



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Friday, March 17, 2023



SUP Celebrates Founding

The Sailors' Union of the Pacific this month observed the 128th anniversary of its founding, March 6, 1885, on the old Folsom Street Wharf in San Francisco.

In that era, organizing a Union was a bold move since no laws protected collective labor action, or addressed collective bargaining rights for workers. Not until the passage of the National Labor Relations Act in 1935 would it be legal to form or join a Union.

For sailors, it was much worse: there were no rights at all. Under federal law they were serfs at the beck and call of the shipowner, the indentured servants

of crimps, bucko masters and mates. Recognition, respect and improved conditions did not come easy. Men bled and some died for it.

With a militant membership and the tenacious leadership of Andrew Furuseth (March 5, 1854) and Harry Lundeberg (March 25, 1901), tremendous obstacles were overcome and the Sailors' Union developed an enduring legacy of strength and integrity.

In addition to the anniversary of the organization of the Union and the birthdays of former secretaries Furuseth and Lundeberg come in March. March is also the anniversary of the Seamen's Act which was signed into law by President, Woodrow Wilson on March 4, 1915, after a 20-year struggle by Furuseth to free seamen from indentured servitude.

The current fight to retain and enforce the cargo preference provision of maritime cabotage (Food for Peace /P.L. 480) is something that the SUP has been involved in for many years. When President Dwight D. Eisenhower on August 26, 1954 signed a bill requiring that 50% of foreign aid cargoes be carried in U.S.-flag ships, it was the result of nearly a decade of ceaseless, persistent fighting by the maritime Unions, spearheaded by the Sailors' Union of the Pacific.

An attempt to get such a measure passed goes back to 1947, when President Harry Truman

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Heindel Elected to Lead SIU and MTD Long-time President Mike Sacco Retires

The 2023 Executive Board meeting of the Maritime Trades Department, AFL-CIO, in Orlando Florida, was momentous and historic.

The Executive Board, composed of representatives from the MTD's 24 affiliates, had not convened in this capacity since 2019 due to concerns around the COVID-19 pandemic. With a full agenda of new and old business, the Board listened to speakers, approved policy statements, and celebrated the MTD's departing leadership on February 16th and 17th.

Shortly after President Michael Sacco gaveled in the first day's session, Maritime Administrator Rear Adm. Ann Phillips addressed the Board and reiterated the government's support for the U.S.-flag maritime industry. Following the Maritime Administrator were Export-Import Bank Director Owen Herrstadt, the commander of the U.S. Transportation Command, General Jacqueline Van Ovost spoke to delegates via video and joined the other speakers noted the outstanding and critically important efforts of U.S. Maritime Labor in recent years. General Van Ovost in particular praised the historic and recent dedication of the

U.S. merchant marine's for the U.S. wartime stance in support of Ukraine.

The agenda for the 17th included the famous and familiar voices of AFL-CIO Secretary-Treasurer Fred Redmond and International Transportation Workers' Federation General Secretary Steve Cotton.

But history was made when President Sacco announced to the Board that he would be stepping down from leading the MTD, effective immediately after the final gavel. Sacco ended his tenure as President of the MTD with a record-setting 34 years. The Board unanimously elected David Heindel, who earlier in the week assumed leadership of the Seafarers International Union when Sacco retired from that organization. Sacco also retired as President from the Seafarers International Union of North America. In a meeting on March 7, 2023, the Vice-Presidents of the SIU-NA elected Dave Heindel as his successor.

In addition, the Board also voted to approve and adopt twelve policy statements on issues important to Maritime and Organized Labor. Excerpts of those statement can be found on page 7.

Biden Opens Alaska North Slope for Drilling

The Biden administration has approved a massive new oil drilling project in Alaska, over the objections of environmental advocates who have said greenlighting the plan would violate the president's climate goals. It came a day after the administration said it was blocking or limiting drilling elsewhere in the state.

"We did it, Alaska!" said Republican Sen. Lisa Murkowski, who supported the project. "What a huge and needed victory for all Alaska. This project will produce lasting economic and security benefits for our state and the nation." The project will include more than 200 wells spread across three drilling pads and miles of pipelines and roads.

The so-called Willow project is managed by

ConocoPhillips and will drill in the National Petroleum Reserve, located on the state's North Slope. The company says it could produce 180,000 barrels of oil per day. Proponents have also said that the Willow project will create jobs, lower oil prices and bolster national security. All of Alaska's unions are reportedly in favor of the project.

The announcement drew fire from environmental advocates who have called the proposal a "carbon bomb" and argue it could worsen climate change, harm biodiversity and slow a transition to cleaner fuels. Within Alaska, the Willow project has enjoyed broad support from federal and state lawmakers, labor unions and Alaska Native leaders

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Biden Budget Would Fully Fund MSP and TSP

The White House budget released on March 9 includes full funding at \$318 million for the Maritime Security Program and \$60 million for the Tanker Security Program. For the MSP, the "retainer incentive" equates to stipend of roughly 5 million per ship to offset the higher cost of U.S.-flag operations.

The MSP maintains a fleet of commercially viable, militarily useful merchant ships active in international trade. The MSP fleet is available to support U.S. Department of Defense (DoD) sustainment sealift requirements during times of conflict or in other national emergencies. The program also provides DoD access to MSP participants' global intermodal transportation network of terminals, facilities, logistic management services, and U.S. citizen merchant mariners.

President Clinton first established the MSP on

October 8, 1996 as part of the Maritime Security Act of 1996. The National Defense Authorization Act (NDAA) for Fiscal Year 2020 (S. 1790) authorized the Secretary of Transportation to extend existing Maritime Security Program operating agreements through September 30, 2035.

The reliability of ships participating in MSP, despite the volatile nature of international trade, is without question. During the national emergency of the recent COVID-19 pandemic, MSP ships remained on schedule despite huge risks and operational problems.

Presidential budgets are considered a statement of the administration's priorities and policy objectives and must be approved by Congress. Although the program is approved through 2035, it must be funded every year and efforts are underway now to secure Congressional funding.



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari.....BK#2251
Hannu Kurppa BK #3162
Gunnar Lundeborg.....BK#4090
Duane NashBK#2437
Vince O'Halloran.....BK#2463
Alexander Earle..... BK#1885
Terry Lane BK#4107
Michael Sposeto.....BK#7503
Michael Worth.....BK#3929
James ClayBK#4794

Political Fund

Abdulgabar Shabain \$50
Dave Connolly \$200
Ariel Odion..... \$50
Archie Bickford \$100
Giancarlo Thomae..... \$100
Hamilton Parone..... \$50
Gil Manipon \$5
Vincent O'Halloran \$400
Daniel Tun..... \$100
Camilo Moreno \$40
Christian Fonseca \$100
Drulyn Tuiasosopo..... \$50
Norman Kurtz \$50

(In Memory of Joseph Castege,
Last of The Castege Brothers)

Rodolfo Bautista..... \$50
Patrick Weisbarth \$100

Organization/ General Fund

Nicholas Marinovich..... \$200
Dale Gibson \$10

West Coast Sailors

Valeriy Goncharov \$50
Eola Manoa..... \$10

SUP Meetings 2023

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

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

*Denotes Tuesday meeting due to
holiday

Membership and Ratings Committee

The Committee met on March 2, 2023 and found the following members eligi-
ble for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Jonathan Agbayani	B-19743	1 yr.	A.B.	B
Vincent Lao	B-19744	1 yr..	A.B.	B
Adel Mohamed	B-19745	1 yr.	O.S.	B
Munassar Ghaleb	C-2965	30 days	O.S.	C
Franklin Muna	C-2966	30 days	A.B.	C
Sharif Ali Mohamed	C-2967	30 days	O.S.	C
Lyle Colquitt	C-2968	30 days	O.S.	C
Hamzah Ghaleb	C-2969	30 days	O.S.	C

Ratings: Bosun Stamp
None

Membership and Ratings Committee's Report: Dmitrios Kolymparis,
B19556, Jhon Relojo, C2691 and Reggie Glover, B19698.



The March Membership and Ratings Committee: Jhon Relojo, Reggie Glover,
and Dmitrios Kolymparis.

SUP Welfare Plan Notes

Medicare Part B Reimbursement for Pensioners

A letter was recently mailed to all Pensioners requesting a copy of the Medicare
Benefit Verification Notice showing your monthly Part B premium amount. Please
be sure to send a copy of this notice to the SUP Welfare Plan Office for yourself and
spouse to continue receiving the reimbursement for Medicare Part B premiums with
your monthly pension benefit payments.

Keep us Informed

Please keep the Plan Office informed of changes such as a new address or depen-
dent changes (marriage, divorce, children to be added, or death of a spouse). Timely
notification is needed and very much appreciated.

SIU-PD Pension Plan IRS Tax Withholding Form W-4P

We thank the many of you that have submitted your new IRS Tax Withholding
Form W-4P. If you have not done so already, you may still submit your forms. If you
wish to change your withholding amount, you can always contact the SIU-PD Pension
Plan Office to request a new form.

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



To all the sailors at sea and ashore, from Telegraph Hill in San
Francisco, SUP pensioner Joe Zygaj sends his regards

Final Departures

Volkert Lokies, Book No. 4097. Born Died in Gardnerville, Nevada, Febru-
in Germany in 1944. Joined SUP in 1966. ary 21, 2023.

