

West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXVII No. 5 185

SAN FRANCISCO, CALIFORNIA

Tuesday, May 14, 2024

Bold Maritime Strategy Announced by Key Congressional Coalition

A bi-partisan group of influential senators and congressmen released a report for a new national maritime strategy. Representative Mike Waltz (R-FL-6), Senator Marco Rubio (R-FL), Representative John Garamendi (D-CA-8), and Senator Mark Kelly (D-AZ) joined behind a series of strategic objectives and actions.

The report focused on the urgency of a strategy to counter China's maritime influence, and at the same time support seagoing projects for national security that also builds the U.S. maritime industry. Rep. Garamendi said in the report that "Our National Maritime Strategy should start with three key words: the Jones Act."

Among its declarations are that Congress should "Take all measures possible to expand, develop, and protect the domestic maritime workforce, fully funding and reinvigorating the Maritime Administration, U.S. Coast Guard, Federal Maritime Commission, and other federal agencies that protect, regulate, and support the U.S. maritime industry." It also states that chief among the goals should be to grow U.S. flagged shipping capacity and "guarantee U.S.

Government cargo during peacetime." To do so the report suggests bold new initiatives such as "tax incentives, enhanced cargo preference, operational subsidization, and federal financing to incentivize companies to ship their products via U.S.-flagged vessels, with the aim of growing the U.S.-flagged international fleet's size and carrying capacity."

Senator Kelly, a graduate of the U.S. Merchant Marine Academy said: "Revitalizing the American maritime industry will supercharge our economy and strengthen our national security. It won't be easy, but America has always been a maritime nation — and the stakes are too high for us to fail."

Rep. Garamendi, a long-time champion of the U.S. merchant marine said "Since 2013, I have worked to revitalize the U.S. maritime industry so we can continue to project American sea power abroad during peacetime or war. Congress and the U.S. military must rebuild our domestic commercial shipbuilding and maritime industrial base. American shipyards and mariners are ready, willing, and able to do the job but can no longer be expected to compete against heavily subsidized foreign competitors in mainland China and elsewhere."

A national maritime strategy, where a single policy of support for American maritime power is adhered to across all the branches and agencies of government, and across all the sectors of the industry, has long been a policy goal of the industry. The congressional coalition behind this report is significant, but recently other voices and initiatives in support of the idea. In labor the Maritime Trades and Transportation Trades Department have adopted such policies, individual Unions are pressing for action on the range of issues. Since COVID and wartime logistics have raised the importance of maritime supply chains, the timing for a positive development in maritime policy could be more favorable now than in the past thirty years.

Maritime Industry Presses Congress to Defend and Reinforce American Ships and Crews

Representatives of the maritime labor unions, U.S.-flag shipping companies, the maritime academies, and allied groups spent a day on Capitol Hill in mid-April, urging Congress to support American ships and crews.

They educated elected members of Congress on the industry. They emphasized the critical role of mariners to both the economy and the national defense. They pointed out problems and opportunities. In particular, the group asked to increase the number of jobs available to American merchant mariners and to expand the share of cargo carried aboard U.S.-flag vessels. They also pressed for full funding of all maritime programs, for added se-

curity in dangerous times, and for respect for essential supply-chain workers.

The occasion was the "Maritime Industry Congressional Sail-In," now in its 12th year. The Sail-In is an effort to consolidate relationships with members of Congress who stand with maritime labor in defense of the U.S.-flag fleet. It is also an opportunity to establish ties with legislators who may have only a moderate awareness of the role that American ships and crews play in the U.S. economy, national security, and national defense.

This year, 122 people who work in the American maritime industry took part in the Congressional Sail-In. Collectively, they had

126 meetings with members of Congress and their staffs. The SUP participated alongside the SIU and the MFOW, as well as the licensed seafaring unions. The AFL-CIO was represented in both the Maritime Trades and Transportation Trade Departments. Various academies and Jones Act companies and organizations also attended.

Participants in the Sail-In met with members of Congress and their staffs to stress the key role of American mariners and the U.S.-flag shipping industry in the defense logistic arena, in particular as China expands its domination of global shipping and world supply chains.

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Historic Union Election Win at Volkswagen in Tennessee

In Tennessee on April 19, 2024, an overwhelming majority of Volkswagen workers voted to join the UAW. The vote makes them the first Southern autoworkers outside of the Big Three to win their union.

They voted a 73% margin to join the UAW, giving the union its first victory in its years-long effort to organize a foreign-owned auto plant in the southeastern U.S. "This election is big," said Kelcey Smith, a

worker in the paint department at Volkswagen. "People in high places told us good things can't happen here in Chattanooga. They told us this isn't the time to stand up, this isn't the place. But we did stand up and we won. This is the time; this is the place. Southern workers are ready to stand up and win a better life."

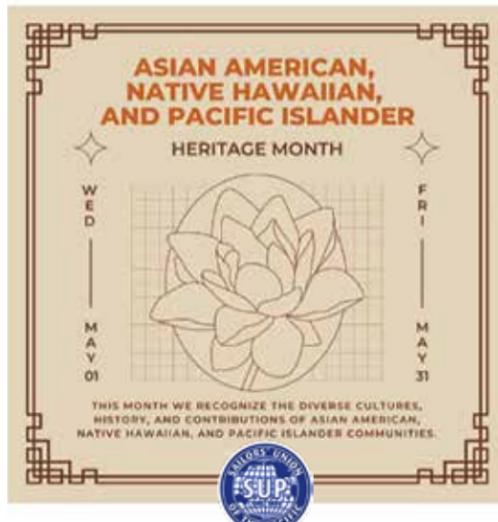
"We saw the big contract that UAW workers won at the Big Three and that got everybody talking," said Zachary Costello,

a trainer in VW's proficiency room. "You see the pay, the benefits, the rights UAW members have on the job, and you see how that would change your life. That's why we voted overwhelmingly for the union. Once people see the difference a union makes, there's no way to stop them."

"This is a movement for every blue-collar worker in America," said Doug Snyder, a body worker at Volkswagen. "Our vote shows

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SUP Celebrates Asian American, Native Hawaiian, and Pacific Islander Month



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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Hannu KurppaBK#3162
- Gunnar Lundeborg.....BK#4090
- Vince O'Halloran.....BK#2463
- James ClayBK#4794
- Mike WorthBK#3629
- Terrence Lane.....BK#4107
- Mike Dirksen.....BK#2739
- Teofilo RojasBK#3194

Political Fund

- Dennis Acosta..... \$20
- Peter Suh..... \$10
- Jose O. Duran \$10
- David Garcia..... \$100
- Antonio Respicio..... \$10
- David Green..... \$50
- Ron Reed..... \$50
- Vince O'Halloran..... \$400
- Michael Henderson \$100
- Kekoa Morton..... \$100
- Gonzalo Sarra..... \$50
- Dave Connolly \$200
- Dave Hampton \$20
- William Williamson \$100
- Noel Rezada..... \$50
- John Rezada..... \$5

Organization/General Fund

- Dennis Acosta..... \$20
- Ron Reed..... \$50
- Tom Tynan..... \$50
- Gonzalo Sarra..... \$50
- Noel Rezada..... \$50
- Thomas Tynan \$50
- Saher Ali \$5

West Coast Sailors

- Rodencio Purganan..... \$10
- Esther Gonzales..... \$30
- Jason Alonzo \$25

Membership and Ratings Committee

The Committee met on May 2, 2024 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Sheree Gooden	B-19800	1 yr.	O.S.	B
Shoal Nervo	C-3035	30 days	A.B.	C
Derek Whipple	C-3036	30 days	O.S.	C
Esther Gonzales	C-3037	30 days	O.S.	C
Deshawn Sears	C-3038	30 days	O.S.	C
Danilo Fullante	C-3039	30 days	A.B.	C
Roy Lee Carvalho	C-3040	30 days	A.B.	C

Ratings: Bosun Stamp

- Benjamin Garman Bk#3046
- Zbigniew Kaczor Bk#3188

Membership and Ratings Committee's Report: Carl Turner, BK32292, Eduardo Rojas, B-19519 and Jamie McKeller, B-19621.



Membership and Ratings Committee's Report: From left Carl Turner, BK# 3292, Eduardo Rojas, B-19519 and Jamie McKeller, B-19621.

Make Sure Your Contact Information is on File With HQ

The membership should make sure that SUP Headquarters has your contact information on file including mailing and email address. A member address form is available on the SUP website at www.sailors.org.

If you haven't filled one out — or if your information has changed — please do so or contact a Union agent for assistance. SUP HQ Administrative Assistant Martha at 415 777 3400 can help and so can any Union agent. It's a necessary part of membership to ensure that the Union can contact you with important forms, updates, and other information.

SUP WELFARE PLAN NOTES

Tax Advantages of SUP 401(k) and Money Purchase Pension Plans

As tax season has just passed, it is a good reminder that there are smart ways to invest and reduce your taxes:

SUP bargained with your employers to provide two tax advantageous retirement plans: the Money Purchase Pension Plan, which is funded by an allocation from wages, and the 401(k) plan, which provides participants an opportunity to contribute voluntarily on a tax-deferred basis. Through your 401(k) contributions, you can shelter up to \$23,000 (\$30,500 if you are age 50 or over) from current taxes for the 2024 tax year. Your contributions are made prior to federal income tax withholding and earn on a tax-deferred basis. You determine the amount of the contributions and the investment selections. Over time, the compounding return of your investments without taxes can help your savings grow considerably more than an equal investment that is taxed annually.

Upon retirement, you can rollover your 401(k) monies to an Individual Retirement Account and continue with the same tax deferred benefit. It is only the money that is withdrawn from the Plan or your IRA that is subject to taxes; the balance continues tax deferred, which will help it last further in retirement.

Forms for enrollment, investment selection and beneficiary designation are available on the Sailors' Union of the Pacific website under the SUP Welfare Plan tab. Forms are also available on ships or may be requested from your Port Agent or the SUP Welfare Plan Office. For more information about investment options in either the SUP Money Purchase Pension Plan or SUP 401(k) Plan, please contact The Standard at (800) 858-5420 or log into your account at www.standard.com/retirement. First time users to the Plans website will need to register their account and create a unique username and password. There are a number of resources through the Plans website—articles, videos, and calculators, etc. — to assist you in planning your future retirement security.

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

Medical Center 415-392-3611

SUP Meetings 2024

HQ

- May 13, Monday
- June 10, Monday
- July 8, Monday
- August 12, Monday
- September 9, Monday
- October 15, Tuesday
- November 12*, Tuesday
- December 9, Monday

*Tuesday meeting due to holiday

Branches

- May 20, Monday
- June 17, Monday
- July 15, Monday
- August 19, Monday
- September 16, Monday
- October 21, Monday
- November 18, Monday
- December 16, Monday

SUP Pensioners Join the Ranks of Retirement

Chris Bunheirao	Bk#5749	4/1/2024
Jaime Acosta	Bk#3820	5/1/2024
Rolando Mendoza	Bk#6525	5/1/2024
Octavio Ortega	B-19555	5/1/2024
Alan Marshall	B-19210	5/1/2024

West Coast Sailors

Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Periodicals' postage paid at San Francisco. (USPS 675-180). Printed by Dakota Press Co., a Union shop. POSTMASTER: Send address changes to West Coast Sailors, 450 Harrison St., San Francisco, CA 94105.

