



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXVII No. 2 185

SAN FRANCISCO, CALIFORNIA

Tuesday, February 13, 2024

Maritime Labor Testifies to House Subcommittee On Red Sea Attacks

On January 30, MTD and SIU President David Heindel on Jan. 30 testified during a hearing of U.S. House Coast Guard and Maritime Transportation Subcommittee. The hearing's title was "Menace on the Red Sea: Securing Shipping Against Threats in the Red Sea."

Heindel spoke on behalf of U.S. maritime labor on the Houthi threat to shipping, beginning with the historical record. "The United States Merchant Marine is proud of our record over the last quarter of a millennium." He noted that "We have operated side-by-side with the United States military in virtually every conflict in the history of the United States. We provide the materiel and supplies to the warfighter and they, in turn, have protected our vessels and crews as we sail into harm's way. While the current situation involves the Houthi rebels in Yemen, we may well face in the future more sophisticated adversaries. The experience we are gaining now has demonstrated to the U.S. citizen mariners who are in harm's way that U.S. naval and other military personnel stand with them and will continue to do so."

He also told the Committee

that U.S.-flag ships deserve better communications in the Red Sea. Heindel frankly vocalized the points made by all of the seagoing unions, including the SUP, in a letter to TRANSCOM earlier in the month. He said that U.S.-flag ships are using unsecured radio and phone communications to coordinate with the U.S. Navy vessels protecting them in the Red Sea.

"We need better communications between the commercial vessels that are waiting to be escorted and the combat vessels," said David Heindel. "Right now we're using the radio or mobile phones if we're fortunate enough to have the connectivity. Having communications with the [U.S. Navy warships] is vital."

A small task force of U.S. Navy destroyers is on station in the Red Sea to defend shipping against Houthi rebels, who have been launching missiles and drones at passing merchant traffic for months. Heindel argued that U.S.-flag vessels should take priority when it comes time to join a convoy, and that they should have access to military-grade comms. America's maritime unions petitioned Transportation Command for secure communications support in the Red Sea, whether in the form of specialized equipment, embarked naval officers, civilian mariners with the correct security clearance and certification, or other means. TRANSCOM has signaled its willingness to help.

Heindel warned that it may be better in the long run to route U.S.-flag shipments around the Cape of Good Hope whenever possible. While every U.S.-flag vessel to the Red Sea has sailed with a full crew so far, non-essential transits that pass within range of Houthi rockets "may have a detrimental effect on the maritime industry's ability to recruit and retain mariners in the future," he cautioned. "I am convinced that every mariner sailing in that region...would prefer to reroute around Africa than transit the conflicted re-

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U.S. Maritime Policy Neglect Called Out In Congress

A bipartisan group of lawmakers is calling on President Joe Biden to organize American seapower and maritime policy before it is too late, according to a widely circulated letter from members of Congress.

The letter, dated Jan. 29, is signed by nearly two dozen lawmakers from both parties and chambers. Citing the urgency of the matter, especially with regard to China's aggression in the maritime domain and the United States' deteriorating

shipbuilding infrastructure, the letter asks Biden to create an "interagency maritime policy coordinator" who can synchronize policy across the defense, commercial and civilian realms.

"America is — and will always be — a maritime nation," the letter reads. "But after years of neglect, changing the trajectory of our shipbuilding and shipping industries is a task that will be measured in decades, not days, months, or years. We stand at an inflection point. We

must act now — before it is too late — to reinvigorate American and allied maritime power on the seas."

Led by Congressman Mike Waltz (R-FL) and Senator Mark Kelly (D-AZ), other signatories to the letter include Sens. John Cornyn (R-Texas), Tammy Duckworth (D-Ill.), Marco Rubio (R-Fla.), Rick Scott (R-Fla.) and John Boozman (R-Ark.). Kelly is a retired Navy captain who graduated from the U.S.

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West Coast Ports Brace For Cargo Surge

American West Coast ports expect a spike in cargo volumes in the weeks ahead. Shippers (cargo owners) have been re-routing cargo to avoid Red Sea disruption from Houthi attacks on shipping. At the same time, the Panama Canal drought restrictions has raise the costs of alternative ports. As usual, international trade will likely ramp up after the Chinese New Year, despite the economic problems in China.

On a call with stakeholders, including shippers, carriers, terminals, rail companies, and maritime labor, the U.S Department of Transportation's Office of Multimodal Freight raised the disruptions in the U.S supply chain due to the situation in the southern Red Sea and western

Gulf of Aden. The Maritime Administration highlighted the ongoing threat to commercial vessels in the area and announced an upcoming Maritime Advisory update. MarAd and others noted the importance of West Coast ports to a re-balancing of the supply chain.

Various groups and interest noted equipment problems and other relatively minor challenges could lead to increased congestion at some ports as the effects of avoid the Red Sea rattle through the system.

