



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Wednesday, July 12, 2023



SUP members gathered at the Bloody Thursday remembrance ceremony on July 5, 2023 outside ILWU Local 10 hiring hall near Fisherman's Wharf, San Francisco. From left is Colin Dewey, Matt Henning, Sam Worth, Mike Smith, and Joel Schor. For more on Bloody Thursday see page 5.

ILWU Canada Shuts Down West Coast Ports

More than 7,500 longshore workers at Canada's West Coast ports walked off the job on July 1. ILWU Canada President Rob Ashton said the union decided to strike because the British Columbia Maritime Employers Association " (BCMEA) refused to negotiate on the main issues," leaving workers "no choice but to take the next step in the process." The terminal operators' only objective, he said, "is to take away rights and conditions from longshore workers after having gorged themselves on record profits during the pandemic."

The previous contract expired on March 31. The issues on the table include automation, wages, and the employment at the port of non-union workers. The strike comes two weeks after the announcement of a tentative agreement between the ILWU and the Pacific Maritime Association in the U.S., covering 22,000 workers at all 29 U.S. West Coast ports. That agreement must now be ratified by members of the ILWU and the PMA. The

Canadian strike impacts more than 30 ports and 49 terminals across British Columbia, including Vancouver and Prince Rupert, which are Canada's first and third largest ports. It also has implication for the entire North American supply chain.

In Canada, both sides appear firmly entrenched and have issued strongly worded statements. Employers have raised the issue government intervention while the Union strongly insists the issues must be settled at the bargaining table for long-term stability.

The negotiations appear to be hung up on the issue of maintenance work outsourcing. The Employers say under the previous collective bargaining agreement, the Union had exclusively supplied the labor force but it "has been consistently unable to fulfill the trades work they have jurisdiction over." The Union contends it must "stop the erosion of jurisdiction and the extensive use of contractors."

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Senators Move Against Maritime Labor

The friction that resulted from a delayed settlement in the recent International Longshore & Warehouse Union negotiations with West Coast employers are the target of a new bill introduced in the U.S. Senate. The legislation, sponsored by Idaho Republican Senator Jim Risch, would amend the National Labor Relations Act and the Labor Management Relations Act of 1947 to deter and outlaw labor slowdowns as well as prohibit labor organizations from negotiating over automation.

Called the "Preventing Labor Slowdowns Act of 2023," or PLUS Act for short, it comes as a new six-year tentative contract agreement between the ILWU and the employers goes before the membership for a ratification vote. Employers alleged that

worker "no shows," unfilled port orders for union labor, and worker productivity complaints forced port management to release labor from daily shifts. Blaming labor for the backups of vessels, containers and trucks at West Coast ports, the ILWU had been seeking a new contract for more than a year but employers couldn't finish the deal.

The bill was co-sponsored by Senator Ted Budd (R-N.C.) and Senator Mike Crapo (R-Idaho) and would amend the National Labor Relations Act. It would define a labor slowdown by maritime workers as an unfair labor practice. There is much murkiness in the testing of that definition, and it would presumably be left to the National Labor Relations Board to determine. If found in violation

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NJ Ship Blaze Kills Two Firemen; Burns For Days

Emergency personnel battle against a fire aboard the Italian-flagged *Grande Costa d'Avorio* cargo ship at the Port of Newark, Friday, July 7, 2023, in Newark, N.J. The cargo ship burned for a third day Friday at the port after a fire that claimed the lives of two Newark firefighters Augusto "Augie" Acabou and



(AP Photo/John Minchillo)

Wayne "Bear" Brooks Jr. , and exposed gaps in the ability of fire crews to respond to emergencies on hulking container ships.

Fire crews on Saturday continued to battle flames that have smoldered inside a cargo ship docked at the East Coast's biggest port, days after the blaze claimed the lives of two New Jersey firefighters and injured five others.

Crews reported that the fire is burning so hot that the water coming off the area had reached boiling point and was scalding the firefighters. The fire teams are working from outside the vessel attempting to cool the structure in an effort to re-enter the *Grande Costa D'Avorio*.

Newark firefighters Augusto "Augie" Acabou and Wayne "Bear" Brooks Jr. were killed in the Wednesday night fire aboard the *Grande Costa d'Avorio*, an Italian-flagged vessel carrying thousands of vehicles and other

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IMO Steers Clear of Hard Line on Emissions

The global maritime industry declined to take a hard line on ship emissions at the IMO in June.

The International Maritime Organization, the United Nations agency that regulates the industry, is under pressure to require vessel operators to further cut carbon-dioxide emissions from existing targets. But some countries, including China, and shipowners are balking at speeding up the transition away from fossil fuels. This development is likely to keep global emissions shipping rules (especially fuel standards) fragmented and uncertain.

The International Maritime Organization formally adopted its revised strategy addressing emissions and the targets to move toward net-zero GCG emissions at the conclusion of the Marine Environment Protection Committee meeting that involved some 1,800 delegates. Reactions were swift: Environmentalists called the IMO as a failure while the shipping industry said it welcomes the new standards. Many called for follow through on the critical next steps.

The IMO said the strategy provides a "clear direction" with enhanced targets to reduce harmful emissions. It argued that a unanimous decision is

necessary for common ambition, while still adding a commitment to ensure the uptake of zero and near-zero GHG fuels. A strategy, they said, and not a solution.

"The adoption of the 2023 IMO Greenhouse Gas Strategy is a monumental development for IMO and opens a new chapter towards maritime decarbonization. At the same time, it is not the end goal, it is in many ways a starting point for the work that needs to intensify even more over the years and decades ahead of us," said IMO Secretary-General Kitack Lim.

Though details are emerging, it appears that standards will be slightly stronger in the years ahead. Beyond the goal of a 40 percent reduction in CO2 emissions by 2030 and a five percent goal for alternative fuels. Similarly, the 2030 goal says at least 20 percent and striving for 30 percent. By 2040 the rule will be at least 70 percent alternative fuels while striving for 80 percent. They agreed to develop a global marine fuel standard and emissions pricing mechanism but left the details to be defined by 2024 and 2025 and in place by 2027.

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Hannu Kurppa BK #3162
- Gunnar Lundeborg.....BK#4090
- Vince O'Halloran.....BK#2463
- James ClayBK#4794
- Alexander Earle.....BK#1885
- Paul PuruggananBK#3880
- Mike Worth BK #3629
- Terrence Lane BK#4107
- Duane NashBK#2437

Political Fund

- Dieg Rizan.....\$50.00
- Saher Ali\$50.00
- Christopher Go..... \$100.00
- Benjamin Linn \$100.00
- Dean Crisostomo.....\$30.00
- Rodolfo Bautista..... \$25.00
- Colin Dewey \$100.00
- Heath Heller \$10.00
- Vince O'Halloran.....\$200.00
- Brendan Bohannon\$50.00
- Cody Clark..... \$100.00
- Louie Urbano.....\$50.00
- Dave Connolly \$100.00
- Sherwin Bongayan \$50.00
- Robert Hubbard \$10.00
- Napoleon Nazareno.....\$20.00
- Rico Ecalnir.....\$20.00
- Steve Swinson\$25.00
- Elliot Smith \$50.00
- David Garcia..... \$100.00
- Milton Caballero..... \$10.00

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Dean Crisostomo.....\$20.00

Organization/General Fund

- Rodolfo Bautista.....\$25.00
- Mark Hargus \$100.00
- Roger Tupas\$50.00
- Sale Ugaitafa.....\$20.00

Final Departures

None

SUP WELFARE PLAN NOTES

Open Enrollment

Open Enrollment for all Welfare Plan carriers takes place in July. It is a time when you can begin a new enrollment or make changes to your existing enrollment. If you have dependents that were not enrolled when you first enrolled in a plan, open enrollment is the time to add the dependents. You can also change your enrollment to another plan.

Newborn dependents should be added to your coverage within 30 days of birth. A copy of the birth certificate should be sent to the SUP Welfare Plan Office along with the dependent add form. Do not delay the addition of the dependent if you are waiting for the birth certificate. Enroll the newborn and advise us that you will send the birth certificate copy when you have it. Contact the Plan office for dependent add forms.

August 1st is the effective date for new enrollments or enrollment changes in Kaiser Northern California, Kaiser Southern California, Health Net HMO, Kaiser Hawaii, Kaiser Oregon and Kaiser Washington.

New Fiscal Year for Pensioners Annual Allowance & Special Pensioners Allowance

August 1st is the beginning of a new fiscal year for the maximum \$2,000 Annual Medical and Hospital Benefit and the maximum \$7,200 Special Medical Pensioners Benefit. Submit your claims as soon as possible if you want them to be paid under the current fiscal year allowances that end on July 31st.

Remember that claims must be received within 180 days of the service date in order to be reimbursed. Claims for reimbursement must include the patient's name, date of service, description of service, the amount charged for services and proof of payment.

Michelle Chang, Administrator michelle@marinerbenefits.org, mcsupsiupd@sbcglobal.net,

Patty Martin, MPP & 401(k) Plans, Death Benefits patty@marinerbenefits.org

Gina Jew, Claims gina@marinersbenefits.org

Michael Jacyna, Eligibility michael@marinerbenefits

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

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PENSION PLAN OFFICE

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Membership and Ratings Committee

The Committee met on July 6, 2023 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Xerxes Cunanan	BK#4832	6 yrs.	A.B.	A
Ariel Odion	BK#2477	6 yrs.	A.B.	A
Eugin Menchavez	B-19758	1 yr.	O.S.	B
Gilbert Vigo	B-19759	1 yr.	O.S.	B
Jefferey Pitcher	B-19760	1 yr.	O.S.	B
Arman Deblois	B-19761	1 yr.	A.B.	B
Kenneth Ham	B-19762	1 yr.	O.S.	B
Gene Ajoste	B-19763	1 yr.	O.S.	B
Marlon Gayle	C-2981	30 days	O.S.	C
Mousa Moqbel	C-2982	30 days	O.S.	C
Taufiq Ahmed	C-2983	30 days	O.S.	C
Mohamed Suwaileh	C-2984	30 days	A.B.	C
Ryan Chapman	C-2985	30 days	A.B.	C
Trent Slate	C-2986	30 days	A.B.	C

Ratings: Bosun Stamp

Corey Burton Bk#5764

Membership and Ratings Committee's Report: Paul Fuentes, BK#2239, Michael Smith, BK#13502 and Alhagie Touray, BK#19383



The July SUP Membership and Ratings Committee from left is Alhagie Touray, Michael Smith, and Paul Fuentes. Photo: Roy Tufono

SUP Meetings 2023

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

SUP HQ	SUP Branches	November 14*	November 20
August 14	August 21	December 11	December 18
September 11	September 18	*Denotes Tuesday meeting due to holiday	
October 9*	October 17		

Deadline Approaches In Teamster Bargaining With UPS

With only weeks to go before the expiration of a major United Parcel Service (UPS) labor contract with the Teamsters, talks to renew the agreement are in a critical phase. Negotiators are attempting to hammer out pay raises for about 340,000 workers.