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Solemn Ceremony for Bridge Workers on Workers' Memorial Day

At a Baltimore ceremony on April 28, 2024 honoring the lives of all workers killed on the job, Father Ty Hullinger quoted the famous labor activist Mary Harris "Mother" Jones: "Pray for the dead and fight like hell for the living." Hullinger, the pastor of Transfiguration Catholic Community in Pigtown, offered a prayer for the six workers killed a month ago after the Francis Scott Key Bridge collapsed. Joined by labor leaders and local officials at the solemn event at Baltimore's Middle Branch Park, including Liz Shuler, head of the AFL-CIO, there were widespread calls for the protection of all workers facing unsafe conditions.

The day of April 28, 2024 is recognized as Workers Memorial Day, an annual day of remembrance for laborers killed or hurt on the job. It was started in 1989 by the AFL-CIO. Thousands of workers nationwide are injured or killed on the job each day. On March 26th after the Singaporean ship Dali allided with the Key Bridge the six men who died were working the night shift filling potholes, all employees of Brawner Builders.

Six wreaths were dropped from a pier into the Middle Branch. The Sunday ceremony organized by Jenkins was attended by state and city officials, members of CASA and the public.

"It's a very painful reminder that we have more work to do," Liz Shuler, president of the AFL-CIO, said at Sunday's ceremony. Behind her were six wreaths representing Miguel Luna, Alejandro "Alex" Hernandez Fuentes, Maynor Yassir Suazo Sandoval, Dorlian Ronial, Castillo Cabrera, José Mynor López and Carlos Hernández. "Six workers who went out to a shift to do a tough job in the middle of the night, and they never came home again," Shuler said.

She and other officials later laid those wreaths in the Patapsco River, where a few miles east, the bodies of four of those workers had been recovered and two more were still being sought.

This edited story by Dan Belson first appeared in the Baltimore Sun.



The SUP deck gang of the *APL Oceania* departing Guam for sea. From left is Bosun Filemu Unutoa, AB Antonio Respicio, AB Erik Thunstrom, AB Artemus Ervin, Delegate and AB Christian Fonseca, AB Damon Collins.



Father Ty Hullinger, of Transfiguration Catholic Community Church, left, and Courtney Jenkins, president of the Metropolitan Baltimore Labor Council AFL-CIO, at Middle Branch Park at a ceremony to honor the six workers who died when the Francis Scott Key Bridge collapsed. Six wreaths were cast from the pier into the waters of Middle Branch in Baltimore Harbor.

(Amy Davis/Baltimore Sun staff photo)

Members Remember Duane Nash in Wilmington



On Saturday, April 20, SUP members gathered in Los Angeles to honor of Duane Nash. From left is Keith Miller, Eric Weiss, Leo Martinez, Eli Wegger, Vince O'Halloran, Mark Hurley, Dave Mercer, Joe McDonald, and Dick Stinson.

Aloha Oe Toast for Duane Nash in Honolulu



At La Mariana Yacht Club, left to right: Raymond Tavai, Sandy Earl, Emo Aulelava, Steve Itson, Patrick Weisbarth, Art Garrett, Jim Clay, and Ben Ashton.

Cape Horn Participates in Cobra Gold 2024

The SUP contracted, Matson operated, Military Sealift Command (MSC) chartered ship, *MV Cape Horn* (T-AKR 5068) continued its months-long voyage through the Pacific and arrived at Sattahip, Thailand, to offload equipment in support of exercise Cobra Gold 2024 (CG24) on Feb. 17.

The vessel crewed up and sailed from its home port in San Francisco. The SUP crew took on cargo in Tacoma, Wash.; Honolulu; Anchorage, Alaska; and Okinawa, Japan, prior to sailing for the discharge port in Thailand. There the ship, under the expert direction of bosun Marc Calairo, helped offload more than 260 vehicles, containers and other cargo in less than three days.

Cape Horn departed Thailand Feb. 22 and journeys to its next port to offload more equipment for other missions. The ship is part of the Ready Reserve Force (RRF) fleet of vessels, a subset of ships within the Maritime Administration's (MARAD) National Defense Reserve Fleet. The ship has a significant cargo capacity and it's multimodal, which makes

Cape Horn uniquely adapted for certain charters.

Cape Horn is a 750-foot long roll-on, roll-off (RO/RO) cargo vessel with four decks of cargo space. It can accommodate 186,000 sq. ft. of cargo, which equates to about 4.3 acres of space that can equal roughly 38,000 tons of cargo. Despite its massive presence, the ship has a shallow draft which allows large tonnage to get into smaller ports.

"We can easily carry significant amounts of containerized, and roll-on/roll-off cargo," said Captain Elizabeth M. Neumyer, civilian contracted mariner and *Cape Horn's* master. "But just as important, this vessel is large enough to be militarily useful, but small enough to get into the smaller ports. Whereas, most commercially viable ships right now are too big for a lot of the ports the military needs to go."

Oversight of the offload of equipment in Thailand was conducted by a detachment of the U.S. Army's Military Surface Deployment and Distribution Command (SDDC), with the steady seamanship of the



SUP crew in constant support.

CG24 is the 43rd iteration of the Joint Cobra Gold series of exercises. CG24 emphasizes coordination on readiness, civic action, humanitarian assistance and disaster relief, and seeks to expand regional cooperation and collaboration in these vital areas. It demonstrates ongoing U.S. readiness to project forces throughout the region in support of Allies and partners to ensure a free and open Indo-Pacific.

According to the MARAD website, RRF provides nearly 50 percent of govern-

ment-owned surge sealift capability.

MSC Far East supports the U.S. 7th Fleet and ensures approximately 50 ships in the Indo-Pacific Region are manned, trained, and equipped to deliver essential supplies, fuel, cargo, and equipment to warfighters, both at sea and on shore. U.S. 7th Fleet is the U.S. Navy's largest forward-deployed numbered fleet, and routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.

Missile Aimed at MSP Ship Intercepted by USN

U.S. forces successfully defended an attack on U.S.-flagged Maritime Security Program container ship from Yemen's Houthi rebels in the Gulf of Aden in mid-April.

The U.S.-crewed vessel *Maersk Yorktown* was under way on April 10, escorted by destroyers *USS Laboon* and *USS Mason*, when Houthi fighters targeted her with an anti-ship ballistic missile. The munition was engaged and

destroyed, a Central Command said that the *Yorktown* was the target of the attack, and Houthi spokesman Yahya Saree confirmed it later. The incident happened shortly before Iran launched a massive drone, cruise and ballistic missile attack on Israel on April 13th. The news of the successful at-sea defense of a U.S. merchant ship was eclipsed by the far larger attack initiated from Iran on Israel.

Saree also claimed that Houthi fighters

had targeted the boxships *MSC Darwin* and *MSC Gina*. The Houthi group claims that it is motivated to attack vessels linked to Israel or to Israel's allies, citing the ongoing conflict in Gaza. The group consistently describes MSC-operated ships as "Israeli" for uncertain reasons; one of MSC's owners was born in Haifa, but the firm itself is based in Switzerland and the founder is Italian.

Voyages in the Red Sea operated by the top six ocean carriers dropped by more than 50 percent in the first quarter because of persistent Houthi attacks.

Subsequently, an attack on the *MSC Orion* was maritime security forces in the region after the Houthi claimed responsibility. This incident raises troubling questions however since the vessel was at a much greater distance from Yemen possibly indicating the Houthi have extended the range of their drones. On April 26, the vessel was hit in the Indian Ocean approximately 300 nautical miles east-southeast of the Horn of Africa, or more than 170 nautical miles south of Socotra island. The UKMTO puts the vessel's position up to 400 nautical miles from the mainland of Yemen.

The ship reported an explosion and

found some debris believed to be from a "Uncrewed Aerial System." The ship sustained some minor damage with the report that the crew was uninjured.

The Houthi in mid-March had threatened to expand the zone of attack to include portions of the Indian Ocean. They said they would disrupt ships attempting to divert away from the Red Sea and traveling around Africa. So far, while there have been several other Indian Ocean attacks, this is the first confirmed at these distances. The Houthis are believed to be using drones manufactured in Iran. Military experts report Iran has claimed a capability of over 650 nautical miles for its drones and possibly further for its missiles.

Previously, for example, the tanker *Marlin Luanda* was approximately 60 miles from Aden when it was struck. The vessel was hit by a missile in January which caused a fire. The bulker *True Confidence* was approximately 50 miles offshore when it was struck in an attack that killed three crewmembers.

Security analysts are however warning that it could raise new concerns for shipping that has already been forced to take longer routes to avoid the dangers.

Patriot Wins Option Year Award for *Haina Patriot*



Boeing Locks Out Firefighters

Boeing locked out 125 unionized firefighters and emergency responders from their jobs in Washington state this weekend as the two sides battle over a new four-year contract.

The aircraft manufacturer and the workers' union, the International Association of Fire Fighters Local I-66, have been negotiating since February. Boeing forced the workers out after the union turned down the company's final offer.

The union accused the embattled plane-maker of choosing "corporate greed over safety," while Boeing insisted that it had a plan to "ensure safe operations" at the impacted manufacturing sites across the Puget Sound area.

"We have now locked out members of the bargaining unit and fully implemented our contingency plan with highly qualified firefighters performing the work of [union] members," Boeing said in a statement.

A lockout is essentially the opposite of a strike — rather than workers walking off the job by choice, an employer forces them off the job with the aim of gaining leverage in negotiations. Like strikes, lockouts tend to happen when a collective bargaining agreement has expired and a new one hasn't been reached.

The union said the lockout was intended to punish and intimidate. Casey Yeager, the president of IAFF Local I-66, said: "When

is Boeing going to make safety a priority? When is Boeing finally going to listen?"

Members respond to fires at Boeing work sites and train other Boeing employees on fire safety practices. The union said that its members earn "up to 30% less" than firefighters at nearby municipal fire departments, and that it would take workers 19 years to reach the top pay rate under Boeing's most recent proposal. The company said it has made two competitive offers that are in line with similar corporate fire departments.

Boeing is facing a wave of political and regulatory scrutiny over its safety practices ever since a door panel blew out on an Alaska Airlines 737 Max jet in January. The Federal Aviation Administration recently said that an audit of the company revealed "multiple instances" in which Boeing and a key supplier, Spirit AeroSystems, had failed to meet quality-control mandates.

In March, the company said that CEO David Calhoun would be stepping down.

Yeager maintained that the firefighter lockout could end up siphoning resources from other fire departments in the area. "Our members are committed to improving the safety culture of the Boeing Company," he said. "But we refuse to let a multi-billion-dollar company resolve its years of mismanagement on the backs of firefighters."

Starbucks and Union Resume Talks

Starbucks and the union representing over 10,000 of its workers returned to the bargaining table for the first time in nearly a year. It's an important moment in the organizing drive.

Company representatives and the 150 representatives from the union - Workers United - met in Atlanta to begin negotiating a framework for a union contract for each of the over 400 unionized shores.

The last time the two sides were at the same table was in May of 2023 but bargaining came to an impasse. During the intervening period, workers staged strikes and went after seats on Starbucks' board. The Company for its part sued the union over its use of the Starbucks logo.

Michelle Eisen, a long-time barista at a Starbucks in Buffalo that was the first company-owned store to unionize during the current campaign, said she was optimistic that the company would bargain in good faith.

"It's been a long couple of years, and it feels like there's some levity now and

little more lightness general." The union is asking for higher wages and better safety standards among other things. Once an over all framework is agreed to, individual contracts will be put up to ratification votes by each store.

