

West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Monday, March 17, 2025



President Announces Comprehensive Plan to Revitalize The U.S. Shipbuilding Industry

On March 4, 2025, In his recent address to congress President Donald Trump announced a comprehensive plan to revitalize the U.S. shipbuilding industry, aiming to bolster both commercial and military maritime capabilities. Central to this initiative is the establishment of a White House Office of Shipbuilding, designed to oversee and coordinate efforts to rejuvenate the sector. The President emphasized the strategic importance of this move, stating, "We used to make so many ships. We don't make them anymore very much, but we're going to make

them very fast, very soon. It will have a huge impact." Currently the United States builds about one large container ship per year while China builds several hundred. To incentivize domestic production, the administration plans to introduce special tax incentives aimed at bringing shipbuilding back to American shores. This initiative is partly a response to China's dominant position in global shipbuilding, with the U.S. currently ranking 19th in commercial ship production. To counter this, the U.S. Trade Representative has proposed imposing fees of up

to \$1.5 million on Chinese-built vessels entering U.S. ports, addressing concerns over unfair competition.

The proposed overhaul has garnered support from industry leaders. Matthew Paxton, President of the Shipbuilders Council of America, expressed readiness to collaborate with the new office, stating that the shipyard industrial base is prepared to design and build both commercial and military fleets. However, the plan has also raised concerns among ocean transport operators. Executives warn that

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Steady as She Goes!

SUP, 140 YEARS STRONG!

The Sailors' Union of the Pacific celebrates its 140th anniversary after being organized on March 6, 1885, on Folsom Street Wharf in San Francisco. A meeting of about three hundred seamen at 7:30 P.M. gathered to consider what steps should be taken toward forming a permanent protective union at once. Two hundred and twenty two men were enrolled, \$34.60 was collected, and thus was born the organization which is known today

as the Sailors' Union of the Pacific. We have come a long way in the 140 years, but the past should never be forgotten. There was no National Labor Relations Act at this time, in fact it wasn't until 1935, 50 years later when this became law. In 1885 there were no laws that addressed collective bargaining rights to organize for workers. Sailors were at the beck and calls of the shipowner, the crimp, bucko mates, and masters. Recognition, respect, and improved conditions aboard the ship did not come easy, but under our tenacious leaders' obstacles were overcome. Once the Union was formed the real fight began, and after a 20 year fight by Andrew Furuseth (March 12, 1854) to free the seamen from involuntary servitude the Seamen's Act was signed into law by President Woodrow Wilson on March 4, 1915. It almost doesn't sound believable today, but the law abolished the practice of imprisoning or forcing sailors to remain on ships against their will, mandated lifeboats for all passengers and crew, and required decent accommodations, food, and safety measures for sailors on U.S. ships.

Harry Lundeberg (March 25, 1901) took over the helm in 1936 and for the next 21 years until his death in 1957, fought long and hard for better conditions and wages for our membership. He fought the Communists on the

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Chavez-DeRemer Confirmed as Secretary of Labor

On March 10, 2025, the U.S. Senate confirmed Lori Chavez-DeRemer as Secretary of Labor with a bipartisan vote of 67-32. Chavez-DeRemer, a former Republican congresswoman from Oregon and ex-mayor of Happy Valley, became the first Republican woman to represent Oregon in the House and one of the first two Hispanic women elected to Congress from the state.

During her tenure in Congress, Chavez-DeRemer co-sponsored the Protecting the Right to Organize (PRO) Act, legislation aimed at facilitating unionization efforts. However, during her confirmation hearings, she moderated her stance on certain provisions

of the act, particularly those overturning state right-to-work laws. As Secretary of Labor, Chavez-DeRemer will oversee a department comprising nearly 18,000 employees and managing a budget exceeding \$15 billion.

The Department of Labor's responsibilities include reporting the U.S. unemployment rate, regulating workplace health and safety standards, and investigating disputes related to minimum wage, child labor, and



overtime pay. Her confirmation leaves only one pending cabinet nomination in President Trump's administration: Elise Stefanik for U.S. Ambassador to the United Nations.

MV Stena Immaculate in North Sea Collision

On Monday March 10, 2025 while the Portuguese-flagged MV Solong collided with the US Flag Tanker MV Stena Immaculate. Crowley Maritime, based out of Florida, owner and operator of the Stena Immaculate said in a statement on social media that the Stena Immaculate was at anchor off the coast in East Yorkshire, England, carrying jet fuel for the U.S. military which is now leaking into the sea. The collision resulted in significant fires

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Oil tanker on fire after colliding with cargo vessel in North Sea off East Yorkshire coast

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners Political Fund

Diane Ferrari... BK#2251	Raymond Tavai..... \$50
Hannu Kurppa... BK#3162	Nick Manessiotis \$50
Gunnar Lundeberg.....BK#4090	Maika Verdadero..... \$10
Vince O'Halloran.....BK#2463	Salvador Santos \$50
James ClayBK#4794	Gil Manipon \$20
Mike Worth... BK#3629	Vince O'Halloran \$200
Terrence Lane... BK#4107	Haiden Isberto..... \$100
Mike Dirksen.....BK#2739	Joe Mantanona... \$50
Teofilo Rojas BK#3194	Stephen Campbell \$200
Leo Moore.....BK#6492	Jonathan Agbayani..... \$50
	Clint Sieber... \$40
	Stephen Ryberg... \$200
	Isnin Idris... \$100
	Emo Aulelau \$25
	Archie Bickford \$100
	Elijah Bernal..... \$10
	Nick Hoogendam..... \$50
	Erik Thunstrom..... \$200
	Antolin Avorque..... \$25
	Venerando Ramos \$100
	Patrick Weisbarth \$100
	Cosme Bigno \$50
	Ronildo Dimatulac..... \$25
	Rocky Casazza..... \$50
	Antonio Respicio..... \$15

Organization/General Fund

Haiden Isberto..... \$50
Jonathan Agbayani..... \$50
Reid Barlow \$50
Stephen Ryberg..... \$200
Cosme Bigno \$50
Ronildo Dimatulac..... \$25
Forbes Gumapac..... \$100
David Garcia..... \$100

West Coast Sailors

Haiden Isberto..... \$50
Stephen Campbel \$25
Ronildo Dimatulac..... \$25

Membership and Ratings Committee

The Committee met on March 6, 2025 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	
Aaron Mitchell	Bk#6559	6 yrs.	A.B.	A.
Ronildo Dimatulac	Bk#2766	6 yrs.	A.B.	A
Benjamin Ashton	Bk#3828	6 yrs.	A.B.	A
Kevin Gain	B-19829	1 yr.	A.B.	B.
Erick Williams	B-19830	1 yr.	A.B.	B
Jamaal Nelson	C-3082	30 days	A.B.	C
Steven Riley	C-3083	30 days	O.S.	C
Mohammed Obad	C-3084	30 days	A.B.	C
Kevonte West	C-3085	30 days	O.S.	C.
Christopher Wallace	C-3086	30 days	A.B.	C

Ratings: Bosun Stamp

Dave Schulman Bk#7540 5

Membership and Ratings Committee's Report: Jesus Hermsillo, BK#5885, Diamond Payne, B-19828 and Joel Tetrault, B-19612.



Left to Right: Jesus Hermsillo, Joel Tetrault, Diamond Payne.

Photo by Roy Tufono.

Timely Reminder 2nd Quarter 2025 Dues are Due and Payable Now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Sixteen Hundred Dollars (\$1600.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the member's admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels. The initial installment of One Hundred Dollars (\$100.00) shall accompany the application of membership and the dues shall be One Hundred Fifty Dollars (\$150.00) per quarter, payable in advance.

On a ship not calling ports near a SUP Hall? Not a problem, you can call Union Headquarters at (415) 777-3400 and pay dues over the phone via credit card.

SUP WELFARE PLAN NOTES

To Do List Before Retirement

Check with the Pension Department on your pension and the Welfare Plan office on your coverage.

Your active medical and dental coverage will terminate when you retire. As an example, if your shipping time has given you active plan eligibility through March 2025 and you retire effective January 2025, your active coverage terminates January 2025.

If you are age 65 or older, you should already be enrolled for Medicare Part A. Medicare Part A covers in-patient hospitalizations after a deductible. Most people do not pay for Medicare Part A.

Since active plan coverage will terminate when you retire, you should also visit the Social Security/Medicare office to inquire about Medicare Part B and Medicare Part D. The Plan office will help you complete forms for your enrollment.

Medicare Part B covers Medicare eligible physician services, outpatient hospital services, certain home health services, and durable medical equipment. Medicare Part D is the Medicare Prescription Drug Plan. Medicare can advise you of the plans available and the cost.

The standard cost of the Medicare Part B premium will be reimbursed to you on your pension check. The amount reimbursed for the Medicare Part B premium is then deducted from the Pensioners' Annual Allowance available to the Pensioner.

The cost of the Medicare Part D premium and cost of co-payments for medical services covered by Medicare Part B and prescription co-payments covered by Medicare Part D can be submitted as claims to the Pensioners Annual Allowance.