The discussion centers around Sean O'Brien, the Teamsters president, and CEO Carol Tome. O'Brien is calling for an "historic" settlement by the August 1 deadline. O'Brien has not backed away from a strike and has a wide agenda. Tome, on the other hand, was formerly in charge of often anti-Union Home Depot.

If there is no deal it could be the first strike in 25 years at UPS, at a time when the economy is far more dependent on shipping goods to homes. Competitors FedEx and U.S. Postal Service do not have enough capacity to soak up demand and so a strike could have a serious impact on the economy. The Teamsters have \$350 million in their strike fund.

The last strike was in 1997 and the parties reached agreement in two weeks. This time, as America is addicted to home delivery. The Teamsters have proposed regular wage and pension increases, as well as a starting hourly wage increase from \$15.15 to \$20.00 per hour for part-time workers. The Union is also focused



Teamsters leader Sean O'Brien readies members for the possibility of an historic strike.

on the elimination of a category called "combination drivers" which is a type of flex-worker who has an irregular schedule and can both drive and sort packages. The Teamsters also want to curtail sub-contractor and "personal-vehicle" drivers who work at lower rates.

The Teamsters want to set an industry standard as well as provide an example of the benefits of unionization in support of its organizing efforts with Amazon employees.

Analysts have said that UPS can afford the increases and some are optimistic that a settlement can be reached with minimal disruption.

Mariners Take Note Passport Delays Reach Record Highs

Seeking a valid U.S. passport has become a nightmare for many Americans. A backup of U.S. passport applications has met a wall of government bureaucracy as worldwide travel rebounds to record pre-pandemic levels — with too few government workers available to handle the processing load. Many passport seekers describe a slow-motion agony of waiting, worrying, holding the line, refreshing the screen, complaining to Congress, paying extra fees and following incorrect directions. Some applicants are buying additional plane tickets to snag in-process passports where they sit — in other cities — in time to make the flights they booked in the first place.

U.S. officials don't deny the problem and can't predict when it will ease. They're blaming wait times on lingering pandemic-related staffing shortages and a pause of online processing this year. That's left the passport agency flooded with a record-busting 500,000 applications a week. That is on-track to top last year's 22 million passports issued, the State Department says. "With COVID, the bottom basically dropped out of the system," Antony Blinken told a House subcommittee March 23. When demand for travel all but disappeared during the pandemic, he said, the government let contractors go and reassigned staff that had been dedicated to handling passports.

The priority of process depends on urgent cases such as applicants traveling for reasons of "life or death" and those whose travel is only a few days off. For everyone else, the options are few and expensive. Because of emergency pandemic efforts taken by a unified group of maritime labor unions, including the SUP, U.S. mariners get priority processing. Members can contact the National Passport Information Center at 877 487 2778 and identify as a U.S. mariner who urgently needs to apply for (or renew) a passport. Persist through the menu to a Duty Officer who will take your information and schedule an appointment at the nearest passport agency. Alternatively, see the following notice issued and updated in March by the U.S. Department of State.

While Passport Problems Get Worse NMC Says Credential Production Delays Resolved

Use Expedited Mailing To Track Package

The National Maritime Center reported in April on technical difficulties with its credential production equipment that led to delays in issuing merchant mariner credentials.

These issues have been resolved, NMC said in June, and production and issuance times have returned to normal. Mariners who are approved to print can expect their credential to be produced and issued within 2-3 business days. As always, the agency says, mariners can expect to receive a status update email at each stage of the application, including upon issuance of their credentials. To get the most up-to-date status information, use NMC's online status tool, or contact the agency via Live Chat or by calling 1-888-IASKNMC (427-5662).

Mariners should request expedited mailing of their MMC or medical certificate, despite the cost, because it is faster and includes the ability to track the package. The Expedited Mailing Options are as follows

Option 1: USPS — To expedite mailing using USPS: 1. Open usps.com. 2. Select Print a Shipping Label, and choose Sign In. a. First-time users will need to follow the instructions to set up a user account. 3. Once an account has been created, follow the directions to print a Flat Rate shipping label. 4. Include this label with your application with a note that states what should be sent using the submitted label.

Option 2: Overnight mail — To expedite mailing using UPS or FedEx, you must create a UPS or FedEx account: 1. Open ups.com or fedex.com. 2. Select New Customer and follow the directions to create an account. 3. Submit this account information with your application along with a note that states what should be sent using this account number. UPS and FedEx will not deliver to a P.O. Box.

The National Maritime Center (NMC) ships completed credentials via standard USPS mail. This method does not include a means of tracking your credential and delivery can take up to 21 days. Additional Instructions detailing the expedited mailing process are provided on the NMC website.

PASSPORT PROCESS: Updated Notice to Mariners on International Voyages

To ensure timely service for mariners, Passport Services provides the following streamlined passport renewal provisions. These provisions are subject to change.

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 \$209.53 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 \$239.53. This amount includes the passport fee, expedite fee, and 1-2 day delivery fee (for information regarding passport fees, please visit 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 \$419.06 (\$209.53 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. 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 \$209.53 to the U.S. Department of State, which includes \$60 for expedite service and the additional \$19.53 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.



The SUP Deck Department in the main deck in *President Truman* in Oakland from left is AB Daniel Tun, AB Roberto Tomas, Bosun Julian Torres, AB and delegate Janan Johair, AB Mark Relajo, and AB Robert White.

Photo: Roy Tufono

Iran Attacks Chevron Tanker; U.S. Navy Prevents Seizure

The U.S. Navy released information on July 5 that it had prevented Iran from seizing two commercial tankers in the Gulf of Oman. One incident involved the *Richmond Voyager*, a foreign-flag very large crude carrier managed by Chevron Shipping Company. The crew was reported safe onboard. Both incidents took place in international waters between Iran and Oman.

The U.S. Naval Forces Central Command issued a statement and captured video of an Iranian naval vessel firing long bursts of shots which can be identified by the flashing of ricochets in the video.

At 1 a.m. local time, one Iranian naval vessel approached the Marshall Islands-flagged oil tanker *TRF Moss* in international waters in the Gulf of Oman. The Iranian vessel departed the scene when U.S. Navy guided-missile destroyer *USS McFaul* (DDG 74) arrived on station. Additionally, the U.S. Navy deployed surveillance assets, including MQ-9 Reaper and P-8 Poseidon maritime patrol aircraft.

Approximately three hours later, the U.S. Navy received a distress call from Bahamian-flagged oil tanker *Richmond*

Voyager while the ship was more than 20 miles off the coast of Muscat, Oman, and transiting international waters toward the Arabian Sea. Another Iranian naval vessel had closed within one mile of *Richmond Voyager* while hailing the commercial tanker to stop.

McFaul directed course toward *Richmond Voyager* at maximum speed as the merchant tanker continued its transit. Prior to *McFaul's* arrival on scene, Iranian personnel fired multiple, long bursts from its weapons. *Richmond Voyager* sustained no casualties or significant damage. However, several rounds hit the ship's hull near crew living spaces. The Iranian navy vessel departed when *McFaul* arrived.

In May, the United States increased the rotation of ships and aircraft patrolling the Strait of Hormuz with partners following an uptick in Iranian merchant vessel seizures. The increased force presence supports multinational efforts under the International Maritime Security Construct and bilaterally with partner nations to deter threats to commercial shipping and reassure regional mariners.



Bullet holes on bridge of the *Richmond Voyager* from unlawful seizure attempt in the Gulf of Oman, July 5, 2023.

"I couldn't be prouder of the entire [U.S. Naval Forces Central Command] team, especially the exceptional effort by the *McFaul* crew, for immediately responding and preventing another seizure," said Vice Adm. Brad Cooper, commander of U.S. Naval Forces Central Command, U.S. 5th Fleet and Combined Maritime

Forces. "We remain vigilant and ready to protect navigational rights in these critical waters."

Since 2021, Iran has harassed, attacked or seized nearly 20 internationally flagged merchant vessels, presenting a clear threat to regional maritime security and the global economy.

U.S. Merchant Mariners Who Achieved Fame in Other Pursuits

Nathaniel Bowditch (1773–1838): Mathematician and Author. Bowditch wrote the book, *The New American Practical Navigator* in 1802. It remains in use today on United States Navy vessels. The Department of Marine Transportation at the United States Merchant Marine Academy is named Bowditch Hall in his honor.

Richard Henry Dana Jr. (1815–1882): Lawyer, Politician, and Author. Dana wrote extensively on maritime matters. He is best known for his memoir *Two Years Before the Mast* (1840) and his book *The Seaman's Friend: Containing a Treatise on Practical Seamanship, with Plates; A Dictionary of Sea Terms; Customs and Usages of the Merchant Service; Laws Relating to the Practical Duties of Master and Mariners* (1841).

Eugene O'Neill (1888–1953): Playwright and Author. O'Neill wrote the play *Long Day's Journey into Night* (1956) and was a Nobel Laureate in Literature (1936) and Pulitzer Prize recipient in Drama (1920, 1922, 1928, 1957).

Allen Ginsberg (1925–1997): Poet and Author. Ginsberg contributed to the Beat Generation literary movement. He is best known for his poem *Howl* (1956).

Jack Kerouac aka **Jean Louis Lebris de K  rouac**, (1922–1969): Author. Kerouac contributed to the Beat Generation literary movement. He is best known for the novel *On the Road* (1957).

Jack London aka **John Griffith Chaney**, (1876–1916): Journalist and Author. London wrote prolifically and achieved fame for his journalism, short stories, and novels. He is best known for the novels *The Call of the Wild* (1903) and *White Fang* (1906)

Herman Melville (1819–1891): Philosopher, Poet, and Author. Melville wrote poetry, short stories, and novels. He is best known for his novel *Moby Dick* (1851).

Louis L'Amour (1908–1988): Author. L'Amour wrote prolifically and is known for his bestselling novels about frontier life in the United States.

Hubert Selby, Jr. (1928–2004): Poet, Screenwriter, and Author. Selby is best known for his novels *Last Exit to Brooklyn* (1964) and *Requiem for a Dream* (1978).

Gary Snyder (1930–Present): Poet and Author. Snyder received the Pulitzer Prize for Poetry (1975) and contributed to the Beat Generation literary movement.

Joe Gold (1922–2004): Bodybuilder and Businessman. Gold founded Gold's Gym and popularized weightlifting in the United States.

Sid Luckman (1916–1998): Football Player, Coach, and Executive. Luckman played

professional football in the National Football League and later became a team executive and coach from 1939 to 1953. In 1965, he was inducted into the Professional Football Hall of Fame.

