

Volume LXXXV No. 5



SAN FRANCISCO, CALIFORNIA

Monday, May 16, 2022

## Transportation Labor Declares Worldwide Solidarity with ILWU

### Contract Negotiations Begin In San Francisco

As the long-awaited West Coast longshore negotiations began, the Executive Board of the International Transport Workers' Federation reiterated its unwavering support for the International Longshore and Warehouse Union. Talks between the ILWU and marine terminal employers got underway on May 12 in San Francisco and the current contract expires July 1.

In a communication to all affiliate unions, the ITF underlined the essential role that ILWU members play in keeping supply lines moving—especially during the pandemic.

“Despite the deregulation of the industry coupled with other neoliberal policies that have harmed effective trade policy and

employer-union relations, the ILWU has continued to operate with high levels of professionalism and effectiveness,” the ITF Executive Board noted. “Essential goods such as foods and medicines have reached those in need throughout the pandemic thanks to the heroic role of skilled and dedicated ILWU members on the West Coast.”

The ITF Executive Board also commended the union for its work on wider issues, “such as narrowing gender and racial/ethnic pay gaps and eliminating inequalities in the workplace.”

It called on employers “to negotiate in a fair and decent manner that recognizes the very real personal sacrifices ILWU members have made, and their enormous contribution to the global supply chain and to in-

*continued on page 6*

## American Lawmakers Seek to Waive Ship American Rules

### Ukrainian Aid Bill Has Cargo Preference Waiver

Among the many other amendments seeking to find a loophole home in the Ukrainian aid legislation, a pair of Senate lawmakers are trying to waive the 50% international food aid cargo preference requirement.

Congress is considering a \$33 billion dollar bill to supply Ukraine with relief cargoes in its ongoing defense against the Russian invasion in response to a White House request for additional military and food assistance. U.S. Senators Joni Ernst (R-Iowa)

and Chris Coons (D-Delaware) are heading up the effort to bypass the required use of U.S. ships and American mariners for at least 50% of the aid cargoes, putatively to save money.

The 50% requirement can be waived by the President, Defense Secretary or Congress in the case of an emergency. Senate Concurrent Resolutions 37 & 38 declare a state of emergency that would enable the waiver. The near- and long-term effect on American shipping would be damaging.

USA Maritime, a coalition of maritime interests (including the SUP and other maritime unions), strongly opposes the waiver and called it un-

*continued on page 11*

## Matson Reports Huge Profits

Matson had another blowout quarter reporting higher sales and profits across all of its businesses and trade lanes in the first quarter of 2022.

“Matson is off to a solid start in 2022 with higher year-over-year operating income in both Ocean Transportation and Logistics,” said Chairman and Chief Executive Officer Matt Cox. “Within Ocean Transportation, our China service continued to see significant demand for its expedited ocean services as volume for e-commerce, garments and other goods remained elevated.”

The increase in consolidated operating income year-over-year was driven primarily by continued strength in the China service. Cox noted trouble in China: “Currently in the Transpacific tradelane, we are seeing supply chain challenges in China, primarily due to actions to mitigate the spread of COVID-19, as well as continued supply chain constraints and congestion on the U.S. West Coast, elevated consumption trends, and inventory restocking.”

Yet overall Cox said that despite the problems Matson expects elevated demand on the China run through at least October.

In the domestic tradelanes, management said results were solid with “higher year-over-year volumes in Alaska and Guam, and demand in Hawaii comparable to the level achieved in the year ago period.

### P&O Found Deficient, Detained; Protests Continue

A month after P&O Ferries fired 800 seafarers the company continues to face problems with several ferries still under detention and service on its busiest route remains suspended. Adding to the company's troubles are renewed union demonstrations including a march on its parent company's offices after an incident with union inspectors and reports that it fired seven replacement crewmembers for drinking while on duty.

The ferry operator between the UK, Ireland, and Europe has been able to resume at least some service on routes between Scotland, Northern

Logistics was up as well. As a result, Matson expects first quarter operating income for Ocean Transportation of \$410.0 to \$415.0 million and Logistics operating income of \$16.0 to \$17.0 million. We also expect first quarter 2022 net income and diluted EPS to be \$329.5 to \$338.0 million and \$8.00 to \$8.20, respectively.”

Other highlights included:

- Hawaii container volume decreased 0.6 percent primarily due to lower eastbound volume;
- Alaska volume increased 20.2 percent primarily due to the increase in volume from Alaska-Asia Express (“AAX”), higher northbound volume primarily due to higher retail-related demand and volume related to a competitor's dry-docking, and higher southbound volume primarily due to higher seafood volume;
- China volume was 13.4 percent higher as a result of 5 more eastbound voyages than the prior year;
- Guam volume was 10.0 percent higher primarily due to higher retail-related demand; and
- Other containers (Micronesia, etc) volume increased 32.5 percent primarily due to the addition of China-Auckland Express (“CAX”) volume in the South Pacific.

## Full Funding for MSP Requested in U.S. House

On April 30th, a group of 90 bipartisan House lawmakers sent a letter to the House Appropriations Subcommittee on Transportation, Housing and Urban Development (T-HUD) request-

ing \$318 million dollars for fiscal year 2023 to fully fund the 60 vessels enrolled in the Maritime Security Program (MSP).

The letter cites recent testimony from General Jacqueline D. Van Ovost, Commander of the United States Transportation Command (USTRANSCOM), stating the importance of MSP. It noted, “Our organic capabilities are insufficient to meet our military requirements around the globe, and we are absolutely, inextricably linked. So, the Maritime Security program gives us that guaranteed access, and it is a great value for the dollar to ensure that we can have US-flagged, US-crewed ships available to support us into the future.”

While the life of the MSP was extended through 2035, the annual letter led by Congressman Joe Courtney (D-CT) and Congressman Rob Wittman (R-VA) is an important first step to ensure the program can operate without interruption via enactment of separate funding bills before the fiscal year ends on September 30th



# 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 Nash .....BK#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#3929

## Organization/ General Fund

Jonathan Anderson-Kaisa..... \$50  
Cosme Bigno ..... \$50  
Corey Burton.....\$200  
Ben Braceross..... \$50

## West Coast Sailors

Jonathan Anderson-Kaisa..... \$20  
Anonymous ..... \$10

## Political Fund

Jonathan Anderson-Kaisa..... \$50  
Emmanuel Rezada.....\$50  
David Purgannan ..... \$20  
Dave Hampton ..... \$10  
Louie Urbano..... \$50  
Jeffrey Baccay .....\$50  
Marcelo Javier..... \$50  
Elliot Smith ..... \$10  
Gil Manipon ..... \$20  
Cosme Bigno .....\$50  
Gary Gelfgren..... \$100  
*(In Memory Of Jack Dalton)*  
Ben Braceross..... \$50  
Christian Ortiz.....\$40  
Jonathan Agbayani.....\$50  
Elston Wong ..... \$10  
Peter Leo .....\$50  
Joe Mantanona .....\$50  
Mark Acord ..... \$100  
Isnin Idris.....\$200  
Stephen Rydberg.....\$300  
Dave Connolly .....\$200

## Membership and Ratings Committee

The Committee met on May 5, 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
Jose Vidal Duran	BK#2763	6 yrs.	A.B.	A
Elston Wong	BK#3658	6 yrs.	A.B.	A
Oleg Steklar	BK#7537	6 yrs.	A.B.	A
Tyrone Leonard	B-19717	1 yr.	A.B.	B
Aiman Mused	C-2913	30 days	O.S.	C
Kimmy Rizan	C-2914	30 days	O.S.	C
William Peavey	C-2915	30 days	A.B.	C
Victor Frazier	C-2916	30 days	A.B.	C
Ali Saeed	C-2917	30 days	A.B.	C

Ratings: Bosun Stamp  
None

Membership and Ratings Committee’s Report: Paul Fuentes, BK#2239, Faith Matas, B-19399 and Ian Serra, B-19679



Committee Members Ian Serra, Paul Fuentes, and Faith Matas reviewed the applications for seniority upgrades at SUP HQ on May 5, 2022.

## Senate Confirms Rear Adm. Phillips As New Maritime Administrator

The U.S. Senate has confirmed Rear Adm. Ann Phillips (Ret.) as the nation’s next Maritime Administrator following a 75-22 vote on May 10, 2022.

When Adm. Phillips is sworn in, Acting Administrator Lucinda Lessley will return to her regular role as Deputy Administrator.

Phillips spent 31 years on active Navy

duty, commanded a Destroyer, Destroyer Squadron and Amphibious Strike Group and served on the Chief of Naval Operations’ Climate Change Task Force.

She retired from the Navy in 2014 with a slew of commendations and achievement medals and continued to work on climate security issues as an independent consultant.

## SUP Welfare Plan Notes

### Enrollment

Enroll for coverage when you become eligible. Medical Plans available for enrollment include Kaiser Northern California, Kaiser Southern California, Kaiser Washington state, Kaiser Oregon, and Kaiser Hawaii. California residents also have a Health Net HMO option for medical enrollment.

If you enroll in one of the Kaiser plans, you may use a Kaiser facility as a visiting member in a different area for a limited period of time. Be sure to have your medical identification card when you travel.

If you live outside of the Kaiser service area, you may be able to enroll in the plan using the address of the union office near the port from which you ship.

Please be sure to inform the Welfare Plan Office of changes in your physical address and phone number, as well as changes in your email address. Check your email if you have been corresponding with us and respond to our inquiries. Also, keep the Plan Office informed of dependent changes, including marriage, births, adoption, death and divorce.

### Active Eligibility

Active members initially become eligible for coverage in the month after they work 120 mandays within a 12-month period. After **initial eligibility** requirements have been met, **continuing eligibility** requires that the member work at least 60 mandays within the eligibility period in order to roll eligibility for coverage forward. If an active member fails to work sufficient time during the eligibility period, eligibility and coverage will terminate.

Remember that, since you must work the required time for extension of eligibility and coverage *before* the end of your eligibility period, you may lose your coverage even while you are on a ship. If coverage is terminated, you must **re-enroll** after you regain eligibility. You can **email new enrollment forms** to the Plan Office if you are away on a ship. Emailing enrollment forms is the quickest means of contact and will ensure that your coverage lasts for the greatest length of time.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin, MPP & 401(k) Plans, Death Benefits martinpatty59@sbcglobal.net

Gina Jew, Claims gina@marinersbenefits.org

Michael Jacyna, Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net

SUP Welfare Plan 730 Harrison Street Suite 415, San Francisco, CA 94107

Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

## STCW Expert Mayte Medina Awarded Ordre Du Merite

On April 26, 2022, Ms. Mayte Medina was honored by the government of France with the Ordre du Mérite Maritime in a small ceremony in London.