If your spouse is not eligible for Medicare or you have other dependents, you will need to inquire about other health care options available for them when your active coverage terminates. It would also be in your best interest to inquire about additional supplemental plans for yourself.

Michelle Chang, Administrator michelle@marinerbenefits.org,

Brian Farmer, MPP & 401(k) Plans, Death Benefits brian@marinerbenefits.org

Gina Jew, Claims gina@marinerbenefits.org

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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



UP member Cody Clark taking the Oath of Obligation at February SUP Headquarters meeting with former President Dave Connolly.

Photo Matt Henning

West Coast Sailors

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Container Boom: California's ports see growth in 2024

The Port of Los Angeles recorded a strong performance in 2024, handling over 10.3 million twenty-foot equivalent units (TEUs), reflecting a nearly 20% increase compared to 2023. This marked the second-highest annual container volume in the port's history, demonstrating its resilience and continued importance as a major gateway for trans-Pacific trade. The growth was primarily driven by increased imports from Asia, a rebound in global supply chains, and strong consumer demand in the United States.

Throughout the year, the port experienced consistent month-over-month growth, attributed to operational efficiencies, expanded terminal capacity, and improved coordination with rail and trucking services. Notably, e-commerce and retail shipments saw a sharp increase, contributing significantly to the surge in container volumes.

Despite external challenges such as fluctuating freight rates and global economic uncertainties, the Port of Los Angeles maintained steady operations. As the busiest container port in North America, the Port of Los Angeles continues to be a critical link in global supply chains. The port is well-positioned to support future trade growth, ensuring its role as a key hub for international commerce in the coming years.

In Oakland, the port handled 2.26 million twenty-foot equivalent units (TEUs) in 2024, marking a 9.5% increase from the previous year. This growth was fueled by a 15% rise in full imports and a 5.4% increase in full exports, reflecting strong

trade activity through the port. Notably, the port experienced 13 consecutive months of loaded container growth.

The Port of Oakland outperformed broader market trends, particularly in refrigerated cargo, where it limited its

decline to just 4%, compared to an 8% drop across the U.S. The Port of Oakland remains a vital hub for trade, particularly for agricultural exports and goods moving between the U.S. and Asia-Pacific markets.



Cape Henry crew in Subic Bay, Philippines before departure on March 7, 2025. Back row left to right: Bosun Marc Calairo, OS Thomas Stephens, OS Luis Abea, AB Edgar Juluat, Deck Cadet, AB Lester Punzalan. Front row left to right: Delegate Ian Serra, AB Nasser Bashir, Deck Cadet, AB Jerry Estenso, 1/AE.

SUP Members Taking the Oath of Obligation



SUP Members Jose Ysern and Chris Auer taking the Oath of Obligation at March SUP Headquarters meeting with President Matt Henning. Business Agent Roy Tufono and AB Jim Linderman in background. Photo Sam Worth.

MF Ampere: 124,000 Crossings and Counting

The MF *Ampere* is a pioneering vessel and the world's first fully electric ferry to be put into regular service. Operating in Norway, this ferry is a significant milestone in the effort to reduce emissions in the maritime sector. Launched in 2015, the *Ampere* ferries passengers and vehicles across the Sognefjord, one of Norway's busiest ferry routes, between the towns of Lavik and Oppedal.

"Since 2015, the *Ampere* has crossed the Sognefjord more than 124,000 times and proven that electrical vessels are both economical and sustainable," said Fredrik Witte, CEO of Corvus Energy.

What sets the *Ampere* apart from traditional ferries is its electric propulsion system, which eliminates the need for diesel or other fossil fuels. Instead, the ferry runs on batteries that are charged via cables at both terminals during its short layovers. The batteries allow the ferry to cover the 34-minute route on a single charge, carrying up to 120 vehicles and around 360 passengers.

The *Ampere* is powered by a large bank of lithium-ion batteries, and its efficient design maximizes energy use, ensuring that it uses less power compared to

conventional ferries. In addition to its battery-powered engines, the ferry incorporates other energy-saving features, such as a lightweight hull and energy-efficient systems.

This ferry's environmental benefits are immense. It is significantly reducing carbon emissions, eliminating approximately 95% of the CO2 emissions that would otherwise result from traditional diesel ferries operating on the same route. The *Ampere* is a part of Norway's broader commitment to reducing emissions and transitioning to cleaner transportation options. It also serves as a model for the future of ferry travel, inspiring other nations to explore electric propulsion technology for marine vessels.

The success of the MF *Ampere* demonstrates that electric ferries are not only feasible but also economically viable in the right conditions. As battery technology continues to improve, electric ferries are expected to become more common worldwide, offering a sustainable alternative to traditional shipping and ferry operations. The *Ampere* proves that electric maritime transportation is a key component of a greener future for the shipping industry.



AB Eric McDonald and Branch Agent Leo Martinez taking the Oath of Obligation at Wilmington meeting in February.



Jones Act Under Fire

Connecticut Governor Ned Lamont has been vocal in his criticism of the Jones Act, a federal law mandating that goods transported between U.S. ports be carried on ships that are U.S.-built, U.S.-owned, and U.S.-crewed. In his 2025 State of the State Address, Lamont urged Congress to “rethink the Jones Act,” highlighting its impact on energy costs and environmental concerns.

This isn’t the first time Lamont has addressed the issue. In August 2022, he and other New England governors sent a letter to the Biden Administration requesting a suspension of the Jones Act to allow better access to domestic natural gas, arguing with winter approaching and global energy prices on the rise it was necessary.

Governor Lamont is not the only one, the Koloa Rum Company, a leading distillery on the Hawaiian island of Kauai, is challenging the shipping law. Koloa Rum Company is arguing that the Jones Act is unconstitutional under the Port Preference Clause, which prohibits Congress from favoring the ports of one state over those of another, ensuring equal treatment in interstate commerce. The case is Koloa Rum Company v. Noem, filed in the U.S. District Court for the District of Columbia.

The Jones Act will always have detractors, but the truth is the US Maritime industry needs the Jones Act now, more than ever. In the face of the Chinese Communist Party’s escalating global

maritime ambitions and shipbuilding dominance, the Jones Act is our nation’s last line of defense. It is critical to growing our maritime sector, maintaining our reserve of U.S. mariners to support our deployed forces defending our nation, and protecting us from undue dependence on foreign governments.

Since the pandemic and the supply chain disruptions that followed, Americans have learned valuable lessons about relying upon our adversaries for our essential goods and services. Experiencing delays and rates elevated over a 1,000 percent during the pandemic, leaders in both parties woke up to our dependence on China in particular, for everything from medicine to minerals to manufacturing, and began to work to re-shore (or near-shore) our most critical needs and revitalize our shipbuilding and maritime industrial base. Fortunately, the Jones Act meant this reshoring was already in place for U.S. maritime interests.

Another advantage is its **economic impact**, particularly in job creation. The act supports around **650,000 American jobs** in shipbuilding, transportation, and related industries. These jobs contribute significantly to the economy, ensuring stable employment in sea going, coastal, and inland waterway regions. Weakening the Jones Act under the guise of “reforming it” it would set the stage for giving many of the nation’s maritime workforce a pink slip.

**DEFEND THE JONES ACT,
Support The Sup Political Fund**

Australia’s Enhanced Maritime Defense Measures

Australia has taken significant steps to bolster its maritime defense capabilities in response to rising geopolitical tensions in the Indo-Pacific. The government’s recent approval of advanced missile systems marks a decisive shift in its defense posture, reflecting concerns over China’s expanding military influence in the South China Sea and the broader region.

The centerpiece of Australia’s enhanced defense initiative is the deployment of long-range anti-ship missiles, including the Lockheed Martin Precision Strike Missile. These missiles, capable of striking targets up to 1,000 kilometers away, will be integrated with the High Mobility Artillery Rocket Systems (HIMARS). This upgrade significantly enhances Australia’s ability to counter potential threats before they reach its territorial waters. Commander Ethan Clarke, a senior official in the Royal Australian Navy, emphasized the urgency of the initiative. “Our naval defenses must be future-ready. The time for passive deterrence is over,” he stated, underscoring the shift from a defensive to a more proactive security strategy.