Jim Thorpe (1888–1953): Track and Field, Baseball Player, Basketball Player, Football Player and Coach. Thorpe was an American Indian and a Fox and Sax Nation member. He attended the Carlisle Indian School in Carlisle, PA, from 1903–1909. Thorpe distinguished himself as a collegiate and professional athlete in track and field, baseball, basketball, and football. He won two gold medals at the 1912 Olympics in track and field. From 1912 to 1928, he played professional baseball, football, and basketball. In 1963, he was inducted into the Professional Football Hall of Fame. The town of Jim Thorpe, Pennsylvania, is named in his honor.

Lenny Bruce, aka **Leonard Alfred Schneider**, (1925–1966): Comedian. Bruce was a prominent comedian and free speech activist in the 1950s and 1960s.

Peter Falk (1927–2011): Actor and Comedian. Falk is best known for playing Lt. Frank Columbo on the television series *Columbo* from 1968 to 2003.

James Garner, aka **James Bumgarner** (1928–2015): Actor, Producer, and Voice Artist. Garner is best known for playing Bret Maverick in the television show *Maverick* from 1957 to 1962 and Jim Rockford in *The Rockford Files* from 1974 to 1980.

Woody Guthrie (1912–1967): Musician. Guthrie was a prominent folk musician from the 1930s through the 1960s. He is best known for writing the song *This Land is Your Land*.

Cisco Houston (1918–1961): Musician. Houston wrote and performed folk music from the 1930s until his death in 1961. He performed with Woody Guthrie and other prominent folk musicians in the Almanac Singers band.

Jack Lord, aka **John Joseph Patrick Ryan** (1920–1998): Actor, Director, and Producer. "Jack Lord" is best known for playing Steve McGarrett on the television show *Hawaii Five-O* from 1968 to 1980.

Steve McQueen (1930–1980): Actor. McQueen was a prolific film actor and Academy Award nominee. He is known for his roles in many films, including, *Bullitt* (1968), *The Magnificent Seven* (1960), and *The Great Escape* (1963).

Carroll O'Connor (1924–2001): Actor, Director, and Producer. O'Connor is best known for playing Archie Bunker on the television show *All in the Family* from 1971 to 1979.

David Mamet (1947): Author, Playwright, Screenwriter, and Director. Mamet is a prolific author, playwright, and screenwriter and is best known for his Pulitzer Prize-winning play *Glengarry Glenn Ross* (1984).

Denver Pyle (1920–1997): Actor and Director. Pyle had a 50-year career acting in film and television. He is best known for playing "Uncle" Jesse Duke on the *Dukes of Hazzard* from 1979 to 1985.

Geraldo Rivera (1943): Journalist, Talk Show Host, Writer, and Attorney. Rivera is best known for his televised talk show, *Geraldo*, which aired from 1987 to 1998.



SUP Steward Ahm Boriboon at work in a clean galley aboard the tanker *Mississippi Voyager*.

Photo: Matt Henning



In the crew lounge aboard the tanker *Mississippi Voyager* in Richmond, California is OS Sean Kaleiopu, Steward Ahm Boriboon, OS Sanoa Waters, Bosun Ron Gill, and AB Duane Maull.

Photo: Matt Henning

BLOODY THURSDAY

The 1934 West Coast Waterfront Strike (also known as The Big Strike) lasted 83 days in May of 1934, when sailors and longshoremen in every US West Coast port walked out and sailors joined them shortly thereafter. It led to a general strike, where all work was stopped for four days in San Francisco. The strike reached a momentous turning point with the death of two strikers on July 5, 1934, instantly known as "Bloody Thursday."

It was a pivotal moment in a critical time, a time of deprivation and depression, when workers had no rights. The Big Strike was one of the most important events in world labor history. It led to the unionization of all of the West Coast ports of the United States and became the driving force behind the legislative effort of the Wagner Act in 1935. Known as the National Labor Relations Act, it recognized the rights of workers to form or join a Union, the "Magna Carta" of American organized labor.

The strike began on May 9, 1934, as maritime workers from San Pedro to Seattle walked out. The employers used strikebreakers under police protection, but violent and deadly clashes broke out, first in San Pedro, and then in San Francisco, Portland, and Seattle. While the Roosevelt Administration worked to broker a deal, employers tried to force through scab truckers to counter the strike stoppage of cargo movement by ship and by rail out of the ports.

There was an attempt at reopening the port in San Francisco on July 3, but violent fights broke out between police and strikers all along the Embarcadero. After a quiet Fourth of July, the employers tried again on July 5. Spectators watched from

Rincon Hill just below them, as police shot tear gas canisters into the crowd, then followed that with a charge of mounted police. Picketers threw the canisters back, and police charged again, sending the picketers into retreat. Conflict flared in many places along the waterfront.

In the afternoon, as hostilities resumed outside of the ILA strike kitchen. Eyewitness accounts differ but shots were fired, and when a police shotgun was fired into the crowd, three strikers were hit in intersection of Steuart and Mission streets. Howard Sperry and Nick Bordoise died of their wounds. Strikers immediately cordoned off the area where two picketers had been shot, laying flowers and wreaths around it. Police arrived to remove the flowers and drive off the picketers minutes later. But the strikers returned, replaced the flowers, and stood guard over the spot. Thus, commemoration of the life-and-death issues of the strike began immediately and was built into the strike itself. The California National Guard was called in by the governor that night as both sides regrouped.

The following day, many thousands of strikers, families, sympathizers, and onlookers took part in a funeral procession down Market Street for Sperry and Bordoise. It was this vast, sorrowful, and peaceful event, from which the police were completely absent, that swayed public opinion in favor of the strikers. The funeral march made a general strike, which had formerly been "the visionary dream of a small group of the most radical workers," a practical reality. And soon it was upon them, changing history and establishing the basis for Union growth and effectiveness as advocates for working people.



1934 Strikers including teamsters, longshoremen and sailors.



Union strikers amid the tear gas, including members of the Sailors' Union of the Pacific confront police armed with billy clubs and firearms, as spectators watch from safety atop Rincon Hill in San Francisco, on the morning of July 5, 1934.



Street fighting on July 5, 1934 near Mission and Spear in San Francisco.



Howard Sperry and Charles Olsen cut down by gunfire on Bloody Thursday 1934. Even from a jaded modern viewpoint of common mass shootings, the image still shocks.



The funeral march 1934, a vast expression of anguish and sorrow, led to unity.



FIRST BLOOD FOR THE BIG STRIKE San Pedro Memorial Ceremony

Hundreds of longshore and other maritime workers also gathered in Los Angeles on Wednesday, July 5, to recognize the loss of life that occurred nearly 90 years ago during the Big Strike.

The strike gained much of its solemn power those who fell victim to it. In Los Angeles, the "First Blood" ceremony,

honoring the first victims Dickie Parker and John Knudsen took place at Gardena's Roosevelt Cemetery. This year's Bloody Thursday recognition began with cars and motorcycles gathering there. They were both shot on May 15, 1934, at Berth 145 in Wilmington, a few blocks away from the present-day SUP hiring hall. The memorial at the cemetery was followed by a daylong family picnic with speeches and sports activities at 22nd Street Park in San Pedro. Overall, six workers died during months of unrest. Besides Parker and Knudsen, Shely Daffron in Seattle, James Connor in Portland and Bruce Lindberg, a seaman killed in Hong Kong, were among the deaths. The actual day that produced the name Bloody Thursday took place in San Francisco, with police fatally shooting Nick Bordoise and Howard Sperry.



Pepper Tree Plaza Park commemorating the Big Strike in the port of Los Angeles:



A RISCH AND A PRAYER: Idaho Senator Takes Aim at West Coast

continued from page 1

of the law, unions would then be subject to paying damages in an amount equal to two times the amount of damage sustained by their labor actions. During the recent West Coast port issues, the U.S. Chamber of Commerce estimated that a "serious work stoppage" at the ports of Los Angeles and Long Beach would likely cost the U.S. economy nearly half a billion dollars a day. It estimated a more widespread strike along the West Coast could cost approximately \$1 billion per day.

The alleged worker slowdowns impacted key transportation operations, including truckers, the freight rails and ocean vessels. Union Pacific detained some containerized U.S. exports headed to the ports of Los Angeles and Long Beach, although that appeared to be mainly a railroad worker problem. The Port of Seattle released a few workers assigned to its SSA terminal, allegedly due to slow work. Some argued that slowdowns resulted in cargo stuck offshore, although such reports lacked support and specificity. What was clear is that the ILWU had been negotiating for a contract for more than a year

"Deliberate and unprotected labor slowdowns or impediments to modernization at the ports have led to substantial supply chain and economic disruptions," the bill states, according to a copy reviewed by CNBC before its introduction. "Such frequent and periodic disruptions to

commerce in the maritime industry hurt the reputation of the United States in the global economy."

With sweeping disregard for U.S. labor history, the legislation describes labor actions as a "burgeoning threat to the financial health and economic stability of the United States" and states that the policy of the United States should be "to eliminate the causes and mitigate the effects of such disruptions to commerce in the maritime industry and to provide effective and prompt remedies to individuals injured by such disruptions." Escaping designation is the legal fact that such individuals are also corporations.

It is expected to take months for the tentative deal to be ratified by rank-and-file members. The deal was brokered by President Biden's acting Labor Secretary Julie Su. Risch was one of 31 senators who signed a letter calling on President Biden to withdraw the nomination of Julie Su to be Labor Secretary. He remains opposed to Su's nomination based on her track record as the California Labor and Workforce Agency, including the state's gig worker law AB5.

This isn't the first time that Risch has attempted to move a substantially similar bill in the Senate. He has supported several versions of this bill in prior years, including in 2017 and 2022 when a version of the PLUS Act was introduced as ILWU bargaining began. The legislation failed without coming to a full vote in the Senate. Such

legislation, even with broader bipartisan support, has an uphill climb on Capitol Hill in divided government. Risch has one of the most anti-union voting records among Senate Republicans, according to the AFL-CIO which records him voting against working people roughly 90% of time.

Sen. Crapo took a paternalistic "Crapo Knows Best" view of workers when he said in a statement that reducing slowdowns by somehow making them illegal is "best for maritime workers and their livelihoods while allowing companies to compete in a modern marketplace." The word "modern" here might be translated to "anti-union" without loss of intent.

"With labor negotiations underway on the West Coast, unions have already instituted slowdowns that are destined to have massive financial repercussions," Risch said. "I implore my colleagues to support and pass the Preventing Labor Union Slowdowns Act to protect our national supply chain and stop another slowdown before it costs America hundreds of millions in losses." The suggestion that the PLUS Act may be renamed the Mutilate Influence of Negotiated Union Settlements or the Mucho Insane Non-Union Scheme Act of 2023, or MINUS for short, was unconfirmed.



