote speaker was Liz Shuler, Executive Secretary-Treasurer of the AFL-CIO. Shuler urged Unionists to meet the moment by organizing and praised the members of the MTD as the most patriotic of all the unions.

Also on the agenda was Steve Cotton, General Secretary of the International Transport Workers Federation (ITF), who noted the work of the ITF to support Ukrainian mariners and their families, but who also noted that worldwide labor is envious of the Jones Act. He urged delegates to remain in defense of the Jones Act as a model for other countries to build on.

The Executive Director of the Maryland Maritime Port Administration, William Doyle, an M.E.B.A member and former official gave a presentation on the re-floating of the *Ever Forward* containership that went hard aground in Chesapeake Bay in March. Doyle explained the special and intense Jones Act coordination necessary to get the complex job done.

Carl Bentzel, Federal Maritime Commissioner, and veteran of many U.S. maritime policy battles, appealed to maritime labor to take aggressive stands in support of the Jones Act and all it entails. He expressed his disappointment that we even have to argue to maintain the Jones Act, and disbelief in the American led efforts to undo an American law that benefits Americans. He said his research says that 75% of all present inflation is due to ports congestion, a problem that the Jones Act helps alleviate. This is in part due to the price hikes of international carriers, he noted that many international rates have gone up by 300 to 500%, where Jones Act rates been far less volatile. On the MSP, he remembered that before MSP the end of U.S.-flag ships on the high seas was imminent, and in today’s context the cycle of maritime neglect that historically comes with peacetime cannot force U.S. into reliance on untrustworthy adversaries (China) for our supply-chain integrity.

Several key resolutions were passed to help set the official positions of labor on maritime issues including support for the MSP and the Jones Act. Finally, SIU President Mike Sacco was nominated and elected to a new term as President of the Maritime Trades Department.

AFL-CIO CONVENTION

As a Vice-President of the SIU of North America, I attended the 29th Constitution Convention of the AFL-CIO. President Liz Shuler was elected to serve as the first woman president and Secretary-Treasurer Fred Redmond was elected as the highest ranking African-American officer in the history of the labor federation. Together they launched an historic organizing drive to grow the movement by 1 million members in ten years. Featured speakers were United States President Joe Biden, U.S. Labor Secretary Marty Walsh, and candidate for Georgia governor Stacy Abrams. President Biden repeated for Convention delegates what he has often said before: “Wall St didn’t build this country. The middle class built this country. And UNIONS BUILT THE MIDDLE CLASS!” He called on Unions to support his economic and Ukraine policies and promised more pro-labor legislative and executive action.

Several important policy resolutions were agreed to and set the official labor policy on many issues. To name only a few there was focus on fixing America’s broken labor laws, on guaranteed health care, on wind energy, and most importantly to us, on the Jones Act.

The Jones Act resolution, developed by the MTD, was submitted to the Convention delegates by Dave Heindel, Secretary-Treasurer of the SIU and all the maritime Unions including the SUP weighed in to carry the vote. For more than 100 years the Jones Act has been the international gold standard of maritime fairness, preventing the exploitation of American merchant mariners, and protecting our Unions. There are some critics, however, even within labor, that attempt a false historical connection between the Jones Act and colonialism. It was gratifying to see maritime labor rise up in defense, but it came with weight of a nearly solitary responsibility as the globalized shipping capital markets hold allegiance to nothing but profit. See the *West Coast Sailors* for the full text of the resolution.

SIUNA CONVENTION

By notice from Seafarers International Union of North America (SIUNA) President Michael Sacco, the SIUNA AFL-CIO Quinquennial Convention is scheduled for September 14th and 15th at Piney Pt., Maryland. The Union was first notified that, in accordance with Article VII, Section 4 of the International Constitution, we were entitled to 1 delegate and 1 vote based on the average monthly per capita tax paid for the period October 1, 2017, through November 30, 2021. After research and investigation, however, SIUNA sent a correction notification restoring the expected three SUP delegates elected in the Union 2019-2020 election: San Francisco Business Agent Roy Tufono, SUP Vice-President Matt Henning, and myself are planning on attending.

HOLIDAYS

Independence Day — SUP hiring halls on the West Coast will be closed on July 4, 2022, for the national and contract holiday.

Harry Bridges’ Birthday — SUP hiring halls on the West Coast will be closed on Thursday, July 28, 2022, in observance of Harry Bridges’ Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized SUP holiday aboard APLMS and Matson vessels (except RRF vessels) in West Coast ports. It is not a holiday at sea. For members working under the SUP Maintenance Agreements, this holiday shall be observed in accordance with local custom and practice.