A French order, the Order of Maritime Merit recognizes those who distinguish themselves through exceptional maritime service. Highly deserving of this prestigious award, Ms. Medina’s has been an exemplary leader and outstanding advocate for the global maritime community. Throughout her career she has made noteworthy contributions to the safety and well-being of mariners during her service with the U.S. Coast Guard and her long-standing leadership at the International Maritime Organization. Her leadership efforts continue in her current

role as Chair of the IMO’s Maritime Safety Committee following her previous position as Chair of the Sub-Committee on Human-Element, Training, and Watchkeeping. Beyond her leadership at the IMO, she has steadfastly worked in the maritime community on numerous important issues over the years. Ms. Medina currently serves as Chief of the Office of Merchant Mariner Credentialing at Coast Guard Headquarters in Washington, D.C..

### SUP Meetings

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

SUP HQ	Branches
June 14	June 21
July 11	July 18
August 8	August 15
September 12	September 19
October 11	October 17
November 14	November 21
December 12	December 19

### Final Departures

**Nicholas Brown, Book No. 5608.** Born in Ohio in 1929. Joined SUP in 1951. Died in Los Angeles, California, March 28, 2022. (Pensioner)

**Richard Kingsbury, Book No. 3123.** Born in New York in 1931. Joined SUP in 1954. Died in New York, April 22, 2022. (Pensioner)

## West Coast Sailors

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# White House Bars Russian-Linked Ships From American Ports

President Biden said Thursday that his administration will ban all ships linked to Russia from American ports.

“[This] means that no ship...that sails under the Russian flag or that is owned or operated by a Russian entity will be allowed to dock in a United States port or access our shores,” the President said in a statement.

The move brings U.S. policy into alignment with the policies of Canada and the U.K.

The European Union has a similar but less stringent ban that exempts ships controlled by Russians but flagged to other countries.

The new policy represents an additional step in the effort by the U.S., Europe and allies to isolate the Russian economy in response to the invasion of Ukraine.

“This is yet another critical step we are taking in concert with our partners in the European Union, United Kingdom and Canada to deny Russia the benefits of the

international economic system that they so enjoyed in the past,” Biden said.

The American Maritime Partnership, a coalition that works to increase awareness of the importance of the domestic maritime industry to our nation’s economy, defense and homeland security, said the ban is more evidence of the need to strengthen the American maritime industry.

“The President’s ban on Russian ships is yet another reminder of why this nation

has demanded a strong American maritime industry for more than a century,” said AMP President Ku’uhaku Park.

“A capable domestic maritime industry ensures that U.S. national security, homeland security, and economic security are not reliant on global competitors and adversaries.”

“Without a strong American maritime industry, our nation would be at the mercy of foreign entities like Russia.”

## DHS Secretary Backs Jones Act

At a Congressional hearing on the 2023 Department of Homeland Security Budget, DHS Secretary Alejandro Mayorkas declared his support for the Jones Act, the premier American law of maritime freight cabotage.

During the April 27 hearing of the House Appropriations Subcommittee on Homeland Security, U.S. Rep. Steven Palazzo (R-Mississippi) focused on the national security elements of the Jones Act. Palazzo noted that during his time in Congress, he has seen “constant attacks against the Jones Act by special interest groups bent on allowing foreign ships and crews to push out American sailors and shipbuilders.” The congressman then pointed out that President Biden’s Made in America executive order “explicitly emphasized the importance of Jones Act shipping.” He then directly asked the DHS Secretary: “Do you support the Jones Act and are you committed to rigorous enforcement of the Jones Act?”

Mayorkas replied, “I do and I am. And I want you to know that the President’s Buy American initiative is something that he is holding the entire administration to. We have strict protocols to which we must adhere and we do so quite proudly with respect to our contracting to make sure that we are indeed buying American.... I do believe in the Jones Act. I do support it. I know I have a waiver authority and we exercise that quite prudently in only cases of emergency....”

The Jones Act is vital to U.S. national, economic and homeland security. It helps sustain more than 650,000 American jobs while pumping billions of dollars into the U.S. economy each year. The emphatic support by the DHS secretary comes amid assaults from the latest round of war opportunists in Congress catering to big donors who seek to make an even bigger buck by dodging or suspending the American law.

## Industry Honors Veteran Advocates Jacqueline Smith and James Patti

Members of the maritime community gathered in New York City on April 27 to honor four people who have made a significant difference in the lives of the world’s mariners. Among those deemed “outstanding friends of seafarers” for 2022 were C. James Patti, president of the Maritime Institute for Research and Industrial Development, and Jacqueline Smith, maritime coordinator of the International Transportation Workers’ Federation.

Smith is a former seafarer. Before going to work at the ITF, she led the 11,000-member Norwegian Seafarers’ Union. Today her work involves ensuring that international seafarers are covered by collective agreements that are upheld and enforced. She has been an outstanding advocate for seafarers of all nationalities during the Covid-19 pandemic and has also worked tirelessly to support national

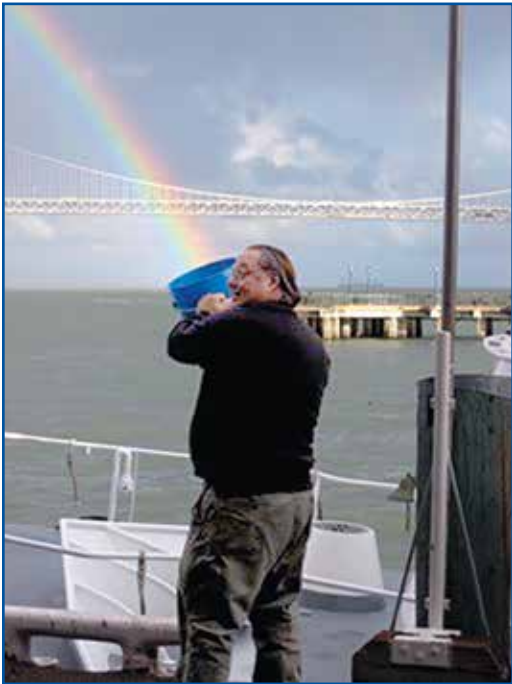


cabotage laws such as the Jones Act.

The ITF contains nearly 700 transport unions in 150 countries including the SUP.

For the past 50 years, MIRAID President C. James Patti has played a leadership role in all major legislative efforts affecting the operation of U.S.-flag vessels and the employment of American mariners. From the his indefatigable defense of the Jones Act, to the enforcement of cargo preference shipping requirements, to the funding of the Maritime Security Program, Patti has dedicated his working life to creating and maintaining jobs for U.S.-citizen mariners. Throughout his career, Patti has focused on American mariners and the role they play in strengthening the economic, military and homeland security of our country.

Patti spoke of his pride of representing merchant mariners for nearly 50 years and thanked his family for supporting his efforts. He is president of MIRAID, the legislative office of MMP, and chairman of USA Maritime, which represents U.S.-flag ocean carriers engaged in international trade.



New SUP Pensioner Mike Worth with 5-gallon bucket at the end of the rainbow aboard P/V Golden Gate in San Francisco.

### Postdating the MMC: Sailors Should Renew Documentation Early

Due to extended turnaround times for merchant mariner credential (MMC) renewals, sailors are encouraged to begin the process up to eight months before their documents expire. Starting the process early will not shorten the “life” of the original document. This is due to a postdating option that the Coast Guard’s National Maritime Center began offering in 2014. Parts of the original notice (which is still in effect) explaining the postdating procedures and related benefits follow.

The recently published rule titled “Implementation of the Amendments to the International Convention on Standards of Training, Certification, and Watch-keeping for Seafarers (STCW), 1978, and Changes to National Endorsements” (78 FR 77796) authorizes the Coast Guard to postdate a Merchant Mariner Credential (MMC) up to 8 months. The NMC issued the following implementation rules for postdating MMCs and the impact on the current delayed issuance process as below.

1. Postdating of an MMC is defined as placing an issue date on the MMC that is in the future.
2. Postdating of MMCs will only apply to applications for renewal of a credential where no other credential activity is requested or results from the transaction.
3. Except upon receipt of written request documenting the need for immediate issuance, the National Maritime Center (NMC) will automatically postdate credentials with the appropriate future date.
4. The issue date of the MMC will be the day following the date of expiration of the current MMC, but no more than 8 months in the future. The expiration date and period of validity of the credential will be 5 years from the date of issuance.
5. If the expiration date of the mariner’s current credential is beyond 8 months from the date that the Coast Guard accepts a complete application, the new credential issue date will be 8 months from the date of application acceptance, at which time the current active credential will become invalid.
6. Any transactions initiated after a postdated MMC has been approved and mailed will result in endorsement labels being printed and mailed for both the mariner’s active MMC and the postdated MMC. Mariners must ensure that the endorsement labels are properly placed in the appropriate MMC.
7. The new credential will not be valid until the issue date listed on the new MMC. Mariners must continue to carry their current credential until that date.
8. In accordance with the Code of Federal Regulations (CFR), mariners are required to return expired or otherwise invalid credentials to the NMC. When the current credential expires, it should be mailed to the NMC.
9. It is the responsibility of the mariner to maintain control of the postdated credential. If a credential is lost, mariners must follow the procedures to apply for a duplicate, found in 46 CFR Part 10.231.

To access the NMC website, go to [https://www.dco.uscg.mil/nmc/merchant\\_mariner\\_credential/](https://www.dco.uscg.mil/nmc/merchant_mariner_credential/) On a computer screen look for the “renewal” tab. Mariners can also contact the Customer Service Center at [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil) or 1-888-IASKNMC (427-5662) with any questions or feedback.



Soderman crew on the helo deck: Bosun Mark Accord, Mahon Gandy, Ronildo Dimatulac, Hernani Amar, Warren Wade. Front Row: Kenneth Carradine and Javier Rosales. Soderman loaded in Charleston after a successful shipyard in NJ.

## China's Maritime Dominance Strategy

China has dramatically built up its maritime might through manufacturing subsidies and strategic investments in international seaports. China's shipping and shipbuilding industries are fueled by its export economy and extraordinary support from the Chinese government. *The result is a Chinese commercial maritime industry that puts U.S. national security at risk.*

80%

Ship-to-shore cranes produced by China

96%

World's shipping containers produced by China

2nd

Largest shipping fleet

Chinese Shipbuilding

\$132bil.

45%

Government shipping and shipbuilding subsidies

of Ships built globally in 2019 were Chinese

### Chinese Port Investments Globally


**Government Investment**  
China has invested \$20 billion in foreign seaports around the world since 2010. China has significant investments in 7 of the world's busiest ports.