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TRANSCOM General Calls Merchant Mariners Critical Defense Asset

The commanding officer of the United States Transportation Command (US-TRANSCOM) provided the MTD Executive Board and guests with a powerful, detailed description of why the nation must maintain a strong U.S. Merchant Marine. U.S. Air Force General Jacqueline Van Ovost briefly reviewed the American maritime industry’s centuries-old reliability before underscoring the ongoing need to boost the mariner pool and U.S. shipbuilding capacity.

Video was also broadcast from U.S. Army General Christopher G. Cavoli, Supreme Allied Commander Europe, and from Ukrainian government official Oleksandra Azarkhina (the nation’s deputy administrator of infrastructure). They both thanked MTD-affiliated unions for their support.

Van Ovost said that USTRANSCOM

leaders “recognize that your success drives our own.” She continued, “Our country’s heritage as a maritime power has endured since the very founding of this great union. Our ability to protect our coasts, sustain our industries, support our allies, and project power abroad is a national strength built on the water. Because it wasn’t just the conveyances that enabled our increased integration with the world; it was due in large part to the companies, unions, and workers who created a thriving maritime ecosystem.” Van Ovost noted the wartime service of civilian mariners throughout the country’s history. “This is the legacy that your organization carries forward — one of dedication, hard work, professionalism, and patriotism,” she stated. “This remains true today as your efforts continue to support commercial partners’ ships and



those of the Maritime Administration that USTRANSCOM employs to fulfill our global mission. Deterring potential adversaries and projecting America’s military power abroad just isn’t feasible without you.”

She said that the U.S. Merchant Marine’s service in “every major operation or humanitarian event enabled the achievement of our national objectives” since the middle of the last century. She underscored the reduced number of domestic shipyards and the serious drop in shipboard manpower with this stark point: “From the supply chain to the dry docks, we have the reduced the margins of monetary risk at the cost of our national security.”

“Recent global events have once again invigorated the focus and support for the business of deployment, sustainment, and maneuver that only you can provide, and

together we deliver,” Van Ovost said. “This includes our current endeavors to support our NATO allies and supply Ukraine with the materials needed to defend against Russia’s unprovoked war. With your help, we’ve delivered millions of pounds of ammunition, weapons, vehicles, and artillery systems at a volume that only surface shipping can facilitate. Ukraine’s success on the battlefield is a direct reflection of your support and something we’ll need even more in the future.

“In the complexities of today’s global competition, the fundamental need to retain this advantage has not changed,” she continued. “Neither has the impact of those who labor to ensure its vitality. I argue their importance has only grown, which is why I am such a strong advocate for those involved with the maritime industry.... This is something we cannot afford to get wrong; the stakes are too high and countries like China are leveraging their capacity to produce all manner of ships to erode our once-clear strategic advantage.”

She then pointed out recent components of the National Defense Authorization Act that support the Jones Act, the new Tanker Security Program and other maritime staples that signal “positive changes.... This focus on your industry is a renewed recognition of just how critical your contributions are to the success of our nation. They also represent an increased opportunity for employment, growth for our economy, and decreased risk to national security.”

Mariner Passport Renewal Update

The US State Department has issued an update to its provisions governing passport renewals for mariners. Emerging from the pandemic emergency response effort to expedite passport renewals for mariners who urgently need them for international voyages, the program continues with minor changes. The expedited renewals are applicable to mariners with passports that either have expired or have less than seven months’ validity remaining.

The procedures are effective as of late January 2023 and is an update to the previous notice issued in January 2022. The new notice is largely the same, but there is a new address to send applications as well as a slight fee increase. The option of applying for a second 4-year passport is not new, but its value has increased over the last couple of years. The second passport, valid for only 4 years, provides flexibility during the delays of the visa application process and could be helpful in getting and keeping certain jobs.

The application particulars can also be found at travel.state.gov or on the SUP website at sailors.org or at SUP hiring halls.

Coast Guard Readiness Hit by Recruiting Shortfall

the U.S. Coast Guard’s top officer warned that a tough hiring market is having a substantial impact on recruitment, and that the service is putting new effort into finding and keeping members of its active-duty workforce.

To respond, the Coast Guard is rolling out new recruitment-specific branding and marketing and recruiting in new areas. “Our recruiting shortfall threatens our readiness and ability to serve the American people,” warned Commandant Adm. Linda Fagan in her annual State of the Coast Guard address. “I have a sense of urgency...” she said.

The Coast Guard received an extra \$6.5 million from Congress this year to pay for seven more recruiting offices in additional communities. The service is also adding four new Junior ROTC (high school) units, taking the total to 10. These new units will be located in Chicago; San Diego; Alabama; and Mississippi, in a suburb of Jackson. Plus, a new recruiting-specific logo to promote brand awareness will be aimed at filling enlisted recruitment targets.

Retention is a challenge in a tight job market, and Fagan has initiated more changes. The Coast Guard is creating more options for servicemembers to stay in the same area and the same rank if they



desire, allowing spouses and children to put down roots without moving every few years for their next promotion or transfer. By removing “up-or-out” high-year tenure, like the Navy, the Coast Guard allows enlisteds to keep serving even if they don’t get a raise in grade by a specific cutoff date. USCG is also spending on training facilities, childcare, housing, healthcare, behavioral health services, parental leave, and modernized HR services, to make the Coast Guard life more attractive. “An external network of support is equally critical to the success of our workforce. The demands of military service mean that while we recruit individuals, we retain families,” said Fagan.

All branches of the armed forces are struggling to recruit. The U.S. Navy reduced its recruitment test score standards to the lowest level allowed by law, maximized recruitment age to 41, increased enlistment bonuses, waived past physical-fitness test failures, lifted high-year tenure, and drawn down its holding pool of Deferred Entry Program recruits to the lowest level in 40 years.



“Julie Su has distinguished herself as a principled fighter for the basic rights of every worker,” said AFL-CIO President Liz Shuler. “There’s no one more dedicated and qualified to defend the fundamental rights of working people.”

Julie Su Nominated to Head Department of Labor

President Biden nominated Julie Su to the cabinet position of Secretary of Labor. Biden said she “is a tested and experienced leader, who will continue to build a stronger, more resilient, and more inclusive economy.”



Julie Su has spent her career fighting for workers, and currently serves as the Deputy Secretary of Labor, a position she has held since her July 2021 Senate confirmation. As Deputy Secretary, Su has worked side by side with Secretary Walsh to advance President Biden’s vision of a strong, resilient, inclusive economy with worker well-being at its center. She

Previously, Su was the Labor Secretary for the State of California where she worked closely with unions and employers to build training partnerships, designed to lead people—often those left out of prosperity — to good, union jobs. As the California Labor Commissioner, she launched the “Wage Theft is a Crime”

campaign with the support of both labor and management. Before that she spent 17 years as a civil rights attorney representing workers who are often invisible, including 72 Thai garment workers who were trafficked into the US and forced to work behind barbed wire and under armed guard. Her work earned her victories in court and a MacArthur “genius” award.

In brief remarks Su recounted her mother’s journey, from coming to the United States on a cargo ship to receiving a call from Biden to tell her that her daughter would be a Cabinet secretary.

At the announcement of her nomination President Biden thank outgoing secretary Marty Walsh: ““Marty, thank you for everything you’ve done... thank you for standing up for labor, thank you for standing up for ordinary people, and thank you for having my back, pal,” Biden said.



FOR IMMEDIATE RELEASE: February 23, 2023

ILWU-PMA Update on Contract Talks

SAN FRANCISCO, CA (February 23, 2023) – The International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA) announced today that they continue to negotiate and remain hopeful of reaching a deal soon. The parties have agreed not to discuss negotiations in the media as collective bargaining continues.

Negotiations for a new collective bargaining agreement covering more than 22,000 dockworkers at 29 West Coast ports began on Tuesday, May 10, 2022, in San Francisco. The parties have reached a tentative agreement on certain key issues, including health benefits, and remain committed to resolving remaining issues as expeditiously as possible. Talks are continuing on an ongoing basis until an agreement is reached.

Negotiations are not open to the media or the public, and news articles purporting to know what is happening at the bargaining table are speculative at best. During negotiations, West Coast ports have continued to operate.

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Stormy Outlook for Containership Trades

Ocean carriers are feeling the pain of an import slowdown and expecting lower numbers in the first six months of this year. After downgrades in profit forecasts, they are hoping for a restocking demand boost in the second half.

But the huge profits of carriers in recent years look unlikely at best as rates fall. Both lower volumes and higher capacity are to blame for falling rates. “Further erosion of ocean freight rates is to be expected in H1 23,” says a recent industry. “In addition to dwindling demand, the additional capacity coming into the market in the second half of 2023 and [in] 2024 will be another factor putting downward pressure on rates.”

According to Alphaliner data there is a wave of 2.48m teu of newbuild tonnage set to be delivered this year, followed by another 2.95m teu in 2024.

Currently the containership orderbook represents around 30% of the fully cellular 26.6m teu global fleet. It had been widely anticipated that the scrapping of older tonnage would accelerate this year and

mitigate some of the impact of the new-builds, but containership owners that may have been considering demolition sales have been surprised by a positive charter market. Indeed, there appears to be a disconnect between the freight market and the charter market, with brokers reporting renewed interest and an uptick in daily hire rates. In any case, in total there is less transparency on the economics of ocean shipping rates.