IMO Steers Clear of Hard Line on Emissions

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Environmentalists were quick to highlight that the "soft targets" and "vague wording" came in the same week as the planet experienced its hottest day ever. One of the most vocal activist groups, Ocean Rebellion, called the IMO a "total failure" while their demonstrators hung a banner outside the headquarters saying the IMO had sold out to fossil fuels. The group also said, "The IMO is clearly unfit for purpose. It only acts on behalf of the shipping industry and rarely considers the environment. It must halve shipping emissions now, we are already too late for some people to survive the IMOs grisly policies, but not yet for everyone."

Protestors at IMO headquarters in London said the shipping regulatory body sided industry and big oil (photo: Ocean Rebellion)

Investments in sustainable shipping involve developing a market for green fuels, bunkering infrastructure at major ports around the globe and costlier ship engines. Carriers must also negotiate higher freight costs with big shippers like Amazon and Walmart to move their cargo on green ships.

Shipowners applauded the no-deadline mixed approach toward net-zero emission standards. The International Chamber of Shipping said it sent a clear signal that change is coming.

But IMO member states had a mixed reaction with some hailing the progress. Some of the Pacific states which are among the most exposed to climate change through rising sea levels welcomed the action. It however falls short of the faster and deeper cuts demanded by the United States and others. In the meantime, the transition to green shipping looks to be a long-range goal.

Shipowners and industry participants have been closely monitoring this year's meeting of the IMO's Marine Environment Protection Committee, looking for a clear timetable on decarbonization. That timetable will influence investment plans in the public and private sector on fleet renewals, port infrastructure and the availability of low- or no-carbon fuels to power ships.

The IMO has 175 countries as members, and deeply influenced by geopolitics and trade tensions between export-based developing economies in Asia, South America and Africa and powerhouses like the U.S. and the European Union.

The world's 60,000 cargo and passenger ships account for around 2.5% of all carbon-dioxide emissions, according to the IMO. Scientists have said that a zero-emission target is needed to meet the Paris Agreement climate goal to limit global warming to 1.5 degrees Celsius by the end of this century.



Picket lines formed at more than 30 ports across British Columbia (ILWU photo)

ILWU Canada Shuts Down West Coast Ports With Strike

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"With the regular assistance of [federal mediators] we have moved substantially from our original position re Regular Maintenance," Rob Ashton, President of ILWU Canada said in a statement. "When we finally had a document that was largely agreed upon [as example of] continuous movement by the union on this one position the association decided to change their position."

"ILWU Canada has left no further avenues to reach a deal. The BCMEA has gone as far as possible on core issues," the association said when it walked away from negotiations announcing they were at an impasse. The employers' association contends the union is trying to expand its scope and redefine Regular Maintenance Work with a position that would result in "immediate and significant impacts on terminal operations."

Major ocean carriers have been holding off rerouting vessels but with the union and employers growing more entrenched economists and businesses are increasingly suggesting the strike will impact the entire North American supply chain. U.S. shippers

especially in the mid-west use the Canadian ports and suggestions that vessels might divert to U.S. ports ranging from Seattle and Tacoma to California are being met by reports that U.S. union members might refuse to work rerouted containers.

The Union said that the government should not intervene, that the disputes must be settled through negotiations for labor stability. President Ashton stated "We hope the association is not hiding behind the threat of back-to-work legislation and binding arbitration to avoid engaging in bargaining with the union." He demanded that Employers get back to the table and called out the tactic of selective leaks as a smear campaign, designed to mislead journalists and the public.

Meanwhile, the U.S. based ILWU said its members won't work the cargo on ships that were originally bound for the Port of Vancouver and diverted to the Port of Seattle.

"The ILWU will not be unloading Canadian bound cargo in solidarity with our Brothers and Sisters in ILWU Canada," said ILWU U.S. West Coast chapter President Willie Adams in a statement to CNBC.



HAINA PATRIOT GETS UNDERWAY FROM KOREA
Patriot Contract Services shallow draft tanker *Haina Patriot* sailing from a layberth in Busan Korea for work under long-term charter to the Military Sealift Command with SUP crew on deck.

Liner Analysts Forecast Stormy Weather for Container Trade

Things are not looking up in the container trades, according to various maritime agencies and experts. The outlook for liner shipping is especially grim, as high inventories built up during and post-pandemic are in their inventory run off phase. Meanwhile economic progress in the US and Europe has disappointed expectations of a rebound and instead a long-awaited recession lurks.

UNCTAD, the UN agency of trade, said the global macro-economic reasons for a slowdown extend from consumer cut backs, to inventory burn rate, to recession expectations, to the impact of near-shoring, to “friend-shoring,” to the war in Ukraine, among just a few.

Maritime Strategy International, a global trade forecaster, issued a report that predicts a “challenging” second half for the sector, unless demand “picks up sufficiently to offset looming massive capacity injections”. Worse the report said that the the global macroeconomic environment was still “far from favorable, with significant monetary tightening continuing, which we predict will lead to recessions in Europe and the US.” It adds that it expects “only a small rise” in freight rates, late in the third quarter, “with risks weighted to the downside”.

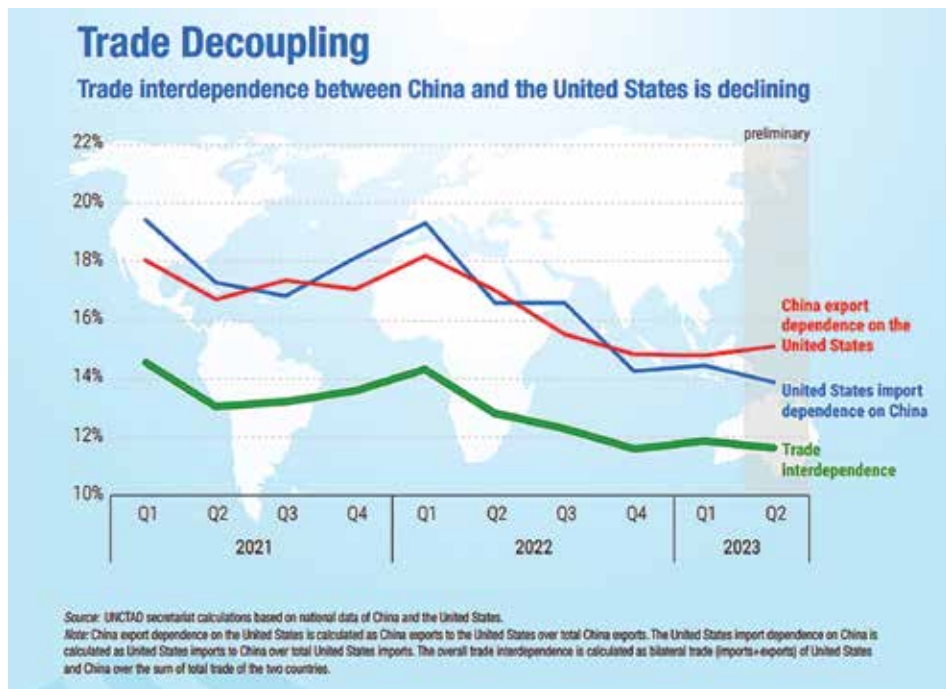
Container rates in the spot market on the main container lanes continued to fall recently. An Asia-North Europe index called Xeneta or XSI was down 5.5%,

for an average of \$1,240 per 40ft. Last year it was \$10,353 per 40ft, with many shippers then paying more to guarantee space and equipment. The incorporation of ultra-large container vessels of 24,000 teu are also keeping a lid on rates.

On the transpacific, the Freightos Baltic Exchange (FBX) Asia to US west coast component recorded a huge 15% recently, to an average \$1,213 per 40ft, which is thought to be about breakeven. For the US east and Gulf coasts, the FBX reading fell by a more modest 7%, to \$2,322 per 40ft. U.S. imports are expected by one analyst, John McCown, to be down about 21% from the previous year.

According to the spot rate indices, the transatlantic market appeared to be stabilizing this week after consecutive weeks of decline, with both the FBX and the XSI readings flat, at \$2,082 and \$2,050 per 40ft, respectively.

It’s important to note that these are based on average rates, but the market sets rates independently by individual contracts that include many factors not reflected in the indexes. According to a UK-based forwarder who contacted The Loadstar this week, the average rates are not representative of the market. “At the moment, we are being offered at least \$500 per box lower by all the major carriers,” he said, “but I’m not sure how long they will be able to sustain those rates.



Ship Blaze Kills Two Firemen; Burns for Days

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goods that was at port in Newark.

Marine firefighting specialists made considerable progress after “actively conducting fire suppression both pier-side and on the water,” the Coast Guard said in a statement.

Crews reported that the fire is burning so hot that the water coming off the area had reached boiling point and was scalding the firefighters. The fire teams are working from outside the vessel attempting to cool the structure in an effort to re-enter the Grande Costa D’Avorio.



Infrared drone video footage from the Elizabeth Police Department of the cargo ship fire at Port Newark. The image shows the heat of the fire from above as it spread to upper decks of the ship.

Photo: Elizabeth Police Department

Like Clockwork, Cantwell Gets the Job Done for U.S. Maritime

Sen. Maria Cantwell (D-WA), received the 2023 Salute to Congress award at a June 13 ceremony in Washington, D.C. She is a committed supporter of American merchant mariners and the maritime industry in general. She chairs the powerful Senate Committee on Commerce, Science, and Transportation.



“Senator Cantwell has been a forceful and outspoken advocate for all segments of the maritime industry,” said C. James Patti, international president of the International Propeller Club, in presenting her with the award. “Throughout her career, she has played a key role in the enactment of numerous maritime legislative initiatives and has worked tirelessly to ensure that the programs and policies important to our industry, including the Jones Act, the Maritime Security Program, and the U.S.- flag cargo preference shipping requirements, are funded, implemented, and enforced.”

In her acceptance speech she pledged to expand the domestic maritime industry, and to continue to protect the Jones Act. Of particular importance, she said, are

increasing the number of U.S. mariners and creating new shipyard jobs. She returned the salute to America’s mariners for keeping the country supplied with essential goods during the pandemic. “I want to give a great debt of thanks... for the sacrifices they made to keep our economy going,” she said. “It was true patriotism.”

Cantwell is the first woman to serve as chair of the Senate Committee on Commerce, Science and Transportation. The Salute to Congress award is presented to legislators who recognize the importance of the maritime industry to our country’s economic, homeland, and national security. Founded in 1927, the International Propeller Club is dedicated to the promotion of the maritime industry and the efficient and economical movement of foreign and domestic waterborne commerce.

AFL-CIO Makes Earliest Ever Endorsement for President

The nation’s top union organization, the AFL-CIO, endorsed President Biden’s reelection campaign on June 16, a major win for the president as he works to shore up support from labor for his 2024 White House bid.