\$20bil.

China invested in foreign ports

7

Of the busiest ports in the world



**Conglomerate Investment**  
Conglomerates close to the Chinese Communist Party invested heavily in maritime infrastructure.

61


COSCO A major state-owned container carrier has investments in 61 ports globally.

31


China Merchants Bank

18

Manages 31 ports in 18 countries.



AmericanMaritimePartnership.com/china-maritime-strategy



### National Security Threat

Prominent national security organizations warn of the impending threat from unilateral Chinese maritime dominance, and China's very intentional strategic use of maritime as the centerpiece of a strategy to achieve global power.

"Beijing has now explicitly linked China's global development framework with its overseas ambitions."

- U.S. Department of Defense

"It is not a question of matching dollar-for-dollar Chinese government financial support. It is more a question of how we and our allies scale up our defense maritime industrial base to prevent China from achieving the hegemony it seeks through its maritime investments."

- Navy League of the United States

"[s]ubsidies for Chinese shipbuilding State Owned Enterprises (SOEs) have harmed the U.S. shipbuilding industry's ability to compete in the global market, and have led to shipyard closings..."

- Carolyn Bartholomew, Chairman of the U.S.-China Economic and Security Review Commission

### The Jones Act Defends American Sovereignty, Infrastructure, and Security

The U.S. is increasingly dependent on Chinese shipping lines. It is crucial that the United States renew its commitment to a robust American maritime industrial base, which is critical to controlling our domestic supply chains, protecting national security and defending U.S. sovereignty.

"The [Jones Act] guards against the ability of China ... to take over shipping to U.S. territories and gain local influence during peacetime, only to threaten or deny shipping to [the U.S.] during crisis or conflict."

- Center for Strategic and Budgetary Assessments

"All signs point to a clear and deliberate effort by the Chinese government to dominate global maritime and control supply chains, thereby eroding U.S. sovereignty. In response, the U.S. must continue to vigorously support the Jones Act, which preserves and protects our critical American maritime assets."

- Michael Roberts, President, American Maritime Partnership



The Ready Reserve ship Cape Taylor took on spare parts and activated to FOS in Beaumont, Texas. *The Cape Taylor* and four other ships in the RRF in Beaumont are kept in a high state of readiness to meet national defense sealift needs. They are all crewed on deck by the SUP. Here Bosun Artemis Ervin and OS Freddie Dimayuga delivered the gear below decks and secured it for sea.  
*Photo: Elliott Smith, OS.*

Honoring

U.S. MERCHANT MARINERS

Since 1933



National

MARITIME DAY

MAY 22, 2022

U.S. MERCHANT MARINERS • U.S. FLAGGED SHIPS • U.S. SHIPBUILDERS • U.S. SEAPORTS

NATIONAL MARITIME DAY is set aside each May 22nd by a joint act of Congress and by proclamation of the President of the United States, to honor the sacrifices and contributions of U.S. merchant mariners, during times of peace and war. Today, as in the past, we depend upon our maritime services to ensure our nation's security, promote our prosperity and advance the universal hope of freedom.



# WE REMEMBER THEM



**“When final victory is ours, there is no organization that will share its credit more deservedly than the Merchant Marine.” — General Dwight D. Eisenhower**

## MEMORIAL DAY 2022

The SUP stops in late April, and again at the end of May, to mourn the sailors lost at sea, and those lost or injured on the job everywhere. On this Memorial Day and Workers Memorial Day, we join their survivors, their families and shipmates, to turn pain into purpose.

In World War II merchant mariners died at a rate of 1 in 26, which was the highest rate of casualties of any service. All told, 733 American cargo ships were lost and 8,651 of the 215,000 who served perished in troubled waters and off enemy shores. As President Biden proclaimed in his address: “Their memories command us to continue our work toward a future in which no one has to risk their life for a paycheck.” The COVID-19 pandemic devastated working families and from the outset the SUP and its allies have acted to demand protections on the job from this highly contagious virus. We spoke out against unsafe conditions and we won emergency safety protections. The work is far from over but we still steadily demand that workplace safety agencies and

### Workers Memorial Day: AFL-CIO Releases Report *Death on the Job: The Toll of Neglect*

AFL-CIO President Liz Shuler highlighted how this year’s report shows that worker injuries and deaths are far too common. Shuler expresses urgency in holding OSHA, MSHA, Congress and employers everywhere accountable for stronger safety measures.

(Washington, D.C., April 26, 2022)—As the COVID-19 pandemic continues to affect countless working people, with nearly 1 million deaths in the United States, the AFL-CIO on April 28th released its 31st annual report, *Death on the Job: The Toll of Neglect*, a national and state-by-state profile of worker safety and health. AFL-CIO President Liz Shuler outlined the findings of this year’s report and stressed the federation’s commitment to worker safety. She was joined by AFL-CIO Safety and Health Director Rebecca Reindel; MJ Burke, first executive vice president of AFGE National VA Council; and Isaiah Thomas, an Amazon warehouse worker in Bessemer, Alabama.

This year’s report reveals in 2020:

- 340 working people died every day because of hazardous working conditions.
- More than 4,764 workers were killed on the job from injuries alone.
- An estimated 120,000 workers died from occupational diseases.
- The job fatality rate was 3.4 per 100,000 workers.
- Latino and Black workers have greater risk of dying on the job than all workers.
- Employers reported nearly 3.2 million work-related injuries and illnesses.
- Musculoskeletal disorders continue to make up the largest portion (21%) of work-related injuries and illnesses.
- Underreporting is widespread—the true toll of work-related injuries and illnesses is 5.4 million to 8.1 million each year.

“That’s tens of thousands of families losing a parent, a child, a sibling, every single year,” said Shuler. “Latino and Black workers specifically remain at greater risk of dying on the job than all workers. That is, frankly, unacceptable.”

Despite these disturbing findings, the Occupational Safety and Health Administration (OSHA) still does not have the resources needed to hold employers accountable and enact lasting change. Workers need more job safety and health protections, not less. Last year, there were only 1,719 OSHA inspectors nationwide, 755 on the federal level and 965 on the state level. That’s just one inspector for every 81,427 workers. Federal OSHA’s budget amounts to \$4.37 to protect each worker, with no federal standards for protections against workplace violence and COVID-19.

Reindel emphasized how the AFL-CIO is calling on both OSHA and the Mine Safety and Health Administration (MSHA) to enact stronger job safety and health protections, for Congress to increase resources for job safety agencies, and for workers to have a real voice on safety and health in our workplaces without the fear of retaliation or intimidation.

“Having regulations is important,” said Burke during the call. “COVID-19 and the pandemic disproportionately impacts minorities and Latinos, as well as women who are about to give birth. It’s so important as we hear the voices of workers across America, I can tell you why I joined a union, it’s about the safety and security of each other.”

“Amazon loves to brag about how they have a safe work environment, and if there are any issues, the workers can bring them up to management,” said Thomas. “However we do not work in a safe work environment, and every time we bring these issues up to management, we are not heard, which is why we’re fighting so hard for our union at Amazon.”

all our employers remain accountable to the fundamental right of every worker to a safe job. On May 22 we honor the U.S. Merchant Mariners that served in the Nation’s wars and supported our troops overseas, who themselves are honored on the national holiday for our war dead once known as Decoration Day



The American Merchant Marine Memorial in San Pedro California

### National Maritime Day Observance in San Pedro

The American Merchant Marine Veterans Memorial Committee invites everyone to attend the National Maritime Day Observance on May 22. The observance begins at 1100 at the foot of 6th Street in San Pedro. A luncheon will follow at the Double Tree Hotel.

As tradition, the service will consist of a few speakers, a Memorial Service, and a Blessing of the Wreaths. The Committee recommends Massey’s House of Flowers on Western Ave. in Lomita (310) 325-8222. Massey’s will deliver all the wreaths on Sunday morning before the program begins.

### ***“Mourn the dead, fight like hell for the living.” — Mother Jones***

Every day, 275 American workers die on the job.

Last year, a total of 5,333 lost their lives because of hazardous working conditions, and more than 95,000 died of occupational disease.

The hazards of work have been magnified by Covid-19: essential workers in transportation, healthcare and other industries have suffered death and illness as a consequence of working during the pandemic.

Employers reported 3.5 million deaths from accidents, injuries and work-related disease in 2021, a figure that is likely to be far less than the real total.

Amazon warehouses alone accounted for 34,000 serious injuries in 2021 — despite the company’s claim to be “the Safest Workplace on Earth.”

More than thoughts and prayers are needed to reverse the trend of increasing workplace-related safety and health risks.

“Too often,” the AFL-CIO reminds us, “the onus for safety is laid entirely on workers, while employers who are responsible for unsafe conditions get by unnoticed or with a slap on the wrist.”

The Occupational Safety and Health Act of 1970 was signed into law on April 28 of that year by President Richard Nixon.

It created a new agency in the Department of Labor to address hazardous working conditions.

Despite political and corporate opposition, OSHA has accomplished many improvements in the American workplace.

The labor movement has stood by OSHA, helping to guide it and building on its work. But the time when Workers’ Memorial Day will no longer be needed is still far away. In the meantime, making America safer for workers remains a pressing concern.

AFL-CIO President Liz Shuler highlighted how this year’s report shows that worker injuries and deaths are far too common. Shuler expresses urgency in holding OSHA, MSHA, Congress and employers everywhere accountable for stronger safety measures.

View *Death on the Job: The Toll of Neglect* report at <https://aflcio.org/reports/death-job-toll-neglect-2022>.

### 2022 MARAD National Maritime Day Event Links

Maritime Day proceeding will include a panel discussion on the afternoon of May 23, 2022 at 2pm EDT to highlight the Maritime Administration’s efforts to support the mariner workforce and the urgency of supporting mariner mental health and welfare efforts. The virtual event will be at : [https://usdot.zoomgov.com/webinar/register/WN\\_rZbicrh3Rdepas4vJLdStw](https://usdot.zoomgov.com/webinar/register/WN_rZbicrh3Rdepas4vJLdStw)

The Maritime Administration will celebrate National Maritime Day in a tradition ceremony honoring the men and women of the U.S. Merchant Marine and the maritime industry on Tuesday, May 24, 2022 at 10:00am - 11:30am. This event will be viewable via live stream by MARAD at: <https://www.youtube.com/c/MaritimeAdministration1950> and Maritime TV at: <https://www.maritimetv.com/Home/VideoId/-1/UseHtml5/True>

# Piracy Continues To Threaten Mariners Worldwide

## Incidents Decline in Gulf of Guinea; Rise in Southeast Asia

Southeast Asian waters are replacing the Gulf of Guinea as the most dangerous for commercial shipping, accounting for nearly half of piracy incidents in the first quarter of this year.