With the addition of new builds, shipping lines will deploy their fuel-efficient and more eco-friendly newbuilds into service as quickly as possible. That means existing ships will shift to secondary trades or be into lay-up status.

Analysts say the current strategy of blanking voyages is not working, and will not work unless volumes increase unexpectedly. The report says: “Unless meaningful and permanent capacity cuts are made, rates will continue to decline, and temporary cuts will not be enough to support the weaker ocean freight volumes.” Only a surge in cargo will change things.

Capt. George Quick, MM&P Vice President, Honored at IMO

“An Unwavering Advocate for Seafarers’ Rights”

MM&P Pilots Group Vice President George Quick has been recognized by the International Maritime Organization for his countless contributions, over a span of almost 50 years, to improving the lives and working conditions of the world’s seafarers. In a speech before a packed auditorium on Feb. 10, IMO Secretary General Kitack Lim read a tribute expressing the organization’s gratitude.

“Since his first meeting nearly 50 years ago, Captain Quick has attended well over 100 IMO meetings, where he has substantially contributed to the drafting and amendment of many IMO instruments, resolutions, and other standards that have contributed directly to the safe and environmentally responsible operation of world shipping and the welfare of seafarers around the globe,” Lim said.

“He has been an unwavering advocate for seafarers’ rights,” Said Secretary Lim. “While his contributions... cannot be overstated, his personal impacts on countless delegates, both past and present and including many people in this room today, represent his real legacy.”

“He has been a mentor and role model to so many women and men who will



continue to carry forward the important work of the organization.”

“On behalf of IMO, the Secretariat, and all of the delegations, thank you Captain Quick for your years of dedicated, committed and extremely effective service to this organization and to seafarers around the world. Please join me in recognizing a very special seafarer, pilot, delegate, and person.”

Capt. Quick is a recognized expert on many maritime issues and routinely espoused real world fixes to complex problems and always from a pro-Union point of view.

UAW Ratifies CAT Deal

The United Auto Workers (UAW) union said members at four local chapters working at Caterpillar had voted in favor of a new six-year labor contract with the firm, preventing a strike at the world’s largest maker of construction and mining equipment.

Unionized workers unanimously accepted the deal that outlined a 27% combined wage increase and lump sums over the six-year period, a bump in employer contributions to retirement plans, and a \$6,000 bonus.

“The terms of the contract are effective immediately (March 13),” UAW said in a statement on Sunday.

Additionally, the latest deal included a moratorium on plant closures after years of CAT shifting production to other U.S. facilities and shuttering its Aurora, Illinois factory in 2017. It covers roughly 7,000 workers.

71.5% of union members voted to accept the tentative agreement. Local union leaders at Caterpillar said they

were pleased to have reached an agreement with management to avoid a strike such as those that the company’s rivals Deere & Co. and CNH Industrial had gone through.

Some workers expressed frustration over the deal, however, saying that wage increases weren’t commensurate in the face of rising inflation. But others said they believe the new contract is the best CAT has offered in years, especially after they agreed to company concessions in previous deals that froze wages during the great recession. “It’s a decent contract and I just want it behind us at this point,” a 40-year-old lathe operator who has worked at a Caterpillar plant in Peoria, Illinois since 2006.

The UAW’s contract ratification with Caterpillar comes just six months ahead of the deadline for the union and the three Detroit automakers concluding new master contracts covering roughly 143,000 workers.



SS THOMAS E. CUFFE. Built in 1978, this was a C-8 type LASH ship, (Lighter Aboard Ship) and operated by Pacific Far East Lines. It originally carried floating barge "containers" moved by the large gantry cranes on board. PFEL went bankrupt in 1978 and eventually the ship was converted to containers and run by APL as the *President Hoover* then Matson as *Lihue*.



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Chinese Made Cranes Have Spy Capability Says Pentagon

In a story first reported by *The Wall Street Journal*, Chinese-made container cranes may contain chips and other devices capable of reporting the U.S. defense shipments.

National security experts and Pentagon officials have compared ship-to-shore cranes made by the China-based manufacturer, ZPMC, to a modern-day Trojan horse. The term “trojan horse” is often used today to denote computer programs that breach security by design, made to look benign and functional but which actually transmit personal or sensitive data without detection. Classically, the Greeks famously concealed themselves inside the hollow “gift” of a large Trojan horse as a breach of the defenses of the city of Troy.

While comparably well-made and inexpensive, the Chinese cranes contain sophisticated sensors that can register and track the origination and destination of containers, prompting concerns that China could capture information about materiel being shipped in or out of the country to support U.S. military operations around the world. The cranes could

might also be used to disrupt shipping, said a former U.S. counterintelligence official.

A representative of the Chinese Embassy in Washington called the U.S. concerns about the cranes a “paranoia-driven” attempt to obstruct trade and economic cooperation with China. “Playing the ‘China card’ and floating the ‘China threat’ theory is irresponsible and will harm the interests of the U.S. itself,” it said.

But the U.S. Defense Intelligence Agency conducted a classified assessment in 2021 and found that Beijing could not only report on port traffic, but potentially prevent or disrupt its free flow, or gather intelligence on military equipment being shipped. U.S. officials didn’t say whether they had found any specific instances of ZPMC cranes being used for espionage. “DIA’s analytic efforts assist the U.S. military in anticipating and mitigating threats to global mobility, which relies in part on commercial transportation and shipping,” DIA spokesman Lt. Col. Dean Carter said.

The recent tension over high-altitude



Chinese-made cranes at a container terminal in the outer harbor of the Port of Oakland, California

balloons as an alleged means of Chinese surveillance has cast a spotlight on the changing nature of espionage and how nations keep tabs on each other, beyond the more conventional intelligence-gathering tools of spies and satellites.

In recent years, U.S. national-security officials have pointed to a range of equipment manufactured in China that

could facilitate either surveillance or disruptions in the U.S., including baggage-screening systems and electrical transformers, as well as broader concerns about China’s growing control of ports around the world through strategic investments. China makes almost all of the world’s new shipping containers.

On the Dark Side: Russian Ships and Cargo Escape Regulation

A growing fleet of tankships, many without normal identifying documentation, has emerged to service the sanctioned Russian oil trade. The trade has introduced a new level of risk to safe operations.

In response to the invasion of Ukraine, the European Union and the G-7 nations, together with Australia and Japan, implemented broad and increasing sanctions against Russian refined products exports. The restrictions on Russian crude exports began December 5 but take didn’t take full effect until February 5 of 2023. Several industry sources reported a surge of the number of tankers sailing without declared cargo or destination. Tankers flying the Russian flag number just 33 at the end of 2022, down from 103 in January.

Russia announced a relatively minor cutback in crude production but Russian oil cargoes continue to flow. “We see no indication that Russia will have to cut back its exports of crude or refined products,” said David Wech, chief economist of Vortexa. Despite predictions to the contrary, Wech said there will be

enough ships to handle both crude and refined oil. That is only possible by a massive increase in the so-called “dark fleet” or “shadow fleet.” Using older tankers with opaque ownership that operate outside Western insurance, financial and shipping-service circles, the ships often change flags, names, and operating companies, and routinely turn off their Automatic Ship Identification (AIS) locator beacons.

A representative of Trafigura, one of the world’s largest trading companies said the shadow fleet now numbers around 600 vessels, comprising 10% of the world’s crude tankers and 7% of its product tankers. “Maybe the politicians that set up the current sanctions were aware this would happen... but there is a lot of murky stuff going on.”

Older tankers that pollute more and are less safe to operate would normally go to the scrapyards for recycling and be replaced by modern, more efficient vessels. Now however they can escape regulation and safety maintenance re-



Russian crude and products cargoes are shipped on the so-called 'dark fleet' or 'shadow fleet.'

(Photo: Shutterstock/Bob63)

quirement by being profitably used in the shadow fleet. But why scrap them when they can earn huge premiums in sanctioned trades? “It’s in the sanctioned or semi-sanctioned environment where freight rates are high, not in the rest of the market,” Wech said.

On the crude shipping side, Russian Urals-grade crude trades at a significant discount, but some of which flows back to Russia, undercutting the Western goal to prevent Russian profits. “There is no shortage of shipping capacity,” said Wech, citing recent tanker acquisitions. “There are a lot of new players, very nontransparent players, a mix of Russian interests, partly located in the Middle East, and some other trading bodies in the Middle East, and Indian and Chinese companies.

Since the EU ban on Russian crude imports began Dec. 5, almost all of Russian crude has gone to India and China, with Turkey, previously a major buyer, pulling out. “There are essentially only two countries left buying Russian crude,” said Wech. As a result, “they are in an extremely strong position to ask for substantial discounts.”

Crude from Russia’s European ports is loaded on Aframaxes (tankers with 750,000-barrel capacity) and Suezmaxes (1 million-barrel capacity), then moved onto very large crude carriers (VLCCs; 2 million-barrel capacity) via ship-to-ship (STS) transfers, largely off Ceuta, Spain and Kalamata, Greece, then shipped

to India or China. Singapore has also emerged as STS dark fleet trading hub.