The endorsement comes ahead of Biden rallying with union members in Philadelphia. It is the earliest the AFL-CIO’s general board has ever voted to endorse in a presidential election, according to the union. More than a dozen unions joined with the AFL-CIO to announce their endorsements for Biden.

“There’s absolutely no question that Joe Biden is the most pro-union president in our lifetimes,” AFL-CIO president Liz Shuler said in a statement. “From bringing manufacturing jobs home to America to protecting our pensions and making historic investments in infrastructure, clean energy and education, we’ve never seen a president work so tirelessly to rebuild our economy from the bottom up and middle out.”

The AFL-CIO also endorsed Biden for president in 2020, but in May of that year — roughly a year later in the election cycle than this latest endorsement.

Biden is the clear favorite for the party’s 2024 nomination, though two Democrats have announced campaigns to challenge him: Robert F. Kennedy Jr. and Marianne Williamson.

“With the early support from the labor movement, our campaign can tap into organized labor’s incomparable organizing abilities, which allows us to reach deep into communities and talk to voters about the tens of thousands of good-paying union jobs created by President Biden’s

first-term agenda,” Biden-Harris campaign manager Julie Chavez Rodriguez said in a statement.

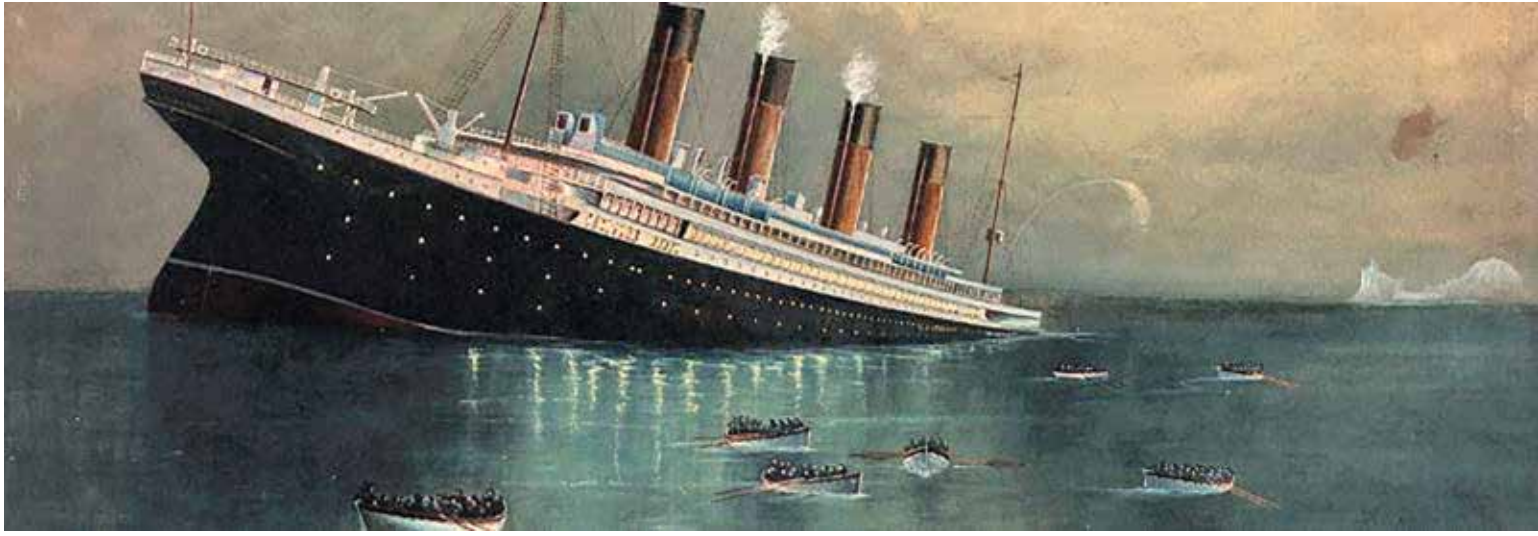
The president spoke at the 29th AFL-CIO Constitutional Convention in June 2022 and has been joined at the White House various times throughout the year by representatives from the union. “We’ve never seen a president more forcefully advocate for workers’ fundamental right to join a union. Now, it’s time to finish the job,” Shuler said.

During his appearance in Philadelphia on Saturday, Biden is expected to discuss his economic agenda, highlighting how he’s worked to lower the cost of prescription drugs and insurance as well as protect Social Security and Medicare, according to his campaign.

Also lining up for Biden were the American Federation of State, County and Municipal Employees (AFSCME), the American Federation of Teachers, International Brotherhood of Electrical Workers, National Nurses United and the American Federation of Government Employees.

AFSCME, a union of public service workers, said job creation under the Biden administration, as well as the bipartisan infrastructure law and steps to cut prescription drug prices, all contributed to their decision to endorse him.

“Joe Biden is the most pro-worker president of our lifetime. He respects and protects working people — especially front-line public service workers — and the essential work they do,” AFSCME President Lee Saunders said in a statement. AFSCME, which is made up of 1.4 million workers.



Sub Accident Commits New Dead to the *Titanic* Deep

All the major North American maritime safety agencies have opened investigations into the catastrophic failure of the submersible *Titan*, which imploded last week during a tourist expedition to view the wreck of the passenger ship *Titanic* off Newfoundland.

Four passengers and the sub's owner died in the accident. The U.S. Coast Guard convened a Marine Board of Investigation, the agency's highest level of investigation. The MBI will issue a public report, including safety recommendations. It can also make recommendations to the relevant authorities to pursue civil or criminal sanctions in cases of "misconduct, incompetence, negligence, unskillfulness, or willful violation of law."

The U.S. National Transportation Safety Board has also launched an investigation. On the Canadian side, the accident is being investigated by the Coast Guard, the Canadian Transportation Safety Board, and the Royal Canadian Mounted Police.

OceanGate, the company that owned the submersible, operated in an environment that was largely free of regulation because the dives took place in international waters, outside the jurisdiction of any one country. The company had been criticized in the past for not having the craft undergo formal safety classification by a classification society.

Most deep-sea submersibles are made of contiguous materials, like titanium, and have a spherical shape. The *Titan* was oblong, to provide space for more passengers, and built of carbon fiber/titanium composite. Carbon fiber is cheaper than titanium or steel and is extremely strong, but it is largely untested for deep sea vessels.

OceanGate sold \$250,000 tickets to take people 2.5 miles down to the ocean floor to see the wreckage, where the pressure is 400 times that experienced on Earth.

The loss of the *Titanic* in 1912 led to major and elemental changes in maritime safety, including providing enough life-



boats for all embarked, continuous radio watches, the International Ice Patrol was formed to watch and inform on iceberg movements, and especially in 1913 the first International Convention for the Safety of Life at Sea was held in London. From SOLAS, as it became known, an international pillar of maritime law was established, for safe ship design.

In this disaster, both the sub and its

tender were reportedly flagged under the permissive flag-of-convenience regime of the Bahamas. Everyone deserves to be saved from the sea, but it is ironic that the horror of a famous shipwreck, which led to such powerful maritime reform, should now also be the site of the demise of wealthy sightseers who dodged safety standards in pursuit of profit.

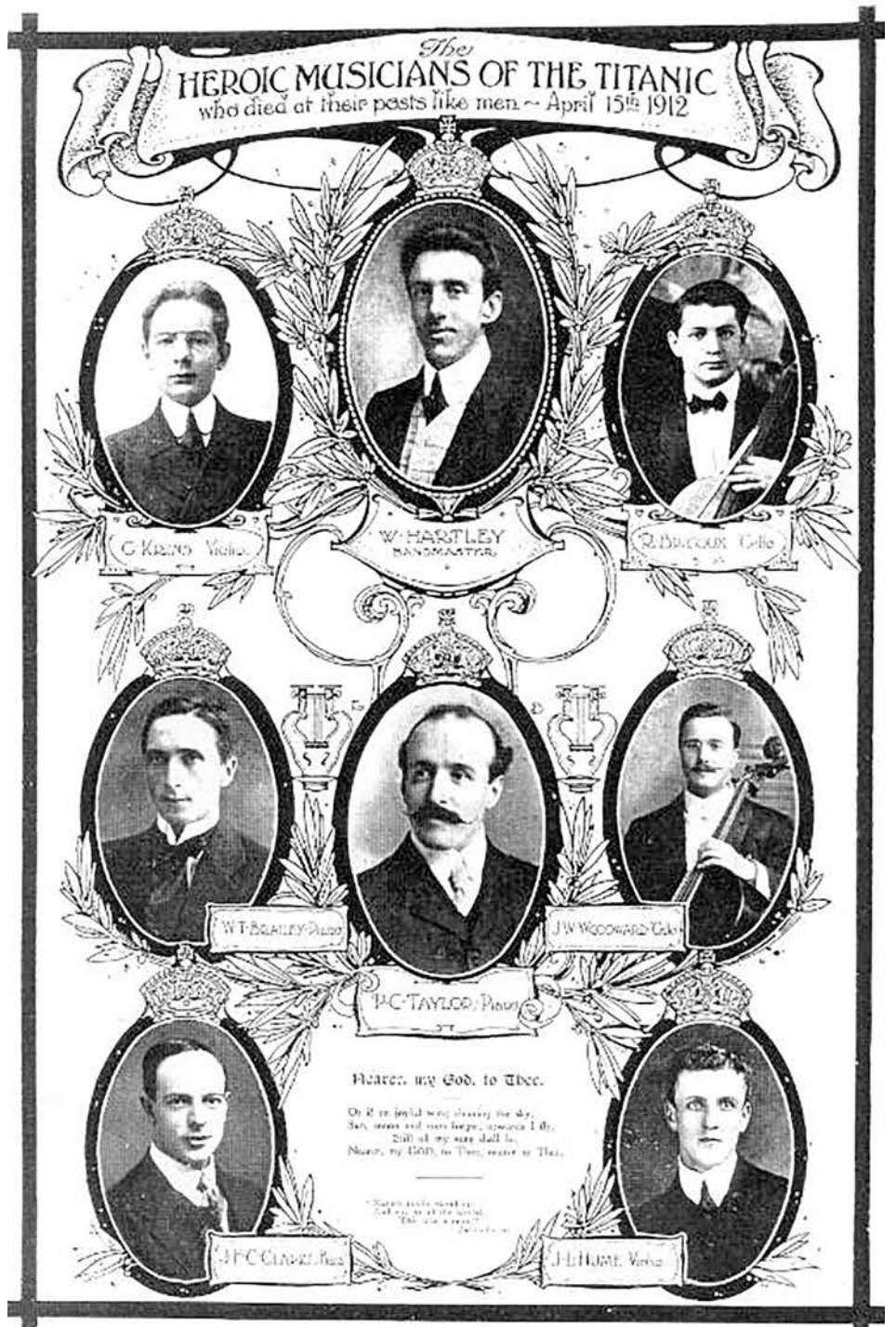
And The Band Played On: Tribute to the Union Musicians of the *Titanic*

On April 15, 1912 the *Titanic* hit an iceberg and sank on its maiden voyage from Southampton, England to New York. The *Titanic* was the largest ship afloat at the time. About 1,500 people died resulting in one of the deadliest peacetime maritime disasters. Included among the casualties were eight musicians who played in two ensembles under the leadership of bandmaster Wallace Hartley. The orchestra played at teatime, dinner concerts and at Sunday services. They were members of Britain's Amalgamated Musicians Union.