Dave Connolly



Ship and whale off California coast. Photo: John Calambokidis, Cascadia

Slow Bell for Whales off California Shows Progress

A program to cut air pollution and protect endangered whales recently proclaimed success. Eighteen shipping companies participated in the voluntary program in 2021, transiting at 10 knots or less in the San Francisco Bay Area and the Southern California region. The period measured was May 15, 2021 through November 15, 2021.

Shipping companies receive recognition and financial awards based on the percent of distance traveled by their vessels through the Vessel Speed Reduction (VSR) zones at 10 knots or less and with an average speed of 12 knots or less. The 10-knot target complements the National Oceanic and Atmospheric Administration’s (NOAA) and U.S. Coast Guard’s requests for all vessels (300 gross tons or larger) to reduce speeds during the months of peak endangered blue, humpback, and fin whale abundance to protect these whales from ship strikes.

Ship strikes are seen as a threat to whales globally and to the recovery of endangered blue, fin, and humpback whales in California waters. Reducing the

risk of ship strikes, a NOAA priority, is thought to be associated with ship speed. Observed and documented deaths totaled 51 endangered whales from 2007-2021.

The timing of the program also coincides with the season when ground-level ozone (smog) concentrations are typically high. The 10-knot target allows ships to travel at an efficient operating load using less fuel and producing less pollution.

Results in the 50-nautical-mile San Francisco Bay Area VSR zone came from about the same level participating companies as previous years. In terms of emissions, air pollutant were said to be reduced by 650 tons of NOx and 22,201 metric tons of regional GHGs, equating to 4,784 passenger vehicles driven for one year. These numbers represent approximately a 25% reduction in NOx pollution from the ships that participated in the program, as compared to baseline conditions. The transits of vessels participating in the VSR program posed approximately 50% less strike mortality risk to whales than if those vessels did not maintain the slow bell.



After the job call on June 30, 2022, the winning bidder AB Yvette Cavan hands over her credentials to SUP Business Agent Roy Tufono Assistant and Dispatcher Sam Worth. Yvette has been a member in good standing since 2007 and has sailed steadily in Matson, APL and Patriot ships.

How to Fight High Inflation

The Consumer Price Index in recent years has been in the 2 to 3% range. Now it hovers over 8% the highest it has been in 40 years. The Federal Reserve has limited tools to handle it, but it raised a key interest rate by an aggressive three-quarters of a percentage point in June. It is expected to continue increasing rates until it gets inflation under control. According to financial experts such as Greg McBride at Bankrate and others, here’s what you can do to help yourself during a period of high inflation.

- 1. **Pay down high interest credit card debt.** Rates on credit cards are closely linked to the Fed’s move on interest rates and are usually variable. That means they are likely to continue to rise which means you’ll be paying more in interest if you carry balances month-to-month on your cards. “It is absolutely the right time to focus on paying down those card balances,” said Greg McBride, the chief financial analyst at Bankrate. The average credit card interest rate is about 16.8 percent but could climb to 18 percent by the end of the year, Mr. McBride said. Consider a balance transfer to an actual or introductory 0% APR card. Or go back to sea and stop spending.
- 2. **Reduce recurring expenses.** Lower the amount you spend by looking carefully at items that used to cost less, especially recurring expenses such as subscriptions, phone, internet, home and car insurance. Delete rarely used apps that cost money. Or go back to sea and stop spending.
- 3. **Shop efficiently on groceries.** According to waste management consultant RTS, Americans throw away more than \$1600 each year in produce along. Try a monthly food spending plan, try meal planning using common ingredients that can minimize waste and stretch dollars. Look for free or low-cost delivery service, Also, stock up on frozen deals and bulk items, comparison shop, buy generic, watch out for eye-level products which typically cost more. Or go back to sea and stop spending on meals.
- 4. **Reduce transportation costs.** Go back to sea to eliminate the commute, otherwise limit driving by grouping errands, biking, carpooling, or walking. Look for a gas rewards credit card or a grocery credit on gas, shop around for cheaper auto insurance.
- 5. **Save and invest.** Save an emergency fund of three to six months and then don’t hold too much cash since its value is declining. Continue to invest in 401(k)’s, Roth IRAS and other tax advantaged investment vehicles where value and beaten down sectors can preserve savings in the long run. Seek dividend growth to offset inflation, use higher yielding money markets, or Treasury Inflation Protected Securities (or TIPS) – bonds that are pegged to rise with inflation. Go back to sea and save more of what you make.