The product tanker scenario is different. “There are many more markets to place Russian diesel than Russian crude,” noted Vortexa senior analyst Pamela Munger. Turkey is continuing to buy Russian diesel and Morocco has dramatically increased its imports, replacing cargoes from Saudi Arabia. Diesel moves on a larger number of smaller product tankers that are harder to follow, with STS operations much easier to hide. “If the vessel is at port where there’s a refinery, it’s harder to track because you’re not sure if it’s refined product from that refinery. The origin [of diesel] becomes very mixed very quickly,” noted Munger.

Meanwhile, most tankers operate under international laws promulgated by the International Maritime Organization and policed by individual nations. The concern is that the rise of the shadow fleet will ultimately lead to a catastrophic maritime casualty. “When we talk about the growth of the dark fleet, that’s not quality shipping,” said one expert. “These are ships that have transferred ownership that are insured by questionable internal Russian insurers. Who knows what’s going to happen if there’s a major maritime casualty? I wonder what would happen if we suddenly had a big oil tanker with 2 million barrels aboard [have an accident] close to where people live, in the Singapore Straits or the West Indian coast or the middle of the Arabian Gulf,” he said.

Black Sea Combat Warning Issued by MARAD

Various maritime authorities, including the U.S. Maritime Administration, have issued new advisories on combat operations in the Black Sea and Sea of Azov. The fresh warnings state that since Russia’s full-scale invasion of Ukraine in late February 2022, reports of multiple commercial vessels being struck by projectiles and/or experiencing explosions in Ukrainian ports, and in the northwestern Black Sea, have proliferated. Naval mines, both moored and drifting, have also been reported throughout the Black Sea. There is a high risk of damage to U.S.-flagged vessels in this region.

U.S.-flagged commercial vessels should avoid entering or approaching the Sea of Azov, Ukrainian ports, or Ukrainian territorial waters in the Northwestern Black Sea unless participating in the UN Black Sea Grain Initiative. Vessels operating near these areas are advised to exercise caution; conduct a risk assessment; review security measures; review current NATO Shipping Center — NAVAREA III — and other local broadcast warnings; and incorporate appropriate protective measures into their vessel security plans.

UPDATE: A mid-air collision between a U.S. drone and a Russian fighter plane served to ratchet tensions higher. The plane was damaged and the drone crash-landed in international waters in the Black Sea. Two Russian SU-27 fighters demonstrated a “lack of competence,” according the U.S., as they attempted to dump fuel on the drone. Reports of Russian attempts to salvage the unarmed MQ-9 Reaper drone are likely to exacerbate the situation.

ITF and ILWU Make FOC Ship Pay Wages to Burmese Crew

In a rare victory in the battle to hold unscrupulous flag-of-convenience ship-owners accountable, the ITF secured back wages for an exploited crew of sailors.

Jeff Engels, the International Transport Workers Federation (ITF) inspector for the Puget Sound, boarded on February 7th the Liberian flagged ship ASL Uranus in Tacoma. The ship is a bulker in the grain trade, and alongside an export grain facility. The crew, which included sailors from Vietnam, Burma, and China, reported non-payment of wages. They had also been threatened with retaliatory action if effort was made gain their unpaid wages. The ship is owned by Agricore, based in China.

Engels demanded rightful pay, and payment of back wages, while communicating with the shipowners through the flag state. He noted that during that process crew families had been contacted by the company and the manning agency and told that they would have “return the money.” The matter of crew safety became integral to the agreement, as the crew itself got threatening phone calls during the process.

But with the support of ILWU Local 23, the shipowners agreed to pay. A ship agent arrived with \$73, 458 to pay 15 mariners their wages. The captain signed a declaration agreeing not to take retaliatory action and promising to repatriate sailors at their next port of call. Local 23 line handlers, pilots, and tugboat crews all ensured the ship remained at the dock while Engels negotiated a safe passage agreement. “This outcome was possible because of the support of multiple organizations, working around the clock, and because strong labor unions like ILWU Local 23 were willing to stick up for the seafarers,” said Engels.

Local 23 President Jared Faker said that if the crew decided they wanted extraction, the nearly 2,000 ILWU long-shore workers in Tacoma would not have

waited for all the red tape to clear to make this happen. “Seafarers are an invisible link in the global chain and are vulnerable to abuse and exploitation,” Faker said. “Workers in the Port of Tacoma were not going to let this vessel go anywhere while these workers’ lives were in peril.”

Eventually, with safeguards and guarantees in place, the crew voted to sail the ship. “The ship owners and agents ‘did the right thing’ because they want to continue doing business in Tacoma and other ports on the West Coast, and other ports around the world where dockworkers are organized,” Local 23 President Faker said. “We will not tolerate the abuse or mistreatment of seafarers.”

“The ship owners and agents ‘did the right thing’ because they want to continue doing business in Tacoma and other ports on the West Coast, and other ports around the world where dockworkers are organized,” Faker added. “We will not tolerate the abuse or mistreatment of seafarers. Engels confirmed later that crew made it home without retaliation. “As I prepare to retire, I am heartened that the process worked as it should..” he said.

Australia Government Takes Action Against FOC Ships

Australia’s reputation as a bulwark against sub-standard shipping is well-deserved. The Australian Maritime Safety Authority recently built upon that reputation announcing that it has banned a Mediterranean Shipping Company vessel for three months because of a series of maintenance and safety-related deficiencies.

In the past two years, AMSA says, it has detained nine MSC-operated ships, including five in the first two months of 2023, for “systemic, substandard maintenance practices.” The most recent case involves the Liberia-flagged MSC KY-MEA II, aboard which inspectors found 21 deficiencies, including a defective free-fall lifeboat steering system, defective fire safety systems, dangerously stored flammable materials, and multiple “wasted or missing railing safety chains” which are designed to prevent falls.

AMSA Executive Director of Operations Michael Drake said the agency’s inspection regime has shown that MSC has failed to meet its obligation to properly maintain its vessels. “AMSA has zero-tolerance for substandard ships operating in Australian waters and we will not hesitate to ban vessels that fail to meet basic safety standards,” Drake said. “The Australian public has an expectation that ships operating in Australian waters meet or exceed the minimum international standards for safety and environmental protection. Ships should be on notice that this kind of repeated poor performance is not acceptable, and Australia will take action,” he added.



ITF Inspector Jeff Engels and a member of the crew of the ASL Uranus
(Credit: ITF/ILWU)



Ships Need Cargo; Cargo Preference Laws Guarantee Some for U.S. Flag Ships



DEFEND THE US FLAG
PROTECT YOUR WORK
SUPPORT THE SUP POLITICAL FUND

Maritime Trades Department Takes a Stand on Front Lines of Jones Act Defense, Resolute on Cargo Preference

2023 EXECUTIVE BOARD MEETING

LAKE BUENA VISTA, FL | FEBRUARY 16-17, 2023

SUPPORT THE JONES ACT

Without the Jones Act, the U.S.-flag maritime industry as we know it today would simply not exist. The Jones Act is directly responsible for countless high-quality Union jobs across the country, ensuring that domestic maritime trade is conducted via U.S.-built, crewed, owned and flagged vessels. This is to say nothing of its other economic and national security benefits, which the Maritime Trades Department has cataloged extensively in the past.

The AFL-CIO even passed a resolution at last year’s convention put forward by the MTD supporting the law, in acknowledgment of its value to American workers. Enacted in 1920, the Jones Act is the gold standard for cabotage laws on the books in nearly 90 countries.

However, not all show the Jones Act its due deference. The MTD has observed that you can set your watch to the annual cycle of lies and distortions generated by critics of the measure. Last year was no exception. In the warmer months, critics blamed it for hurricane damage in Puerto Rico; in the colder months, they blamed it for fuel shortages in the Northeast. Anti-worker think tanks, foreign-flag shipping interests, and phony “grassroots organizations” with inexhaustible amounts of dark money to burn crawled out of their cesspools to spew the same slurry of falsehoods.

Just like any other year, the MTD and its allies in the U.S.-flag maritime community fought back. We may not command the vast army of pundits, lawyers, and lobbyists our opponents have at their disposal, but we wield the greatest weapon of them all: the truth.

In Puerto Rico, we demonstrated that the dedicated service Jones Act vessels provide to the Commonwealth is essential to disaster recovery. Our Port Maritime Councils marshaled their resources and aid for Hurricane Fiona victims; American mariners from the island and mainland alike delivered that aid on Jones Act vessels with their trademark professionalism.

Even with the benefits of the Jones Act made apparent in real time, opponents of the Jones Act nevertheless set about their dark machinations. Foreign-flag

operators, eager to circumvent the legislation, orchestrated a political con-job for the ages and ramrodded a fuel delivery from the mainland into Puerto Rico even though a U.S.-flag tanker was available for loading at the same port.

While that operator successfully pressured the government into granting a Jones Act waiver, the steadfast political action of the MTD and its affiliates against this transgression was rewarded in the long run. The 2023 National Defense Authorization Act closed the waiver loopholes those foreign-flag operators abused, thwarting any future brazen attempts to capitalize off a disaster. We applaud the Jones Act stalwarts involved for their comprehensive action against these plainly anti-American schemes.

In November, six New England governors sought a Jones Act waiver in order to obtain “cheaper” liquefied natural gas (LNG) to stockpile for winter. Led by the American Maritime Partnership, the U.S.-flag community quashed this bogus request showing that LNG prices are set at the international level and shipping costs have nothing to do with what customers pay for their home delivery. Those alleging otherwise realize the burden of proof is insurmountable when you’ve cried wolf as often as they have.