The ICC International Maritime Bureau (IMB)'s quarterly piracy and armed robbery report shows about the same number of total maritime piracy incidents worldwide, with 37 recorded in the first three months of 2022 compared to 38 incidents over the same period last year.

However, nearly half (41 percent) occurred in Southeast Asian waters, particularly in the Singapore Straits.

The Gulf of Guinea, which accounted for nearly half (43 percent) of all reported piracy incidents in the first three months of 2021, recorded a significant decline in maritime piracy. Only seven incidents were reported in the first three months of the year.

“Sustained efforts are however needed to ensure the continued safety of seafarers in the West African region that remains dangerous as evidenced by the hijack of a product tanker off the coast of Ivory

Coast on 24 January, during which all 17 crew were taken hostage. Reports of armed robberies have also been received within the anchorage waters of Angola and Ghana,” said IMB.

IMB believes that sustained efforts to eliminate piracy in the volatile waters of the Gulf of Guinea are bearing fruits, with no reported crew kidnappings during the quarter compared to 40 crew kidnappings in the same period in 2021. The efforts of the regional and international navies have also resulted in a reduction of reported incidents from 16 in the first quarter of 2021 to seven over the same period in 2022.

Threat to seafarers remain and is best exemplified by the recent attack on the Panamax bulk carrier Arch Gabriel, which was boarded by pirates 260 NM off the coast of Ghana on April 3, 2022. Italian Navy warship Luigi Rizzo and its helicopter intervened, saving the crew and enabling the vessel to proceed to a safe port under escort.

The Singapore Straits are probably the most dangerous waters in the world. Though many incidents are low-level



**Nigerian pirates**

opportunistic armed robberies, they still pose severe risks to crews.

“Perpetrators are armed in most incidents, putting crews at risk. Coastal states are urged to increase efforts to identify and apprehend these criminals to enhance maritime security across these important and strategic waterways,” said Michael Howlett, IMB Director.

Outside the Singapore Straits, four incidents were reported off the coasts of Indonesia and Malaysia, compared to two over the same period in 2021.

According to IMB, Peruvian waters are an area of concern, accounting for 27

percent of global incidents. Six incidents were reported in the Callao anchorage.

Three incidents were also reported in Macapa anchorage off the coast of Brazil. Although no incidents were reported in the Gulf of Aden, the threat of piracy still exists in the waters off the southern Red Sea and in the Gulf of Aden, including the Yemeni and Somali coasts. Despite a long-running lull, Somali pirates continue to possess the capability and capacity to carry out incidents, with merchant ships advised to remain alert while transiting in these waters.

# Belarus Jails Union Leaders Opposed to Russian Invasion of Ukraine

The Belarusian KGB arrested more than a dozen union officials on April 19 after they openly condemned Russia's invasion of Ukraine.

Among them are Alexandr Yarashuk and Siarhei Antusevich, who lead the Congress of Democratic Trade Unions, and Mikalaj Sharakh, president of the Free Belarusian Trade Union. Aliaksandr Bukhvostau, president of the Free Trade Union of Metal Workers, experienced heart prob-



lems while in jail and has been transferred to a hospital.

For decades, the independent trade union movement in Belarus has taken a strong stand against the dictatorial regime of Alexander Lukashenko. Lukashenko is the only president Belarus has had since the office was created in 1994. According to the New York Times, Mr. Lukashenko casts himself as the

defender of the underdog. But his government routinely harasses, jails, and even tortures critics — some have disappeared, and others have gone into self-imposed exile to avoid imprisonment. Journalists are also reportedly imprisoned and independent media shut down.

Despite a severe and recent political crackdown, union members have openly condemned Russia's invasion of Ukraine and demanded the withdrawal of Russian troops from the territory of Belarus. Global unions, the International Labor

Organization and Amnesty International have condemned the arrests.

Seven thousand union members worldwide have sent messages of protest to the government of Belarus demanding the immediate release of the jailed union leaders.

A petition of protest is available online at the international labor action website at [www.labourstartcampaigns.net](http://www.labourstartcampaigns.net). The goal is to get 10,000 signatures.

Belarus' support for the Russian war has drawn international criticism and sanctions.

# U.S. Military Tracking Russian Ship Off Hawaii

As the war between Russia and Ukraine continues, a Russian ship near Hawaii's waters has caught the attention of the U.S. military, reported the U.S. Indo-Pacific Command.

While Russia continues to invade Ukraine, Russian state TV has increasingly discussed ideas of the war expanding beyond Ukraine's borders, authorities announced they were tracking a Russian ship near Hawaii.

One U.S. Indo-Pacific Command spokeswoman told local Honolulu station KHON2, "U.S. Indo-Pacific Command routinely monitors air and maritime traffic in the Western Pacific to ensure security and stability of the region alongside

our Allies and partners. As part of our normal daily operations, we closely track all vessels in the Indo-Pacific area of operations through maritime patrol aircraft, surface ships, and joint capabilities...I can tell you we are monitoring a Russian surface vessel operating in international waters in the vicinity of Hawaii."

Retired Marine Lieutenant Colonel Hal Kempfer told KHON2 that the Russian ship had caught the military's attention as they continue to monitor the war.

"I have no doubt that Indo-PACOM is watching this closely, as are a number of other intelligence organizations trying to figure out exactly what it is," Kempfer said. "They're not just watching the ship they're

watching everything might be connected to and getting some real detail on what it's doing, why it might be there, who they're reporting to. All these things go into a fusion process, an analytical process if you will that tells us is this a threat or is it not a threat."

Russia sending ships near Hawaii is not a new maneuver. In May 2021, the U.S. Pacific fleet tracked a Russian auxiliary general intelligence ship called Kareliya operating off the coast of Kauai near the Pacific Missile Range Facility Barking Sands.

And again, in June of the same year, Russian Navy vessels moved close to the coast of Hawaii in a large military exer-

cise and were tracked closely by the U.S. Indo-Pacific Command.

Beyond the waters near Hawaii, Russia is struggling to hold onto its dominance in the Black Sea, where it has laid claim to the waters between Europe and Asia for centuries. Ukraine has been fighting Russia in the waters, where Russian President Vladimir Putin sent 20 warships in January before launching the invasion into Ukraine.

Michael Petersen, director of the Russia Maritime Studies Institute and an associate professor at the U.S. Naval War College, told Agence France-Presse, "Certainly Russia will be less secure in the Black Sea than they were before the war."

# Longshore Negotiations Begin in San Francisco: Maritime Labor Unites

*continued from page 1*

creased profits and productivity.”

SUP is part of the more than 600 unions that make up membership of the ITF. Moreover, working side by side and sharing the workplace, SUP fully supports the ILWU.

ILWU President Willie Adams insisted that dockworkers must be respected with a contract offer that recognizes their vital role in the nation's economic during the pandemic and beyond. President Adams also responded to criticism about the union's success in building decent jobs

“We make no apologies for achieving wages that allow workers to provide for their families, have retirement, and the healthcare these difficult and dangerous

jobs require. It's our belief that the American Dream shouldn't be reserved for CEOs and companies based overseas, but should be within reach of the workers who are responsible for their employers' success.

Industry sources noted that some West Coast shipping industry players are more confident than in prior contract talks that the situation won't deteriorate. They point to positive statements from leadership of the International Longshore and Warehouse Union (ILWU) as part of the sense of optimism. There's also the continuous interest of the Biden administration in avoiding disruptions that could make inflation worse.

“We'll get an agreement,” Adams said

in an interview, conducted with Gene Seroka, executive director of the Port of Los Angeles. “Let's talk about positive things, not about bad things that could happen,” Adams told Seroka in the interview.

As occurs early in every contract year, importers who can are sending some shipments to the East Coast in the event of disruptions. In his interview with Adams, Seroka said the cooperation dockworkers and employers continue to demonstrate in handling record cargo volumes amid the COVID-19 pandemic should set the stage for productive negotiations this summer.

“If it was that bad, you wouldn't be setting [volume] records,” Seroka said.

President Joe Biden is widely seen as one of the most pro-union presidents

in decades, and Adams noted that the Biden administration last fall established a port productivity task force that has met in a virtual format every week since then to discuss congestion. Secretary of Labor Marty Walsh also expressed some optimism about the coming labor negotiations, saying he is willing to get directly involved if either side requests help. “I think everyone is aware of the situation we are in today,” Walsh said.

Meanwhile, at the bargaining table, the issues wages, benefits and automation are under discussion while the industry, the government, retailers and domestic and international maritime labor looks on with interest.

# Iconic Hong Kong *Star Ferry* Approaches Termination

Launched in 1880, the ferry has witnessed both Hong Kong’s transformation into a global financial hub and its history of protests. But battered by a pandemic, the service is struggling to survive.

Hong Kong has had many casualties over the last three years. Mass social unrest in 2019 scared off tourists and hit restaurateurs and hoteliers. Coronavirus restrictions wiped out thousands of mom-and-pop shops. But the prospect of losing the *Star Ferry* — a 142-year-old institution — has resonated differently.

Since the pandemic began, the crowds that once jostled to squeeze onto the ferry gangplank are gone and the owners of the *Star Ferry* says the service may soon end.

“It has so much history,” said Chan Tsz Ho, a 24-year-old assistant coxswain. “In the minds of Hong Kong people, including me, it’s an emblem of Hong Kong.”

Like Hong Kong, the *Star Ferry* once represented a link between the East and the West. It was the first scheduled public ferry service in 1880 to connect Hong Kong Island to the Kowloon Peninsula, and the Chinese territory beyond it. Its founder, a Parsi baker and businessman, arrived in the city from Mumbai decades earlier as a stowaway on a ship headed to China.

At the time of his arrival, Hong Kong, only recently colonized by the British, was already transforming into a boomtown with corruption, drugs and disease on land and piracy and smuggling on the water. A police force made up of European, Chinese and South Asian officers tried to keep order.

Dorabjee Naorojee Mithaiwala, the ferry’s founder, named his first four vessels *Morning Star*, *Evening Star*, *Rising Star* and *Guiding Star*. The current fleet includes eight boats that have changed little in the six decades since they were built. All eight have a star in their name.

The *Star Ferry* grew to become part of the lifeblood of Hong Kong. Residents were so dependent on it that a government-approved fare increase in 1966 led to days of protests, a harbinger of social unrest that spilled over into deadly demonstrations and riots a year later. British officials eventually responded with policy reforms.

The *Star Ferry* riots came to symbolize the power of protest in Hong Kong, but as the ferry jolted across the harbor on a recent trip, with sailors pulling a chain to lower a red and yellow gangplank, that history appeared unremarkable to the scattered passengers trickling off the boat.