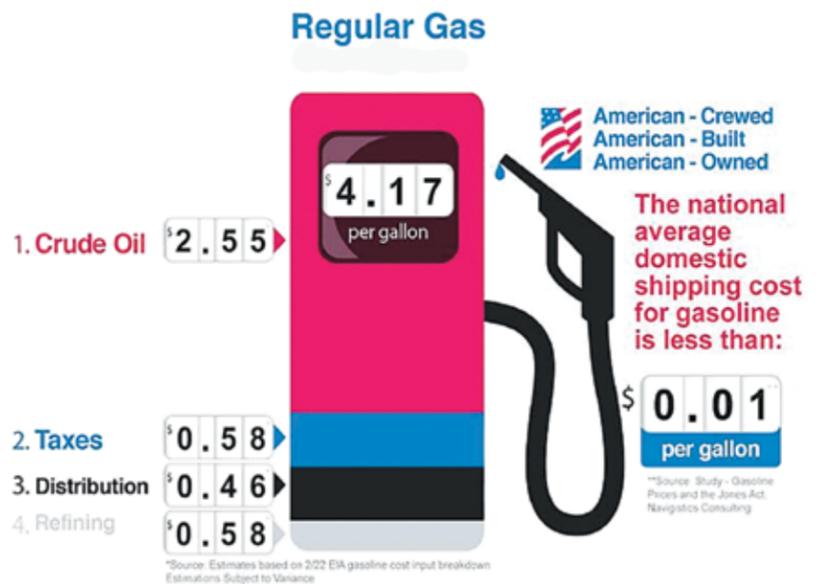
To ensure the effective deployment of these new capabilities, Australian defense forces have ramped up training exercises. At a remote facility, Lieutenant Marcus Tran and his team have been conducting rigorous drills with the new targeting systems. These exercises simulate enemy vessel incursions and test the precision of Australia’s strike capabilities. “Target locked. Ready to fire,” reported one officer during a simulation, demonstrating the military’s growing proficiency in using the advanced missile systems. In addition

to domestic training efforts, Australia has strengthened its military alliances, conducting joint naval exercises with the United States and Japan. These partnerships aim to enhance coordination in the Indo-Pacific and serve as a clear message of deterrence to potential adversaries.

Australia’s enhanced maritime defense measures have drawn international attention. In Beijing, military analysts have been closely monitoring the developments. A Chinese strategist noted, “If they deploy these missiles near critical trade routes, it complicates our strategic planning.” This statement reflects concerns over Australia’s growing role in regional security and its potential impact on China’s strategic ambitions. Defense Minister Rachel Ellison reaffirmed Australia’s commitment to regional stability, stating, “Our objective is not provocation but preparedness. Ensuring the security of our waters is essential to our national interest and the broader Indo-Pacific stability.”

As geopolitical tensions persist, Australia’s investment in advanced maritime defense systems marks a critical step toward safeguarding its sovereignty. The integration of long-range strike capabilities, combined with strengthened alliances, positions Australia as a formidable force in the region. While the nation remains committed to diplomacy, it is clear that Australia is taking no chances when it comes to securing its maritime borders. The coming years will likely see further advancements in military technology and strategic partnerships, ensuring that Australia remains prepared for any emerging threats.

American Maritime A Cost Efficient Way to Transport Fuel



American Maritime Facts

The domestic maritime industry is made up of more than **40,000 American vessels built in American shipyards**, crewed by American mariners and owned by American companies. These vessels operate in our waters 24/7, and this commerce sustains nearly **650,000 American jobs**, **\$41 billion in labor compensation**, and more than **\$154 billion in annual economic output**.

americanmaritimepartnership.com



Allied Pacific crew at anchor outside Jinhae, Korea. Crew left to right: Bosun, Scott Oliphant, Ab Eddie Guerrero, Delegate Carey Floyd, OS Adnan Ahmed, OS Kevante West.



Allied Pacific conducting underway replenishment (UNREP) with USNS Charles Drew.

SUP Celebrates Women's History Month



Clara Gordon Main, on the SS *President Harrison*

Clara Gordon Main was a notable figure in the history of the United States Merchant Marine. She was one of the first women to serve as a U.S. Merchant Mariner, a trailblazer during a time when the maritime industry was predominantly male. Her contributions to the Merchant Marine played an important role in breaking down barriers for women in the workforce, especially in a challenging and male-dominated environment like the U.S. Merchant Marines.

Clara Main's efforts are often remembered as part of a broader historical context where women took on roles in various sectors, including the military and labor, which had been previously reserved for men. She was one of the many women who worked as part of the WAVES (Women Accepted for Volunteer Emergency Service) and other military support units during World War II. These women were instrumental in keeping the U.S. military and industrial efforts going.

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AB Anna Lena Von Machui, *Utah Voyager*



OS Kamakakai Lau, *MV Matsonia*



OS Lois Black, *USNS Seay*



AB Kim Hoogendam, 2M, AB Jill Holleman, Bosun Rhonda Benoit. *RJ Pfeiffer.*



Left Ginyer Allen, DeAsia Dunn And CK Acreon



Kaihoku Lau



Bosun Lourdes Macias



AB's Elisabeth "Lucy" Bishop and Kim Hoogendam



Office Administrator, Martha Vizcarra



Ariana Wilkinson, *PV California*



SUP member Sandra Brown, cook on the Pilot Vessel *San Francisco*.



Bousn/AB Jennifer Corner working over the side rigging the gangway.



Messperson Elsa Costly, Chief Steward Ahm Boriboon, Cook Leone Relor. *Utah Voyager.*



OS Diamond Payne, *Cape Henry*



OS Esther Gonzalez, *Cape Orlando*



OS Lauren Harris, *Sisler*



AB's Elisabeth "Lucy" Bishop and Kim Hoogendam

BlackRock Acquiring Global Ports Business for \$22.8 Billion

Hong Kong-based conglomerate CK Hutchison has agreed to sell its global ports business, including strategic assets near the Panama Canal, to a consortium led by U.S. asset manager BlackRock for \$22.8 billion. The deal encompasses 43 ports across 23 countries, notably the Balboa and Cristobal ports on either end of the canal.

This transaction has drawn sharp criticism from China. A commentary in the Beijing-backed newspaper Ta Kung Pao labeled the sale as “spineless” and accused CK Hutchison of prioritizing profits over national interests, effectively betraying the Chinese people. The article further alleged that the United States employed coercive tactics to pressure the sale, characterizing the move as an act of U.S. hegemony.

The Hong Kong and Macau Affairs Office amplified these sentiments by reposting the critical commentary, underscoring

Beijing’s disapproval. In response to the backlash, CK Hutchison’s shares plummeted over 6%, reflecting investor concerns about potential repercussions from China.

The strategic importance of the Panama Canal has long been a focal point in U.S.-China relations. President Donald Trump has expressed intentions to reduce Chinese influence over the canal, and this sale aligns with that objective. The acquisition grants BlackRock and its partners control over critical maritime infrastructure, marking a significant shift in global shipping dynamics.

The deal’s completion remains uncertain, as it requires approval from various stakeholders, including the Panamanian government. The escalating geopolitical tensions and China’s vehement opposition could pose challenges to finalizing the transaction.

Mission Complete!

Cape Vincent successfully completed the 65 day EU mission to deliver equipment for the 1st Armored Division Fort Bliss, TX to Alexandroupoli, Greece.



UH-60 Blackhawks unloading in Alexandroupoli Greece



Crew from left to right: Delegate, Giorgio Pompei, Editho Baracca, Luis Tabada, Virginia Davis, Joseph Campollo, Marquez Mitchell, Jeff Wurzell.

Shadow Fleet Coming to Light

On March 13, 2025, the U.S. Treasury Department intensified its “maximum pressure” campaign against Iran by imposing sanctions on Iranian Oil Minister Mohsen Paknejad and a network of vessels known as the “shadow fleet.” This fleet has been instrumental in covertly transporting Iranian oil, circumventing international sanctions.

At the center of the sanctions is Mohsen Paknejad, Iran’s Minister of Petroleum since August 2024, who oversees the export of tens of billions of dollars’ worth of Iranian oil and has directed significant oil allocations to Iran’s armed forces. Under Paknejad’s leadership, military oil allocations are projected to increase dramatically, with estimates suggesting that by the end of 2025, over half of Iran’s total oil revenues will be directed to its armed forces.

Iran’s shadow fleet is comprised of aging tankers that employ deceptive practices to evade detection, such as disabling tracking systems, falsifying documentation, conducting ship-to-ship transfers in international waters, and hidden ownership structures. Billions of dollars had slipped through the cracks, funding Iran’s nuclear ambitions and regional militias. Senior Analyst Lisa Carter studied the latest findings. “We’ve

traced payments from a Singapore-based shell company to a Panamanian-flagged vessel, the *Azadi Star*,” she announced. “It offloaded Iranian crude near Fujairah last week, and the funds were laundered through a Lebanese bank.”

By targeting key figures like Paknejad and the vessels facilitating illicit oil trade, the U.S. seeks to tighten the economic constraints on Iran, hindering its ability to finance activities deemed destabilizing. These measures also serve as a warning to international entities involved in or supporting Iran’s efforts to bypass international entities involved in or supporting Iran’s sanctioned oil trade.

The sanctions, issued under Executive Order 13902, represent the third round of enforcement actions targeting Iranian oil sales since February 2025, when the President ordered a campaign of maximum pressure on Iran. Under these measures, all property and interests of the designated entities within U.S. jurisdiction are blocked, and U.S. persons are generally prohibited from conducting transactions with them.

The U.S. Treasury’s actions underscore a continued commitment to enforcing sanctions and curbing Iran’s efforts to bypass international restrictions through its shadow fleet operations.

MV Stena Immaculate in North Sea Collision

continued from page 1

on both vessels and led to the evacuation of all crew members. Tragically, one crew member from the Solong is missing and presumed dead. The remaining 36 crew members from both vessels were safely rescued and brought ashore.

The captain of the Solong, a 59-year-old Russian national, has been arrested on suspicion of gross negligence manslaughter. Preliminary investigations suggest that the Solong did not alter its speed or course before the collision, raising questions about potential human error or technical failures.