As they say, however, necessity is the mother of invention. The anti-Jones Act crowd will not relent from their smear campaign, and will undoubtedly find new gimmicks to undermine the law. The MTD, our affiliates and our Port Maritime Councils will remain vigilant and proactive in its defense of the Jones Act, whose integrity is essential to our members’ livelihoods.



MFWO President Anthony Poplawski, outgoing SIU President Mike Sacco, and SUP President Dave Connolly at the Maritime Trades Executive Board meeting in Orlando, FL.

LEGISLATIVE WINS FOR MARITIME

For practical reasons that happen to be consistent with our collective makeup, the MTD, our affiliates and our Port Maritime Councils spend significantly more time looking forward rather than lingering in the rear-view mirror.

Occasionally, though, we help secure victories that absolutely warrant second looks. Components of the most recent National Defense Authorization Act (NDAA) along with the Consolidated Appropriations Act fit this category.

Among other bipartisan achievements, these annual bills provide full funding for vital U.S.-flag maritime packages including the Maritime Security Program and the much newer Cable Security Fleet and Tanker Security Program. Increased funding also is provided for U.S. food-aid programs, the primary source of such cargoes for American-flag ships.

But wait, there’s more.

The bills also feature new safeguards for the Jones Act and cargo preference; imminent expansion of the Tanker Security Program; funding for badly needed studies pertaining to U.S.-flag fleet growth; dollars to upgrade the Soo Locks; largely sensible improvements for promoting maritime workplace safety; rules to facilitate the entry of military veterans into civilian maritime jobs; and renewed examination of methods to reduce Coast Guard backlogs for merchant mariner credential processing.

There are other positive sections, too, including one that provides for initial steps towards modernizing the U.S. Ready Reserve Force, a key part of America’s national defense capabilities.

And, the NDAA includes the following statement: “It is the sense of Congress that the United States Merchant Marine is a critical part of the national infrastructure of the United States, and the men and women of the United States Merchant Marine are essential workers.”

Brothers and sisters, you’d better believe we’ll keep that quote handy.

All of those achievements underscore the never-ending need for grassroots political action. Many, many months’ worth of work went into these pieces of legislation, and it’s no exaggeration to state that the MTD, our affiliates and our Port Councils deservedly share in the credit for these results.

As do the U.S.-flag industry and the many pro-maritime, pro-worker legislators from both sides of the aisle, as well as the Biden administration. Whatever one’s personal political views, there is simply no questioning this administration’s outstanding support for American maritime. The National Defense Authorization Act and the Consolidated Appropriations Act are the latest examples of that backing.

So much for the past. Already the MTD, our affiliates, our Port Councils and our allies are looking at measures to keep the U.S.-flag fleet vital for decades to come.

WIND ENERGY

The future is coming, and in the energy sector, that future is windfarms. These clean, efficient power sources will soon be a fixture of the American power grid, the men and women of the maritime industry are proud to be at the forefront of this development.

The Jones Act – America’s freight cabotage law – applies to transportation to and from the Outer Continental Shelf. This is where our Building Trades brothers and sisters will build offshore windfarms.

Language included in the 2021 National Defense Authorization Act, which called for offshore windfarm development to be covered by the cabotage law, as well as an Executive Order issued by President Joe Biden, support that statement in black and white.

As MTD President Michael Sacco is fond of saying, “It’s all about jobs, jobs, jobs!” These wind turbine installations will create thousands of American jobs for years to come – from domestic shipyards for vessels that will carry materials and workers to shoreside fabrication facilities to the actual construction and maintenance of the turbines. And the Maritime Trades is working with the Building Trades, Metal Trades and Transportation Trades departments to make these union jobs.

The U.S.-flag maritime industry has acted together with several responsible, technologically advanced companies in the wind market to plan for this future. These partners can see the clear value that well-trained American mariners bring to the table. The maritime industry is a vital component of windfarm construction plans.

Windfarms are spreading all along the Northeast coast, with many more being planned as far south as Florida and the Gulf of Mexico. Sites also are being considered and developed on the West Coast, as well as in the Great Lakes. As long as our industry partners remain committed to creating safe, good-paying union jobs, we look forward to adapting to the wind energy industry.

The MTD saw into this future in 2009 with a convention resolution urging Congress to make sure “that the development and operation of offshore renewable energy facilities will benefit American workers and American companies constructing and servicing such facilities.” With wind energy and mariners working side by side with the sisters and brothers in the various Trades, the future is bright. clean. sustainable – and union made.



SUP crew on the bow of the *USNS Watkins* to new berth in Baltimore, MD.. From left is AB Richard Allard, Bosun Stephen Alarcon, AB Jose Cervantes, OS Alfie Blunt, and AB Andre Alarcon.

SUP Celebrates Founding

continued from page 1

first proposed the original Marshall Plan.

At that time, some members of Congress wanted to restrict the U.S. Merchant Marine, already feeling the effects of the post-World War II slump in shipping, to a small percentage of the cargo carried under the Marshall Plan.

On November 14, 1947, SUP Secretary Harry Lundeberg sent letters to every member of Congress protesting the “suicidal plan” as “absolutely criminal” and demanding instead that instead of the suggested 5% cargoes proposed to be allotted that “these cargoes go in nothing but American bottoms.”

It should be noted that the Truman Administration supported the State Department’s plan to sell 200 American ships and charter 300 American ships to foreign nations.

Secretary Lundeberg appeared before the Senate Foreign Relations Committee arguing that the Congress eliminate the ship transfers and that at least 50% of the cargo shipped under Marshall Plan be carried in American ships. Congress agreed, but a continuous battle in connection

with each foreign aid bill, separate from the Marshall Plan, continued up to 1954.

In 1948, the Economic Cooperation Administration wanted to back-track on the 50% of Marshall Plan cargoes. In 1949, the SUP again led the fight for 50% of all foreign aid cargoes and was successful.

After the election in 1952, Secretary Lundeberg met with President Eisenhower on cargo preference for U.S.-flag vessels carrying foreign aid cargo. Eisenhower agreed and signed a bill to make the 50% provision permanent. This was modified in 2009 to increase the percentage for food aid exports to 75%, but this percentage was knocked down to 50% with the passage of the highway bill in 2012. Since then various legislation has increased and decreased the percentage.

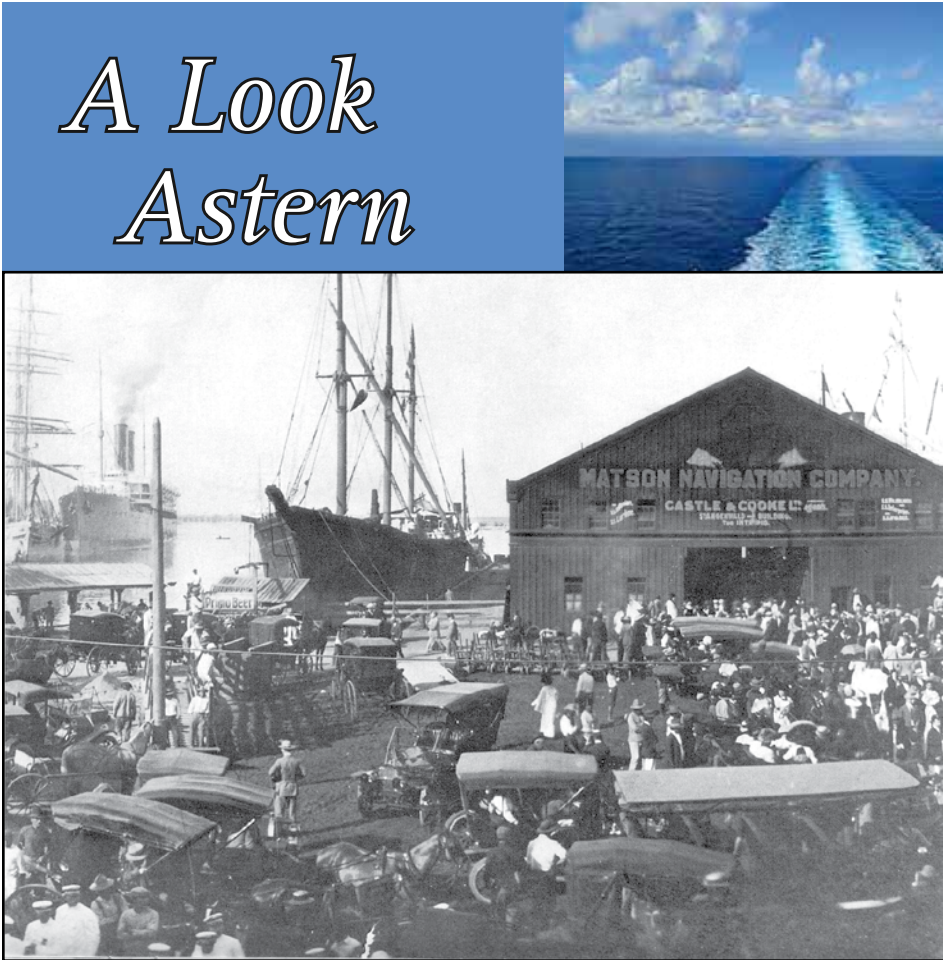
The SUP remains in thick of these historic fights: to maintain the Jones Act, to maintain the Maritime Security Program, as well as now the Tanker Security program, and still today to build food aid cargo preference for U.S.-flag ships and oppose the defunding of the Food for Peace program.