When the British handed Hong Kong over to China in 1997, some who had fled to Hong Kong from China during the Cultural Revolution and, later, the bloody crackdown of Tiananmen Square in 1989 feared they would have to flee once again. Instead, life went on and little seemed to change for decades. Hong Kong continued to thrive as a hub for international finance and as a stopover for travelers in Asia.

After the city built a cross harbor tunnel in 1972, other forms of public transport offered faster trips, and the ferry began to rely more on foreign visitors hopping on the boat for a cheap tour of the city. Commuters and touring passengers took in the sights of flashing neon billboards, junk boats and shard-like skyscrapers rising toward Victoria Peak.

In 2019, confrontations in Hong Kong between pro-democracy protesters and riot police officers were broadcast around the world. Protesters carrying helmets and protective goggles made their way to demonstrations to demand political freedom from China. Streets once crowded with tourists were shrouded in tear gas.

The confrontations brought on a fierce crackdown from Beijing and marked the beginning of the *Star Ferry*’s recent financial troubles: The company says that it has lost more money in the 30 months since the protests erupted than it made over the last three decades. Even though the ferries can still be crowded at certain times of the day, especially when the weather is nice, the overall passenger numbers are far below what they



were three years ago. “The company is bleeding hard and we definitely need to find our way out,” said David Chow Cheuk-yin, the general manager. Mr. Chow has appealed to the public through media appearances, hoping that a cry for help will resonate with a deep-pocketed investor in a city built by business tycoons.

When he was asked to take over running the *Star Ferry* late last year, things were looking up, Mr. Chow said. Hong Kong had declared victory over the virus. Small businesses nearly destroyed by pandemic restrictions that had mostly cut Hong Kong off from the rest of the world began making plans to fully reopen. Some lawmakers even discussed loosening border controls.

“We were talking about recovery when I first took up this role,” Mr. Chow said.

Then Omicron broke through Hong Kong’s fortress walls, forcing restaurants, bars, gyms and schools to close. “Instead of recovery, we are talking about survival mode,” said Mr. Chow. “Everything changed so quickly.”

For Mr. Chan, the assistant coxswain, being a seaman is a time-honored family tradition. His father, also a *Star Ferry* sailor, regaled him with stories of the sea as a young boy. His grandfather, a fisherman, also shared tales. So when there was an opening for a trainee position at *Star Ferry* three years ago, Mr. Chan jumped.

The baby-faced boatman, who stands out among the weathered older sailors at *Star Ferry*, said he would spend the rest of his life on the water if given the chance. His favorite part of the job is navigating the whims of the currents and steering the ferries in challenging weather, carving out different paths each time, he said.

“Sometimes there is only one or two passengers crossing the harbor,” Mr. Chan said, “but we are a full crew.”

After the protests and pandemic, much has changed in Hong Kong, once the most free and cosmopolitan city in Asia. The impending demise of the *Star ferry* is perhaps symbolic of the decline.

*This story by Alexandra Stevenson first appeared in The New York Times.*



A *Star ferry* crossing the harbor in October of 1949, the same month that Mao Zedong declared the People’s Republic of China.  
*Haywood Magee/Picture Post/Hulton Archive/Getty Images*



**WATKINS CREW AFTER MANEUVERS:** In front row from left is AB Reynaldo Simon and AB Gonzalo Sarra and second row is OS Jose Cervantes, OS Victorino Compendio, and OS Gene Ajoste followed by AB Angelito Mendoza, and AB Ronn Antikoll. The third row is bosun Frank Duffin and AB and delegate Isiah Montoya.



## Receive the *West Coast Sailors* via First Class Mail

Name (print) \_\_\_\_\_

Book No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_ Country \_\_\_\_\_

To receive the *West Coast Sailors* via first-class mail it's \$25 per year U.S. mail; \$50 per year international.

Send check or money order to:


West Coast Sailors

450 Harrison Street, San Francisco CA 94105





**MARINERS TAKE NOTE:** The Department of State has indicated that the successful applications under this special program must have updated 2022 fees, sent to the correct address, and return address can not be a P.O. box.



U.S. Department of State  
Passport Services

### UPDATED NOTICE TO MARINERS WITH INTERNATIONAL VOYAGES

Effective February 18, 2022

To better serve mariners during this time we are updating our temporary provisions for passport renewals. These provisions are subject to change once operations are on a more normal footing.

#### Qualifications

- Be a credentialed merchant mariner;
- Be eligible to apply on a DS-82 application for passport renewal. (Check eligibility at <https://travel.state.gov/content/travel/en/passports/have-passport/renew.html>); and
- Have a current passport that is expired or expiring in 7 months or less.

#### Application and Mailing Instructions

1. Applicants must submit the following:

- DS-82 application completed, signed, and dated. Please use the online form filler tool to fill out and print your form: <https://pptform.state.gov>. This tool produces a barcode to help us process your application faster;
- Passport photograph taken within the past six months;
- Current passport;
- Copy of Merchant Mariner Credential (MCC), front and back.
- A check or money order in the amount of \$208.32 made payable to U.S. Department of State if applying for a passport book only. If applying for both the passport book and card, the total fee is \$238.32. This amount includes the passport fee, expedite fee, and 1-2 day delivery fee (for information regarding passport fees, please visit [travel.state.gov](https://travel.state.gov)).
- Letter from supervisor on company letterhead or your U.S. mariner's union.

2. The supervisor letter should include the following details:

- Applicant's full name;
- Printed name and title of applicant's supervisor or mariners' union representative;
- Supervisor's or union representative's signature; and
- Date the letter was issued.

3. Applications must be sent by traceable overnight delivery service to:

El Paso Passport Agency (PPT/EP)  
44132 MERCURE CIR PO Box 1073  
STERLING VA 20166 – 1073  
Attention: Mariner Program

#### Service Expectations

Completed passports will be mailed using a 1-2 day delivery service. **Please be sure the application includes a physical U.S. mailing address and not a P.O. Box.**

Every effort will be made to process the passport application in about one week of receipt. For instance, applications received on Monday may be completed and sent out by Friday of the same week.

#### Requesting a Second Passport

Mariners may wish to apply for a second limited validity passport (4 years). Second passports provide greater flexibility, particularly if mariners need to apply for visas when traveling domestically and overseas. For more information, please see: <https://travel.state.gov/content/travel/en/passports/have-passport/second-passport-book.html>.

Below are the two options for applying for a second passport.

#### Option 1: Requesting a Second Passport when Renewing a Passport

To apply for a second passport, applicants must also include:

- A second DS-82 application (with photograph) completed, signed, and dated;
- Signed statement describing the need for a second passport. (This is required in addition to the company letter authorizing use of these special procedures); and
- Include payment for both applications in a single check totaling \$416.64 (\$208.32 per application).

#### Option 2: Requesting a Second Passport without Submitting a Current Valid Passport

If mariners need to use their current (10-year) passport while applying for their second passport, they can apply at a passport acceptance facility using a DS-11 form. They can expect to receive the second passport within the expedited timeframe posted at [travel.state.gov](https://travel.state.gov). To apply at a passport acceptance facility, applicants need:

- Completed (not signed) DS-11 application;
- Passport photograph;
- Photocopy of their 10-year passport data page;
- Signed statement of need for a second passport as outlined on our website;
- Payment of \$208.32 to the U.S. Department of State, which includes \$60 for expedite service and the additional \$18.32 for 1-2-day return delivery; and
- Additional payment of \$35 to the passport acceptance facility to execute the application.

To locate the nearest passport acceptance facility, see <https://iafdb.travel.state.gov>. Please note that many passport acceptance facilities require customers to schedule an appointment ahead of their visit.

We thank you for your continued understanding and patience during these unprecedented times.

# Matson Launches New Barge

Matson, Inc. christened and launched a new container barge vessel called “Haleakala” at the Greenbrier Gunderson Marine shipyard in late April in Portland, Oregon.

The Jones Act barge was christened “Haleakala” in honor of the landmark crater on the island of Maui, and will be deployed in Matson’s Neighbor Island service in Hawaii starting this summer. It will be part of a connecting service of cargo to and from the U.S. West Coast through its hub terminal in Honolulu. With a carrying capacity of 620 TEU and room for 72 refrigerated containers,

the new Haleakala is double the size of the older barge it is replacing and will increase the efficiency of Matson’s service to the neighbor islands. At 362 feet long, 105 feet wide (beam), with a deep draft of 17.3 feet and capacity of more than 12,000 metric tons, it will be Matson’s largest barge.

SUP Paint and Rigging Maintenance gang in Honolulu performs various operational, safety, and maintenance roles in all Matson vessels including its barges. The Company is expected to take delivery of the barge in late May.

# Coffee Found to Boost Overall Long-Term Health

Coffee is once again looked on favorably by health researchers. A Harvard study found that consumption of coffee and caffeine produced reduced risk of all kinds of ailments, including Parkinson’s disease, heart disease, Type 2 diabetes, gallstones, depression, suicide, cirrhosis, liver cancer, melanoma and prostate cancer.

It confirms other recent experiments around the world. Generally they show that four or five eight-ounce cups of coffee (or about 400 milligrams of caffeine) a day is associated with reduced death rates. In a study of more than 200,000 participants followed for up to 30 years, those who drank three to five cups of coffee a day, with or without caffeine, were 15 percent less likely to die early from all causes than were people who shunned coffee.

Perhaps most dramatic was a 50 percent reduction in the risk of suicide among both men and women who were moderate coffee drinkers, perhaps by boosting production of brain chemicals that have antidepressant effects. The Harvard report concluded that although current evidence

may not warrant recommending coffee or caffeine to prevent disease, for most people drinking coffee in moderation “can be part of a healthy lifestyle.”

It wasn’t always this way. Over the years, coffee has been deemed a cause of conditions such as heart disease, stroke, Type 2 diabetes, pancreatic cancer, anxiety disorder, nutrient deficiencies, gastric reflux disease, migraine, insomnia, and premature death. As recently as 1991, the World Health Organization listed coffee as a possible carcinogen. In some of the now-discredited studies, smoking, not coffee drinking (the two often went hand-in-hand) was responsible for the purported hazard.

“These periodic scares have given the public a very distorted view,” said Dr. Walter C. Willett, professor of nutrition and epidemiology at the Harvard T.H. Chan School of Public Health. “Overall, despite various concerns that have cropped up over the years, coffee is remarkably safe and has a number of important potential benefits.”

# Russian Super-Yacht Seized in Fiji

A superyacht that American authorities say is owned by a Russian oligarch previously sanctioned for alleged money laundering has been seized by law enforcement in Fiji.