Starbucks workers began organizing in 2021 with three Buffalo-area stores. Over the course of the next 24 months, the NLRB filed numerous times against Starbucks for resisting organizing efforts. This the company denies.

When Starbucks and the union announced their return to the bargaining table, the company said it would now provide unionized workers with benefits it gave to non-union stores but withheld from union stores, including credit card tipping.

"The union forced management to the bargaining table," said Erick Black, a professor at Rutgers University. "The scale of the union busting campaign... is unmatched in modern labor history."

By J. Edward Moreno NYT

SF Pilot Boat Makes Another Rescue Offshore

For the second time in recent months, the SUP crew of the pilot boat *California* was the first to respond in an emergency life-saving situation in the dangerous waters of the Golden Gate.

The pilot of the outbound bulker *Hon. Henry Jackman*, Capt. Deisher, called in a mayday capsizing of a fishing boat near the Main Ship Channel, part of the approach to the Golden Gate Bridge and San Francisco Bay. The fisher crew of four was seen in the water, clinging to the boat.

On watch was Capt. Chris Auer aboard *P/V California*, heard the call and pushed the throttles down. As the Coast Guard and SF Police Department Rescue boat was notified, he ran full ahead to the scene, inbound from the pilot station. With all hands on deck, the 30 foot aluminum hull was sighted by pilot boat lookouts, and others readied the rescue gear. The Coast Guard Motor Lifeboat

was at least 10 minutes out.

Chief Operator Capt. Mark Hargus took the wheel, and with pilot Mark Barnum on the radios, Auer, Aidan Minty, Erik Weiss began the life-saving rescue. Using an afloat retrieval system called the horse collar, as well as deploying the recovery netting and davits, the *California* crew quickly recovered two of the imperiled sailors. During this, the SFPD's rescue boat arrived and recovered the other two victims on the other side of the capsized boat.

With warming blankets, and other gear, the *California* crew began first aid. They assessed them both to be recovering from shock and cold, but had no presently injuries and no signs of hypothermia.

After transferring the victims to the USCG motor lifeboat, the *California* turned to the west and headed outbound to retrieve the pilot on the *Hon Henry Jackman*, and resume station operations.



Maersk Warns of Risk and Costs From Red Sea Diversion

Major carriers are straining under the new risks to shipping, warned Maersk in May. Houthi militia in Yemen has broadened its attacks on cargo vessels in new ways. "The risk zone has expanded," Maersk, the second-largest ocean carrier, said in a note to customers, adding that the stress was causing further delays and higher costs.

Since late last year, the Houthis have been attacking ships in the Red Sea, a famous maritime chokepoint for shipping from Asia to the Suez Canal. Ocean carriers avoided the sea and now take a much longer route to Europe around the southern tip of Africa. But in recent weeks, the Houthis have targeted ships making that longer journey in the Indian Ocean.

Because going around Africa takes longer, shipping companies have had to add more vessels to ensure that they can transport goods on time and without cutting volumes.

The threat to vessels in the Indian Ocean has only added to the difficulties. "This has forced our vessels to lengthen their journey further, resulting in additional time and costs to get your cargo

to its destination for the time being," Maersk said.

The company estimated that putting extra ships and equipment onto the Asia to Europe route would result in a 15 percent to 20 percent drop in industrywide capacity in the three months through the end of June. That said, shipping companies have lots of capacity available because they have ordered many new ships in recent years.

Maersk said that customers should expect to see higher surcharges on shipping invoices as a result of the higher costs borne by the shipping line, which include a 40 percent increase in fuel use per journey.

The cost of shipping a container from Asia to a northern European port was \$3,550 last week, according to Freightos, a digital shipping marketplace, down from a recent high of \$5,492 in January, and well below rates that climbed above \$14,000 when global shipping became snarled during the coronavirus pandemic. The Houthis, who are backed by Iran, have said that their attacks were in response to Israel's war in Gaza.

USCG Extends MMC Renewals Up to Six Years

As part of the Coast Guard's effort to assist mariners to remain in the trade, their Office of Merchant Mariner Credentialing published a new policy letter (01- 24) that will allow mariners to renew a merchant mariner credential (MMC) up to 6 years after its expiration without taking the complete original examination.

All other credentialing requirements for renewal after expiration remain unchanged, in some circumstances an open book examination may be required. Mariners who had previously applied for renewal of their MMC after the 1-year grace period had expired may re-apply for renewal if they are within

the new, extended grace period. A new application will be necessary, including payment of required fees.

If you have a current approval-to[1] test letter issued by the National Maritime Center (NMC) to re-instate an MMC expired beyond the 1-year administrative grace period but within 6 years, you should contact the NMC at iasknmc@uscg.mil or (888) 427-5662. The policy letter is effective immediately and will remain in effect indefinitely. Mariners and other interested parties should contact the Mariner Credentialing Program Policy Division at MMCPolicy@uscg.mil or (202) 372-2357 with any questions.



Sea Lion Population In SF Suggests Healthy Ocean

Over the sound of barking, groaning and blubber-slapping, SF Pier 39 official Sheli Chandor said more than 1,000 sea lions were recently counted at San Francisco's Fisherman's Wharf.

From the An unusually large herd of sea lions traveled into the SF Bay to hang out on the docks at Pier 39, a popular tourist destination. It's the most sea lions the area has seen in 15 years, according to pier officials.

A bounty of anchovies and herring in the bay waters has drawn the pinnipeds to feast ahead of mating season, which starts next month.

"It's all about the food," Chandor told the AP. "They are fueling up for the mating season. It's spring. They are ready to rock and roll down in the Channel Islands, and we're a nice pit stop with some great seafood."

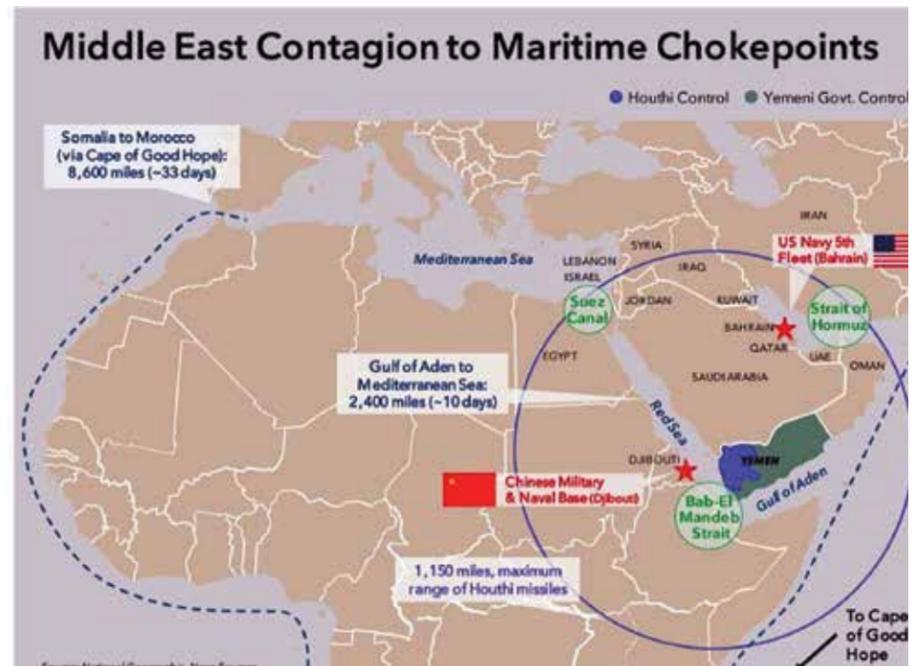
The sea lion surge is generally a good sign of the animal's strong population and the health of its habitat, Adam Ratner, the director of conservation engagement at the Marine Mammal Center in Sausalito, Calif. California sea lions serve as "sentinels

for the sea," Ratner said. "Their population kind of reflects the health of the ocean. So seeing big numbers of California sea lions is obviously a great thing."

During the nonbreeding months, many sea lions migrate north from breeding grounds in southern California to Puget Sound, Washington and British Columbia and return for the summer breeding months.

The slippery residents have been a star attraction for tourists for almost 35 years. The waterfront has emerged as a hot spot for the mammals in 1989.

At the same time, California Governor Gavin Newsom proclaimed the state's tourism industry has bounced back and exceeded 2019 pre-pandemic levels. In a video taken from the top of the Golden Gate Bridge, the governor announced record-breaking numbers in a recent report. The state numbers are one thing, but the report says that Bay Area tourism is still lagging. At an annual estimated 39 billion dollars, tourism is a major element of the state's economy.



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MTD and TTD Take Strong Maritime Policy Positions

The Executive Board of the Maritime Trades Department, AFL-CIO met in Washington on April 24 to discuss a range of critically important issues facing mariners in the U.S. merchant marine.

The meetings came against the backdrop of the Baltimore bridge disaster, increased war risk in the Red Sea and Gulf of Aden. The MTD stood with its affiliates in the Metal Trades and supported shipbuilding trade policy objections and opposed fresh attacks on the Jones Act, clearing the way for the growth of the wind energy sector that supports jobs for U.S. mariners. Board members heard about the victorious campaign of the MEBA to organize and negotiate a first contract for Staten Island Ferry mariners, social media outreach strategies and from the Singaporean union representatives of the crew of the beleaguered Dali, detained and restricted to ship in Baltimore.

At the outset, and among many notable moments, AFL-CIO Secretary-Treasurer Fred Remond stood out in his opening remarks, as he recognized the work and sacrifice of U.S. mariners, noted the supply chain importance of their work, all represented by the MTD, both here and around the world. He said that support for the U.S. merchant marine is an essential component of AFL-CIO policy. Redmond also said that the Biden Administration has repeatedly come out in support of the Jones Act and in many different forms, as well as the entire U.S. maritime industry behind it, and he deemed it to be a fundamental position to consider in the election. There is no doubt, he said, that mariners have a friend in the White House.

The commander of the U.S. Transportation Command, Gen Jaqueline Van Ost, was adamant in her support for the mariners represented by the MTD, and called them unsung heroes in all the policy and combat hotspots around the world, and the missions associated with them: the war in Ukraine, the Red Sea and Gulf of Aden, the Persian Gulf, the eastern Mediterranean and the South China Sea.

Board members also took action on cargo preference, solemnly recognized the passing of workers on the job for Worker's Memorial Day on April 28 and took time to honor the passing for former MTD President Mike Sacco. The following are edited summaries of the position statements adopted by the board. (See President's Report for more on page 9.)

IN MEMORIAM: HONORING THE LEGACY OF LEADERS AND FRIENDS OF MTD

Mike Sacco passed away at age 86 and not quite a full year into a well-earned retirement. He had served as president of both the MTD and his home union, the Seafarers, from 1988 until early 2023, a period spanning nearly 35 years. His work ethic, street smarts and business savvy were unsurpassed. So were his love for the labor movement and his dedication to the well-being of the MTD. When Mike saw it like a family more than a trade group, and like family demanded the most, pushing to grow and deliver. We thank our brother and commit to upholding his legacy.