Environmental concerns have arisen due to the jet fuel spill from the Stena Immaculate. However, reports indicate that most of the fuel cargo remains contained, with only two of the vessel’s 18 tanks leaking. Authorities are actively monitoring the situation to mitigate potential environmental impacts.

The incident has prompted calls from organizations like the International Transport Workers’ Federation for a thorough and transparent investigation involving all relevant jurisdictions to determine the cause of the collision.



Photo of MV Stena Immaculate before the Collision.

St. Patrick's Day Poem
BY JEAN BLEWETT

There’s an Isle, a green Isle, set in the sea,
 Here’s to the Saint that blessed it!
 And here’s to the billows wild and free
 That for centuries have caressed it!

Here’s to the day when the men that roam
 Send longing eyes o’er the water!
 Here’s to the land that still spells home
 To each loyal son and daughter!

Here’s to old Ireland—fair, I ween,
 With the blue skies stretched above her!
 Here’s to her shamrock warm and green,
 And here’s to the hearts that love her!

A Look Astern



Former President Dave Connolly and Collin Dewey standing in front of the SUP display made for the West Coast calls of the ITF exposition ship *Global Mariner* in 1999. Dewey designed the display on his computer which was then produced by Skyline Display.



SUP, 140 Years Strong!

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Waterfront, kicking them out of the SUP and off West Coast ships. He pioneered the pension, and welfare plans of the mar-

itime industry, and brought all around conditions for members to undreamed of heights.

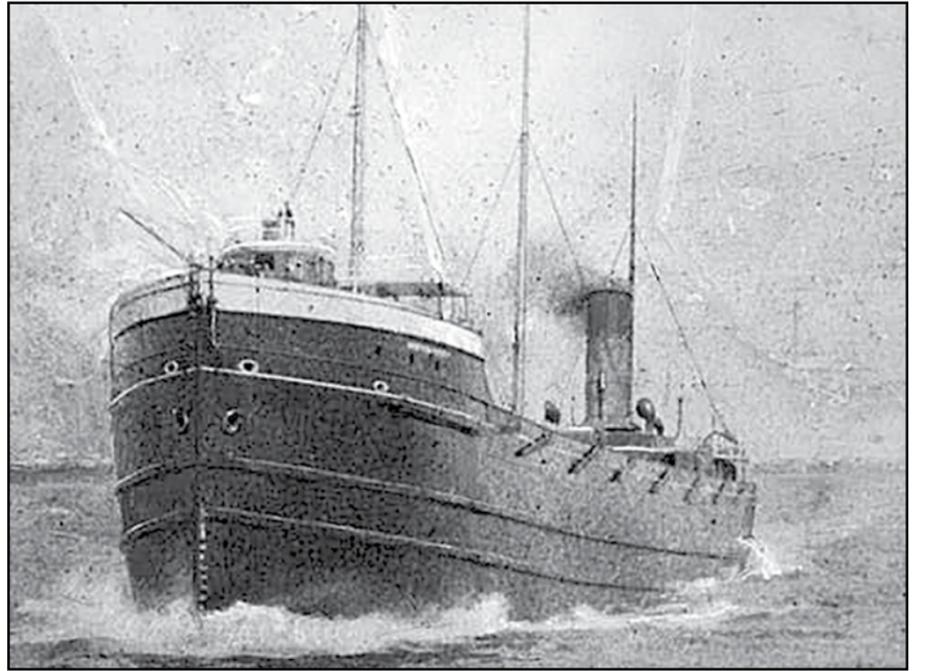
Simply put, March is Sailors' month.

Bell Bottom Pants: Fashion or Lifesaver? Awakening of the Bell Bottoms

The Navy dress uniform — also known as “cracker jacks” — is one of the most iconic symbols in the military today. You can spot a Navy sailor from a mile away after they don the familiar dressing. Every piece of the uniform from head-to-toe has some symbolic or practical use — and the famous bell bottoms are no different. During the '60s and '70s, bell bottoms were all the rage in fashion culture as men and women of all ages walked the streets with the popular look. But the fad



didn't make its debut on a famous red carpet or in an elegant fashion show — it's the brilliant invention of the U.S. Navy. Although no one has been officially accredited with inventing the bell bottom trouser, the flared out look was introduced for sailors to wear in 1817. The new design was made to allow the young men who washed down the ship's deck to roll their pant legs up above their knees to protect the material. This modification also improved the time it took to take them off when sailors needed to abandon ship in a moment's notice. The trousers also doubled as a life preserver by knotting the pant legs. Years later in 1901, the Navy authorized the first use of denim jumpers commonly known as “dungarees.” This new fabric was approved to be worn by both officers and enlisted personnel. The dungarees also featured the unique bell bottom look and are considered iconic in their own right.



The Western Reserve discovered 132 years after sinking

The Western Reserve, dubbed the inland greyhound, one of the first all-steel ships that was built to break speed records. As it cruised the Great Lakes in the summer of 1892 for the family of its millionaire owner and shipping magnate Peter Minch, the voyage to escape the heat ended in disaster along a stretch of Michigan now known as Lake Superior's "Shipwreck Coast" that killed 27 people and left one survivor.

A powerful gale overtook the ship roughly 60 miles north of Whitefish Point, and it began breaking apart around 9 p.m. It sank within about 10 minutes. Most of the crew got into the ship's metal lifeboat, and the family boarded the wooden one. The metal boat

capsized almost right away. Only two crew members — one of them Stewart — made it into the wooden boat. They drifted for about 10 hours. A steamship passed, but darkness and rain kept survivors from being seen. The lifeboat finally capsized a mile from the Lake Superior's southeastern shoreline. Only Stewart made it to land.

Its resting place 600 feet deep off the coast of Michigan's Upper Peninsula eluded researchers until last summer, when a crew from the Great Lakes Shipwreck Historical Society discovered the wreck. They announced the landmark find at the Wisconsin Underwater Archaeological Association's annual Ghost Ships meeting in Manitowoc, Wisconsin.

World's Largest Artificial Reef — SS United States

The *SS United States*, a retired ocean liner once regarded as the fastest passenger ship in the world, is set to embark on a new chapter in its long history: becoming the largest artificial reef ever created. This monumental transformation will not only preserve a historic vessel but also contribute to marine life and environmental conservation.

Built in 1952, the *SS United States* was a marvel of engineering, designed with military applications in mind but primarily used for civilian transatlantic passenger service. Over the course of its illustrious career, the ship set speed records that still stand today. However, after a decline in popularity and the rise of air travel, the ship was retired in 1969. Since then, it has languished in various docks and storage locations, with many efforts to preserve or repurpose the ship falling short.

In recent years, however, a bold initiative has emerged to give the *SS United States* a new life as an artificial reef. The ship will be intentionally sunk off the coast of Florida panhandle, transforming it into a thriving underwater ecosystem. Artificial reefs play a crucial role in marine ecology, providing habitats for a variety of marine species, including fish, coral, and invertebrates. Over time, the structure will become a bustling center of marine biodiversity, fostering

new life and serving as a sanctuary for endangered species.

One of the driving forces behind the decision to convert the *SS United States* into an artificial reef is its environmental impact. By sinking the ship intentionally in a controlled manner, rather than allowing it to deteriorate in a harbor, the process avoids the potential hazards of pollutants leaking into the ocean. Furthermore, it will help promote sustainable ecosystems that benefit local fisheries and diving tourism, providing new opportunities for both environmental education and economic development.

The transition from a luxury liner to a submerged reef is both poignant and practical, symbolizing a blending of human ingenuity with nature's resilience. For marine enthusiasts, environmental advocates, and historians, this transformation will serve as a testament to the enduring legacy of the *SS United States*. As it becomes the largest artificial reef in history, the ship will continue to make an impact, though now beneath the waves, contributing to the health of our oceans for generations to come.



Celebrated Caesar Chavez's Legacy Lives on

César Chávez was born on March 31, 1927, in Yuma, Arizona, into a Mexican-American family of farmworkers. From an early age, he witnessed the struggles of laborers, as his family lost their farm during the Great Depression and was forced to work in the fields. The harsh conditions he endured as a child — low wages, long hours, and exposure to pesticides—shaped his lifelong commitment to fighting for farmworkers' rights. He attended segregated schools where Spanish-speaking children were often punished for speaking their native language. Despite his hardships, Chávez developed a deep sense of justice and a desire to bring change to his community.

As a young man, Chávez joined the U.S. Navy and served for two years before returning to California, where he began working for the Community Service Organization (CSO), a group dedicated to improving conditions for Latino Americans. He became an organizer, helping

people with voter registration and social services. But he soon realized that the people who needed the most help—farmworkers—were not being prioritized. In 1962, determined to make a change, he left the CSO and co-founded the National Farm Workers Association (NFWA) with Dolores Huerta. This organization would later evolve into the United Farm Workers (UFW).

Chávez was deeply committed to non-violent protest, inspired by the teachings of Mahatma Gandhi and Martin Luther King Jr. In 1965, the NFWA joined a grape strike initiated by Filipino workers against California grape growers. For five years, Chávez led marches, organized boycotts, and went on hunger strikes to bring national attention to the cause. His 25-day fast in 1968, which he undertook to reaffirm his commitment to nonviolence, gained widespread support. Political leaders, religious groups, and ordinary citizens joined the movement,



boycotting table grapes and putting pressure on growers to negotiate.