The U.S. Department of Justice announced the seizure in early May. A judge in Fiji earlier in the week permitted U.S. authorities to seize the yacht *Amadea* — worth \$325 million — but also put his order temporarily on hold while defense lawyers mounted a challenge.

American officials say the 348-foot vessel belongs to Suleiman Kerimov, an economist and former Russian politician who was sanctioned by the U.S. Treasury Department in 2018 and has faced further censure from Canada, Europe, Britain and other nations after Russia invaded Ukraine. Kerimov made a fortune investing in Russian gold producer Polyus. His net worth is reportedly \$14.5 billion.

Defense lawyers had claimed the yacht actually belonged to another Russian oligarch.



**NO PLACE TO HIDE:** The superyacht *Amadea* is docked at the Queens Wharf in Lautoka, Fiji, on April 15.

automated information system on Feb. 24, the day Russia launched its invasion of Ukraine.

The Justice Department said the seizure was coordinated by its KleptoCapture task force, which was created in March to seize assets belonging to sanctioned Russian oligarchs. In April, the Justice Department another superyacht in Spain owned by an oligarch, Viktor Vekselberg, with close ties to Russian President Vladimir Putin.

In a statement, Attorney General Merrick Garland said the latest seizure "should make clear that there is no hiding place for the assets of individuals who violate U.S. laws. And there is no hiding place for the assets of criminals who enable the Russian regime."

In an application in support of the search warrant, an FBI agent wrote that there was probable cause to believe that Kerimov had owned the *Amadea* since 2021. The vessel, which is flagged in the Cayman Islands, had turned off its



# SUP PRESIDENT'S REPORT

## SHIP AMERICAN

Defending our work in an age of disasters and emergencies starts with sharp look-outs. The latest hit came this month from the U.S. Senate where Senators Joni Ernst and Chris Coons introduced a pair of resolutions (S.CON.RES. 37 and 38) which would declare a state of shipping emergency in response to the Russian invasion of Ukraine to achieve an open-ended waiver of U.S.-flag cargo preference shipping requirements. The cargo preference program, now called Ship American, is being attacked in the \$33 billion Ukraine supplemental spending bill sent to Congress by President Biden.

The meeting, the bill status is pending but working with friends in Washington last week the SUP helped develop and signed on to two fast targeted letters of opposition, one from the Transportation Trades Department of the AFL-CIO and another from USA Maritime Coalition. In them we objected to waivers first as unnecessary since the means to do that already exists if U.S. flag ships are not available. In fact, USAID, the agency responsible for administering the Food for Peace program, has already waived the Ship American rules for 40% of the program money, and as a result U.S.-flag ships carry less than a third of the cargo. We also object to the broad application of waivers that cover not only to supplies and food from and to Ukraine, but on the entire cargo preference program in every market, indefinitely in one case, for three years in the other. Of course, the rationale greatly exaggerates the effect of higher-cost of U.S.-flag shipping which is less than 1% of the overall cost of the Food for Peace Program and the letters called that out too.

Well-intentioned or not this attack like others threads clever falsehoods with hot-button issues. Politicians eager to find inflation scapegoats are blaming shipping for everything from food insecurity to inflation and the Ship American rules are being swept up in it. But now is not the time for making political points by bashing American cabotage: in fierce economic and maritime competition with Russia and China, and during a global supply chain crisis, we should never cede our US-flag shipping capacity to foreign interests. To support our allies and our own economy we need the security of American sealift capacity, including the mariners who have never failed our nation in the past. In shipping you can't cut your way to strength, and we should be growing the U.S.-flag fleet to prevent the next crisis. Diminishing the Ship American rules is bad enough but using American taxpayer dollars in American government programs to do it and at the same time benefit foreign interests adds salt to the wound. Ship American, the Jones Act, the Maritime Security Program, these laws are all are fundamentally conceived to redound to the benefit American worker mariners, not international commodities traders or flag of convenience operators that dodge taxes and famously abuse their crews in a thousand ways. More to come and more about it this month's *West Coast Sailors*.

## RRF ACTIVATION

Steady and normal dispatching is working to catch up on relief requests, and making progress. As this report noted last month, SUP members and dispatchers stepped up to fulfill difficult military additional activation dispatching needs both real and simulated. Adding to the surge in activity is the changing out of crews for shipyard activations, which come with their own unique challenges and generally adds to the degree of difficulty. Another Watson-class ship will soon depart the yard, and another payoff go into ROS, and then crew up again for the yard. Now comes the strong probability of pending real activation of Ready Reserve ships, perhaps as many as five, in support of military movements particularly in Europe. Both issues will again test our capabilities and I urge all hands to remain available to sail as a matter of reputational professionalism and in support of the United States government. Contact Union dispatchers in advance to signal your readiness.

## UFCW 5 NEGOTIATIONS

After months of bargaining a tentative agreement was reached with Local 5's Executive Board and management. This was preceded by a call for proposals, research of issues, and polling of members starting in October of 2021. In November each member was contacted for feedback and invitations to submit proposals for the negotiations. Formal notice was filed with the Employer and bargaining commenced in and through December. A cumulative package proposal, presented essentially by the employer as final, was received before expiration on December 31. The Negotiating Committee however pressed for a better set of outcomes and so a series of revised proposals were drafted, vetted, and re-proposed. Tangible economics were mostly static, but more proposals and counterproposals with different configurations were exchanged, and many meetings with the Negotiating Committee ensued. The Local 5 Executive Board needed more time to review the package and together with management's medical leave delay, the acceptance of Local 5 of our tentative and subject to ratification proposal came at their April meeting. A series of new meetings with the Negotiating Committee on the specifics of the Memorandum of Agreement were held and were followed by a question-and-answer session with the entire unit. The ratification vote of the members working under that Agreement is now underway and the results are pending. Will keep the membership informed.

## APL MARITIME

*President Wilson:* This ship arrived in China on February 9 and after discharging cargo and 12 days in a quarantine anchorage entered a Shanghai shipyard and work commenced in a drydock. Shifting to a wet berth on March 21, an Omicron wave of coronavirus hit China and the government's rigidly extreme COVID lockdown went into full force. It has persist now for more than six weeks creating an event with vast implication and global impact on economies, national supply chains, carriers, customers and workers. For SUP members other crew employed in President Wilson it manifested first as extreme restriction and isolation as shipyard workers stayed away from work, and movement throughout the vast city came to a standstill.

Contacted by the delegate, SUP probed management for information and immediate assistance. Getting reliable official information from the Chinese government, never good in the best of times, remains a major obstacle to an effective response. But immediate harm by COVID exposure was seen to be relatively low risk since there was no interaction with untested and unprotected shore-based personnel. Ensuring reliable communication with the ship and shore-based support was next. Management responded by setting up a continuous 24/7 watch and a daily call (now every other day) with the ship's captain who also sends a daily update on a prioritized list of issues and included an update to the Unions via SUP anytime on request. The process now includes routine contact with U.S. Embassy in Shanghai and Beijing along with the U.S. Coast Guard Far East. Medical contingencies planning was our next area of concern and inquiry and we eventually determined that medical treatment was possible via a combination of management working with U.S. Embassy staff, company agents and P & I insurance agents. One crew member has successfully received such treatment so far. Operational contingency planning was next but depended (and continues to depend) almost entirely on shipyard workers working to at minimum make the ship seaworthy enough to consider a departure under tow. On our suggestion, other options were examined, such as escorted personnel transfer through airports or to other APL ships or U.S.-flag ships either in port or at anchor. Although rejected as not feasible at the present time, we will continue to push for accelerated departure and relief options.

Stores and provisioning were next and faced major obstacles as deliveries stopped in the largest and strictest lockdown of people, vehicles, and goods since the beginning of the pandemic. Positive testers at government checkpoints were removed to restricted quarantines and truckers and others would not risk movement even if it were possible. Eventually, the combined efforts of management, agents and Department of State personnel and others produced limited stores deliveries, although in still inadequate quantities. Now however stores are on a weekly delivery cycle. Potable water was taken on and the ship's engineers had adequate treatment chemicals at least for that load. Bottled water was loaded. Ventilation systems were confirmed working. Trash was removed. Through it all lodging claims were paid. On May 3 shipyard workers started to return to other ships in the queue and on May 6 management reported that vendors were getting through the gates and a reduced contingent of shipyard workers had returned to work on the ship.

Meanwhile the Unions keep pressing for better conditions and favorable adjustments. APL agreed that crew concerns will be paramount in future shipyard planning, taking into account the prolonged uncertainty and various problems of COVID lockdown. Entangled in this stranding, the crew of President Wilson continues to do its best and is withstanding the hardship, uncertainty, and insecurity with stoic fortitude — SUP style.

[UPDATE: May 10, 2022: Management advised that shipyard is projecting a full complement of shipyard workers (roughly 500) by May 14th. On Sunday, May 8 ship received a large order of food along with promise of more regular quantities in the future.]

**Labor Relations:** On May 6, APL Vice President and Chief Operating Officer Matt Tucker announced that Gregory Doyle was joining the company as the new Executive Vice President in charge of U.S. flag operations including Labor and Crewing. Reporting to Mr. Doyle is a new Director of Labor Relations, Capt. Michael LeBonte, who took over the day-to-day Union liaison and crew communications and management and trustee roles from the retired John Dragone. After introductions I registered several outstanding issues and beefs, primarily focused on the ongoing efforts to improve *President Wilson* and standby testing procedures in LA, but also noting pending trustee pension and welfare issues.

## HOLIDAYS

**Memorial Day:** SUP halls will be closed in all ports on Monday May 30, 2022 for Memorial Day, a national and contract holiday.

**Maritime Day:** The SUP will recognize Maritime Day in ceremonies and by notice in the West Coast Sailors, on Sunday May 22. In 1933 Congress established National Maritime Day to commemorate the American ship Savannah's first successful steam powered crossing of the Atlantic. In World War II, more than 250,000 members of the American Merchant Marine served their country; more than 6,700 gave their lives as 800 ships were sunk. It is neither a national or contract holiday, yet it is the only day that still recognizes U.S. Merchant Marine as still the engine that powers our national prosperity and security.

Dave Connolly



## Congress Balks on Covid Funding as Death Total Passes One Million

President Joe Biden order flags at half-staff on May 12 to mark 1 million American deaths from the coronavirus known as SARS-CoV-2 or COVID-19. At the same time, White House COVID-19 coordinator Dr. Ashish Jha issued a dire warning on May 12 that the U.S. will be increasingly vulnerable to the coronavirus this fall and winter if Congress doesn't approve new funding for more vaccines and treatments.