In addition to the late President Sacco, the Maritime Labor community has lost many friends and allies since our last convening. These include:

- Gerard Dhooge, President of the Maritime Port Council of Greater Boston and New England
- Tom Conway, President of the United Steelworkers
- Tom Donahue, President Emeritus of the AFL-CIO
- Ed Smith, President of Ullico
- Mike Williams, President of the Florida AFL-CIO
- Gloria Tosi, President of the American Maritime Congress
- George Quick, Vice President of the International Organization of Masters, Mates and Pilots

The MTD also solemnly acknowledges the passing of those rank-and-file members among our affiliates who have died on the job, in observance of Workers' Memorial Day on April 28th, 2024. May the memory of all those we have lost be a blessing, and may we continue to build upon the work started by those who came before us.

STATEMENT: SUPPORT THE PORT OF BALTIMORE

On March 26, 2024, the *Dali*, a Singapore-flagged container vessel, collided into Baltimore's Francis Scott Key Bridge. The bridge was destroyed, port operations were immediately halted, and six construction workers present on the bridge lost their lives. While this event is a once-in-a-lifetime disaster, the swift decisions of the vessel's crew and the authorities allowed enough time for the bridge to be evacuated before even more lives were lost.

The incident poses serious economic risks to the Port of Baltimore. Although the local and federal government response has been commendable, the simple truth is that bouncing back from a disaster at this scale is a slow process. Investigations of the incident are still underway, and the shipping channel is not projected to fully re-open for another few weeks. The Key Bridge timetable is longer. Marine terminals are in some operation, but work may run out if the Port does not resume regular business soon.

In the meantime, the MTD (and particularly its Baltimore Port Maritime Council) is committed to aiding in the recovery process wherever possible. We stand with our fellow trade unionists whose lives have been impacted by this catastrophe.

STATEMENT: LET AMERICAN FARMERS FEED THE WORLD

The Food for Peace program is one of the most time-honored tools in the United States' soft power arsenal. Since 1954, the program has fed over 3 billion people across 100 different countries with grain grown by American farmers that is transported on U.S.-flag vessels by American merchant mariners. It creates jobs, stimulates trade, reduces international conflict, and provides valuable assistance to impoverished or developing nations.



MARITIME TRADES DEPARTMENT EXECUTIVE BOARD MEETING
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Despite the myriad benefits, the approach of Food for Peace over time has shifted away from directly providing American-grown grain to these countries; now cash transfers and foreign-grown grain have taken a foothold in the program. This causes problems with the program's accountability and diminishes its diplomatic impact, as well as jeopardizing the jobs back here at home that make such aid possible.

The American Farmers Feed the World Act was introduced in 2023 by a bipartisan group of legislators to reorient the Food for Peace program back towards its original intentions. It has already been endorsed by the MTD and several of its affiliates, although it still needs to move through Congress. The MTD urges its affiliates and allies to support this crucial legislation so that American mariners and farmers alike can get back to providing aid for hungry people around the world.

STATEMENT: VOTE LABOR 2024

The victories the Labor Movement has claimed over the past four years would not be possible without the support of Labor-friendly politicians at every level of government. Perhaps nowhere is this more apparent than at the federal level, where Labor has been given a seat at the table for so many major decisions.

We applaud the Biden administration for elevating the concerns of Labor to the forefront time and time again. When Joe Biden became the first sitting U.S. President to walk a picket line, we understood that was no small gesture.

However, the political capital the Labor Movement has built up thus far could vanish in an instant if anti-Labor forces are welcomed back into the halls of power in this year's upcoming election. Few are more aware of the growing power of Labor than its enemies, who have done much to mislead the public into believing they support our causes. They stage phony union rallies and put on working-class affectations, but their proposed policies tell a different story.

The Maritime Trades Department urges its affiliates and members to stay educated and vote strategically for pro-union candidates up and down the ballot. While all eyes may be on the upcoming Presidential race, our adversaries have increasingly resorted to sneaking anti-Labor candidates into state and local races where they may not get media attention. Labor can only continue its advance if the political terrain is favorable.

STATEMENT: PROTECT U.S. SHIPBUILDING

The United States used to be the world's preeminent shipbuilding nation. However, the U.S.'s capacity to build new vessels, particularly commercial vessels, has dwindled precipitously over time. Without the Jones Act, it is arguable that the U.S. shipbuilding industry would hardly exist at all.

Nations with heavily subsidized shipbuilding industries now dominate the market, principally the People's Republic of China. The substantial government involvement in China's shipbuilding sector is not merely for its own sake, however. Instead, it is but a piece of China's larger plans to dominate global maritime commerce as we know it. Whether it be through surveillance technology embedded in shipping cranes, outright operation of foreign ports, or other means, China's anti-competitive practices come at the expense of American maritime workers.

The Maritime Trades Department has joined the Steelworkers, Machinists, Boilermakers, and Electrical Workers in filing a petition with the U.S. Trade Representative to combat these practices and revitalize the U.S. shipbuilding industry by assessing fees on Chinese-built vessels making port in the United States.

This is an important first step to reversing the decline of the industry, but its future depends on concentrated, sustained political and economic action. While the Maritime Trades Department and its allies will fight for American shipbuilding as we always have, we must adapt to change and explore innovative solutions such as the USTR petition. The storied legacy of shipbuilding in the United States deserves as much.

STATEMENT: OFFSHORE WIND AND THE JONES ACT

There's no denying it: several offshore wind (OSW) projects across the United States are in jeopardy. States have postponed or canceled their original plans, or reopened contract bids. The reasons for these complications are complex, and vary region to region. However, there's one aspect of U.S. offshore wind the Maritime Trades Department knows for certain is not obstructing their progress: the Jones Act.

The MTD holds that the offshore wind industry must strengthen its domestic ties if it is to become a viable mode of clean energy production in the United States. The current supply chain relies on expertise and equipment brought in from abroad; shortages and bottlenecks have naturally resulted. The Jones Act did not cause these problems, and in fact may hold the solutions.

Too often, foreign OSW developers either don't understand or don't respect the Jones Act. They would rather import labor on Flag of Convenience vessels rather than invest in highly skilled, qualified mariners to crew and operate specialized offshore wind vessels here in the United States.

Alongside developing the workforce, a truly domestic offshore wind industry will require economic incentives to increase U.S. shipbuilding capacity. Turbine installation and maintenance relies on a wide variety of vessel types, ranging from large installation vessels to the smaller crew transfer vessels. Demand has outpaced supply for many of these vessels on the world market at large, not just in the United States.

The MTD and its affiliates have been major boosters of the offshore wind industry since its arrival in the United States. It is profoundly regrettable that so many projects seem imperiled and that certain developers, in their desperation, would rather work around existing requirements than honor their previous commitments. However, the wellbeing of the American maritime workforce, and the Jones Act along with it, must never be bargaining chips to advance these projects.

Maritime Trades Department, AFL-CIO, Stakes Out Position

STATEMENT: OPERATION PROSPERITY GUARDIAN

Late last year, the Pentagon announced an international effort “to jointly address security challenges in the southern Red Sea and the Gulf of Aden, with the goal of ensuring freedom of navigation for all countries and bolstering regional security and prosperity.”

This formal endeavor followed initial attacks on various ships by Houthi rebels, who claimed to be supporting Palestinians but whose real motives undoubtedly have far more to do with increasing their own influence in Yemen.

Despite the gravity of the attacks, there have been bizarre moments that essentially consist of Houthis claiming to have struck commercial vessels, followed by formal statements from our military that flatly refute those assertions.

Nevertheless, the seriousness of the attacks proved massively evident early last month, when Houthis killed three mariners and wounded several others aboard the ship True Confidence. Then and now, the MTD condemns that attack and all others, in the strongest possible terms.

This is a complicated, ongoing saga that will continue to demand a coordinated international response. The reckless Houthi attacks originating from Yemen threaten the free flow of commerce, endanger innocent mariners, and violate international law. The Red Sea is a critical waterway that has been essential to freedom of navigation and a major commercial corridor that facilitates international trade. Countries that seek to uphold the foundational principle of freedom of navigation must tackle the challenge posed by this non-state actor launching ballistic missiles and uncrewed aerial vehicles at merchant vessels from many nations lawfully transiting international waters.

The MTD supports our troops and our affiliates, and we wholeheartedly support Operation Prosperity Guardian.

STATEMENT: SOLIDARITY WITH OUR AFFILIATES

Despite previous terms like “Hot Labor Summer” and “Striketober,” it’s clear that the wave of labor actions that started in 2020 is not merely a seasonal phenomenon. Our brothers and sisters in every industry are taking to the streets and fighting for better contracts just as vigorously now as they did four years ago.

In many cases, the gains have been tremendous. Whether it’s CWA negotiating a first contract with Sega of America, or MEBA securing millions in back pay for Staten Island ferry crews, MTD’s affiliates are embodying the spirit of that old picket line chant, “when we fight, we win!”

Nevertheless, many of our affiliates’ battles rage on.

CWA-NewsGuild members at the Pittsburgh Post-Gazette are still on strike against the paper’s tyrannical owner; other CWA-affiliated call center workers are still seeking justice from Maximus. OPEIU workers are still seeking first contracts with tech companies such as Aunt Bertha. BCTGM members are still picketing in front of International Flavors and Fragrances in Tennessee. Machinists are still holding the line with M&K Truck Centers in Illinois. All of these brave workers need our solidarity.

The MTD extends its congratulations to those who have won those fantastic new contracts, but we also remain vigilant against those companies that stand in the way of their own workers’ wellbeing. The fate of our movement as a whole depends on our continued solidarity and support of our brothers and sisters hitting the bricks.

STATEMENT: WINNING THE NEXT GENERATION OF MARITIME WORKERS

So many mariners, longshoremen, and other maritime workers gladly talk about what a life-changing experience it was to enter the maritime industry. While the work may be difficult, they point to the economic security and good benefits that allow them to provide for themselves and their families.

Yet the maritime industry remains too well-kept a secret for many young people. Our affiliates offer amazing apprenticeship and training programs, but recruitment numbers are not quite where many of us would like them to be.

Currently, higher education funding outpaces career and technical education (CTE) on a 400 to 1 basis. While legislation like the CHIPS and Inflation Reduction Acts have laid the groundwork for more investment in CTE, a gulf that large will not be resolved overnight. At all levels of government, Labor must demand that more attention and resources be focused on directing young people toward our apprenticeship programs.

As with so many other issues, Labor does best at recruiting when it integrates into the community. When young people can see the good work that union members do, along with the prosperity that union affiliation brings, they will understand a career in the trades can be just as fruitful as a career path requiring a college degree.

We applaud the efforts our affiliates have already made, and we offer up the work of our Port Councils as examples of embedding Labor values in the community. If we approach the issue of recruitment strategically, it’s only a matter of time before the next generation of maritime workers is telling their peers how glad they are to have made this life-changing decision.



Transcom Recognizes Union Mariners as Critical Partners, Dedicated Patriots

The commanding officer of the United States Transportation Command (TRANSCOM) recently reiterated her ardent support of the U.S. Merchant Marine. Addressing the Maritime Trades Department (MTD) Executive Board, representing mariners across the nation, Gen. Jacqueline Van Ovost also made it crystal clear that America’s national, economic and homeland security depend on maintaining a vibrant maritime industry.

Gen. Van Ovost stated, “America’s economic prosperity is delivered on the oceans, and America’s national security is rooted in it. All of you in the Maritime Trades Department and your organizations and affiliates are key to maintaining our collective prosperity. Your unwavering commitment and unquestionable expertise in maritime trades, anchored by your professionalism and patriotism, are the reasons why we continue to prosper today in a free and open world. It’s these qualities that make you such an important part of the TRANSCOM team.” She added that it’s a relief to know that Union mariners “will be right there along with us to ensure the defense of our nation.”