Chevron Sailors Ratify New SUP Agreement



In the galley aboard the *Mississippi Voyager* at Richmond Long Wharf in 2020 stands Steward Amelia Geist alongside messperson/steward assistant Ahm Boriboon. SUP members recently ratified a new contract covering all three unlicensed departments in Chevron’s U.S.-flag ships.

Photo: Matt Henning.



Longshoremen, porters, stevedores, drivers, port officials and greeters await the arrival of a Matson passenger liner at the old Matson dock in Honolulu in 1910.



SUP Member Application Mariner Documents

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

Now is an excellent time to get started.

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

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

*Feel free to ask questions,
Please call, contact and send your mariner documents to*
sam@sailors.org • (925) 788-7661
SUP MEMBERSHIP APPLICATION

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





SUP PRESIDENT’S REPORT

MARITIME TRADES DEPARTMENT EXECUTIVE COMMITTEE MEETING

On February 16 and 17, 2023, I attended the MTD Executive Board meeting in Orlando Florida on behalf of the membership. The MTD got its start in 1946, created by SUP President Harry Lundeborg shortly before the last general strike in U.S. labor history in Oakland, uniting the maritime trades across the AFL-CIO.

Delegates heard from AFL-CIO Secretary-Treasurer Fred Redmond who called Unions “the only institution with the reach and infrastructure and the determination to vanquish oppression, and not just for us, but for future generations to come.” Redmond went out of his way to praise the Jones Act, noting that after hurricane Maria in Puerto Rico, the largest supply bridge that FEMA ever attempted was successful.” It was a testament he said “to the mariners that stayed focused on the mission, rejecting the flag of convenience” noting that “those who have attacked the Jones Act are rotten and self-serving with greed.” The sixty unions within the AFL-CIO, he said without equivocation, will support the Jones Act.”

Finally, in a historic change of leadership, President Michael Sacco retired after 37 years as the head of the MTD, as well as the SIU Atlantic, Gulf, Lakes, and Inland Waters and our International, the SIU of North America. He will be succeeded by Dave Heindel, long-time Secretary Treasurer of the SIU. The SIU Great Lakes and Inland Waters Vice-President Tommy Orzechowski was elected Secretary-Treasurer and assistant Lakes VP Bryan Powell will take over for Orzechowski. On behalf of the membership, I extended our congratulations to all and pledged to continue to work together with SIUNA leadership to improve the lives of our members.

CHEVRON SHIPPING

Ratification: The 2023-2026 collective bargaining agreement between the Sailors’ Union of the Pacific and Chevron Shipping Company has been ratified and the documents, including the Memorandums of Understanding covering the new terms and conditions, the AB Maintenance Workers (Tiger Team), the Hourly Wage tables, and the final formatted text of the agreement itself have been finalized and executed. Thanks to the Committee, all agents, and the membership for renewing and strengthening our longstanding relationship with Chevron.

Bonus: Separate from the compensation guaranteed by collective bargaining agreement, on February 9, John Harrison, Chevron Shipping Fleet Manager of General Operations announced a Corporate Performance Rating of 1.40 for the 2022 Chevron Incentive Plan year of 2022. Pending confirmation but using the same components of previous years’ formula calculation, this rating would generate an 8.4% bonus on base wage only.

PATRIOT CONTRACT SERVICES

On February 9 the Union was informed by Patriot President Lance Bardo that the tanker Haina Patriot had completed a ship repair in a Korean yard and successfully passed a Certificate of Inspection. The ship is without a charter agreement, however, and is currently off hire. The ship was laid up on February 11 at Busan and the crew repatriated. A re-activation of the ship is expected as a charter agreement becomes available.

APL MARINE SERVICES

Japan RTS: As has been reported, emerging from the pandemic the government of Japan has developed COVID immigration rules, that appear to allow for shore leave but beneath the surface also restrict it. The company points to the government while the government appears to point to the industry as a whole as the limiting authority. Responding to SUP delegates, the Union launched several inquiries, and the Company pressed Japan via its agents and through the Department of State. Management maintains that it in favor of and has tried to facilitate shore leave in Japan, has directed captains to comply with individual requests for clearance. It also therefore refuses responsibility for the restriction. Many conflicting factors intervene in the analysis, such as for example a public Japanese projection of openness (especially for tourists) that is actually a cautious and inconsistent approval procedure (especially for mariners), or different rules in different prefectures of the country, or government staffing problems. Eligibility for shore leave rests on a request to go ashore, and three doses of vaccine (two phase initial and one booster) with no symptoms. Despite the eligibility rules, the clearance to actually go ashore is still subject the individual determination of the Japanese Immigration authority’s quarantine officer. This means that, despite appearances, the Japanese government for its own reasons may still restrict ship crews. Our Section 18 protects us only against arbitrary or capricious restriction by the company, not necessarily the validity of the port state notice. Our investigation further revealed that the Japanese government will lift all restrictions on May 8. Until then, shore leave is available on a case-by-case basis, and restriction claims in Yokohama are no good.

Appendix C: Two clerical errors in Appendix C the SUP Agreement with APL Marine Services need to be referenced and fixed. The first goes back to 2015 when the Matson Appendix C was erroneously included in the APL Agreement book. This has been reported on before and was corrected in the APL 2022 Agreement book. But also in the 2022 Agreement book was a second clerical error: the inadvertent omission of paragraph (4) that reads in its entirety “Steaks will be cut to a minimum ¾ inch thickness.” The correction will be published in the West Coast Sailors and a new Appendix C distributed to all agents. Delegates take note: replace existing APL Appendix C in the Agreement book with the correct version available for distribution.

MATSON NAVIGATION

The first two LNG classes for Basic IGF Code Operations were completed last month in Oakland and Long Beach. Work continues to make the training a regular part of the Andrew Furuseth School of Seamanship curriculum. In the meantime, the next Matson-sponsored two-day LNG training events will be in April in Oakland on April 17-18, in Long Beach on April 20-21, and Honolulu on April 24-25. Contact SUP agents to register for the training and for site information. Since it is Matson sponsored eligibility for training will continue as done in the first round, as a qualification for shipping in designated Matson ships and subject to the seniority considerations of the Shipping Rules. Training billets will also be limited by Matson. In any case urge all hands to register and fill out training applications for the future.

For those who have completed the training, the certificate of completion must be submitted to the National Maritime Center to get the Coast Guard endorsement on the Merchant Mariner Credential. The certificate itself is only good for one year, and may not be recognized as adequate by port state control in foreign ports. When the endorsement is issued by the Coast Guard it will be valid for a period of five years. To submit an application for the LNG Basic certification only a valid certificate of completion, a valid endorsement for STCW Basic Training, a completed CG-719B Application, and evidence of U.S. citizenship is required. No corresponding national endorsement and no drug screen is required.

MARINER PASSPORT PROCEDURE

The U.S. Department of State’s Passport Agency issued renewed guidance on the application procedure for mariner specific passports. The expedited and special treatment of mariner passports was streamlined during the past two years partly in response to the Union action to improve crew reliefs process during the pandemic. Although there are a few updated fees, the procedure is mostly the same, including the second passport option, which is valid for only four years, but which is designed to provide flexibility during the difficult and often delayed visa application process. The second passport follows the same procedure and has about the same costs and could be helpful in securing dispatched work in ships engaged in international voyages that require a visa. The application particulars can be found on the SUP website at www.sailors.org or at SUP hiring halls.

MARCH 6, 1885

March is the month of our founding, 138 years ago. The Union was formed on March 6, 1885 and Andrew Furuseth and Harry Lundeborg were both born in March. They were legendary leaders of the SUP and true luminaries of labor history. The sailors that gathered on Folsom St. wharf in San Francisco that night were daring and courageous, since the entire system was arrayed against them. It is still the case that we struggle for our gains, but now our history speaks for itself, and through good times and bad the SUP has stood up to oppression, inhumanity, and unfairness and over and over carved out a better standard of living. Our good fortune as heirs to that epic history comes with the obligation to do what is necessary to carry on the fight.

HOLIDAYS

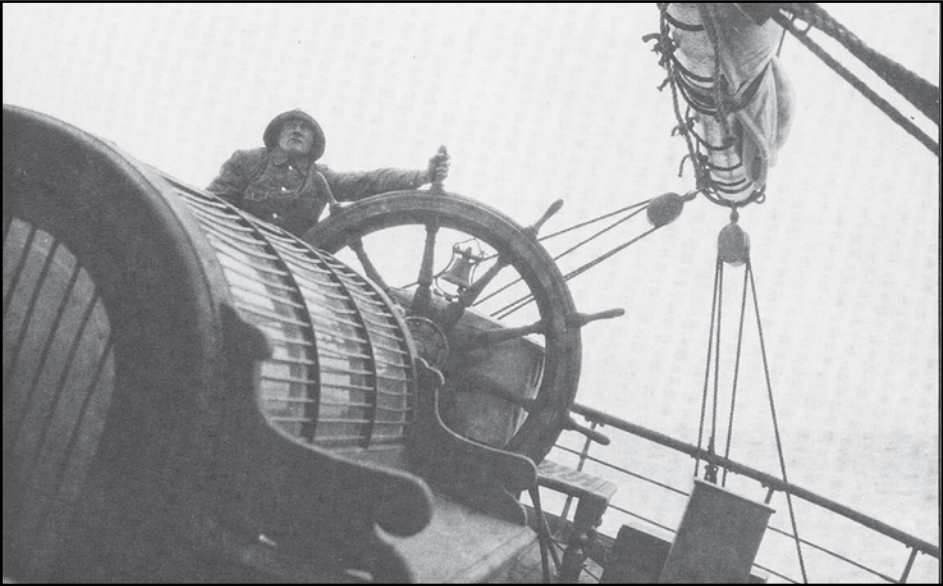
Harry Bridges' Memorial Day in Honolulu: The Honolulu Hall will be closed on Thursday, March 30, 2023, in observance of Harry Bridges' Memorial Day, which is an ILWU Local 142 holiday.