One of the most significant events in Chávez's activism was the 340-mile march from Delano to Sacramento in 1966. This march, known as the Peregrinación (Pilgrimage), symbolized the resilience and unity of farmworkers. Thousands of supporters joined the march along the way, and by the time they reached the state capital, they had drawn national attention to the plight of farm laborers. The march resulted in increased awareness and helped pressure growers into negotiations.

The efforts paid off in 1970 when grape growers finally agreed to sign contracts with the UFW, improving wages and working conditions for thousands of farmworkers. However, Chávez's work did not stop there. Throughout the 1970s and 1980s, he continued advocating for labor rights, fair wages, and better living conditions for workers. He also fought against the use of harmful pesticides, which endangered farmworkers' health. Chávez and the UFW launched campaigns to ban the use of certain chemicals and pushed for better enforcement of safety regulations.

Despite facing opposition from powerful agricultural businesses and politicians, Chávez never wavered in his commitment. He used peaceful resistance, grassroots organizing, and public campaigns to challenge unjust labor practices. His motto, "Si se puede" (Yes, it can be done), became a rallying cry for labor movements and civil rights advocates across the country. The phrase, coined by Dolores Huerta, would later be adopted in political campaigns and social justice movements worldwide.

In addition to advocating for farmworkers, Chávez emphasized the importance of education and self-sufficiency within the movement. He encouraged workers and their families to educate themselves about their rights and to engage in community development projects. Under his leadership, the UFW established service centers to provide legal aid, healthcare, and financial assistance to farmworkers. These centers became vital resources for thousands of laborers seeking a better life.

Chávez also pioneered the use of economic boycotts as a means of protest. The grape boycott, in particular, had a profound impact on the industry, demonstrating the power of consumer activism. He organized nationwide efforts to encourage people to stop buying grapes until farmworkers received fair

treatment. This tactic proved highly effective, leading to significant victories for the labor movement.

As the years went on, Chávez continued to face challenges. Membership in the UFW fluctuated, and opposition from agribusiness intensified. The Reagan administration rolled back some of the labor protections that had been won in previous years, making it harder for unions to organize. However, Chávez remained resolute in his fight for justice. He continued to travel across the country, speaking at universities, churches, and rallies to spread awareness of the farmworkers' cause.

In 1988, Chávez undertook another hunger strike, this time lasting 36 days, to protest the use of toxic pesticides in the fields. His health suffered as a result, but he remained steadfast in his mission. He believed that sacrificing his own well-being was necessary to bring attention to the suffering of farmworkers exposed to hazardous chemicals daily.

César Chávez passed away on April 23, 1993, but his legacy lives on. His contributions transformed the lives of countless farmworkers and inspired future generations to stand up for social justice. In 1994, he was posthumously awarded the Presidential Medal of Freedom, the highest civilian honor in the United States. Today, his birthday, March 31, is recognized as César Chávez Day in several states, serving as a reminder of his tireless fight for equality and dignity for all workers. Schools, parks, and streets bear his name, and his life's work continues to influence labor movements worldwide.

Chávez's story is one of perseverance, sacrifice, and unwavering dedication to justice. His belief in the power of ordinary people to enact change remains a guiding principle for activists today. The lessons he imparted—that unity, determination, and nonviolent resistance can overcome even the most entrenched injustices—continue to inspire those who seek a fairer world for all workers. Through his actions and words, Chávez proved that even in the face of overwhelming adversity, change is possible when people stand together for a common cause.

This Cesar Chavez Day, the California Federation of Labor Unions, along with the United Farm Workers, are calling on union brothers and sisters to march together in Memorial Park on S. Lexington Street in Delano at 11 a.m. on Monday, March 31, followed by a rally at 1 p.m., to carry on Cesar Chavez legacy.



President Grant in Oakland on February 24. From left to right, Eric McDonald, Steve Fuentes, Bosun Arsenio Purganan, Delegate Chris Halberg, Lemausamoa Moaalitele, Jason Ajoste. Photo by Roy Tufono.

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SUP PRESIDENT'S REPORT

MATSON

On February 25, 2025, Matson Inc. announced a strong 4th quarter ending December 31, 2024, with a net income of \$128 million, bringing their total net income in 2024 to \$476.4 million. Their 4th quarter year over year net income doubled compared to 2023 which was \$62.4 million. CEO Matthew Cox stated "Matson had a very strong fourth quarter that exceeded our expectations, capping off a strong year. For the quarter, our China service was the primary driver of the year-over-year increase in Ocean Transportation and consolidated operating income. We saw seasonally stronger freight demand with significantly higher year-over-year freight rates for our industry-leading CLX and MAX services. In Logistics, operating income increased year-over-year primarily due to a higher contribution from supply chain management. For the full year 2024, our consolidated operating income increased year-over-year primarily driven by significantly higher freight rates in our China service. The higher freight rates, which started in the middle of the second quarter and remained through year end, were supported by a resilient U.S. economy and a stable consumer demand environment coupled with tighter supply chain conditions."

Some might initially scoff at an employer making \$476 million in a year. But this is good news, and we hope it continues next year, and further into the future. When our employer profits, ships keep running, routes grow, and in turn so does our work.

PATRIOT

Watson Class

On February 25, the Union was notified by Military Sealift Command (MSC) they anticipate to exercise Period three with Patriot Contract services, under contract N3220521C3009 for the operation of the Watson Class vessels from April 1, 2025 – March 31, 2026. The notification was provided to the Unions as a collective bargaining agent and served as written notification of a forthcoming contract modification as required under FAR 22.1010(a)(2).

There have been many inquiries from members asking about the future status of these ships regarding being FOS or ROS. While there was a plan to bring the six army ships back to the States, offload the cargo, and put them in ROS, that has not happened yet. I have received no official word either way. With a new administration in the White House and wars in

Seay and Pililaau

I am happy to report that after several months of going back and forth with PCS management about AB overtime rates and weekend overtime, both issues have been resolved. The AB overtime rate was corrected and the affected AB's were made whole in January. More recently, with MFOW President Anthony Poplawski taking the lead on the weekend overtime issue, Patriot has agreed that all hours worked on weekends in RAV status are overtime. When the ship is in ROS or RAV, the work week is 40 hours.

RRF

With several ROS ships activated on FOS missions there have been many inquiries regarding the MOU and working on weekends.

As for the MOU, the 2015 MOU is in full effect. There is a 2024 RRF MOU which is for the 2024 bid, that bid, was temporarily awarded to Patriot but came under protest. A bridge contract was initiated to span across the expiration of the 2015 MOU and its all-inclusive replacement. Until the new RRF bid is fully awarded, the 2015 MOU is still the current MOU.

While RRF ships are on FOS missions the SUP's stance on working on weekends at sea has always been clear. We work. The idea of sitting in your room at sea is not what the SUP stands for. When the ship is in port and cargo is not being worked and shore leave is allowed, something can be worked out so the crew can have some liberty.

If you need to point out language in the MOU:

Page 2: Third to last paragraph "In both FOS & ROS, overtime work shall be in accordance with the requirements of the Vessel as determined by the Master..."

Page 12: (a) Duties

"Members of all departments shall perform the necessary duties for the continuance of the operations of Vessel as set forth in the Marad Contract, to ensure continuity of maintenance and repair that the equipment is well preserved and in a high state of readiness."

"Work schedules for each Unlicensed Personnel shall be consistent with the Vessel's mission and the terms and conditions of this MOU."

These ships often can't get a full crew to maintain them properly. FOS is the time to address this.

GOVERNMENT WATCH

Presidential Address

In his address to Congress on March 4, 2025, President Donald Trump unveiled a comprehensive strategy aimed at revitalizing the U.S. shipbuilding industry and strengthening the maritime sector. This initiative seeks to counter China's dominance in global shipbuilding and bolster national security by enhancing domestic maritime capabilities.

Central to the President's plan is an executive order comprising **18 measures designed to rejuvenate U.S. shipbuilding**. Key components include imposing fees on Chinese-built ships and cranes entering U.S. ports, establishing a dedicated office within the National Security Council to oversee maritime sector enhancement,

increasing wages for workers in nuclear shipyards, and directing the Department of Government Efficiency to review and improve procurement processes, particularly within the Navy. These measures aim to reduce reliance on foreign-built vessels and stimulate domestic ship production.

These are lofty goals, American shipyards produce fewer than one large commercial vessel annually, focusing predominantly on military contracts. In contrast, Chinese shipyards deliver hundreds of commercial ships each year, accounting for over half of the world's tonnage and fulfilling 74% of new ship orders. This disparity underscores the urgency of revitalizing the U.S. maritime industry to ensure the nation's strategic and economic security.

American Cargo for American Ships Act

Congressman Salud Carbajal, Ranking member on the Coast Guard and Maritime Transportation Subcommittee introduced legislation on Tuesday March 11th that SUP and USA Maritime were listed as supporters. Simply put, the legislation would require 100 percent cargo preference for all cargoes "procured, furnished, or financed by the Department of Transportation."