The general pointed out the high-profile activity in recent month for maritime. “I hope that you pause to reflect on how important the work you’ve done this past year has been to our nation’s success,” Gen. Van Ovost said. “Throughout the year, you continue to play a massive part in our country’s commitment to support the people of Ukraine against Russia’s unjustified and unprovoked invasion. Your efforts ... have had immeasurable impacts on global peace and security.

“And of course, there’s the Red Sea,” she continued. “Houthi attacks on merchant vessels following Hamas’ horrific attacks on Oct. 7 threaten freedom of navigation, global shipping and economic security. With nearly 12% of global trade transiting the Red Sea, any disruption has major impacts on all countries, affecting millions



of people who rely on the food, medicine, fuel and other essential supplies carried through it.... Thank you for your contributions to balance threat mitigation with executing national requirements. Your commitment to the longstanding partnership between the military and maritime industry is greatly appreciated. And I hope you take great pride knowing that through these events, you have honored your legacy and commitments to our nation, in peace and war.”

Gen. Van Ovost pointed out that sealift is often “the most cost-effective and efficient mode of transporting goods and supplies,” and with that in mind, “we rely on a strong maritime industrial base ensuring access to modern vessels, shipyards, repair facilities and drydocks and skilled workers.... We must prioritize expanding the fleet of American-owned, American-flagged and American-crewed vessels through reflagging foreign ships and producing our own.”

She then reinforced her support of the Jones Act, the Tanker Security Program and other foundational components of American maritime law and concluded, “Our future is on the water. So thank you for your professionalism, dedication and patriotism in service to our nation. We are a maritime nation. America was at our birth, and we sailed the oceans to global prominence. And it’s imperative that we maintain our strength as a maritime nation today. Together, we deliver.”

The general had recently testified that sealift and aerial refueling capabilities are top readiness concerns for TRANSCOM, responding to questions from the Senate Armed Services Committee on April 11.

Noted in her testimony was that sealift is the U.S. military’s greatest asymmetric advantage — the ability to get troops anywhere in the world and supply them. US-TRANSCOM works with other combatant commands to ensure U.S. service members can accomplish their missions worldwide.

“I’m extremely proud of our team of logistics professionals who lead the joint deployment and distribution enterprise [and] continually exceed expectations and ensure hope, deterrence and victory are assured as we underwrite our nation’s defense,” Van Ovost told the committee. The command is already facing the changing world posited in the National Defense Strategy. USTRANSCOM must plan and execute global operations in contested environments. This was generally not the case for operations in support of the war on terrorism.



The G/T Adm. Callaghan, part of the nation’s Ready Reserve Fleet, called for SUP crew for activation for sea trials. From left is OS Welmer Cabugwas, AB Bill Peavey, bosun Haz Idris, AB Jack Walker, AB Anthony Wylie (with hat), AB Brice Wightman and in front is OS Zaldy Mateo and OS Luis Abea.

TTD Policy Statement: TTD Demands Improved Safety Standards for Global Shipping

The tragic collapse of the Francis Scott Key (FSK) Bridge in Baltimore, Maryland, has highlighted the urgent need for stronger and vigorously enforced international maritime safety standards for cargo ships. The collapse shows how current international maritime safety standards are inadequately enforced to the detriment of the workforce, supply chain, and national security of the United States. Stronger standards are necessary and it must also be understood that while many of standards are agreed to by international convention, they lack appropriate enforcement by flag states of vessel registration and by port state authorities around the world. This must change.

Additionally, U.S. policies should continue to focus on investing in a thriving U.S. Merchant Marine, which will increase the capacity of the U.S. global supply chain, thereby decreasing our dependence on foreign-flag vessels that may or may not be meeting international standards. These policies include supporting and enforcing the Jones Act, increasing U.S. cargo preference requirements, and adequately appropriating the Maritime Security Program and Tanker Security Program every fiscal year. To reduce the reliance on foreign goods and vessels, the United States must act affirmatively to increase the carriage of commercial goods and cargo on U.S.-flag, U.S.-built, U.S.-ships. This approach will create jobs for the middle class and better protect our domestic supply chain. We commend the Biden administration and the Office of the U.S. Trade Representative (USTR) for investigating acts, policies, and practices of the People's Republic of China (PRC) that have targeted American maritime, logistics, and shipbuilding sectors.

It's important to note that only 2% of the foreign trade of the United States is carried aboard U.S. flagged cargo vessels. The overwhelming majority of the ships in U.S. ports are foreign flagged, like the MV Dali. Further, many foreign-flagged ships are registered as flags of convenience (FoC) carriers. Unfortunately, this means

they often have poor safety standards regarding training mariners and inadequate licensing and credentialing requirements. FoC carriers are predatory models that benefit globalized shipping interests at the expense of American mariners by using the lowest cost available licensed and unlicensed foreign mariners instead of Americans. The FoC model rarely allows protection to mariners who dare to prevent a ship from sailing in an unsafe condition. Under the prevailing globalized system, international crews too often have no autonomy or job security to a hold ship at the dock. This puts themselves, U.S. assets, and the safety of those in and around the port at risk. Companies that use FoC's are interested in lowering costs and increasing profits, risking the safety and welfare of global seafarers, and limiting the growth of the American maritime workforce.

We also want to acknowledge the quick action the American pilots took aboard the *MV Dali*. The steps taken by the Maryland pilots, members of the TTD-affiliated International Organization of Masters, Mates & Pilots, certainly helped to save lives, and their swift actions are a testament to their rigorous training and expertise. We commend them for performing at high levels of expertise under extreme pressure.

As we review policies to prevent future bridge accidents, TTD demands that the United States mandate that foreign ships entering its ports comply with proper safety, labor, and operating standards. This includes full enforcement of minimum safe manning and hours or work/rest requirements and correction of all material safety and engineering system deficiencies. In the ports of the United States, it is the responsibility of the U.S. Coast Guard to make sure this happens — the Coast Guard needs funding for that job.

Investing in the U.S. maritime industry and our American crews is a powerful strategy to strengthen our economy and domestic supply chain, crucial for our country's long-term prosperity and security.

Scientists Prove Common Sense: Rogue Waves More Likely In High Winds

Ocean waves are one of the most powerful natural forces on Earth and could become even more powerful in the future due to climate change. A recent oceanographic study published in *Physical Review Letters* found rogue waves to be more frequent than commonly thought and proved for the first time outside a laboratory that windspeed makes them more frequent.

Though different theories exist on what causes large "rogue waves," a new study using combined measurements of wave heights and wind speed in the Southern Ocean, region known for its rough seas, has demonstrated that wind alone can produce the wave conditions expected to lead to rogue waves. Previously, this idea was demonstrated only in laboratory experiments.

A major theory until now has been self-amplification. If the wave field possesses an extreme amount of energy — when waves are steep and most of them have a similar amplitude, length and direction — an exchange of energy between waves produces one wave that grows disproportionately at the expense of its neighbors. Waves typically follow a "normal," or Gaussian, distribution, with heights strongly clustering around an average, and a fortuitous or random convergence of many such waves can occasionally produce a very large wave. While there is no consensus on the cause, the self-amplification model, especially that oceanic rogue waves occur purely and mainly through a statistical effect, was the only one that was scientifically verifiable.

In contrast, laboratory experiments and theoretical models now suggest that, under the right conditions, nonlinear ocean dynamics, including wind and sea state, can amplify waves, making the distribution of wave heights depart from the Gaussian distribution, giving large waves higher probabilities. Until now no study has yet ob-



served such an effect and so the idea, though common sensical, was not supported by available science and therefore considered unrealistic.

Before and after. In a relatively young sea state (top left), winds drive slow moving waves, which grow steeper and often break, causing white caps and seas with rogue waves. In an older state (top right), waves move faster but are less steep, giving calmer seas. The stereo cameras produce a color-coded map (top left). In this example, the elevation ranges from about one meter below sea level (dark blue) to about one meter above sea level (dark red).

To look for such states, researchers undertook an expedition in the Southern Ocean, a region around Antarctica known for strong winds and large waves. The team made measurements from a South African icebreaker. During the voyage, the researchers used a stereo pair of cameras to map the water surface height and measure the statistical characteristics of the waves viewed off one side of the ship. Alongside these measurements, they collected data on local atmospheric conditions, including wind speed.



Dangerous loner. A rogue wave is a single swell that is much higher than the waves. Modern methods of measurement indicate higher frequency and greater damage to ships and shorelines..

The leader of the expedition, Dr. August Toffoli says that the wind data allowed the team to study how wave characteristics change as waves are driven by the wind. Assuming a relatively steady wind, waves start out moving slowly with shorter wavelengths and gradually move faster as their wavelengths increase. So the team could use the ratio of the wave speed to the wind speed as a proxy for wave age. As the team's analysis showed, younger waves behave very differently than older waves.

In seas with relatively young waves, the wave heights were about 3.5–4.5 m, and they were particularly steep, meaning they had a high ratio of height to wavelength. Seas in this young stage — with waves moving at about half the wind speed and deriving energy from it—also showed frequent white caps, caused by steep waves breaking. In contrast, seas with older waves — their speeds now as high as the prevailing wind or even higher—were about 2–3 m high, less steep, and lacked white caps.

The team estimated the kurtosis, a statistical measure of the wave size distribution's departure from a Gaussian. The higher the kurtosis, the more likely are extra-large waves, including rogue waves. In the wind-driven young seas, with slow, strongly driven waves, the researchers found a kurtosis of 3.4, well above the 3.0 value characteristic of seas with a Gaussian distribution of waves. In older seas, the distribution returned to a Gaussian. This observation suggests that the action of strong winds during early stages of wave growth can stir nonlinear ocean dynamics, leading to a strongly non-Gaussian distribution of waves and more frequent rogue waves.

"Until now," says Toffoli, "this has only been observed in controlled laboratory experiments where waves were mechanically generated." In future work, Toffoli and colleagues hope to characterize rogue seas more accurately. "We need to acquire more data to consolidate our finding," he says. The team also aims to clarify the physical mechanisms behind rogue waves with the eventual goal of developing ways to forecast their occurrence.



CORRECTING THE RECORD

FALSE

Without the Jones Act, which they are subject to in Puerto Rico, they would have had shipping and assistance from all of the islands around the Caribbean and all around Europe would have come to their assistance. But because it was a Jones Act subject country, they weren't allowed to accept all of this tremendous amount of aid that could have come to them immediately.

TRUTH:

74% of vessels that call on Puerto Rico are foreign. The Jones Act did not and could not impede other countries from sending aid and ships to Puerto Rico after Hurricane Maria.

-March 29, 2024





SUP PRESIDENT'S REPORT

GOVERNMENT MATTERS

MMC Expiration Extension: The Coast Guard, responding to industry, will now allow former merchant mariners to renew their expired credentials for up to six years after expiration, without the need to retake any tests. The policy change is designed to make it easier for mariners who left the industry during COVID to return to bolster a short-handed workforce. Although that group has many limitations, it is a favorable change and the effort is appreciated. Details are in USCG Policy Letter 01-24.