As the ship began to list and take on water, many of the passengers panicked. As the lifeboats were being lowered Wallace Hartley urged the musicians to play on and calm the passengers with upbeat ragtime tunes and waltzes. As the ship submerged the musicians kept on playing and, many believe, ended their performance with a hymn, "Nearer, My God, to Thee."

Perishing in the disaster were Wallace Hartley (bandmaster, violin), John Frederick Preston Clarke (bass violin and viola), Theodore Ronald Brailey (piano), Roger Marie Bricoux (cello), John Law Hume (violin), Georges Alexandre Krins (violin), Percy Cornelius Taylor (cello and piano) and John Wesley Woodward (cello).

A poster created by the Amalgamated Musicians Union and sold as a fundraiser for the deceased musicians' families was made. Eighty thousand copies were sold in its first month, at threepence a piece. The Amalgamated Musicians Union was founded in Manchester in 1893.



When the order was "each man for himself," these heroes remained on board and played till the end. — Memorial Plaque, New York Musicians' Union



SUP PRESIDENT'S REPORT

TRUST MEETINGS

Pension: The Trustees of the SIU-Pacific District Pension Plan met on June 22, 2023 to discuss among the regular business the annual report of the Plan actuary, Greg Pastino, and any possible increases to the pension that may be available, especially under Section 30(e) of the General Rules of the Union's collective bargaining agreements with employers.

The report determined that Pension Plan funds are safe and the outlook is good, as determined by pension law and regulation (Pension Protection Act of 2006 and the Employee Retirement Income Security Act of 1974). This means that the Plan's "funded status" is at least 80% of the entire benefit obligation (presently it is higher than 100%), and that the "credit balance" — which is the accumulated balance over the minimum required contribution — remains positive for at least the next seven years. The trustees saw graphic evidence that the credit balance measurement is no longer a problem for the foreseeable future.

The main collective bargaining agreements of the participating Employers in the General Rules Section 30(e) provides that any surplus of funds from year over year investment gains may be used to improve benefits subject to negotiation. However, given poor market returns at the end of the Plan year on July 31, 2022, there was a total actuarial loss of \$659,338. Adding the surplus funds of unused and accumulated actuarial gains from prior years of \$1,310,061 resulted in an adjusted actuarial gain of \$650,723.

On the scale of pensions, that surplus is minor, and the actuarial calculations suggested that almost any increase would exceed the available gain. The Trustees recessed and reconvened as parties to negotiate. The Employers declined to consider pension increase, but using the actuarial report as support, the Unions demanded payout of any surplus amount that would not add to the unfunded liability. **The Employers ultimately settled on an increase of \$25.00 per month** for all future retirees retroactive to July 1, 2023. They rejected use of surplus funds for a cost-of-living increase for existing pensioners. The updated benefit schedule effective July 1, 2023, will be published in the July West Coast Sailors and reflect the \$25 increase in the maximum monthly benefit which **goes up from \$2,645 to \$2,670.**

Welfare: The SUP Welfare Plan also held its regular meeting on June 21, 2023. The Plan's medical providers (the various plans under Kaiser and HealthNet) notified the trustees that much higher premium rates were coming after a period of stability. Kaiser Washington, for example, calculated the group's new rate to be 22.86% but was limited to a 15% increase. Kaiser Oregon, wanted a 19.27% premium increase but was also capped out at 15%. Kaiser Hawaii went up by 6.1%, Southern California came in at 8.7%, and Kaiser Northern California raised prices 7.3%. Overall, there was an average cost increase of 8.2% over last year. Limited by the caps, Kaiser is now raising them signaling future increases. For 2023, the floor was limited to no less than -5% should prices decline and no more than 15% should the rise as they have. For 2024, the floor is moved to 0% and the increase is capped at 25%. Higher costs come at virtually no direct cost to members, yet it is an inescapable fact. Our benefit protects us — so far — but being invisible makes it no less real and should never be taken for granted.

MATSON NAVIGATION COMPANY

Matson Offshore Increase: As reported last month, in accordance with Section 36 of the General Rules of the Agreement between Matson Navigation Company and the SIU Pacific District, there shall be a three (3.0) percent increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2023. The same section provides for a cost-of-living increase to be calculated comparing the May Consumer Price Index for all Urban Consumers (CPI-U), as published by the Bureau of Labor Statistics of the U.S. Department of Labor, to the previous May Consumer Price Index. An increase in this index above four (4.00) percent, not to exceed five (5.00) percent, shall be added to the base wage effective July 1, 2023. The May 2023 CPI came in at exactly 4.0% on June 13, 2023, which means there was no cost-of-living adjustment. As a result, there shall be a 3.0% increase under both the Offshore and the Maintenance Agreement.

Washington State Long-Term Care Tax: Matson management notified the Union that starting on July 1, 2023, a new tax withholding requirement goes into effect with payroll deductions affecting Matson and other employees in Washington State. This tax will support the WA Cares Fund, which is a mandatory long-term care insurance benefit. This benefit can be used to purchase various long-term care services, such as professional care, equipment, home safety evaluations, and/or compensation for family members who provide care. The tax withholding has been set by state law at 0.58% of gross wages, or \$0.58 per \$100. For example, if an employee earns \$50,000 annually, the total annual premium is \$290 or \$12.08 per paycheck. Accordingly, all Matson Tacoma standby personnel will now be taxed 58 cents for each \$100 on their payoff.

Matson CV700 MOU Kamokuiki: As reported last month, the existing agreement for the CV700 Kamokuiki expired on June 30. On June 27, the three unlicensed Union comprising the SIU-Pacific District met with management for renewal. The ship is currently on a short-term time-charter re-supply run from Singapore to Diego Garcia due to contractor ship going off-hire for repairs. The temporary run is not tied to any continuous contract, and despite the search for other work the Company has no plan for continuous operations so a return to lay-up appears likely. Despite the provisional status, the Unions pressed for improvements and raised the steady excellence of Kamokuiki crews on the foreign front lines of the pandemic with all the hardship that entails. The critical role of Union crews was acknowledged, but management said many bids for work were rejected due to higher than market costs.

After more discussion and exchange of proposals, a tentative concession-free agree-

ment was reached, a draft MOU is attached, and the summary is as follows:

1. Three-year Agreement effective July 1, 2023 and expiring on June 30 2026, at the same time as the Offshore Agreement.
2. Percentage Increase to Wages and Wage Related Items (WWRI) of three percent (3%) retroactive to July 1, 2023, four (4%) percent on July 1, 2024, and three (3%) percent on July 1, 2025.
3. Supplemental Benefit Increase of 1 benefit (vacation) day on July 1, 2024, from 10 to 11 for 30 days, or pro rata thereof, amounting to a 3.3% increase in Supplemental Benefit addition to the 3% WWRI increase.
4. Holiday Increase: additional national holiday - Juneteenth - added to paid holidays.
5. Work boots Reimbursement: Consisting of \$125 as voucher or in cash upon presentation of receipt.
6. Internet service: Service and access improvements including guarantee of continuous broadband satellite network capability, computer terminal use, and Wi-fi services consistent with Matson policy.
7. Maritime Labor Convention (MLC) Compliance: adding in language from Offshore Agreement establishing MOU at "standards no less favorable" and "substantially equivalent" to MLC or providing "reasonable exceptions" particularly with respect to hours of work and rest.
8. Additional Steward Dept. Crew: When additional steward department personnel are embarked (from a 1 to a 2-person department) there shall be no lodging claim related to linens, washcloths, towels, etc.
9. Maritime Security Program (MSP) Pop-up: in the event that the ship becomes a participant in the MSP all WWRI and benefits shall revert to standard APL Marine Services MSP rates.
10. General Offshore Reference: Matson Offshore Agreement including General Rules, Work Rules and Appendices acknowledged in all respects except where specifically modified.
11. Work Rule Status Quo: No change in Work Rules.

The operations and economics of Kamokuiki are very different than those of liner ships, but this deal is not out of line with the Offshore Agreement. Mr. Chairman, I therefore recommend ratification of the MOU with Matson on CV-700 Kamokuiki.

APL MARINE SERVICES

Personal Protective Equipment: An SUP delegate encountered objection on board to use of his own qualifying ANSI compliant Personal Protective Equipment. On clarification with Company labor relations, the intent of bargaining remains intact: **use of similar ANSI compliant gear is authorized and agreed to, provided it also complies with the Company policy.** Branded gear with inappropriate logos (such as from another company, professional sports team, etc.) is not in compliance. But management agreed that the purpose is safety not uniforms. Please advise any SUP agents of problems.

New Chandler Grievances: two more objections to expired or expiring stores procured by Sysco, APL's new chandler, were lodged with management as unacceptable. Management agreed and apparently acted quickly to correct the procurement both in this case and generally with chandler. Full investigation underway. Please advise SUP agents of further problems.

PATRIOT CONTRACT SERVICES

The Maritime Administration on June 15, 2023, issued Amendment 15 to the RRF solicitation 693JF722R000009 for ship management services in the Ready Reserve Force including the operation and maintenance of all RRF vessels. That notice said that all bid submissions were not in compliance with wage determination of the Service Contract Act issued by the Department of Labor. As a result, all bidders were required to restructure their bids. To meet the MarAd requirements, I revised and resubmitted the proposal and will advise on further developments.

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West Coast Sailors

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SUP President's Report continued

SUP BUILDING CORPORATION

The SUP Building Corporation met on July 10 to consider various property and building management issues, including tenant status, lease income, maintenance issues and costs. Of particular importance is the pending decommissioning of vestigial equipment related to a particular tenant's acquisition of other carriers. Protecting our roof from deconstruction damage is a main goal, but lease language also allows for a reduction of rent payments following the removal of equipment. Related to this is a re-negotiation of that tenant's main lease intended offset negative financial impact of decommissioning at least in part. The main heating system needs more work, and bids on a necessary cracked window replacement program are being reviewed. While the Building has steadily supported the operations of the Union and kept costs low for the membership, we cannot defer maintenance indefinitely. The net financial impact of maintenance and decommissioning is not yet known but will keep the membership informed as it comes into focus.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the second quarter of 2023, and report back to the membership at the August membership meetings. In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Monday, August 14 at 0800.

HOLIDAYS

Harry Bridges Day: Friday, July 28, 2023 is a longshore holiday and SUP Halls will be closed. It is a recognized holiday for Matson and APL ships in West Coast ports on that day. It is not a holiday at sea.