AMERICAN PRESIDENT LINES

On February 6, CMA CGM Chief Executive Officer Rodolphe Saadé met with President Trump at the White House to announce a plan to invest twenty billion dollars in the United States over the next four years. Not all of this investment would be directly tied to maritime, but it would expand container terminals as well as tripling the number of US-flagged ships with its subsidiary APL. Saadé told President Trump an announcement on building ships in the US would be made in the coming weeks, as the new American government gears up to revive domestic shipbuilding capabilities. Currently with the addition of *President LB Johnson* in January, APL has 10 US Flag vessels (9 MSP, 1 non-MSP) all crewed and contracted with SUP. It's important to note that all 10 ships have the same wages, the *LB Johnson* (non MSP) does not have a lower rate.

There is no doubt, that this is in large part a response to President Trump's initiatives to rejuvenate U.S. maritime industry. The seven new President ships were all built in China. These ships would be subject to the fees for Chinese built ships, which could be as high as \$1.5 million dollars per U.S. Port call. We will wait and see how and where APL plans on building these ships, as well as flagging in another twenty ships. If this does happen, it will be a major win for the SUP, maritime unions, and industry.

USA MARTIME

I attended several meetings with USA Maritime. USA Maritime is comprised of Labor and Industry. The central talking points have been centered around President Trumps plans to revitalize shipbuilding and grow the U.S. maritime industry.

While most of the executive order is exactly what our industry needs, the plan to implement it may take time and not be realistic or positive in the short term. The largest concern is the Chinese built vessels paying this port fee. As of now, if implemented this would not just be to foreign flag ships but also U.S. Flagged ships. For example, APL's President ships may incur a fee of three million dollars for each trip they make to the two West Coast ports, San Pedro and Oakland. MSP ships that are American Flagged and crewed do not have a requirement to be built in the U.S. like Jones Act ships. I would expect companies like APL to look for some type of waiver in the short term for their American flag ships while they plan/build ships in the U.S.

UFCW LOCAL5

As reported last month, the SUP membership working for UFCW local 5 voted overwhelmingly to approve the new contract. On the employer's side, the executive board needs to vote to approve the contract as well. On February 25, 2025, UFCW local 5 President John Frahm notified me that the executive board voted to approve the agreement, and the contract is in full force and affect. A special thank you to the negotiating committee that worked tirelessly with me to obtain the new agreement.

CALIFORNIA LABOR FEDERATION

I was elected and sworn in as a Vice President to the California Labor Federation of Unions and attended the Executive Council meeting on February 12, 2025. The SUP has a long-standing presence for over 50 years of being on the Executive Council. I look forward to carrying on our legacy, especially considering I am the only maritime union official on the Executive Council.

SAN FRANCISCO LABOR COUNCIL

SUP has a long tradition of active participation with our Labor Councils. With the retirement of President Connolly, SUP has a vacancy at the San Francisco Labor Council. In accordance with Article XI of the SUP Constitution by members who possess the same qualifications as regular officers, are interested and able to attend meetings, and live or work in those jurisdictions consistent with the AFL-CIO rules governing area labor councils.

Accordingly, I hereby nominate SUP Vice President Sam Worth.

A SPECIAL THANK YOU

Dave Connolly devoted his career to the SUP. He got his start with the SUP work-

SUP President's Report continued

Continued from previous page

ing for Chevron and eventually made his way to the San Francisco Bar Pilots as an operator. In February 2000, he was elected Vice President. After 19 years as our Vice President, he was elected President in February 2019 and then reelected in 2022. At the start of 2020 we were hit with an unprecedented pandemic. President Connolly fought for our safety, protection, and what was rightfully ours. We settled with the largest grievance payout in SUP history with Matson over shore leave during that time. He then negotiated a five year agreement with significant raises each year with Matson. His lasting legacy may be the historic agreement with APL he negotiated in 2024, that brought back to the 40 hour work week and will see our supplemental wages rise to 20 for 30. He would never ask or accept praise from anyone, just wanted to do his job. An Irish goodbye to a great leader.

HOLIDAYS

Harry Bridges' Memorial Day in Honolulu: The Honolulu Hall will be closed on Thursday, March 30, 2023, in observance of Harry Bridges' Memorial Day, which is an ILWU Local 142 holiday.

Cesar Chavez' Birthday: The San Francisco, Seattle, and Wilmington Halls will be closed on Monday, March 31, 2025, in observance of Cesar Chavez Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore recognized SUP holiday aboard APL and Matson vessels in West Coast ports; it is not a holiday at sea.

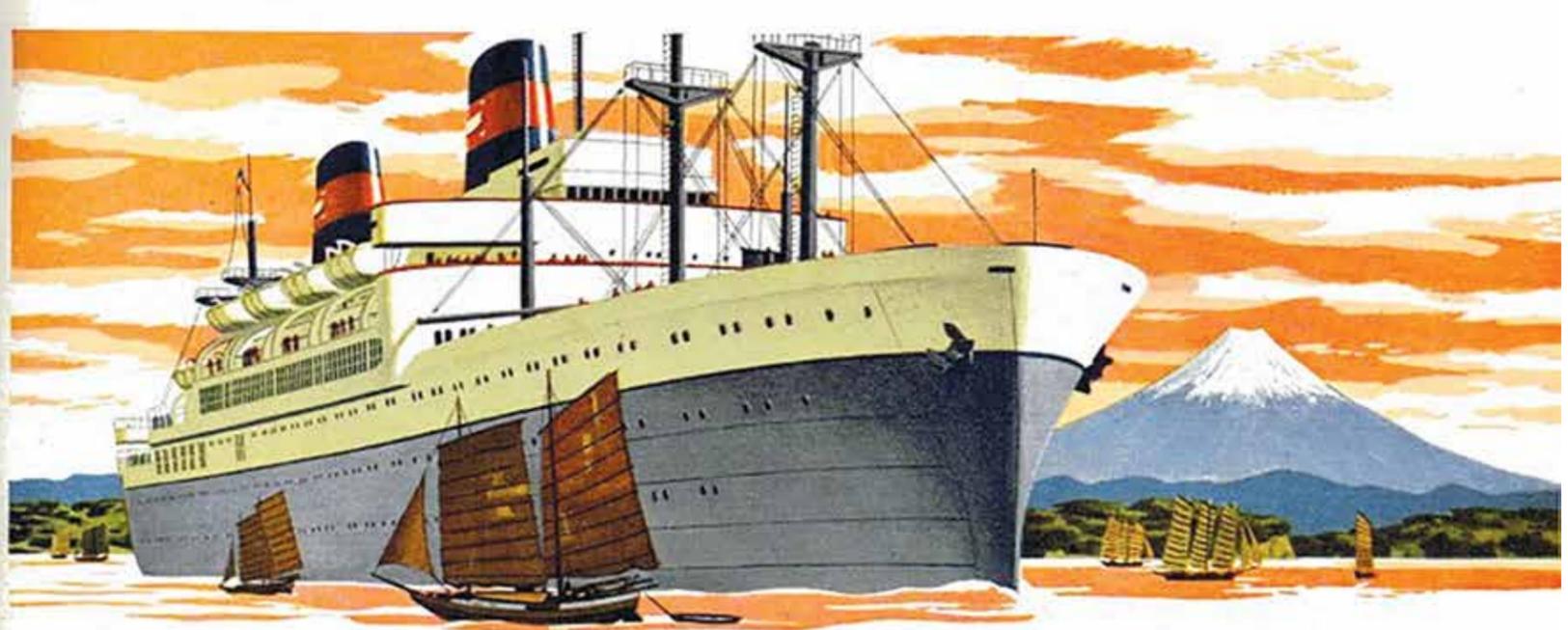
ACTION TAKEN

M/S to approve Sam Worth for delegate to San Francisco Labor Council. Carried.

M/S to approve \$500 contribution to Rep. Pramila Jaypals's campaign. Carried.

M/S to concur with the balance of the President's Report. Carried.

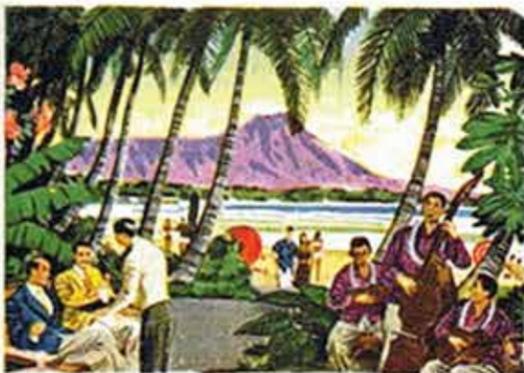
Matt Henning



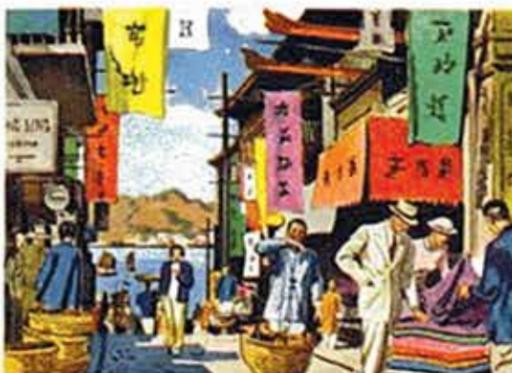
Take a wonderful trip ...on this luxury ship!