Finally, don’t panic. Yes, inflation is high, but if you’re investing, cutting costs where you can, and avoiding (if possible) highly inflated items, you’re a step ahead of many others.

**Note: this is not investment advice and is meant only for the general consideration. Each person must determine their own risk tolerance and investment strategies based on individual preferences and circumstances.*



Maiden Voyage to Scrapyard No Buyer for Cruise Mega-Ship

An unfinished mega-liner that was to be one of the world’s biggest cruise ships by capacity is waiting to be scrapped in a German shipyard. That’s because bankruptcy administrators can’t find a buyer, according to cruise industry magazine *An Bord*.

The lower hull of a liner known as *Global Dream II*, the second global class vessel from insolvent MV Werften shipyard on Germany’s Baltic coast, is to be disposed of at scrap price. Much of the equipment, which had already been delivered, is to be sold.

The sister ship, called *Global Dream*, is ready to float in the dock in Wismar, northern Germany although its fate is also uncertain. Both of the ships were initially commissioned by Asia-based Dream Cruises, which collapsed along with its parent company, Genting Hong Kong. The Covid-19 pandemic was cited as the cause as it destroyed demand for cruises.

Plans to complete the *Global Dream* at the Wismar site collapsed when former

Genting owner Lim Kok Thay announced a new cruise brand in Singapore at the same time China upheld strict travel restrictions, also citing tensions in the South China Sea.

Global Dream could be towed to a new yard but if no serious buyer is found in coming weeks, a bidding process will allow ship brokers with contacts to maritime scrap yards to submit their bids.

MV Werften’s Wismar shipyard was also recently sold to Thyssenkrupp’s naval unit, which plans to build military vessels there from 2024 amid rising tensions following Russia’s invasion of Ukraine. Thyssenkrupp Marine Systems wants the large dock to be available by the end of 2023, it said.



Dispatcher’s Report

Headquarters — MAY 2022

Deck	
Bosun	6
Carpenter	0
MM	5
AB	22
OS.....	9
Standby S.F.	10
Total Deck Jobs Shipped	52
Total Deck B, C & D Shipped.....	38
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler.....	0
Wiper	0
Steward	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped	0
Total E&S B, C, & D Shipped.....	0
Total Jobs Shipped-All Depts.....	52
Total B, C, & D Shipped-All Depts....	38
Total Registered “A”	22
Total Registered “B”.....	33
Total Registered “C”	3
Total Registered “D”	13

OFFICIAL AFL-CIO POLICY

At the AFL-CIO Convention in June, members and supporters of the U.S. maritime union delegations, including the Seafarers’ International Union of North America, rose in support and passed this resolution, making it the official policy of American organized labor.

RESOLUTION 18 SUPPORT THE JONES ACT

Submitted by the Maritime Trades Department, AFL-CIO
Referred to the Resolutions Committee

Cabotage laws have been around since the beginning of the United States. In fact, a couple bills passed by the first Congress dealt with cabotage, which is moving cargo or people from one domestic port to another.

The Merchant Marine Act of 1920 solidified cabotage within the U.S maritime industry. Section 27 of that measure spelled out that cargo moved from one U.S. port to another U.S. port must be carried aboard a U.S.-built, U.S. citizen-crewed, U.S.-owned and U.S.-flagged vessel. Today, Section 27 is simply known as the Jones Act.

The Jones Act is the maritime equivalent of the Davis-Bacon Act. In 2019, a PriceWaterhouseCoopers study revealed the law helps maintain 650,000 American jobs found in every state and territory, contributing billions of dollars each year to the economy. In addition, the Jones Act provides for a pool of well-trained, reliable U.S. citizen mariners available to sail aboard U.S.-flag military support vessels in times of crisis.

Recently, American crews working on Jones Act ships immediately and consistently delivered badly needed supplies and materials to our fellow citizens in Puerto Rico

after hurricanes and earthquakes. During the COVID-19 pandemic and subsequent supply chain crisis, U.S.-flag vessels sailing domestic routes met their timetables, while foreign-flag operators reduced their schedules.

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

The United States is not alone in its use of cabotage laws, which also deal with air and land transportation. More than 90 other countries have some forms of cabotage on their books. However, the Jones Act is considered the global good standard.

The AFL-CIO enthusiastically commits to continue its critical fight for the good-paying, valuable-benefit jobs created within the scope of the Jones Act. This law supports America’s mariners and shipyard workers along with other shoreside personnel. It has proven its value to the economy and national security for more than a century.