For members working under the SUP Maintenance Agreements, this holiday shall be observed in accordance with local custom and practice.

Dave Connolly

New Food Aid Bill Links Ag With Maritime Interests

U.S. shipping and agricultural interests launched a bi-partisan Food Aid initiative in Washington late in June. It solidifies the long-standing national commitment to fighting global hunger while supporting U.S. farmers using American ships.

The "American Farmers Feed the World Act of 2023," was introduced in Congress, and reinstates the original intent of the Food for Peace program and ensures that U.S. taxpayer dollars will be directed towards purchasing food from domestic sources rather than from international competitors. Food for Peace is the most successful international food aid program in the world. It comes with transparency and reliability with support to vital U.S. agriculture and maritime jobs.

Opponents have called for elimination of the U.S.-flag cargo preference component to transform it into more of a cash-based system. The drastic reduction of cargoes for U.S.-flag shipping and the lowering of the food aid cargo preference level from 75% to 50% in 2012, during the Obama years, helped facilitate a precipitous reduction in the internationally-trading U.S.-flag fleet as ships flagged out from the Stars and Stripes. The subsequent erosion of the mariner pool will continue to complicate the nation's ability to fulfill DOD sealift requirements.

The Act seeks to restore the Food for



Peace program's original intent, emphasizing the utilization of U.S.-grown commodities to fight global hunger. Specifically, the legislation aims to protect at least 50% of the budget for acquiring U.S.-grown commodities and delivering them to the destination country. Rep. John Garamendi stated that, "Congress always intended for these foreign relief programs to be a triple bottom line: A win for America's farmers in years when they grow more than they can sell. A win for our nation's maritime industries, guaranteeing cargo during peacetime so we have the US-flag vessels needed during wartime. And a win for projecting the generous spirit of Americans to help those starving around the world. Our bi-partisan bill restores this careful balance to ensure that taxpayer dollars for foreign relief are spent on American-grown foods transported on US-flag vessels, not foreign alternatives.

The bill was introduced in the House by U.S. Representatives Tracey Mann (R-KS), John Garamendi (D-CA), Rick Crawford (R-AR) and Jimmy Panetta (D-CA). A companion bill is expected to follow in the Senate as part of a much larger farm bill later this year.



Nautical Origins of Everyday Words

Filibuster: From the Dutch for 'vrybouter' (freebooter) translated into French as 'flibustier'. It is now used as a political term meaning to delay or obstruct the passage of legislation by non-stop speech making. The term originated from the Buccaneers known in England as filibusters who would stop sailing vessels.

Mind your P's and Q's: Sailors would get credit at the taverns in port until they were paid. The barman would keep a record of their drinks on a chalkboard behind the bar. A mark was made under "P" for pint or "Q" for quart. On payday, the sailors were liable for each mark next to his name, so he was forced to "mind his P's and Q's." Today the term means to remain orderly and restrained.

Over a barrel: Sailors being punished were sometimes tied over a cannon barrel when being whipped. Today the expression is used when someone is in a bad situation and that there is often no other possible course of action.

Pipe Down: Originally bosun whistle, denoting the completion of an above-deck work shift or day's wand thereby giving permission to go below. This expression is now used to mean "be quiet" or keep quiet".

Clean Bill of Health: A widely used term which originates from the "Bill of Health", a document to prove a ship had sailed from last port without an epidemic or infection at the time of departure.

Cut and Run: Hurry off abruptly; to escape by a sudden maneuver. This phrase comes from the act of cutting the anchor line to make a quick getaway. Alternately, the saying comes from the cutting of the lanyards fastening furlled sails so the sails could deploy quickly when the need to get under way was urgent.

Rummage sale: This term is used synonymously with yard sale or garage sale. The term comes from the French word 'arrimage' meaning "the loading of a cargo ship." The damaged cargo or rummage was occasionally sold.

Showing your true colors: This is an expression which originated from the old warship custom of having flags from many places available onboard to deceive a potential enemy. Showing your true colors meant to use the ship's correct flag. The expression now means much the same- to reveal one's true intentions.

Skyscraper: This word is most commonly used to describe a tall building. The word originates from the term for a small, triangular shaped sail that was set above the other sails on the old square-rigged vessels. They were so tall they seemed to scrape the sky.

Whole nine yards: This expression means everything or all encompassing. The expression comes from the square-rigged sailing vessels with three masts and three yards of sails on each. The whole nine yards meant all sails were up.

Slush Fund: ship cooks who saved the slushy mix of fat and grease that was left over after every meal. The slush would be stowed away in a secret hiding place until the ship returned to port. The cooks would then sell the fat to candle makers and other merchants, earning themselves a tidy sum in the process. Thus, the term "slush fund" refers to an illicit cash reserve.

AFL-CIO

Union Facts: The Value of Collective Voice

Secure Retirement

- Working people in a union are more likely to participate in an employer-provided guaranteed pension plan than working people without a union (54% compared to 8%).

Union Workers Are More Likely to Have Health and Pension Benefits

Percent of civilian workers with access to selected benefit programs, 2020.

■ Union ■ Nonunion

Health Care

96%

69%

Paid Sick Leave

93%

75%

Defined Benefit Pension

79%

17%

Chart: AFL-CIO • Source: U.S. Department of Labor National Compensation Survey • Created with Datawrapper

SUP Pensioner Join the Ranks of Retirement

Jan-Peter Johnsson

Bk #4323

July 1, 2023

Matson Navigation Company — Wage Rates — Effective July 1, 2023


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

Rating	Monthly Base Wage	Daily Base Wage	OT Rate	Short handed Rate	ST Cargo Rate	OT Cargo Rate	F.O. Spill	Vac. Days Per Month	Monthly Benefits Base	Monthly Suppl. Benefit	Daily Suppl. Benefit	Money Purchase Benefit
Boatswain												
Dayworker	\$7,841.94	\$261.40	\$44.16	\$75.40	\$33.11	\$54.58	\$25.72	17	\$7,927.32	\$4,492.50	\$149.75	\$25.00
AB Dayworker	\$5,530.86	\$184.36	\$44.16	\$56.80	\$33.11	\$54.58	\$25.72	17	\$5,923.78	\$3,356.70	\$111.89	\$25.00
Able Seaman	\$5,530.86	\$184.36	\$44.16	\$56.80	\$33.11	\$54.58	\$25.72	17	\$5,923.78	\$3,356.70	\$111.89	\$25.00
Ordinary Seaman (OS)	\$4,245.64	\$141.52	\$33.11		\$33.11	\$54.58	\$25.72	17	\$4,654.85	\$2,637.60	\$87.92	\$18.51
Standby Bosun			\$83.83							0.00	0.00	\$25.00
Standby AB			\$70.57							0.00	0.00	\$25.00



M/V Kamokuiki — Wage Rates — Effective July 1, 2023

Rating	Monthly Base Wage	Daily Base Wage	OT Rate	ST Cargo Rate	OT Cargo Rate	Vac. Days Per Month	Daily Suppl. Benefit	MPB
Boatswain								
Dayworker	\$6,162.38	\$205.41	\$39.74	\$31.99	\$52.73	11	\$78.21	\$25.00
AB Watch	\$4,136.32	\$137.88	\$39.74	\$31.99	\$52.73	11	\$61.00	\$25.00



Dispatcher's Report

Headquarters — June 2023

<p>Deck</p> <p>Bosun2</p> <p>Carpenter0</p> <p>MM4</p> <p>AB8</p> <p>OS.....6</p> <p>Standby S.F.....9</p> <p>Total Deck Jobs Shipped29</p> <p>Total Deck B, C & D Shipped.....19</p> <p>Engine/Steward</p> <p>QMED.....0</p>	<p>Pumpman 0</p> <p>Oiler..... 0</p> <p>Wiper0</p> <p>Steward0</p> <p>Cook.....0</p> <p>Messman.....0</p> <p>Total E&S Jobs Shipped 0</p> <p>Total E&S B, C, & D Shipped.....0</p> <p>Total Jobs Shipped-All Depts.....29</p> <p>Total B, C, & D Shipped-All Depts.19</p> <p>Total Registered "A"20</p> <p>Total Registered "B".....40</p> <p>Total Registered "C"9</p> <p>Total Registered "D"23</p>
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Matson SUP Shoregang & Standby Rates — Effective July 1, 2023

	Daily Wage	Straight Time Hourly	Overtime Hourly	Daily Vac Rate	MPP
Bosun	\$417.04	\$52.13	\$85.45	\$62.57	\$25.00
General Maint AB & Storekeeper	\$343.12	\$42.89	\$71.94	\$51.47	\$25.00
Bosun Stby	\$421.36	\$52.67	\$83.83		\$25.00
AB Stby	\$347.20	\$43.40	\$70.57		\$25.00

SIU Pacific District Pension Plan

Summary of Plan Improvements

Active Members

	Monthly Benefit Effective 7/1/2022	Monthly Benefit w/ \$25 Increase
I--Long Service Benefit (25YQT)		
(1)-Retiring at age 60 or older	\$2,645.00	\$2,670.00
(2)-Eligible for Social Security Disability, any age	\$2,645.00	\$2,670.00
(3)-Retiring between ages 55 and 60	\$2,209.35	\$2,230.23
(4)-Retiring under age 55	\$ 300.00	\$ 300.00
II--Basic Service Benefit (20YQT)		
(1)-Retiring at age 60 or older	\$2,116.00	\$2,136.00
(2)-Eligible for Social Security Disability, any age	\$2,116.00	\$2,136.00
(3)-Retiring between ages 55 and 60	\$1,905.95	\$1,923.96
(4)-Retiring under age 55	\$ 250.00	\$ 250.00
III--Reduced Service Benefit		
(1)-15YQT	\$1,190.25	\$1,201.50
(2)-16YQT	\$1,269.60	\$1,281.60
(3)-17YQT	\$1,348.95	\$1,361.70
(4)-18YQT	\$1,428.30	\$1,441.80
(5)-19YQT	\$1,507.65	\$1,521.90
IV--Disability Retirement Benefit		
(1)- 25YQT-retiring at age 60 or older	\$2,645.00	\$2,670.00
(2)- 25YQT- retiring at ages 55-59	\$2,209.35	\$2,230.23
(3)- 25YQT, retiring under age 55	\$ 300.00	\$ 300.00
(4)- 20YQT-24YQT, retiring at age 60 or older	\$2,116.00	\$2,136.00
(5)- 20YQT-24YQT, retiring at ages 55-59	\$1,905.95	\$1,923.96
(6)- 20YQT-24YQT, retiring under age 55	\$ 250.00	\$ 250.00
(7)- 15YQT-19YQT	\$ 187.50	\$ 187.50
(8)- 15YQT-19YQT and eligible for Soc. Sec. Dis.	\$ 218.75	\$ 218.75
(9)- 10YQT-14YQT	\$ 125.00	\$ 125.00
V--Dependent Child Benefit		
(1)-Per child under age 18	\$ 25.00	\$ 25.00
VI--Deferred Vested Benefit per Year of Qualifying Time		
(1)-200 or more Qualifying Days	\$ 79.35	\$ 80.10
(2)-125 to 200 Qualifying Days	Pro Rata	Pro Rata
(3)-Less than 125 Qualifying	\$ 0.00	\$ 0.00

5 Ways To Dig Yourself Out Of CREDIT CARD DEBT

- 1 Pay Off The Card With Highest Interest Rate**
Make your *largest payment* on the card with the highest interest rate.
- 2 Make Minimum Payments On All Other Cards**
Make the minimum payments on all the other cards *until the most expensive balance is paid off.*
- 3 Two Cards With The Same Interest Rate**
If two cards have the same interest rate, *make a larger payment on the card with the larger balance.*
- 4 Maximize Your Interest Saving**
Maximize your interest savings by *asking your issuers for a lower interest rate* on your credit card. A small reduction is still money saved.
- 5 Automating Your Payments**
You might want to think about automating your payments so that you *never miss a due date* on any of your credit cards.