MWWG Working Group: As previously reported, the latest National Defense Authorization Act created this committee, and the SUP was invited to participate. In addition to many meetings, a detailed questionnaire on crewing estimates and manning factors in various activation scenarios was required. Mariner workforce estimates are by the nature of our work very rough sketches; add hypothetical demand in unknown conditions and inaccuracy is built into the exercise. Measuring readiness in numbers is flawed too by the understanding that mariners are not widgets to be stored in inventory and broken out to meet a projected demand. Lost in the counting of merchant sailors is an individual volition not present in the military or other types of employment. Lost too is the value of Union retention and recruitment, which is a self-reinforcing cycle powered by good jobs and benefits, which then begets more mariners willing to get training and adopt the lifestyle, which then begets greater resiliency of the pool with less strain on each individual, which then builds the commitment and reliability and that attracts new employers, contracts, and jobs. The growth of SUP tanker jobs is a good example of this virtuous circle. Cutting jobs (as discussed below), on the other hand, especially while letting wages stagnate renders numbers both empty and misleading. Far more effective would be to pay mariners more, roll back barriers to entry, and ending shipboard bullying and disrespect. If the goal is a new national awareness of the challenges of Union dispatching; that would be helpful. If conversely the numbers are used by the enemies of the Jones Act to dismantle it, then we'll defend ourselves. Moreover, the United States should officially recognize its Union hiring hall rotary shipping system as the most reliable tool ever created to produce just-in-time qualified crews. Our Union process is a national treasure for many reasons, but especially so when it comes to the capacity of the sealift workforce.

Afloat Prepositioning Drawdown: The Union this month joined with allies in industry and labor to investigate and resist the potential layup of forward-deployed government ships under SUP contract. As previously reported, the still non-official indications are that MSC ships carrying U.S. Army cargo, including *Watson*, *Watkins*, *Charlton*, *Red Cloud*, *Soderman*, *Pomeroy* and *Pililaau* are possibly slated for an untested land-based operations scheme in a misconceived strategic shift amid normal budgetary pressures. Much is unknown, but the potential impact on Union job opportunities and finances, as well as our surge manpower readiness, is enormous. It requires our attention and vigorous opposition. As it gets worked out, urge all hands to remain committed to the work despite the negative rumor mill. More to come.

HOWARD'S TERMINAL

For years the SUP opposed the construction of a waterfront ballpark and luxury housing scheme in the midst of the Port of Oakland at Howard's Terminal. We joined with other maritime unions including the ILWU, MMP, MEBA, and MFOW to resist on every level this taxpayer-funded handout of public property, a rare deepwater dock and terminal, to the benefit of the billionaire monopolists of major league baseball.

A key vote in the long process came in 2022 when the Bay Conservation and Development Commission (BCDC) voted to remove the terminal's Port Priority Use designation. It gave the go ahead but slowed by Oakland City politics, a lack of federal and other public funding, higher interest rates, and strong maritime labor opposition, the project stalled. It finally died when the A's made public their duplicitous plans for a new stadium in Las Vegas. Lost in the headlines was that the opposition coalition, (called the East Oakland Stadium Alliance) had back then sued BCDC after its ill-fated decision to enable the project. This past month that lawsuit settled on terms that will return the property designation to the port, and after January 1, 2025, make any future developer have to start again from scratch. Overall, it's worth noting that maritime solidarity had a significant role in resisting well-organized exploitative plans of a billionaire class that had local government siding against maritime workers.

APL MARITIME

New Ship Update: On April 17, the Union received a re-flag schedule update that indicates *President J.Q. Adams* will re-flag to the stars and stripes on or about May 21, 2024, in the Port of Los Angeles. A familiarization and COI is expected to be completed by May 26th. The *President Truman* is now scheduled for de-flagging in Lazaro Cardenas, Mexico on May 27 and crew will be repatriated. *President Grant* is expected to flag into the United States on June 4, 2024. Following that the *President F.D. Roosevelt* will de-flag in Busan on June 24, 2024 and crew will be repatriated. In early July the *President Reagan* is expected to reflag to the U.S.-flag and be deployed on the MSP supported EX-1 string.

APLMS will submit job requests early in May. Under previous action taken by the membership consistent with the Rules, jobs will be called about a week early to ensure that a qualified SUP crew will join the vessel. This ship re-flag and de-flag means job flux as crews come and go, and combined with activations and shipyard crewing, there will be high demand Union-wide for qualified mariners. Urge all hands to register, check documents and be ready to ship. For those on board urge them to communicate with Wilmington Branch Agent Leo Martinez for updates and also to but remain until properly relieved to maintain Union strength.

Payroll: As previously reported, APL's move to a digital payroll system on a two-week pay period with a direct deposit focus created both advantages and problems. Standby

pay has its own set of problems. At the outset the Union objected, and as part of its ongoing grievance adjustment, has worked with some success to resolve various issues.

Steps taken included a procedure (listed in an MOU) to preserved the physical check option with priority mail delivery to the Halls. Next, individual pay discrepancies were worked on and resolved. Wider system fixes followed, including work on timesheet accuracy and streamlined turnaround reporting, as well as maintaining the choice of different payment methods for the same sailor doing different work (standby vs. seagoing work), among other things. But the pay delay persists, especially for work done near the end of the pay period which can miss the cutoff pay date and be moved to the next in the next pay period. To improve expectations, APL agreed to provide the Union with a schedule of pay periods and payroll cutoffs. This notice is posted in the halls where there is APL standby work and should help members understand and plan for access to payments. It's not enough: work to improve it grinds on. Will keep the membership informed on progress.

MTD MEETING

The Executive Board of the Maritime Trades Department, AFL-CIO met in Washington on April 24 to discuss a range of critically important issues facing American mariners. The meetings came against the backdrop of the Baltimore bridge disaster, increased war risk in the South China Sea, the Mediterranean Sea, Red Sea, Persian Gulf and Gulf of Aden. Fred Redmond, the AFL-CIO Secretary-Treasurer thanked mariners for their work and sacrifice and said support for the U.S. merchant marine is an essential component of AFL-CIO policy, as well as of Biden Administration policy. He noted the many moments of Biden support for the Jones Act and the entire industry behind it. He urged MTD board members to remember that in the upcoming election.

The commander of the U.S. Transportation Command, Gen Jaqueline Van Ost addressed the Board and was adamant in her support for the mariners represented by the MTD. The MTD stood with its affiliates in the Metal Trades and supported shipbuilding trade policy objections and opposed fresh attacks on the Jones Act. MEBA Secretary-Treasurer Rex Rexha spoke about the successful effort to organize Staten Island Ferry mariners, and Singaporean union representatives of the crew of the beleaguered containership *Dali*, detained and restricted to ship in Baltimore. Action on position statements was taken [see SUP HQ Attachments Package 1 for full text], and along with honoring all those workers who died on the job for Worker's Memorial Day on April 28, members recognized the late MTD President Mike Sacco. (See the *West Coast Sailors* for more.)

SUP ELECTION

The triennial election of SUP officers and referenda on proposed amendments to the SUP Constitution and Shipping Rules will commence on December 1, 2024, and conclude on January 31, 2025.

Although nominations for elective office will not occur until September, the membership is reminded that in accordance with Article XXVII of the SUP Constitution any proposed Constitution and Shipping Rule changes must be submitted in writing to any of the Headquarters or Branch meetings by June.

Resolutions submitted will be referred to a rank-and-file Committee on Constitution elected at the June general membership meetings. The Committee, as per the Constitution, will consist of three members from Headquarters and one member elected at each of the Branch meetings.

The Committee will convene at Headquarters on Monday, June 24 at 0900 to review the resolutions submitted and report back to the membership at the July meetings. If a proposed Constitution or Shipping Rule amendment is endorsed by a majority vote of the membership at the July meetings, it shall be placed on the 2024-2025 referendum ballot.

LNG TRAINING

The Andrew Furuseth School of Seamanship has added two more LNG classes for members. The Basic IGF Code Operations classes is for member who intend to ship on LNG-propelled ships (presently *Daniel K. Inouye* and eventually, *Manukai*, and *Kaimana Hila*). There is a June 24-25 class in San Diego and a July 30-31 class in Honolulu. Training classes previously scheduled were expanded for more billets. Urge all hands to get the training and the endorsement. The certificate is not enough; to be employed the official MMC endorsement is required. Contact any Union agent or SUP Training Representative Berit Eriksson for assistance in scheduling the training and completing and tracking Coast Guard applications.

HOLIDAYS

Maritime Day: The SUP will celebrate Maritime Day on May 22, 2024, as the only day that honors U.S. merchant mariners and the maritime industry. Halls will be open; not a paid holiday.

Memorial Day: All SUP Halls will be closed on Monday May 29th for Memorial Day.

Kamehameha Day: All SUP halls will be closed on June 11 in observance of Kamehameha Day. In accordance with the Matson Agreement, Kamehameha Day is a paid holiday for those employed in company vessels at sea or in port and for members working under the Maintenance and Extra Maintenance Agreements.

Juneteenth or National Independence Day: All SUP Halls will be closed on Wednesday, June 19 in celebration of Juneteenth or National Independence Day which is a national holiday.

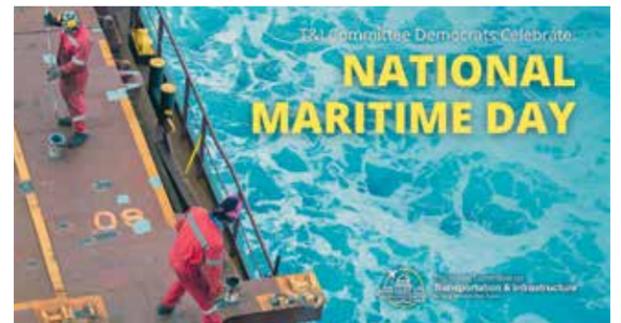
ACTION TAKEN

M/S to concur in the balance of the May 2024 President's Report. Carried.

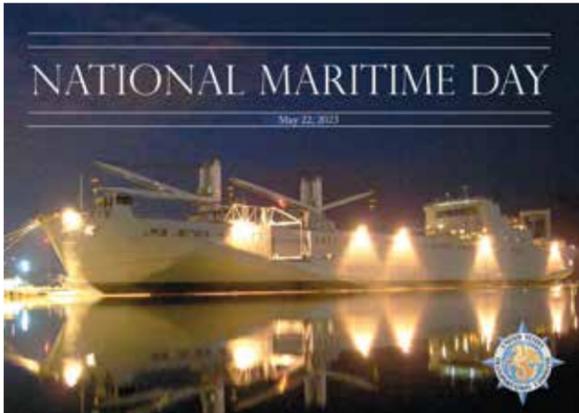
Dave Connolly



SUP Celebrates National Maritime Day 2024



May 22 is Maritime Day in the United States, one of the greatest maritime nations in the history of the world. In 1933, Congress declared National Maritime Day to commemorate the American steamship Savannah's voyage from the United States to England, marking the first successful crossing of the Atlantic Ocean with steam propulsion. It is the only day of the year that the American merchant marine is specifically recognized, remembered, and celebrated. Presidents routinely issue proclamations acknowledging the service of the maritime industry and around the country are many events including the official celebration at the successor to the War Shipping Administration, known as the Maritime Administration, part of the Department of Transportation in Washington D.C. See SUP agents for more



information about events in your areas.

The U.S. merchant marine predates the formation of the United States. In various ways, in peace and war, it has played an out-sized role in establishing the self-reliant components of American economic independence and national character. It is fitting and appropriate on one day, as Americans have long understood, to recognize the history and the reality of the women and men who are dedicated to maritime work. May 22 is that day.