Cesar Chavez' Birthday: The San Francisco, Seattle and Wilmington Halls will be closed on Friday, March 31, 2023, in observance of Cesar Chavez' Birthday, which is a longshore holiday under the IL WU Master Agreement. It is therefore a recognized SUP holiday aboard APLMS and Matson vessels in West Coast ports; it is not a holiday at sea. For members working under the SUP Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

ACTION TAKEN

M/S (O’Neal, Riganon) to concur in the balance of the President’s Report. Carried.

Dave Connolly



A sailor at the helm of the *Star of Alaska*, a full rigged ship also known as the *Balcutha*, built in 1886.



King of Ketchup: Elvis Gets His Boat

A sailor who was rescued after weeks lost at sea and survived mainly on ketchup will be back on the water soon. After a social media campaign to locate the sailor, Elvis Francois, the ketchup maker Heinz said the company posted a “digital message in a bottle via Instagram.

It reached nearly 5 million users and 4000 likes, a record for Heinz. Local reporters working from EmoNews caught wind of it and advised on his location. Heinz then made contact with Francois — located in the Caribbean on the island of Dominica — and they offered to get him a new boat.

In December, while Francois was working on repairs for his old boat in Saint Martin when he was swept out to sea by a sleeper wave and riptide. The Colombian Navy eventually rescued Francois after 24 days aboard the boat that had the word “help” carved into the hull in the northwest of Colombia’s Puerto Bolívar. The sailor told Colombian authorities that he “lacked



the navigational knowledge to return to shore” and explained that he survived on a bottle of ketchup, stock cubes mixed with water, and garlic powder.

A message posted to the account said “Incredible. We’ve hopped into your DMs - let’s get Elvis his boat.” A representative for Heinz later confirmed to “Good Morning America” that they were able to “discuss the best way to help support him and his family” and “are working out the logistical details of gifting him his new boat.”

Banking Crash Unnerves Savers

In a what seemed like something from the savings and loan crisis of the 80’s and 90’s, two highly leveraged banks failed recently. Silicon Valley Bank (SVB) and Signature Bank signaled the second-biggest bank crash in U.S. history. The immediate cause of SVB’s failure was a lack of liquidity, or in layman’s terms a “bank run.” According to the California Department of Financial Protection and Innovation (DFPI), SVB customers withdrew \$42 billion of deposits on March 9, 2023, leaving SVB with a negative cash balance of \$958 million at the end of the day. Most depositors are guaranteed to get their money back.

So far, the bank failures seem contained and the financial contagion has not spread far. Still, for average savers it is a nerve-wracking event. According to most experts, if you have less than \$250,000 in total deposits in an FDIC-insured bank account, your money is safe. If you have more than that it, several analysts have suggested that it is a good idea to diversify your portfolio to ensure safety.

For those with shared accounts there is some additional protection that is not well understood. The \$250,000 federally insured cash limit is per depositor. If you

have a joint bank account with someone else, and each of you have the same deposit and withdrawal rights, that \$250,000 FDIC insurance limit applies to each of you. That means that deposit insurance is effectively doubled, and your cash is fully protected up to \$500,000.

Here is what the FDIC covers:

- Checking accounts
- Negotiable Order of Withdrawal (NOW) accounts
- Savings accounts
- Money market deposit accounts (MMDA)
- Time deposits such as certificates of deposit (CDs)
- Cashier’s checks, money orders, and other official items issued by a bank

The FDIC does not cover the following:

- Stock investments
- Bond investments
- Mutual funds
- Crypto Assets
- Life insurance policies
- Annuities
- Municipal securities
- Safe deposit boxes or their contents
- U.S. Treasury bills, bonds or notes



As reported in February issue of the *West Coast Sailors* APL Marine Services will replace the *APL Gulf Express* with the ship pictured above, presently named *CNC Mercury*, in the Jebel Ali-Middle East Express (JMX) service. The JMX service includes port calls at Jebel Ali in the United Arab Emirates and throughout the Persian Gulf. The *CNC Mercury* was built in 2016. The 18,870 gross ton vessel has a length of 170 meters, breadth of 28 meters, depth of 28 meters, and operates at a service speed of 18.5 knots. Cargo capacity is 1,750 twenty-foot-equivalent units with 350 reefer points.

Orcas Disable Another Sailboat for Laughs

From *Maritime Executive*: The Strait of Gibraltar’s notorious orcas are back. This week, another sailboat was disabled off Cape Spartel by killer whales who attacked it until they had broken its rudder — a pattern all too familiar to sailors in the region.

Early on Monday, the crew of the sailboat *Larios* made a distress call and reported that they had lost their rudder. They had come into contact with three orcas and had lost their rudder. Salvamar Maritimo dispatched the rescue boat *Salvamar Arcturus* to assist.

There has never been a documented fatal attack on a human by an orca in the wild, but orcas have been knocking into sailboats off the Strait of Gibraltar and the coast of Galicia for years. Between July and October of 2020 alone, there were at least 40 reported orca incidents involving sailboats off Spain and Portugal. These orcas always target the rudder, and often cause the boat to swing through a wide arc. The vessels targeted are always sailboats under 15 meters in length.

From reviewing video footage from the sailboat incidents and analyzing

the scars on the orca’s bodies, marine scientists with research center CIRCE determined that three specific individuals are involved, all teenage males. They have names identified from research surveys as Gladis Black, Gladis White and Gladis Gray and belong to the same family pod. Researchers say they appear to be engaging with sailboats as a form of entertainment.



“From what I’m seeing, it’s mainly two of those guys [the Gladises] in particular that are just going crazy,” marine biologist Dr. Renaud de Stephanis told the BBC. “They just play, play and play. . . . It just seems to be something they really like and that’s it.”

The interactions continued last year: in July 2022, two boats were disabled with rudder damage in quick succession off Galicia, and one had to call for a tow from Salvamento Maritimo.



Running smooth on the romance run is Ben Bracer, Milton Caballero, delegate Jose Duran, Bosun Saher Ali, Ben Garman, Hussein Ali, and OS Daron Johnson in the *Lurline* in Oakland on March 15. Photo Roy Tufono.

Biden Opens North Slope for Drilling

continued from page 1

— many of whom have touted the potential for new jobs and increased revenue.

Ryan Lance, CEO of ConocoPhillips, said "Willow fits within the Biden Administration's priorities on environmental and social justice, facilitating the energy transition and enhancing our energy security, all while creating good union jobs and providing benefits to Alaska Native communities," Lance said. ConocoPhillips said the project could generate as much as \$17 billion in new revenue for federal, state and local governments. The company also said it would create 2,500 construction jobs and roughly 300 permanent jobs.

The decision also blocks drilling in

roughly 3 million acres of the Beaufort Sea and restricts drilling in another 13 million acres of Alaska's National Petroleum Reserve. Environmental advocates said that the tradeoff — allowing the Willow oil project to move forward while protecting up to 16 million acres of land in the Arctic — wasn't worth it. "We know President Biden understands the existential threat of climate, but he is approving a project that derails his own climate goals," said Abigail Dillen, president of the group Earthjustice. But the Sierra Club's Athan Manuel said "These unparalleled protections for Alaskan landscapes and waters are the right decision at the right time, and we thank the Biden Administration for taking this significant step."



This 2019 aerial photo provided by ConocoPhillips shows an exploratory drilling camp at the proposed site of the Willow oil project on Alaska's North Slope. *ConocoPhillips via AP*



Aboard the *USNS Pomeroy* in Charleston, after deployment of the side-port ramp in advance of load operations, is AB Patrick Rawley, OS Lois Black, 3rd mate Kevin Buser, OS Tawfiq Ahmed, OS Jeffery Pitcher, 2nd mate Blake Archer, Maintenance Engineer Scott. In the front row Bosun Ean Anderson, C/M Steve Austin, AB Timothy Tess, AB Noel Romero.

Maritime Migrants Perish in Waters off San Diego

Two migrant smuggling vessels capsized off San Diego's coast in early March, killing multiple occupants in one of the region's worst maritime migration accidents in years.

On March 4, San Diego's 911 center received a call for assistance from a woman aboard a migrant smuggling boat. She described a distress situation off Black's Beach, a popular surfing destination just north of La Jolla, involving two boats. Her own boat was safe at the time of the call, but the other boat had capsized with 15 people aboard.