Or...

Go back to sea with the SUP

SUP BRANCH REPORTS

HONOLULU

June 2023

SHIPPING:The following jobs were dispatched for the month: 1 Bosun Steady, 1 Bosun Relief, 1 AB Day steady, 1 AB Day Relief, 1 AB Watch steady, 1 AB Watch Relief, 1 AB Maintenance, 1 AB Maintenance Relief, 1 Ordinary, 1 USNS AB, and 1 USNS Ordinary. There were 11 Standby Jobs dispatched for the month. **REGISTERED:** 1 A-Cards, 1 B-Cards, 1 C-Cards, and 1 D-Cards.

SHIPS CHECKED: *USNS Charlton*, *USNS Watson*, *Manulani* (OT issue departing Seattle being looked into), *Mokihana*, *Lurline*, *R.J. Pfeiffer*, *Kaimana Hila* (Congratulations to the crew for winning the Company "Safety Award". But there should be 3 Sailors to tie up the bunker barge. Not 2 sailors and a Mate. Especially when the tie up requires the use of a Samson line pendant with large

shackles), *Mahimahi*, *Manoa*, *Maunalei*, *Maunawili*, *Manukai*, *Matsonia*, and the Paint & Rigging Gang a

Agents Report:

It was a really slow month for Honolulu on the commercial shipping, and Standby jobs have quickly evaporated. If you are planning on coming to Honolulu to look for a ship? Plan carefully and make sure you have enough money to get by.

I will be out of the office for a few weeks. Brother Brandon Keopuhiwa will be manning the Hall.

As always, if you six months or less to before any of your documents are set to expire? Lets get started on the renewal process.

Fraternally Submitted,
Patrick Max Weisbarth

WILMINGTON

June 2023

Shipping: Bosun: 5 AB/W, 5 AB/D, 14 OS/STOS, 0,GVA/GUDE, 0, Standby: 49 **Total Jobs Shipped:** 71. **Registrations:** A 29, B 22, C 3, D 9.

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

Agent's Report:

A quiet month here in Wilmington. The MTD meetings have been put on hiatus until September, also attending Labor Coalition Committee meetings for the planning of Labor Day Parade. Which is all falling into place. Banning Park has been reserved. Multiple High School Bands have confirmed to march. It is suggested to park your vehicles at or near the park and take a shuttle to where the march begins. Seeking volunteers to help set up. A list will be posted in the hall to sign up If you are available and willing. Labor Day is September 4th, 2023. More updates to come. Wilmington meetings are held every 3rd Monday of each month @ 1100 and we need more members participating. Stay ahead of your expiring documentation. Expiration dates are on said documentation. Here is a paragraph that motivated me before signing on to the

Ships. Hope you all enjoy. Found it around 2010 and saved it to my notes.

"Set sail upon the vast, endless expanse of the ocean and feel the pulse of adventure coursing through your veins. The sea beckons with its untamed majesty, offering a symphony of whispers and roars that only those who dare to answer its call can truly comprehend. Embrace the rhythm of the waves, for they carry the dreams of countless souls who have ventured before you. In the face of uncertainty, let the compass of your heart guide you, navigating the uncharted waters of possibility. With every gust of wind, feel the embrace of freedom unfurling your sails, propelling you towards horizons yet unseen. Embody the spirit of resilience, for storms may arise, but you possess the resilience to weather them, emerging stronger and wiser on the other side. As a sailor, you are woven into the fabric of history, a seeker of both knowledge and serenity. So set your course with purpose, ignite the fire of your spirit, and let the boundless sea ignite your soul with the magic of endless possibility." —Source Unknown

Fraternally Submitted,

Leo Martinez, Book #19362

SEATTLE

June 2023

Shipping: 2 Boatswain (A, B); 6 AB (B); 2 AB/D (B, D); 1 AB/TA (D); 2 Navy OS (B, D). Matson called for 1 Standby Boatswain & 17 Standby AB's (7A, 4B, 6C).

Registered: 6 A card for a total of 6, 7 B card for a total of 9, 5 C card for a total of 8, 0 D card for a total of 1

Agents Report:

Shipping has picked up and the board is looking like the last year of the Pandemic with lots of hanging jobs. However, most of the registered here are just returning from a long hitch and need a break. Had one D card that needed reminding that the APL day jobs are likely not in his future, so take the job that is available, or find another port.

On behalf of the SUP and the family of departed SUP pensioner Lige Midkiff, I thank Captain Clearwater and the crew of *Maunawili* for giving him and his beloved wife a final voyage across the bar and a sailor's commitment to the deep at

Diamond Head. Lige loved the sea and the Maritime Unions alike, so I'm sure he would have relished the day amongst his seagoing family.

Fraternally, Brendan Bohannon
Seattle Branch Agent



Lige Midkiff, second from left, with "Rope Yarn" Anderson, and the SUP gang before the last Labor Day march in 1984 in San Francisco.

VICE PRESIDENT'S REPORT

June 2023

Ships checked — July

I represented SUP at the monthly Alameda Labor Council delegate meeting this past month. MarAd conducted its annual "Tabletop Exercise" on July 10th. Essentially requires SUP to fill all AB billets on the current 9 ROS vessels under contract with Matson and Patriot. These jobs are not real, just an exercise to make sure the unions can fill all the billets. Thanks to the members who helped with this.

Matson Kamokuiki — Kenneth Carradine, delegate. Ships been on a steady run between Singapore and Diego Garcia the past two months, ship likely to lay up once contractor ship returns from the yard. Ernesto Lagramada, bosun.

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

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

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

USNS Sisler — John Relojo, delegate. Ship is in Blount Island, Florida. Should be loading up and heading to Saipan in the next 30 days. Mark Acord, bosun.

USNS Dahl — Ian Serra, delegate. Ship is on the hook in Saipan. One relief pending, need another AB, two more AB's getting off in August. Gearoid DeCleur, bosun.

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

Cape Orlando and Admiral Callaghan — Phil Coulter and Haz Idris bosun's. Working hard and holding it down while no Chief Mate on either ship.

Mississippi Voyager — Rolando Cantiga, delegate. Continuing on California run between El Segundo and Richmond, no beefs. Bosun, Ron Gill.

Cape T's and V's — All ships in ROS status. Patriot returning to their prior stance that unused vacation must be accounted for with blank billets until vacation days used. Causing a couple ships to be without a bosun for 30 plus days.

Matthew Henning

BUSINESS AGENT'S REPORT

June 2023

Daniel K. Inouye: Matson update. their shipyard completion ending of July. Crew visas secured. Check in with your local agent for upcoming LNG Classes.

Manulani: Angel Lopez delegate. Captain called for std-by's for stores, loading and stowing liferafts. Ships crane down since incident. Temporary lay-up in Tacoma expected for 14 days for repairs and install the new stores crane. Mark Littlejohn as Bosun.

RJ Pfeiffer: Cory Edgil delegate sailed for Honolulu with no Issues. We heard next trip into Oakland after discharging cargo. Shifted to Pier#3 Alameda, CA for long term lay-up. Dave Purganan as Bosun.

Mahimahi: Eduardo Rojas, delegate. Sailed with issues: ice maker not working, was reported topside. for Honolulu running steady on the southern triangle. Remoni Tufono, as Bosun.

Mokihana: Kim Dulay delegate clarification on grading for the cattle, oil spill clean-up. This chief mate is a piece of work, penny pinching, cheap Charlie, always trying to cut us out of what we are entitled to. Good luck with climbing the corporate ladder. Teofila Rojas as Bosun.

Kamokuiki: Delegate Kenneth Carradine Sailed for Singapore after a 7 long days stay in Deigo Garcia we are looking forward to Singapore. In good hands with Erine Lagramada as Bosun.

President Truman: delegate Janan Johair. Sailed for Yokohama with no issues expecting shipyard repairs scheduled for Singapore this trip for 30 to 40 days. Beats Shanghai, China anytime. Julian Torres as Bosun

APL Eagle: Fernando Riganon delegate still getting settled in since cross decking. This Chief mate has been hard timing us with the O.T. and with this necessary work B.S. He's making a name for himself so we never forget. Getting the work done with Christian DeMesa as Bosun.

President Wilson: Delegate Paul Harsany, sailed for Yokohama with no issues. Marc Calario as Bosun.

President Cleveland: Napoleon Ramon sailed for the far east with no beefs. Valeriy Goncharov as Bosun

T/S Golden Bear: Patriot contract services called for 1 Bosun 3-OS/GVAs. Jobs posted and dispatched for 40 days on the Golden Bear CMA's training ship. The ship departing Friday July 1201 for Southern California, San Diego, Honolulu returning to Vallejo sometime around August 20th. Robin Colonas, Bosun. OS/GVAs Pablo Salinas, Daron Johnson, Saleh Ahmed

San Francisco Bar Pilots Pier #9 — Would like to Thank Big Mike Koller for 20 years servicing as delegate stepping down to focus on his family. Congratulations to newly elected Delegates Chris Auer and Geoffrey Knight reminding all Operators and Deckhands and Dispatchers stay current on your dues. Third Quarter is due now! Leo Moore Dock Bosun.

I would like to acknowledge Sam Worth, Assistant Dispatcher/Recruiter for all the hard work behind the scenes reaching out networking bringing in new members. Shipping is still good double check your documents. Expiring in 6 months means it's time to start the renewal process. If you have any questions ask your local agent they will be more than happy to assist you.

Reminders when for apply for Seniority upgrades please send only copies of your discharges.

The Rating & Membership committee meets first Thursday of each month. Work in the front office, visited the ships, and helped out with dispatching.

Roy Tufono