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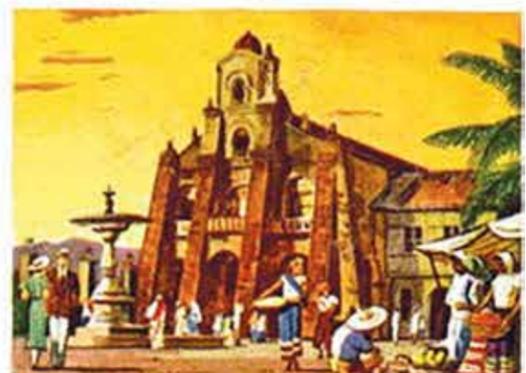
Shipboard life on your 41-day Pacific Cruise means new companions, new friends...gay carefree days and starry, tropical nights...while you cruise the calm, blue waters to fascinating far-away places. Air-conditioned staterooms, a sparkling swimming pool, spacious lounges and superb cuisine are yours to enjoy on these great ships—America's finest postwar luxury liners.



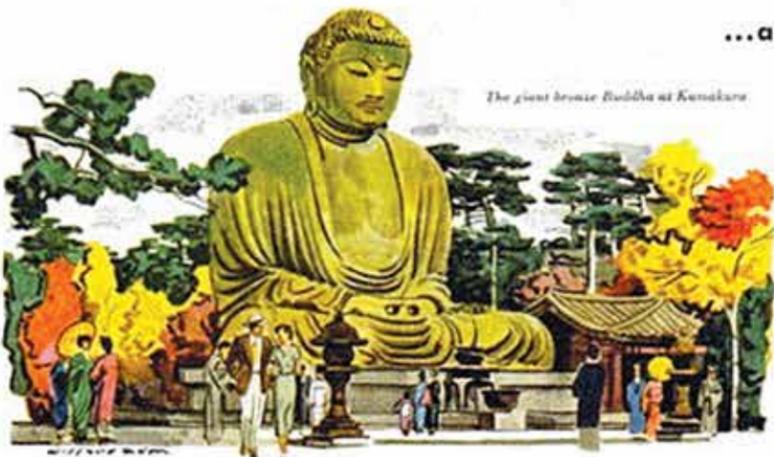
to Hawaii...romantic isle of soft music and the fragrance of exotic flowers...of royal palms, white sand and long green breakers.



to Hong Kong...and one of the world's most beautiful harbors. An unforgettable city of English tradition and colorful Chinese bazaars.



to the Philippines...to Manila and its Walled City and ancient cathedrals...to the mountain resort of Baguio...to famed Corregidor and Cavite.



The giant bronze Buddha at Kamakura

...and to Japan, land of enchanted beauty! Here you visit ashore for a few days while your ship serves as your hotel in port. Or enjoy a 16-day stop-over tour as your liner continues on the cruise, returns to Yokohama, where you'll re-embark for the voyage home. Or you can take a 23-day tour of Japan and the complete 41-day Pacific Cruise, traveling westward on one ship and returning on her sistership.

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U.S. Senate Avoids Government Shutdown

In a high-stakes vote on Capitol Hill, the U.S. Senate narrowly passed a six-month stopgap funding bill late Thursday night, averting what could have been a disruptive government shutdown. The measure, approved by a 54-46 margin, now heads to President Trump's desk, where it is expected to be signed into law.

The passage of the bill marks yet another chapter in the ongoing budget battles between Democrats and Republicans. While the stopgap measure ensures that federal agencies will remain open and funded through the next six months, it has also sparked controversy and division, particularly within the Democratic Party. Senate Minority Leader Chuck Schumer's support for the bill has drawn ire from progressive Democrats, who argue that it concedes too much to Republican priorities, including increased defense spending and limits on social program funding.

"This is a slap in the face to working families," said Rep. Alexandria Ocasio-Cortez (D-NY), who openly criticized Schumer for backing the measure. "We cannot keep kicking the can down the road while making concessions that hurt the most vulnerable Americans."

Despite the internal party struggles, Schumer defended his decision, arguing that preventing a shutdown was paramount. "While this bill is not perfect, it is necessary," he said. "Shutting down the government would have harmed millions of Americans, disrupted essential services, and hurt our economy."

The debate leading up to the vote

was intense, with both parties making last-minute efforts to push their agendas. Senate Majority Leader Mitch McConnell (R-KY) praised the bill as a "responsible and necessary measure" to maintain government stability. "We have ensured that our military is funded, that essential services will continue, and that American families will not suffer the consequences of a shutdown," McConnell stated.

While the immediate crisis has been averted, the bill does little to resolve the broader fiscal issues plaguing Congress. With only six months before another potential funding crisis, lawmakers face renewed pressure to craft a more comprehensive, long-term budget plan. Some progressives have signaled that they will use this period to push for changes in spending priorities, particularly in areas such as healthcare, education, and climate initiatives.

Meanwhile, conservative Republicans have also expressed dissatisfaction, arguing that the bill does not do enough to curb government spending. "This is just another example of Washington failing to make the tough choices," said Sen. Rand Paul (R-KY). "We need real fiscal responsibility, not another short-term fix."

As both parties prepare for another round of negotiations in the coming months, the passage of this stopgap measure underscores the deep ideological divides in Washington. For now, the government remains open, but the underlying tensions ensure that the budget battle is far from over.



"Tattoo" Pete Gardnier stopped by to pay us a visit. He's living the good life on the Big Island

President Announces Comprehensive Plan to Revitalize The U.S. Shipbuilding Industry

continued from page 1

the proposed levies could significantly increase shipping costs, potentially doubling U.S. export expenses and adding an estimated \$30 billion annually to consumer costs. There are fears that such measures could lead to reduced port calls by ship owners, port congestion, and supply chain disruptions similar to those experienced during the early pandemic.

International stakeholders are also responding to the initiative. French shipping magnate Rodolphe Saadé, chairman and CEO of CMA CGM, has pledged to invest \$20 billion in the U.S. over the next four years. This investment aims to triple CMA CGM's U.S.-flagged fleet APL, modernize port facilities, and create a Chicago air-

freight hub, potentially generating 10,000 new jobs. Currently APL operates 10 U.S. flagged ships all crewed by SUP. Saadé also signaled CMA CGM would look into building container ships in the U.S.

As the administration moves forward, multiple cabinet secretaries, including the U.S. Trade Representative and the heads of the Departments of Defense, Commerce, State, Transportation, and Homeland Security, have been tasked with developing a maritime action plan within six months to implement these initiatives. These are grand plans that could rejuvenate the U.S. Maritime industry and are welcome by industry and labor. The implementation of this will not come easy and time will tell. But these are moves in the right direction.





Dispatcher's Report

Headquarters — January 20253

<p>Deck</p> <p>Bosun 3</p> <p>Carpenter 0</p> <p>MM 2</p> <p>AB 14</p> <p>OS..... 2</p> <p>Standby S.F. 18</p> <p>Total Deck Jobs Shipped 39</p> <p>Total Deck B, C & D Shipped..... 26</p> <p>Engine/Steward</p> <p>QMED..... 0</p> <p>Pumpman 0</p> <p>Oiler 0</p>	<p>Wiper 0</p> <p>Steward 0</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..... 39</p> <p>Total B, C, & D Shipped-All Depts. 26</p> <p>Total Registered "A" 22</p> <p>Total Registered "B" 38</p> <p>Total Registered "C" 13</p> <p>Total Registered "D" 20</p>
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National Maritime Center

Keep 'em Safe, Keep 'em Sailing



National Maritime Center (NMC) / Suspension and Revocation National Center of Expertise (S&R NCOE) Telephone Transition to Microsoft Teams

The NMC and the S&R NCOE in Martinsburg, WV have transitioned from a legacy landline phone system to a web-based Microsoft Teams system. Effective immediately individuals at the NMC / S&R NCOE no longer have access to their legacy 304-433-xxxx numbers.

It is important to note this transition does not impact the NMC's Customer Contact Center telephone number. 1-888-IASKNMC (427-5662) remains as the primary contact telephone number for NMC operations. However, the Customer Contact Center will no longer be able to directly transfer calls to specific points of contact (POC). Instead, the agent will take your information and email the appropriate POC.

Those wishing to speak to a S&R NCOE representative should call (206) 815-6873 or email SRNCOE@uscg.mil. Reports of sexual assault and harassment may still be made to the Coast Guard Investigative Service (CGIS) via their tipline CGISTips@uscg.mil, the CG Tips app, the National Command Center at (202) 372-2100, or the S&R NCOE at Sashreport@uscg.mil.

We will push updates to www.uscg.mil/nmc as new call-in numbers are established over the next several weeks. If you have any questions, contact the NMC Customer Service Center by emailing IASKNMC@uscg.mil or calling 1-888-IASKNMC (427-5662).