SUP BRANCH REPORTS

HONOLULU

June 2022

Shipping: 1 Bosun, 2 AB Day, 1 AB Day Relief, 3 AB Watch, 1 AB Watch relief, 1 AB Maintenance, 1 AB Maintenance Relief, 1 RRF AB, and 1 MSC Ordinary There were 20 Standby jobs dispatched for the month.

Registered: 4 A Cards, 22 B Cards, 3 C Cards, and 3 D Cards.

Ships Checked: *D.K. Inouye, Manukai, Kaimana Hila, Lurline, Matsonia, Mokiha*na (Chief Engineer stirring the pot by attempting to create his own interpretation of our agreement. Mahalo to everyone who helped to set it right), *Maunalei, R.J. Pfeiffer, Manoa, Kamokuiki, APL Dakar, APL Herodote, USNS Watson* and *Charlton* (Reliefs are still an ongoing issue. We haven't forgotten you and are working on getting you down the gangway).

WILMINGTON

June 2022

Shipping: Bosun, 2; AB/W, 11; AB/D. 4; OS/STOS, 3; GUDE, 0. Total Jobs Shipped: 20

Registrations: A: 20; B: 31; C: 6; D: 7

Ships Visited: Checking in with ships by phone and email, occasional minor clarifications

Agent's Report:

Shipping has been very good in Wilmington, Matson and APL are being dispatched and filled weekly with an occasional call to headquarters to fill a job. Patriot jobs have been harder to fill due to Covid testing and requirements for travel to other countries. The majority of members here are vaccinated and we have returned to holding meetings here at the union hall. You must be vaccinated to be dispatched to a crewing or standby job.

Anyone interested in MSC training, let me know, we need more MSC- trained members.

Check your documents before you are ready to ship and when you receive new documents let me know so I can update your records. APL, Matson, and Patriot require a Covid vaccination for members to be dispatched.

Fraternally Submitted,
Leighton Gandy, Book 3021
Wilmington Branch Agent



Go Aloft or Get Below: Sailors climb into the rigging of a steel windjammer in heavy weather rounding Cape Horn.

Agents Report:

With the upcoming primary election coming up on August 13th. I, along with the MFOW Port Agent Mario Higa have been busy helping friend of the Union Sergio Alcubilla campaign to try and unseat Enemy of the U.S. Merchant Mariner Ed Case in Hawaii's 1st Congressional District. I want to thank the SUP members who have been going out in their neighborhoods to encourage their neighbors, friends, and families to vote and campaign for Sergio as well. For those that "Ho Hum" the importance of voting and/or supporting candidates that help to advocate and defend our industry. All I can say is, it's not important, until it is. To vote for candidates who are against our industry but have a "personality" that appeals to you, is dangerous to our existence as Sailors. I ask you to consider your career and paycheck when casting your ballot. The SUP, along with other Maritime Unions, will be holding a "Sign Waving" event for Sergio Alcubilla on Friday, July 22nd from 16:00-18:00 here on Alakea Street. I would like to invite members who participate to come up to Papakolea for "refreshments" and fellowship afterwards. Please be careful when taking CBD supplements. Keep in mind that CBD products are not regulated by the FDA and could have small amounts of THC (which is still illegal on a federal level). So, you run a very real risk of testing positive for THC. I was informed by a member that sadly, Joe Potenti has passed away. I sailed with Joe Potatoes back in the 90's. He was a good Brother and will be missed.

Fraternally Submitted,
Patrick Max Weisbarth
Honolulu Branch Agent

SEATTLE

June 2022

Shipping: 1 Navy Boatswain (B), 3 Navy AB (2 B, 1 D), 1 AB/W (B). Matson called for 20 Standby AB's, filled with 2 A, 13 B, 4 C, and 1 MFOW member.

Registered: 4 A cards for a total of 9; 7 B cards for a total of 15; 3 C cards for a total of 4; 2 D cards for a total of 2

Agents Report:

I have had some complaints recently that desired jobs were posted & filled without their knowledge. We have arrived in unprecedented times for the modern shipping world, and we have had to take steps to accommodate flight availability, outrageous MSC physical requirements, COVID testing, possible replacements for positive results. The list goes on. I have done my best to keep the dispatching as close to the shipping rules as possible, but one thing has not changed, all jobs are still posted on the board prior to being shipped. Those present get the work first. I have made every effort to call and email members with a heads up to upcoming work, and there are no secrets held in this office. I shouldn't have to chase you down to remind you to go to work. The board is overflowing with work, so if you want the work, come and get it, just like I did and all those before me did too.