Here in the U.S., Biden requested and additional \$22.5 billion in emergency funding for the virus response in March, but the money has been held up, first by sticker-shock in Congress and now amid wrangling over expiring pandemic-era migrant restrictions at the U.S.-Mexico border.

Jha said Americans' immune protection is waning, the virus is adapting to be more contagious, and booster doses for most people will be necessary. "As we get to the fall, we are all going to have a lot more vulnerability to a virus that has a lot more immune escape than even it does today

and certainly than it did six months ago," Jha said. "That leaves a lot of us vulnerable."

Jha also predicted that the next generation of vaccines, targeted at the currently prevailing omicron strain, "are going to provide a much, much higher degree of protection against the virus that we will encounter in the fall and winter." But he warned that the U.S. is at risk if Congress doesn't act. Jha also argued for assistance to other nations as a benefit to Americans, even if they never travel overseas. "All of these variants were first identified outside of the United States," he said. "If the goal is to protect the American people, we have got to make sure the world is vaccinated." His comments came after he and Biden addressed the second global COVID-19 vaccination summit.

Older adults and people who have severe underlying medical conditions like heart or lung disease or diabetes seem to be at higher risk for developing more serious complications from COVID-19 illness.

## Seafarer Happiness Index Takes a Dive

In an event hosted by Ocean Technologies Group, the Seafarer Happiness Index founder said the maritime industry may see higher attrition ahead because of rising discontent among mid-career seagoing professionals. The downturn is the combined effect of many negative inputs. The results for Q4 2021 reveals a growing dissatisfaction with hours, workload, inflation-adjusted wages, and the level of respect accorded to seafarers. The index is international and is a self-assessment of mostly foreign seafarers.

"There's a little bit of a ticking time bomb that we're finding within the happiness index responses. A lot of seafarers, and particularly seafarers of maybe more senior ranks...are talking in negative terms about why they're at sea," said Steven Jones, the index's longtime editor. "They feel that there's a sense that the whole profession, the vocation of seafaring itself is a bit broken."

A good share of the frustration is driven by pandemic-related policies. For many seafarers, shore leave is a thing of the past, and "they've almost given up on the concept of it." This takes much of the romance and appeal out of the seafaring life, and leaves crewmembers bottled up on board for months.

"They feel locked down on the vessels." Shoreside workers may gripe that a few weeks or a month of being locked down was bad, but the seagoing life is like a continuous lockdown, said Jones.

Tensions between Russian and Ukrainian seafarers because of the ongoing invasion. The sense of camaraderie that was seen in the early days of the war is eroding on many ships. "Things are getting worse by the day, tensions are rising on board," said Jones. "Unfortunately, that means that Russians and Ukrainians are struggling to get along with each other."

The rare bright spots amidst an otherwise gloomy onboard atmosphere have to do with connectivity: more of it for casual use and interaction with family, but also for online training.



## Crossing the Line in Pomeroy



SUP shellback crew in USNS Pomeroy crossing the equator in the Atlantic. Left to right: AB Charles Steurer, Bosun John Lucia, OS Nils Dobszinsky, AB/Delegate Tim Tess, AB Edgar Melendez-Lopez, OS Jefferey Pitcher.

Photo by AB Tim Tess

## P&O Ferries Found Deficient Detentions and Protests Continue

continued from page 1

P&O confirmed to various media outlets that the individuals had been found to be drinking while on duty and were dismissed adding to the ongoing furor from the labor unions.

Two of the company's ferries, Spirit of Britain and Pride of Kent, remain under detention after inspections by the UK's Maritime and Coastguard Agency. The MCA declined to provide details on the causes for detention saying, "under Port State Control regulations, the reports will not be published until the inspection is complete — which is when the vessel is released."

The report for the two-week detention of a third vessel, the European Causeway, however, has now been published by the Paris MOU after the vessel was cleared by the MCA on April 8. It shows a total of 31 deficiencies, including seven that were the ground for detention. The MCA identified issues with fire safety including maintenance of fire dampers, fire doors, and placement of fire extinguishers, as well as deficiencies with the "launching arrangements for survival craft" and maintenance of an inflatable evacuation slide, insulation on steam pipes and pressure pipes, and winches and capstans. Most of the issues, and the ones that caused the detention, were related mostly to documentation, training, and familiarity of the crew with systems and procedures.

A spokesman for P&O Ferries told the BBC that the inspections had faced an "unprecedented level of rigor," but said the company welcomed the additional

scrutiny as the safety of passengers and crew was always its top concern.

Around 80 protestors, including French P&O and DFDS employees along with their unions, staged a protest in Calais on April 19 in solidarity with the UK unions. At the same time the UK's National Union of Rail, Maritime and Transport Workers (RMT) has continued to organize protests at British ports, and marched with the International Transport Federation on the London headquarters of the ferry company's parent DP World.

The new protests were spurred by an incident in which ITF inspectors were refused access at the Port of Dover. According to the union, they followed procedures and were at the port "to investigate welfare issues that had been raised by replacement crew members on board P&O Ferries' vessels in the port."

The union contends that it has clearance and by nature and necessity conducts random inspections so that employers do not have the opportunity to remove information or correct situations in advance. The inspectors said it was the first time in 17 years that they had been denied access to investigate after receiving a complaint.

RMT activists will be keeping up their "Fair Ferries campaign" and calling for the reinstatement of all 800 sacked seafarers. In addition the unions are again calling for government involvement to investigate the denial of access as well as to address the broader issues resulting from the March firing of the crews.

Published first in the Maritime Executive



P&O's European Causeway ferry had 31 deficiencies during its MCA inspection leading to a 14-day detention (ITF) after firing 800 seafarers and replacing them with low wage foreign workers from manning agencies that exploit flag-of-convenience labor.



SAILORS’ UNION OF THE PACIFIC  
QUARTERLY FINANCE COMMITTEE’S REPORT  
FOR THE QUARTER ENDED MARCH 31, 2022

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 11, 2022 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$	3,327,847.23
POLITICAL FUND		30,974.34
STRIKE FUND		1,293,730.99
TOTAL CASH & INVESTMENTS 4th QUARTER 2021	\$	4,652,552.56

GENERAL FUND

INCOME

Dues, Initiation, Assessments	\$	130,080.00
Interest		9,767.74
Donations - West Coast Sailors		785.00
Joint Committee & Hiring Hall		162,160.84
Advertising & Promotion		15.00
Miscellaneous Income		69,872.48
Reimbursed Administrative Expenses		29,714.31
Contributions		915.00
TOTAL INCOME	\$	403,310.37

EXPENSE

Auto & Travel	\$	1,132.00
Rent		21,989.40
Postage, Printing & Office		6,398.16
Telephone		5,305.42
West Coast Sailors Publishing Expense		19,921.97
Per Capita Taxes		19,188.00
Salaries & Payroll Taxes		245,808.45
Office Workers Pension		8,252.40
Insurance		41,551.46
Election		228.52
Meeting/Committee & Neg. Conference & Conv.		-
Investment Expense		2,369.25
Officials Pension		8,855.00
Subscription		123.00
Accounting		134.42
Advertising & Promotion		-
Bank Charges		75.00
TOTAL EXPENSE	\$	381,661.63

BUILDING CORPORATION

INCOME

Rents	\$	196,025.34
Miscellaneous Income		-
TOTAL INCOME	\$	196,025.34

EXPENSE

Building Services & Utilities	\$	31,727.51
General Tax Expense		24,582.75
Office Equipment		928.08
Repairs & Maintenance		905.00
Salaries & Payroll Taxes		610.71
Filing & License Fees		20.00
Office		1,002.26
Advertising & Promotion		5.00
TOTAL EXPENSE	\$	59,761.31

POLITICAL FUND

INCOME

Contributions	\$	4,165.00
TOTAL INCOME	\$	4,165.00

EXPENSE

Contributions	\$	4,500.00
CA Filing Fee		50.00
TOTAL EXPENSE	\$	4,550.00

NET INCOME(LOSS) 4th QUARTER	\$	157,527.77
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Committee members: Paul Fuentes, Roy Tufono, Dave Frizzi, Mike Henderson, and Sam Worth.



The Waldseemüller World Map, 1507. (Credit: Heritage Images / Getty Images)

The Waldseemüller World Map

Martin Waldseemüller in this early map was among the first to give the American continents their name. In 1507, the German cartographer produced the first map in history to actually depict the New World as a distinct landmass with the Pacific Ocean on its western side. In honor of the Italian navigator Amerigo Vespucci, who had first posited the separate continent theory. The Waldseemüller map has since been called “America’s birth certificate.” It is also the most expensive world map of all time. In 2003, the Library of Congress purchased the only surviving copy for a whopping \$10 million.

Two U.S. Senators Seek to Waive Ship American Cargo Preference

continued from page 1

essayary and said the resolutions, being pushed by U.S. Sens. Joni Ernst (R-IA) and Chris Coons (D-DE), include discredited and “dramatically overstated” shipping costs. In its statement delivered to the Senate on May 5th the group noted shipping costs as incidental: “All ocean shipping under the Food for Peace program — foreign-flag and U.S.-flag combined — accounts for only 8% of program costs. The premium for using U.S.-flag ships accounts for less than 1% of program costs.” Moreover, the resolutions are overbroad: “[The waivers] are not limited only to supplies for Ukraine but would waive Ship American rules everywhere. Resolution 37 would waive Ship American rules indefinitely; Resolution 38 would divert cargoes to foreign carriers for an arbitrary three-year period.”

American taxpayer dollars should benefit American workers, “not flag of convenience operators who dodge taxes,” the group wrote. Letters of objection with supporting documentation were lodged in Washington and in Congressional Offices around the country. The Transportation Trades and Maritime Trades Departments of the AFL-CIO rose up in opposition.

The MTD’s Port Maritime Councils across the United States called on their local U.S. Senate offices to oppose resolutions that would leave American mariners on the docks while U.S.-grown grain and food products sail overseas. While the MTD fully supports the need to get food and other goods to those in need, it strongly opposes abandoning U.S. mariners – who have dependably delivered around the world since the founding of the United States. “When people are hungry and hurting, Americans have tradition-ally stepped up to help,” stated MTD President Michael Sacco. “But we don’t need to step on our merchant mariners to do this.”

In messages to his state’s senators, Hawaii Ports Maritime Council President Randy Swindell said, “There is no better way for the recipients of our aid to know where it comes from than by delivering it on American-flagged vessels with American crews.”