At about 2330 hours, San Diego Fire-Rescue's responders found two boats capsized within about 150 yards of each other, and they recovered eight bodies from the beach. No survivors were found nearby, and heavy fog hampered SAR efforts overnight. The U.S. Coast Guard launched a search with a small boat, a cutter and a SAR helicopter on Sunday morning, but suspended search operations that afternoon.

Seven of the eight victims have been identified as Mexican citizens, according to the local Mexican consulate office in San Diego. The eighth person's citizenship status is unknown. DHS' Homeland Security Investigations is conducting an investigation into the casualty, according to the U.S. Border Patrol.

After the accident, the Border Patrol and the Mexican consulate warned



Surfers walk past one of two pangas authorities say overturned in the ocean off Black's Beach in San Diego late Saturday in a suspected human smuggling incident. A 19-year-old girl on Wednesday was identified one of the people who died. *(Nelvin C. Cepeda/The San Diego Union-Tribune)*

would-be migrants against attempting to cross the border using the services of human smuggling gangs. "Human smugglers will take advantage of [migrants'] need in order to obtain illicit money, distorting reality, creating false expectations, and exposing them to high-risk conditions where they may lose their lives," warned Mexico's consul general in San Diego, Carlos González Gutiérrez.

Maritime smuggling across the U.S.-Mexico border has increased rapidly in recent years. Including drug trafficking, migration and other law enforcement priorities, the Coast Guard and the Border Patrol recorded nearly 670 "events" on the water off San Diego last year - nearly two incidents per day.



Dispatcher's Report

Headquarters — February 2023

Deck	
Bosun	4
Carpenter	0
MM	6
AB	11
OS.....	2
Standby S.F.	3
Total Deck Jobs Shipped	26
Total Deck B, C & D Shipped.....	16
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped	0
Total E&S B, C, & D Shipped.....	0
Total Jobs Shipped-All Depts.....	26
Total B, C, & D Shipped-All Depts.	16
Total Registered "A"	22
Total Registered "B"	44
Total Registered "C"	10
Total Registered "D"	9

REMEMBERING THE LIFE OF

Joe Itson

May 1, 1928 to February 6, 2023
Ship Master, Husband & Father



SUP BRANCH REPORTS

HONOLULU

February 2023

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

REGISTERED: 10 A-Cards, 23 B-Cards, 1 C-Cards, and 3 D-Cards.

SHIPS CHECKED: *USNS Charlton, Manulani, Lurline, R.J. Pfeiffer, Kaimana Hila, Mahimahi, Manoa, Maunawili, Manukai, Mokiha, Matsonia*, and the Paint & Rigging Gang all running smooth with few if any beefs.

Agent's Report:

Shipping and Standby work has slowed way down here. If you are a permit, and do not have LMSR training? You may want to think very carefully about coming to Honolulu for now.

The Sick Committee was busy this month checking on members and pensioners who are on the binnacle.

Retirees' Mighty Isaia and Sonny "the Bull Ordinary" Phillips stopped into the Hall for a visit. It's always good to see you guys.

Brother Steve Itson called to say that his father, Captain Joe Itson (the old timers would remember him from the tankers *Sierra Madre, Sansinena II, Santa Maria*, etc.) has passed away. He was just shy of 95 years old.

If you have six months or less on your documents. It's time to get going on the renewal process. Come see me if you need help.

Fraternally Submitted,
Patrick Max Weisbarth

WILMINGTON

February 2023

Shipping: Bosun: 2 AB/W, 8; AB/D, 9; OS/STOS, 4; GVA/GUDE, 0; Standby: 59. Total Jobs Shipped:82 **Registrations:** A 29, B 36, C 7, D 6

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

Agent's Report:

Shipping remains good in Wilmington make sure to show up for job calls @1000 & 1400. Keep up with your documentation and dues. There is a list to sign up for LNG training in the hall. If you are interested sign up as I will call you when more classes become available. Everything has been running quite smoothly here in LA. Remember to attend your monthly union meetings and participate by showing up at the union meeting to vote on issues that affect us all. We need a quorum to be able to vote. Participate and make your voice heard.

Fraternally Submitted,
Leo Martinez, Book #19362

SEATTLE

February 2023

Shipping: 1 RRF Boatswain (A), 1 AB/W (A), 2 Navy AB (2 B). Matson called for 12 Standby AB's, filled with A, and 5 B members.

Registered: 4 A card for a total of 7; 8 B card for a total of 17; 1 C card for a total of 2; 1 D card for a total of 9

Agent's Report:

Seattle shipping slowed down to a trickle this month. Matson screwed down on Standby work, and in the last two weeks only 2 MFOWW standby R/E's ordered with no Wipers or AB's. This is unfortunate since agents in all ports made an aggressive recruiting effort over the past year that seems to be finally paying off as processed MMC's are arriving to new applicant members. Now there is limited standby work to bolster retention while they look for a steady job.

Watson class is still making their way through the shipyard, and that will continue to reduce available billets, so I recommend that jobs on the board are taken as they come and find the dream job next time around.

Fraternally,
Brendan Bohannon
Seattle Branch Agent



The Ready Reserve Force ship *Cape Henry* at undisclosed dock preparing to offload military gear as part of 2023 overseas operation. The ship is crewed on deck by SUP mariners.

VICE PRESIDENT'S REPORT

February 2023

Ships checked

I represented SUP at the monthly delegates meeting for Alameda Labor Council. Congrats to our new Secretary — Treasurer Keith Brown and former Secretary — Treasurer Liz Ortega who is now California State Representative from the 20th district.

APL President Cleveland — Ben Ashton, delegate. Chief Engineer on a bit of a power trip. Part of APL's improved PPE policy from September 2022 negotiations is ALL CREW is entitled to boiler suits or pants and long sleeve shirts. One union has policy and language dispute. Val Goncharov, bosun.

CMA CGM Herodote and Dakar — Dispatched several members this month and gave each dispatch multiple contracts. If you are delegate, please keep the contract in delegate file and do not take home with you. If you want a contract for yourself ask for one at the hall and we will provide.

USNS Sisler — John Relajo, delegate. Ship is finishing up in the yard. Back to fully crewed and FOS status 4/8/23. Thanks for all the members stepping up and taking the job. When ships goes from RAV to FOS and union fully crews first day it goes a long way to retaining military contacts. Jon Clark, bosun.

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

USNS Dahl — Imani McGhee, delegate. Ship is back to being fully crewed with exercises expected to take place next month in the Philippines. Xerxes Cunanan, bosun.

USNS WATKINS — Jose Cervantes delegate. Crew has been assisting on many ABS inspections and doing the repairs immediately after inspections. Ship will be delivered to the yard at end of month and majority of crew sent home. We will need members ready in three months to crew the ship and get her back to FOS status. Stephen Alarcon, Bosun.

Haina Patriot — Ship recently laid up and crew sent home. No timetable for when she will recrew.

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

Chevron — We represent all unlicensed personnel. If you know someone who is looking to work in the galley or engine room please send them our way. We dispatch to all three departments and Chevron is still in need of more mariners.

Matthew Henning

BUSINESS AGENT'S REPORT

February 2023

Matsonia — Emo Aulelawa, delegate topside starting to put a squeeze on the over-time.

Penny pinching multi-billion dollar company should share the wealth after reporting record breaking profits. Matson's shipping schedule has us on the CLX China run sometime in late April. Subject to change. Phil Coulter as Bosun.

Lurline — Jose Duran delegate returning from his trips off. S.F. brother suffered a medical emergency in Wilmington and had to leave the ship. The last reported he's at home resting and recovering and in good spirits. No time to call a relief and the ship sailed shorthanded for Honolulu. Noel Itsumaru on trip off relieved by Hussein Ali.

Manoa — Matt Dulay delegate second trip into Oakland and Matson haven't called any std — bys. Coming into Oakland with these fast turnarounds the majority of the time we are maxed out on our STCW hrs. This is when std- by's are able to cover those crew members NOT able to work. Duke Maringer, Bosun.

RJ Pfeiffer — In at Oakland #63, Norhaslan Idris, delegate. All good top to bottom, no shortage of work here on the Northern triangle for now there's talk of us laying up sometime in the middle of the year. Subject to change. Delegate taking trip off, new delegate to be elected at sea. In good hands with Dave Purganan as Bosun.

President Cleveland — Berth#56 SSA Terminal delegate Robert Tomas back on the west coast after a lengthy shipyard period in Singapore. It beats China's shipyards any day. Clarification on oil spills. Delegate and bosun Hussein Ali time up relieved by Val Goncharov as Bosun.

Presidents Wilson, Roosevelt and Eisenhower — These ships all check in with little or no beefs.

Cape Henry — Delegate Cody Clark we sailed from Honolulu for Thailand on a Pathways Mission with Rocky Casazza Bosun. There's talk of Cape Hudson activating sometime in May. All ways subject to change.

San Francisco Bar Pilots, Pier#9 — Big Mike Koller delegate, Those of us with steady jobs we have no excuse for being late or delinquent on our Union dues stay current. Leo Moore, Dock Bosun.

Headquarters Members sign-up sheets for the LNG class being held on April 17th and 18th.

Check with your Branch agent for sign-up information and date & time in your home port.

If your documents are less than 6 months old. It's time to start the renewal process.

Reminder 1st. Thursday of the Month Rating & Membership committee meet. Visit the ships , work in the front helped out with dispatching

Roy Tufono