Fraternally,
Brendan Bohannon
Seattle Branch Agent

VICE PRESIDENT'S REPORT

June 2022

Ships checked — July

APL President Cleveland — Randy Cruz, delegate. Recently ship has had some engine trouble and shifted to a different dock for an extended stay in Korea for repairs. Corey Edgil, bosun.

APL President Eisenhower — Doug Boe, delegate. Ship recently passed through Oakland with little or no beefs. David Ibarra, bosun.

APL Gulf Express — Eduardo Rojas, delegate. Dispatched several reliefs in June but still need one more. Busy ship with top wages. Christian DeMesa, bosun.

Mokihana — Robert Reed, delegate. Crew is making the best out of a bad chief engineer who seems to think he runs the deck department. Haz Idris, bosun.

USNS Sisler — Kintya Lewis, delegate. Working on getting more members LSE training. If you are interested, please contact Berit Erikson or myself and we can start the process. While the class is only 5 days you need a CAC card to have Navy Base access which can take 30-60 days. Chase Boeger, bosun.

USNS Dahl — Pablo Salinas, delegate. Ship is on the hook in Saipan. Crew is doing a fine job, still need more members to sign up for military training. Watson Class ships receive 1.5 for 1 union time. Noel Romero, bosun.

USNS Soderman — Kenneth Carradine, delegate. Ship is back in DGAR after being on the East Coast. There was a large Covid outbreak on the island which delayed reliefs/flights. Ziggy Kaczor, bosun.

Cape Taylor and **Cape Texas** — We still need more AB's and Bosuns. Great opportunity to gain seniority and steady employment.

Cape Hudson — Successful activation to Portland shipyard. Ship is in ROS status in drydock as repairs continue. Saher Ali, bosun.

Chevron — Chevron recently added a fifth US flag ship. Plenty of job opportunities with Chevron. Some of the benefits; company will fly you from any major US airport, healthcare in every state, great 401k plan, and short dispatches.

It has been another tough month for dispatching out of all halls. Please remember to check your documents and renew early, if you have any questions regarding your credentialing please do not hesitate to ask. The Coast Guard offices are all open and you can do your renewals in person.

Matthew Henning

BUSINESS AGENT'S REPORT

June 2022

Matsonia — Cosmo Bigno delegate company call back after a two-week lay-up for repairs in Portland Swan Island shipyard. Unfortunately, a couple crew members tested Positive for the Corona virus. Bosun Mark Relajo.

Mokihana — Sailed for Honolulu with Robert Reed delegate. Smooth running ship for the past 6 months, now having jurisdiction issues with this Engineer. This guy wants to reinvent the wheel. Has Idris as Bosun.

Manoa — Oakland#62 Let go for the Islands. All is well running smooth, working every day making good. Bosun Crockett's time-up his relief been called and shipped. Kim Dulay Delegate.

Lurline — Mike Henderson delegate sail for Honolulu with no issues other than cheap Charlie with the OT. Isnin Idris as Bosun.

RJ Pfeiffer — Noel Isumaru delegate sailed for Honolulu with no issues on the Northern triangle in good hands with Robert Morgan Bosun.

President Cleveland — Abdelhamid Mohamed delegate shifted to the Quarantine anchorage to retest the crew. After a couple rounds of retesting the crew tested negative and ship was cleared to sail for Yokohama. Hussein Ali Bosun.

President Kennedy — Delegate Robert Tomas sailed for the far east with no issues except for shift ship OT dispute, working every day all around happy ship. The weather's been on our side getting the work done with Bosun Chris Go his time — up in Wilmington his relief is on the way.

Cape Hudson — delegate Rachid Ayache. San Francisco Pier#50 with shift to anchorage #9 to test Anchor and the Engines. Once completed, sailed for Portland shipyard for 45 days of repairs planned for this ship, always subject to change. Saher Ali as Bosun.

Cape Henry — alongside pier#96 RRF in ROS status with (GVA) Lois Black, Jason Alonzo (GUDE) and running the gang Steve Fuentes as Bosun.

San Francisco Bar Pilots — Pier# 9 — Big Mike Koller delegate — Corona virus is hitting hard at Pier #9 guys need to take extra precaution to stay safe for you and others were always in close quarters mask up, get a booster shot as soon as your eligible. Leo Moore Dock Bosun.

For those Members holding steady jobs RRF, SFBP there's no reason or excuse to be late paying dues. Dues are to be paid at the beginning of the Quarter. Worked in the front office and help with dispatching.

Roy Tufano

SUP Pensioner Join the Ranks of Retirement

Alex Castillo	Bk #4791	July 1, 2022
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