The San Francisco Maritime Trades Ports Council passed a resolution that denounced cargo preference waivers as a handout to foreign flag-of-convenience operators of U.S. taxpayer funded cargo betraying a U.S. industry and a workforce that existed from the outset of the nation. The SF MTD resolved to oppose the Senate amendments and insisted that California senators take the same position

“It’s mind-boggling that some Americans think attacking their own laws and programs is a worthy response to Russian aggression,” said

SUP President Dave Connolly. “American food aid that comes with the words ‘A Gift of the American People,’ a gift produced and paid for by Americans, should also be delivered around the world by American mariners in U.S.-flagged ships.” he said.

The House version passed without the waiver language.



Dispatcher’s Report

Headquarters — MARCH 2022

Deck	
Bosun .....	4
Carpenter .....	0
MM .....	3
AB .....	10
OS.....	8
Standby S.F. ....	14
Total Deck Jobs Shipped .....	39
Total Deck B, C & D Shipped.....	26
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.....	39
Total B, C, & D Shipped-All Depts....	26
Total Registered “A” .....	31
Total Registered “B”.....	37
Total Registered “C” .....	4
Total Registered “D” .....	12

# SUP BRANCH REPORTS

## HONOLULU

April 2022

**Shipping:** The following jobs were dispatched for the month of March. 1: Bosun Steady, 1 Bosun return, 1 Bosun Relief, 2 AB Dayman Steady, 1 AB Watch USNS, 2 AB Watch, 1 AB Watch Return, 1 AB Watch Relief, 1 AB tankerman, 1 AB Maintenance, and 5 AB Maintenance Relief (10-day max)  
These dispatches were taken by: 5 A Cards, 9 B Cards, 1 C cards, and 1D Cards.  
There were 31 Standby jobs dispatched for the month.  
**Registered:** 6 A Cards, 13 B Cards, 3 C Cards, and 5 D Cards.

**Ships Checked:**

*Charlton:* Except for timely reliefs. All is well. Sean Bane Bosun, Lisa Stelpstra delegate, *Dakar:* Beefs concerning conditions are being worked on. Crew is still working hard to bring the ship to SUP standard. Rory Alexander Bosun, Norman Teruya Delegate. *Mokihana, Manoa, DK Inouye, Lurline, RJ Pfeiffer, Kaimana Hila, Matsonia, Maunawili, Mahi Mahi, Manukai, Manulani,* and Paint & Rigging: all are running smooth, with few if any beefs

**Agents Report:**

Shipping is still strong here. There are lots of Patriot jobs hanging, and I know your brothers and sisters onboard these ships would appreciate you stepping up and relieving them. I’m available to help process the process, with whatever you need for these vessels.

I represented the SUP at the Hawaii

## WILMINGTON

April 2022

**Shipping:** Shipping: Bosun, 2; AB/W, 6; AB/D, 4; OS/ STOS, 3; GVA/GUDE 0. Standby: 33  
Total Jobs Shipped: 48  
**Registrations:** A 22 , B 31, C 1, D 7.  
**Ships Visited:** Checking in with Matson and APL ships.

**AGENTS REPORT;**

Coronavirus is still with us, take all necessary precautions

Shipping has been good here in Wilmington.

This is your union and a union is only as strong as its members, participate by showing up at the union meeting to vote on issues that affect us all.

We need a quorum to be able to vote.

It is your responsibility to make sure your documents are up to date, don’t wait till job call to find out.

This is your union, participate come to meeting’s, make your voice heard.

Fraternally Submitted,  
Leighton Gandy, Book 3021  
Wilmington Branch Agent

### SUP Pensioners Join the Ranks of Retirement

Patrick C. Tite..... 5/1/2022  
Michael E. Worth..... 5/1/2022

Port Maritime Council. We had the pleasure of meeting Mr. Sergio Alcubilla, who is running against Enemy of the U.S. Merchant Mariner, Ed Case, in Hawaii’s 1st Congressional District race. The council has enthusiastically given Mr. Alcubilla an early endorsement. I strongly encourage members to lend their support to Sergio. He’s good people.

With today’s technology, there is no reasonable excuse why you cannot not let someone know you’re going to be late, or you are having trouble getting to work. Bull “S” takes the long walk!

Delegates are to be elected by crew members to keep track of overtime and assist the Bosun in helping to equalize overtime among all the Sailors aboard. Bosuns under no circumstance are to be both. This has been a rule since the ships had sails. The reasons should be obvious. But for those that don’t know, this is to mitigate the possibility of “padding overtime” among other things. If you’re a Bosun and you are handling the duties of Delegate as well? STOP! Call a meeting and elect a Delegate immediately.

Please Check the expiration dates on all of your documents. If you have six months or less, start the renewal process. Let me know if you need help.

Fraternally Submitted,  
Patrick Weisbarth  
Honolulu Branch Agent

## SEATTLE

April 2022

**Shipping:** 2 Boatswain (A, B), 1 Navy AB (B), 4 AB/W (3A, 1B), 1 AB/D (B). Matson called for 19 Standby AB’s, filled with 3 A, 6 B, 7 C, 1 D, and 2 MFOWW members.

**Registered:** 5 A cards for a total 6;10 B cards for a total of 19; 2 C cards for a total of 5; 2 D cards for a total of 4

**Agents Report:**

Washington State Senate primary is fast approaching, and the current economic forecast may foreshadow state purse strings being tightened. Considering this, be sure your candidates have Industrial Land preservation, Maritime jobs, and local Maritime school programs on their agenda.

Over the years our state Maritime School programs have produced many solid members, and it is imperative that these programs remain fully funded and thriving, for both our membership needs and Washington State economic growth.

Fraternally,  
Brendan Bohannon  
Seattle Branch Agent

## Norm Mineta, DOT Secretary and Jones Act Stalwart, Passes

Norman Yoshio Mineta, former Member of Congress and cabinet secretary in both the Clinton and Bush Administrations, died this week after a long and distinguished public service career.

He was a strong maritime advocate despite initially being known for an aviation focus, and served as Transportation Secretary for five years, the lone Democrat in the cabinet of President

## VICE PRESIDENT'S REPORT

April 2022

**Ships checked — May**

**APL President Truman** — Art Bronson, delegate. Ship was restricted to vessel in Oakland without pay. After 6 weeks dealing with management paychecks finally sent to members. Preston Lau, bosun.

**APL President Wilson** — John Clark, delegate. Ship is currently in Shanghai shipyard with work restarting on 5/7/22. Shanghai was in full lockdown due to Chinese Covid protocols for a month. Gang is hanging in there during this difficult time. Chris Bartolo, bosun.

**APL President Cleveland** — Ali Ghaleb, delegate. Recently ship has had some engine trouble and shifted to a different dock for an extended stay in Korea for repairs. Hussein Ali, bosun.

**APL Gulf Express** — Eduardo Rojas, delegate. Ship is currently in shipyard for approximately 30 days. Crew remains on board in Jebel Ali shipyard. Rolando Mendoza, bosun.

**Mokihana** — Robert Reed, delegate. Currently in the Portland shipyard. SUP deck crew signed off ship 5/4, will return to vessel 5/25. Haz Idris, bosun.

**USNS Sisler** — Chase Boeger, delegate. Ship is back on the East Coast with several reliefs happening during May. Randy Cruz, bosun.

**USNS Dahl** — Pablo Salinas, delegate. Ship is on the hook in Saipan. Had some successful reliefs recently, still need more military trained AB’s. Xerxes Cunanan, bosun.

**USNS Soderman** — Kenneth Carradine, delegate. Ship is out of the yard and loading up. Ziggy Kaczor, bosun.

**USNS Watkins** — Isiah Montoya, delegate. Many inquiries regarding reliefs. Had some successful reliefs/dispatches this month. Members happy to go home and did a great job aboard the ship. Frank Duffin, bosun.

**Cape Taylor and Cape Texas** — Both ships were activated for a turbo activation. A lot of work to fill the billets, thanks to the agents and members that made it happen.

**Cape Hudson & Henry** — ROS status in San Francisco with Bosun Sumague and Fuentes. Little or no beefs.

I attended the Alameda Labor Council delegates meeting this month. Watson class update: Continuing problem of members picking and choosing certain ships which disrupts a fair relief process. The *USNS Soderman* now called out of Wilmington and the *USNS Red Cloud* out of Seattle.

Matthew Henning

## BUSINESS AGENT’S REPORT

April 2022

**Mokihana** — Robert Reed, delegate, alongside Oakland#62 for 6 days we changed out a n d weight tested Port & Stbd Boat falls. Passed requirements with flying colors with the assist from the std-by’s signed on as Bosun Haz Idris supervising the operation.

**Manoa** — Oakland#62 Delegate Gerry Marshall big help with the std-by’s on arrival helps covers men that are maxed out STCW hours. Ship sailed for Honolulu with no issues John Crockett as Bosun.

**RJ Pfeiffer** — Noel Itsumaru, delegate all is well on here running smooth where on the northern triangle Bosun Robert Morgan taking his trips-off much needed vacation. In good hands with relief Bosun Nick Manessiotis.

**Matsonia** — Delegate Lez Jeziorski back from his trip off to learn about Matson No alcohol Policy there goes the BBQ’s will never be the same. Dale Gibson was Bosun.

**Mahi Mahi** — Dennis Solijon delegate we just arrived in Ningbo due back in Oakland on the 23rd• Filemu Paule Bosun.

**Lurline** — Jesus Hermosillo, delegate ship arrived in Oakland shorthanded a Bosun since sailing from Honolulu. Scuttlebutt on the ship the Bosun went MIA not a call to the ship or to the Port Agent. Headquarters dispatched Isnin Idris as Bosun.

**President Wilson** — Jon Clark delegate after government shut down shipyard on April 27th Resumed work on the 6th. China report 14,222 new cases this is the largest outbreak since the Pandemic was first reported in Wuhan in late December 2019. With China’s zero covid policy things are not looking good for us in the hell hole.

**President Cleveland** — Delegate Abdulahmid Mohamed cleared covid protocols all tested Negative sailed for Yokohama with Hussein Ali as Bosun.

Keep an eye on your documents when you are less than 6 months it’s time to start the renewal process. Worked in the front office and help out with dispatching,

Roy Tufono

George W. Bush. In that capacity he dealt with numerous calamities including Hurricanes Katrina, Rita and 9/11, and was cool under fire and lauded for his professionalism. Mineta was a resolute supporter of U.S.-flag shipping and skeptic of Jones Act waivers, and honored numerous times by the maritime industry. The son of Japanese immigrants, Mineta was held in an internment camp during World War II. He served as a Councilman, then Mayor of San Jose, CA, becoming the first Japanese-American person to ever serve as a big city Mayor. He is the longest serving Transportation Secretary in the 55-year history of the DOT. His career includes 20 years in the U.S. House of Representatives (1975-1995) representing California’s Silicon Valley.