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

SUP BRANCH REPORTS

HONOLULU

February 2025

SHIPPING: The following jobs were dispatched for the month: 3 Bosun Steady, 3 AB Day steady, 1 AB Day Relief, 7 AB Watch steady, 1 AB Maintenance, 1 AB Maintenance Relief, 1 AB Tankerman, 1 Ordinary, 1 Ordinary Return, 2 RRF AB, 1 USNS Bosun, and 2 USNS Ordinary.

There were 13 Standbys Jobs dispatched for the month.

REGISTERED: 7 A-Cards, 18 B-Cards, 6 C-Cards, and 3 D-Cards.

SHIPS CHECKED: *USNS Charlton, USNS Watson, Islander, Oceania, D.K. Inouye, Manulani, R.J. Pfeiffer, Mokihana, Lurline, Kaimana Hila, Mahimahi, Maanoa, Maunawili*, and the Paint & Rigging Gang all running smoothly, with few if any beefs.

Agent's Report

Shipping is "meh" right now. But it should be picking up soon. Standby jobs have fallen off a cliff. There are still plenty of Patriot jobs right now. I attended the Hawaii Port Maritime Council meeting. Besides the chaos affecting workers on the federal side. On the state legislative side, the Maritime Caucus consisting of Kanani Souza (R) 43rd District, Amy Perruso (D) 46th District, and Mahina Poepoe (D) 13th District, have proposed

a resolution to create a "Hawaii Maritime Day" to recognizing Merchant Mariners and the Maritime Industry. The Maritime caucus is a new group, and we have yet to ascertain what they represent exactly and are looking into their intentions as a group that uses the name of our industry (They have not reached out to any maritime union yet). Hopefully they are strong Jones Act supporters, as their name suggests and will keep you posted.

I would like to thank Brother Dave Connolly for his hard work all these years under difficult circumstances. It's my opinion that the new APL agreement is monumental, and the positive impacts of that agreement will hopefully echo out for generations (Old timers who were watchstanders, would always tell me, "You know kid, we used to get overtime for this on the weekends."). Your dedication to our Union is appreciated and I wish you and your Ohana all the best going forward.

If you have six months or less to go before your documents expire. Please get going on the renewal process. Let me know if you need help.

**Fraternally Submitted,
Patrick Max Weisbarth
Honolulu Branch Agent**

WILMINGTON

February 2025

Shipping: Bosun: 3 AB/W, 8 AB/D, 5 OS/STOS, 3 GVA/GUDE 0. Standby: 38. Total Jobs Shipped: 57.

Registrations: A 25, B 26, C 4, D 4.

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

Agent's Report

Shipping in LA is really good right now, and the membership has been doing an amazing job stepping up to the plate! It's inspiring to see everyone taking on jobs and filling standby work with such enthusiasm. Your hard work is truly making a difference! As we continue to thrive, let's

remember to stay on top of our game. Please check your expiring documents to ensure everything is up-to-date — it's a small step that goes a long way in keeping us all coordinated and ready to seize opportunities. And don't forget about those dues! Together, we're building a brighter future in shipping. Let's keep the momentum going — your dedication is what makes this union great. Keep up the great work, everyone!

**Fraternally Submitted,
Leo Martinez, Book #19362
Wilmington Port Agent**

SEATTLE

February 2025

Shipping: 1 Boatswain (A); 1 AB (B); 2 AB/D (B); 3 AB/W (A, 2C); 1 OS (C); 0 Standby AB

Registered: 4 A card for a total of 6, 10 B card for a total of 17, 3 C card for a total of 4, 3 D card for a total of 3.

Agent's Report

Shipping in Seattle for rated sailors, especially those with MSC training, is still wide open in Seattle. I have been sending many good jobs open board and too many

reliefs are long overdue.

Due to the reduction of Kaiser providers in the area occupational clinics, I will need to start calling Matson jobs as early as four days prior to joining in order to secure a sign-on physical appointment. If you are looking for a specific ship, start making job calls Monday through Friday.

**Fraternally,
Brandon Bohannon
Seattle Port Agent**

VICE PRESIDENT'S REPORT

March 2025

USNS Seay — Zachary Jacoby, delegate. Ship is on the East Coast preparing for a mission at the end of month. Three additional AB's and one OS will be dispatched to turn to 4/1/25. Crew remains in high spirits with little or no beefs. Frank Duffin, bosun.

USNS Soderman — Gabriel Moreno, delegate. Hull getting surveyed with divers. David Rowland, bosun.

Allied Pacific — Carey Floyd delegate. Ship has primarily been on the hook in Jin-hae anchorage, Korea the past 6 months. All reports are things running smooth with plenty of overtime and shore leave. New gym equipment and full stewards department aboard serving good meals. Scott Oliphant being relieved by Bryan Page as bosun.

Cape Henry — Ian Serra, delegate. Departed Subic Bay, Philippines early March. Heading home after a long mission. Inquiries regarding working on the weekend while at Sea. The SUP turns to on the weekends, we want the work! Marc Calairo, bosun.

Cape Taylor — Georgio Pompei, delegate. Ship recently completed a 60 day FOS mission to Europe. Back in ROS in Beaumont, TX. Thanks to all the members who stepped up to fill the billets on short notice. Forbes Gumapac, bosun.

USNS Dahl — Jeremy Smoot delegate. Ship is on the hook in Busan, Korea. Xerxes Cunanan, bosun.

USNS Sisler — Noel Romero, delegate. Ship departed Saipan for a mission heading to Philippines. Jeff Nicholas, bosun.

ADM Callaghan — Bosun Haz Idris deck gang running smooth with no major beefs. Rumors of Callaghan getting laid up next year.

Cape Orlando — Bosun Phil Coulter, deck gang running smooth with no major beefs. Callaghan and Orlando crew took small arms this past month. Many contractors are on the ship working on repairs. GUDE working on deck more often than engine room.

Processing time on CG Medical Certificate has been reduced recently, but do not count on this. 6 months or less, it's time to renew. For any members in need of assistance for CG Medical Certificate applications, please contact me.

OS on FOS ships please make sure you take your RFPNW and AB Deck assessments on board and get them signed off. This is a crucial step in becoming an AB.

Members seeking LNG endorsement qualification, please make sure to turn in your LNG certificate with Coast Guard form to get the endorsement in your MMC. Simply taking the LNG class and having the certificate is not enough.

Sam Worth

BUSINESS AGENT'S REPORT

February 2025

Just a Reminder for members that are eligible to Sign up for LNG Training classes are filling up fast see your local and Agent fill out an application

Maunalei — In Sand Island/Hono- delegate Mark Relojo during the time we broke out the Maunalei Matson was saying this is for one trip to Honolulu and back to Tacoma to lay-up. Well that's always subject to change and has been running steady. The company schedule has us on the China run through the month of March always subject to change. Mike Higa as Bosun

Mahimahi — Emo Aulelala delegate running smooth the issues we were having in the stewards department went away in Oakland last trip, Everything been running smooth with Noel Itsuaru as Bosun his times up in Oakland and will be missed. Running steady on the southern triangle.

Manoa — In at Oakland#62 Ron Sugui delegate short stay is routine, arriving early morning sail later that evening. On the southern triangle run, in good hands with John Crockett as Bosaun.

Kamokuiki — delegate Thomas Tynan in at Kwajalein for a week according to schedule this is routine with this vessel, Working steady plenty of maintenance work to us keeps us busy with Dennis Solijon.

Manukai — Laid-up in Los Angeles according Matson repairs were completed plan on calling the crew back middle of March.

Maunawili and Manulani — check in with these vessels with little or no beefs.

Members taking Gangway Security watches on APL vessels. You are there for the duration of the vessel stay in Port don't take it if you can't stay !!

President Grant — In at Oakland #56 Chris Halberg delegate clarification of third entree on menu, Good ship top to bottom working crossing and back, getting the work done ,mates has been good on ordering tools & gear needed for maintenance work. Arsenio Purganan as Bosun.

President LB Johnson — delegate Elixor Ponce No switching watches cause you having problems steering, As an AB if you don't know anything else you should know how to steer, next time take a dayman job. David Reinking as Bosun

President Bush — delegate Janan Johair clarification on daily megabits usage and how they charge the sailors aboard. Working steady with Vaeriy Goncharov as bosun.

APL Eagle, President Carter and President Reagan — Check in with these vessel with little or no beefs.

SFBP Pier#9 — Chri Auer delegate temporary deckhands in training running smooth and steady with Steve Ross as DockBosun

Documents less than 6 months it's time to renew. Don't get stuck on the beach with expired Documents only you know your own business stay current.

Helped out in the front office dispatching and visited the ships.

* Please take note, my new email address is roy@sailors.org ***

Roy Tufono

SUP Meetings 2025

HQ	Branches
April 14	April 21
May 12	May 19
Jun 9	June 16
July 14	July 21
August 11	August 18
September 8	September 15
October 14*	October 20
November 10	November 17
December 8	December 15

*Tuesday meeting due to holiday

SUP Pensioners Join the Ranks of Retirement

No New Pensioners For March

Final Departures

Hal Bresock, Book #5552. Born in Utah in 1929. Joined SUP in 1952. Died February 5, 2025. (Pensioner)

REMINDER: If you have six months or less to go before any of your documentation is set to expire, please get started on the renewal process.