The Maritime Administration issued the following statement:

"The United States has always been and will always be a great maritime nation. From our origins as 13 British colonies, through every period of peace and conflict since, the Merchant Marine has been a pillar in this country's foundation of prosperity and security. They power the world's largest economy and strengthen our ties with trading partners around the world, all while supporting our military forces by shipping troops and supplies wherever they need to go.

"Over ninety years ago, Congress declared National Maritime Day to commemorate the American steamship Savannah's voyage from the United States to England, marking the first successful crossing of the Atlantic Ocean with steam propulsion. During World War II more than 250,000 members of the American Merchant Marine served their country, with more

than 6,700 giving their lives, hundreds being detained as prisoners of war and more than 800 U.S. merchant ships being sunk or damaged.

"Maritime Day is a time-honored tradition that recognizes one of our country's most important industries. Each year, ceremonies and celebrations throughout the country recognize National Maritime Day and the people our maritime nation depends on."

The events of recent years have combined to raise the national awareness of the U.S. merchant marine. Rarely in peacetimes of the past has there been such widespread support. Despite the problems and shortfalls, despite the efforts of enemies foreign and domestic, the merchant marine continues to deliver. And even accounting for the glory days of the past, the best days of the merchant marine may be yet to come

"...it is necessary for the national defense and for the proper growth of its foreign and domestic commerce that the United States shall have a merchant marine (a) sufficient to carry its domestic water-borne commerce at all times, (b) capable of serving as a naval and military auxiliary in time of war or national emergency, (c) owned and operated under the United States flag by citizens of the United States insofar as may be practical, and (d) composed of the best equipped, safest, and most suitable types of vessels, constructed in the United States and manned with trained and efficient citizen personnel. It is hereby declared to be the policy of the United States to foster the development and encourage the maintenance of such a merchant marine."

Merchant Marine Act of 1936

New DOL Rule Extends Overtime Pay to Millions

The Department of Labor has finalized a rule that expands overtime protections for millions of the nation's lower-paid salaried workers. The rule increases salary thresholds required to exempt a salaried bona fide executive, administrative or professional employee from federal overtime pay requirements.

Effective July 1, 2024, the salary threshold will increase to the equivalent of an annual salary of \$43,888 and increase to \$58,656 on Jan. 1, 2025. The July 1 increase updates the present annual salary threshold of \$35,568 based on the methodology used by the prior administration in the 2019 overtime rule update. On Jan. 1, 2025, the rule's new methodology takes effect, resulting in the additional increase.

In addition, the rule will adjust the threshold for highly compensated employees. Starting July 1, 2027, salary thresholds will update every three years, by applying up-to-date wage data to determine new salary levels.

Acting Labor Secretary Julie Su said, "This rule will restore the promise to workers that if you work more than 40 hours in a week, you should be paid more for that time. Too often, lower-paid salaried workers are doing the same job as their hourly counterparts but are spending more time away from their families for no additional pay. That is unacceptable." Controlling and reversing the exploitation of low paid salary workers has been a goal of organized labor for years.

P&O Boss Declares Slave Wages to be in Competitive Range

The boss of P&O Ferries has admitted that he couldn't live on the £4.87 an hour some of its crew are paid, he told Members of Parliament. That converts to about \$6.00 per hour. Peter Hebblethwaite also revealed that he earned more than £500,000 last year, including a bonus. He also tried to be helpful in correcting the record when he told the British Parliament committee that the long-time UK workers weren't fired and replaced, they were actually "made redundant."

At a hearing over workers' rights and protection, Mr Hebblethwaite faced more questions over P&O's decision to axe hundreds of workers without notice and replace them with outrageously low cost and exploited international mariners through an agency. He said he was deeply sorry for the redundancies and claimed "we would not make that decision again". Exactly what the apology meant was unclear.

In 2022, P&O Ferries, known for its Dover to Calais route, was called out by maritime labor and others when it made 786 staff redundant before replacing them with people on lower wages. That led to a public outcry and prompted the government to create

legislation aimed at preventing similar mass terminations happening in the future.

Mr Hebblethwaite told MPs that the "agency workers" P&O now uses to crew its boats can be paid as little as £4.87 a hour- that includes overtime and bonuses. On average, P&O workers make £5.20 an hour. The chief executive said crew is paid in excess of the minimum basic wage set out by international law. "We are paying considerably ahead of the international standard," he said.

But Liam Byrne, chair of the Business and Trade Committee, accused Mr Hebblethwaite of "robbing your staff blind". The chief executive was also asked if he felt like "a modern day pirate." In the UK, the minimum wage rose to £11.44 an hour in April but many crew members who work for P&O Ferries are recruited by an external agency from overseas, including from India and the Philippines.

"We believe that it is right that as an international business operating in international waters, we should be governed by international law. In British waters when the law changes we'll pay national minimum wage. We already pay national minimum wage on domestic routes," Mr Hebblethwaite added.



In her capacity on the Senate Armed Services Committee, as well as on Commerce and Agriculture committees, Sen. Deb Fischer is deeply interested in maritime issues. Sen. Fischer met with industry reps during the Sail In event on a range of topics and after the meeting at her office, this shot was taken of the group. From left is Gina Rivera from Hapag-Lloyd, Krister Holladay from APL, Sen. Fischer, SUP VP Matt Henning, and MMP VP Tom Larkin.

American Maritime Industry Presses Congress

continued from page 1

In advocating for the U.S.-flag fleet and the men and women who crew American vessels, the SUP was represented by Vice-President Matt Henning.

The 2024 Sail-In allowed the USA Maritime Coalition, the prime organizer of the event, to present its first-ever Maritime Leadership Award to Congressman Rob Wittman in recognition of his longstanding, vigorous support for the U.S.-flag fleet operating in the foreign trades. USA Maritime, of which SUP is a member, is a coalition of ship operators, unions and related associations working to educate policymakers, the media, and the public about the U.S. merchant marine.

Rep. Wittman's career in the House of Representatives, and especially in his leadership position on the Committee on Armed Services, has worked tirelessly for the nation's U.S.-flag commercial sealift readiness capability. It has been a particular focus for him that the American mariners needed by the DoD get recognition. Wittman recently came out in strong defense of the Jones Act with an op-ed piece in *The Wall Street Journal*.

"The U.S.-flag deep sea fleet and its cadre of American mariners have no better friend and stronger supporter than Congressman Rob Wittman," said USA Maritime Chair Chris Johnsen in presenting Wittman with the award.



The Quarterly Finance Committee: Colin Dewey, Bk#2741; Paul Fuentes, Bk.2239; Ron Reed, Bk #3188; Carl Turner, Bk#3292; Graham Sharpe, B-19554 and Daron Johnson, B-19677.

**SAILORS' UNION OF THE PACIFIC
QUARTERLY FINANCE COMMITTEE'S REPORT
FOR THE QUARTER ENDED MARCH 31, 2024**

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 8, 2024 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$ 3,329,094.39
POLITICAL FUND	18,947.34
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS	\$ 4,641,772.72

GENERAL FUND

INCOME

Dues, Initiation, Assessments	\$ 149,650.00
Interest and Realized Gain (Loss)	47,992.70
Donations - <i>West Coast Sailors</i>	890.00
Joint Committee & Hiring Hall	110,343.56
Advertising & Promotion	75.00
Miscellaneous Income	1,260.00
Reimbursed Administrative Expenses	32,222.76
Contributions	1205.00

TOTAL INCOME \$ 343,639.02

EXPENSE

Transportation Expense	\$ 1,988.80
Rent	23,196.12
Postage, Printing & Office	6,229.65
Telephone	6,549.42
<i>West Coast Sailors</i> Publishing Expense	21,067.91
Per Capita Taxes	19,149.00
Association Dues	2,725.00
Salaries & Payroll Taxes	286,132.64
Office Workers Pension	9,149.40
Insurance	60,210.74
Election	--
Meeting/Committee & Neg. Conference & Conv.	1,917.24
Investment Expense	2,377.03
Officials Pension	14,465.00
Subscription	142.50
Accounting	12,706.76
Legal	300.00
Advertising & Promotion	799.94
Miscellaneous	966.14
Bank Charges	75.00

TOTAL EXPENSE \$ 470,128.29

BUILDING CORPORATION

INCOME

Rents	\$ 85,881.41
Miscellaneous Income	23,975.19

TOTAL INCOME \$ 109,856.60

EXPENSE

Building Services & Utilities	\$ 27,361.77
General Tax Expense	25,823.29
Office Equipment	1,745.91
Repairs & Maintenance	9,016.33
Salaries & Payroll Taxes	-
Insurance	-
Accounting	8,289.75
Filing Fee	-
Consulting Fees	-
Advertising & Promotion	15.00

TOTAL EXPENSE \$ 72,252.05

POLITICAL FUND

INCOME

Contributions	\$ 3,886.00
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TOTAL INCOME \$ 3,886.00

EXPENSE

Contributions	\$ 6,000.00
CA Filing Fee	50.00

TOTAL EXPENSE \$ 6,050.00

NET INCOME(LOSS) \$ (91,048.72)

Colin Dewey Bk. #2741, Ron Reed Bk # 3188, Paul Fuentes Bk. # 2239, Graham Sharpe B-19554, Carl Turner Bk. #3292, Daron Johnson B-19677.



Union members cheer as they win the vote at the Volkswagen plant in Chattanooga, Tennessee. Photo by Olivia Ross/Chattanooga Times Free Press

Historic Union Election Win at Volkswagen in Tennessee

continued from page 1

that workers everywhere want a better life on and off the job. Fair pay is important, but so is time with our families. So is a voice for safety in our plant. We're looking forward to getting to the bargaining table with the company and winning a contract that makes things right at Volkswagen."

Workers are up against some very well-funded opponents. Jeff Bezos, Elon Musk, and other billionaires are marshaling forces for a direct attack on the constitutionality of the NLRB itself. If the UAW can capitalize on this victory it may be an historic moment in a battle of interests between capital and labor not seen since the 1930's.

Next up is 5,000 workers at Mercedes-Benz in Vance, Ala., who will have their vote to join the UAW on May 13 to 17. In the wake of the historic Stand Up Strike victory at the Big Three auto companies, over 10,000 non-union autoworkers have signed union cards in recent months, with public campaigns launched at Mercedes, Volkswagen, Hyundai in Montgomery, Ala., and Toyota in Troy, Mo. The UAW says that workers at over two dozen other facilities are also actively organizing.

With five different automakers building SUVs, EVs, pickup trucks, CUVs and passenger cars, Alabama is a key location for the auto industry. Besides the big Mercedes-Benz complex, the state is also home to operations of Honda, Hyundai, Toyota and Mazda. In the past, the UAW's approach to organizing there was low-key, but it did succeed in another vehicle supplier plant called ZF after a strike that was overshadowed by the larger and more dramatic "stand-up" strikes against the "Big Three." The union has not yet called for an NLRB recognition election at Mercedes-Benz.

Mercedes-Benz U.S. International (MBUSI), for its part has employed American-style union-avoidance tactics and is bracing for the fight. "MBUSI fully respects our Team Members' choice whether to unionize and we look forward to participating in the election process to ensure every Team Member has a chance to cast their own secret-ballot vote, as well as having access to the information necessary to make an informed choice," the automaker says.

In an effort to minimize management interference in the election, the UAW is taking the unusual step of using a new German law to challenge the conduct of MBUSI management in court in Germany. The UAW alleges Mercedes-Benz's aggressive anti-union campaign against auto workers in Alabama is a "clear human rights violation" under the German Act on Corporate Due Diligence Obligations in Supply Chains. If found guilty, Mercedes-Benz faces billions in penalties, including significant fines and bans on government contracts. The UAW's charges are an important early test of the act, which took effect Jan. 1, 2023, and applies to German-headquartered firms with more than 1,000 employees. The UAW says it is the first American union to file charges under the act, which is also known by its German acronym LkSG.

The new German law sets standards for global supply chains that German-based firms must adhere to on workers' rights to form unions. In the U.S., the UAW also is asking the NLRB to enjoin or prohibit Mercedes-Benz from using an anti-union campaign.

"There has been more momentum for the UAW in the past year than for the last 10 years," says Arthur Wheaton, a labor expert at Cornell University. "It's no surprise that politicians in Alabama and Tennessee are speaking out against the UAW. They will frame it in terms of keeping the state attractive for new investment. It may be less effective at VW Chattanooga this time because it's happened before."

According to the UAW, efforts to organize workers at Chattanooga were narrowly defeated in 2014 and 2019 following anti-union campaigns led by the National Right to Work Foundation and others. Even then the UAW still won an election among the plant's skilled-trades employees. But Volkswagen, with support from an NLRB stocked with appointees of Republican President Donald Trump, refused to bargain with what it described as "splinter" union.



Dispatcher's Report

Headquarters — April 2024

Deck	
Bosun	3
Carpenter	0
MM	2
AB	11
OS.....	4
Standby S.F.....	13
Total Deck Jobs Shipped	33
Total Deck B, C & D Shipped.....	20
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.....	33
Total B, C, & D Shipped-All Depts.	20
Total Registered "A"	15
Total Registered "B"	35
Total Registered "C"	5
Total Registered "D"	26

VICE PRESIDENT'S REPORT

April 2024

Ships checked — May

APL President Truman — Teodoro Gadais, delegate. APL is replacing the ship with *President John Q. Adams* at the end of the month. President Truman will de-flag in Lazaro Cardenas, Mexico. Kris Skorodynski, bosun.

APL President Wilson — Dave Schulman, delegate. Clarification regarding hydro blasting on deck. New management has implemented this type of deck preservation on most if not all APL ships by now. John Pancho, bosun.

USNS Seay — Tim Tess, delegate. Crew has been using Starlink internet with great success until it was removed from ship. Union investigation ongoing. Jeff Nicholas, bosun.

USNS Soderman — Javier Rosales, delegate. Ship has completed the voyage from DGAR, should be on the East Coast for next several months. Joshua Dickey, bosun

USNS Watkins — Jose Cervantes delegate. Ship is in Saipan for the foreseeable future, no major beefs. Stephen Alarcon, bosun.

Cape Trinity — Richard Allard, delegate. The Ship was Turbo Activated for a 90-day mission with members flying the day after taking the job. A lot of hard work by our members and Agents went into getting this ship crewed. Thank you to all involved. Ronda Benoit, bosun.

Cape Henry & Hudson — Both ships is ROS status in San Francisco, CA. Latest rumor is one of the ships will activate during summer. Dennis Sumague and Dennis Solijon, bosuns.

Cape Horn — Christian Demesa, delegate. Ship continues its successful Pacific Pathways mission. Several reliefs are coming at the end of month. Marc Calairo, bosun.

Admiral Callaghan — Ship was activated for a sea trial at the beginning of May. The ship was fully crewed but ran into some engine issues. Strong possibility another sea trial in the next 30 days. Haz Idris, bosun.

Tankers — SUP has seen a lot of growth in the Tanker industry the past 5 years. We currently crew 7 tankers between Chevron and Patriot. Patriot is looking to add at least one more this year. If members are interested in becoming tankerman please reach out to your Branch Agent or myself.

I represented the SUP at the annual Maritime Sail In, in Washington DC. Labor and Industry work together to lobby for MSP and TSP funding, Cargo Preference, Jones Act and Food for Peace. Union and Company representatives break into small groups and meet with members of the House and Senate. My team met with four different Senator's offices, and we had tremendous support from both sides of the aisle.

I also represented the SUP at the quarterly EMBARC meeting this past month. Cameras inside the crews' quarters are here to stay and the company has no say about it. SUP will continue to make sure the cameras are used for EMBARC purposes only.

Matt Henning

SUP BRANCH REPORTS

HONOLULU

April 2024

SHIPPING: The following jobs were dispatched for the month: \ 5 AB Day steady, 6 AB Watch steady, 1 AB Watch Relief, 2 USNS AB, and 1 USNS Ordinary. There were 13 Standbys Jobs dispatched for the month.

REGISTERED: 6 A-Cards, 16 B-Cards, 5 C-Cards, and 4 D-Cards.

SHIPS CHECKED: USNS *Charlton*, USNS *Watson*, *Islander*, *Oceania* (RtS being looked into), *D.K. Inouye*, *Mokihana*, *Lurline*, *Kaimana Hila*, *Mahimahi*, *Manoa*, *Maunawili*, *Matsonia*, *R.J. Pfeiffer*, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report:

While it's understandable that everyone has a life. To quit a ship at the last minute, when you know it's going to the yard or layup puts everyone and everything in bind. It would be rare if someone would burn a card on a job that is only going to last a few weeks. So, this would leave the ship shorthanded at a time when all

billets need to be covered. Putting even more stress on your Brothers and Sisters working hard to get everything secured. Be a good Shipmate and see the job through. To those of you that step up to fill those difficult billets. Know that you are appreciated. If you willingly take training offered by the SUP. I want to remind you that the "Letter of Commitment" is read to you before you sign it. This way, you are fully aware of the obligation that comes with taking the training that is offered to you free of cost, before you sign it. If you are not willing or able to carry the responsibility that comes with the training? Then don't take the training.

If you have six months or less to go before your docs expire. Please get going on the renewal process. If you need help? Come on in.

Fraternally Submitted,
Patrick Max Weisbarth
Honolulu Branch Agent

WILMINGTON

April 2024

Shipping: Bosun: 3 ; AB/W: 8; AB/D: 4; OS/STOS: 0; GVA/GUDE: 0. Standby: 32
Total Jobs Shipped: 55 Registrations: A 24, B 35. C 5 . D 2.

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

Agent's Report:

Maritime Day is fast approaching. May 22 is the date and we will be gathering at the memorial in San Pedro the address is 880 S. Harbor Blvd., San Pedro, CA 90731. Come join and gather as we remember the fallen that helped mold the semi comfortability that you know today. Afterwards, there will be a luncheon aboard the SS *Lane victory*. The SUP has a table with 10 seats, just like last year's first come first serve basis. The SS *Lane Victory*

is located 2400 Miner St. San Pedro, CA 90731 berth 52.

Crewing of the new vessels for APL is upon us; make it to your Union Hall to register for work. Also making calls to all Patriot trained AB's and OS' come in and register for work. As far as Matson goes, standbys will be required to fill out I-9 prior to report date and we will also have to send in your passport. That means when throwing in for a standby make sure you have your passport.

As usual pay attention to your expiration dates, keep up with your dues, and attend your monthly meetings.

Fraternally Submitted,
Leo Martinez, Book #19362
Wilmington Branch Agent

SEATTLE

April 2024

Shipping: 2 Boatswain A; 5 AB/W (2 A, 2B, C); 3 Navy AB (2B 1C); 1 OS (C); 1 GUDE (D). Matson called for 5 Standby AB's (3A, 2B)

Registered: 7 A card for a total of 7; 8 B card for a total of 14; 2 C card for a total of 0 D card for a total of 1.

Agent's Report:

Flying to join a ship, then only to quit the day you arrive is the same as leaving without relief. It casts a poor reflection of our membership that will be remembered in future discussions with our contracted companies.

As long as ships have sailed the oceans,

sailors have accepted that our work can be challenging and dangerous. The vessels possible destination is limited only by is there water and the depth of the port. The destination may change mid-voyage due to changes in the international market or theater of conflict. The nature of the cargo in the holds is not our concern unless it adds to our payoff.

If you cannot accept those terms, please save the Unions reputation, and do not accept the work.

Fraternally,
Brendan Bohannon
Seattle Branch Agent

BUSINESS AGENT'S REPORT

April 2024

RJ Pfeiffer — James Salera delegate good stay in Oakland#62 last trip we sailed for Long Beach with no issues, Matson's schedule has us continuing on the Northern triangle looks like the ship will be in Tacoma for five days before departing for San Francisco. Brother Crockett enjoying his trips off routine with the Gang with Peter Leo as relief Bosun.

Mokihana — Sand Island/Honolulu delegate Philip Coulter last trip in Oakland on departure for Long Beach discovered a fuel leak which caused a two—day delay. Matson schedule has arriving back in Long Beach on the 15th for three days related to repairs, and it looks like this trip into Oakland we will be sitting alongside Oakland#62 for a few days just to get back in our slot in the Southern triangle may result in well—deserved stay for local boys. Remoni Tufono as Bosun.

Mahimahi — Oakland #62 Tom Tynan delegate took his trips off, and Bosun Idris had depart ship for emergency. New delegate to be elected. Ship off its normally scheduled run. Matson's schedule has ship running through May subject to change. Noel Itsumaru, Bosun.

Manulani — Delegate Ben Ashton in at Oakland #62 short stay we sailed for Honolulu with no beefs. Last trip weather was on our side working steadily on the Northern triangle. Stores crane has been inoperable for a few months. Relying on shoreside contractors for heavy lifts for Stores engine parts etc. Nothing we can't handle, getting the work done. Austin Gahan, Bosun.

Manoa — Sand Island/Honolulu — Delegate Duke Maringer departing for Oakland, according to Matson schedule and the scuttlebutt on board were headed back on the Southern triangle run. Taking us off the China sounds good but always subject to change. Gerry Marshall, Bosun.

President Eisenhower — Oakland#56, Elexir Ponce delegate, good stay in Oakland on schedule we sailed for Yokohama with no problems. Working steady over and back weather permitting with Scott Oliphant as Bosun.

President Kennedy — In at Oakland #56 SSA. Matt Dulay delegate his time is up, a new delegate to be elected. We departed for Yokohama with no issues, all good top to bottom with John Pampilon, Bosun.

President Wilson, APL Eagle — Checked in with these vessels with little or no beefs. APL will start Reflagging and Deflagging ships in next months. See the President report for more details.

Cape Horn — Delegate Christian De Mesa on Pathway mission. Standing Gangway/ Security watches foreign or domestic is vital to the safety of the vessel and to the crew members. Performing this duty should be taken very seriously and anything less than that will not be tolerated. Marc Calario, Bosun.

Members working steady with San Francisco Bar Pilots, Ready Reserve fleet (Cape ships), Paint and Rigging gang: there's NO excuse for dues to be late or you being in arrears unless you're unfit for duty with a doctor's slip. Dues can be paid over the Phone (415) 777—3400 to Headquarters with an additional \$5.00 dollar convenience fee add.

Reminding Members LNG classes are available monthly and filling up fast see your local agent. Applications submitted are on a first come first serve process. *Daniel K. Inouye* is requiring LNG, *Manukai* is coming and *Kaimana Hila* is enroute to Shanghai shipyard to convert over to LNG. Start the renewing documents if less than six months to expiration. Medical Certificate adds to inconsistent turn—around times. See your local agent for assistance with your renewal.

Visited the Ships, worked in the front office, and helped out with the dispatching.

Roy L. Tufono SFBA