The COVID-19 pandemic supply shocks are putatively helping the industry navigate the current challenges. The Ports of Los Angeles and Long Beach, in particular, were noted as attempting

to anticipate and forestall bottleneck problems. Participants also expressed their appreciation for the Department's efforts to prepare for possible congestion in advance.

Supply chain disruption was noted as especially related to uncertain vessel schedules, exacerbated by equipment shortages and the displacement of empty containers.

Unlike the early stages of the COVID-19 pandemic, U.S. ports and inland transport networks are currently operating normally. There are no containerships backed up at the ports of Los Angeles and Long Beach at the present time, a far better scenario than during the pandemic two years ago when approximately 100 ships were waiting to offload.

U.S. Mariner Unions Call for Better Information Sharing

More information sharing between U.S. military vessels and U.S.-flag merchant ships is needed for safe transit of American ship in the Red Sea, said the presidents of the nine seagoing Unions whose members serve aboard ships in the Maritime Security Program. "Continued communication, especially at the tactical level, is crucial."

"Especially critical are secure communication links between vessels transiting the Red Sea and the naval vessels deployed in the area," the union presi-

dents wrote in a Jan. 19 letter to TRANSCOM Commander Gen. Jacqueline D. Van Ovost. "While we understand that procedures are being developed and so far, the joint efforts of our vessel operators, mariners and naval personnel have resulted in no casualties to U.S.-flag ships, we cannot rest on past success," they added.

"Whether this is in the form of specialized equipment, U.S. naval officers from the NCAGS Shipping Control Teams, U.S. civilian mariners with the proper

security clearance and COMSEC certification, or other naval liaisons being embedded on the vessels, having access to secure communications between our ships, CENTCOM, the combatants in the area and access to timely intelligence will ensure the level of cooperation and coordination necessary to keep these ships safe and secure as they continue to bring commercial, military, and foreign aid cargoes into the region."

The unions thanked *continued on page 6*



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari.....BK#2251
Hannu Kurppa BK #3162
Gunnar Lundeborg.....BK#4090
Vince O'HalloranBK#2463
James ClayBK#4794
Mike Worth BK #3629
Terrence Lane.....BK#4107
Duane NashBK#2437
Mike Dirksen.....BK#2739

Organization/General Fund

Tom Tynan.....\$50
Jeffer Baguio.....\$50

West Coast Sailors

Angel Lopez..... \$10

Political Fund

Noel Rezada..... \$20
Napoleon Nazareno..... \$25
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Andy Facundo \$10
David Fadoul \$100
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Fernando Rigonan \$50
Dave Connolly \$100
Hamilton Parone..... \$10
Art Garrett \$100
Duke Maringer..... \$100

Final Departures

George Cooney, Book No. 4714.
Born in Michigan in 1929. Joined SUP
in 1950. Died in Montana, January 27,
2024. (Pensioner)



The Matson container ship *RJ Pfeiffer* in San Francisco. From left is AB Marcelo Javier, bosun John Crockett, AB James Salera, AB Ponciano Siquinia, AB Jill Holleman, and in front AB Rogelio Timoteo.



U.S. Maritime Alert 2024 – 001B

Threat Type: Potential Retaliatory Attacks by Houthi Forces

Geographic Area: Red Sea and Gulf of Aden This Alert updates U.S. Maritime Alert 2024-001A There continues to be a high degree of risk to commercial vessels transiting the Southern Red Sea between 12N and 16N. While the decision to transit remains at the discretion of individual vessels and companies, it is recommended that U.S. flag and U.S. owned commercial vessels remain North of 18N in the Red Sea or East of 46E in the Gulf of Aden until further notice. Additional updates will be provided when available. This alert will not automatically expire and will be updated or cancelled as needed. Any questions regarding this alert should be directed to U.S. Naval Forces NCAGS at +973-1785-0033 (Primary/Watch Desk), +973-3940-4523 (Alternate), m-banavcent-ncags@us.navy.mil (Contingency), or +973-1785-3879 (NAVCENT Battle Watch/Emergency).

SUP Meetings 2024

HQ

February 13*, Tuesday
March 11, Monday
April 8, Monday
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

February 20* Tuesday
March 18, Monday
April 15, Monday
May 20, Monday
June 17, Monday
July 15, Monday
August 19, Monday
September 16, Monday
October 21, Monday
November 18, Monday
December 16, Monday

Membership and Ratings Committee

The Committee met on February 1, 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
Ryan Jeffrey DeJesus	B-19788	1 yr.	O.S	B
Raul Perez	B-19789	1 yr.	O.S	B
Taylor Weisbarth	B-19790	1 yr.	O.S	B
Richard Nazareno	C-3017	30 days	O.S	C
Jerry Estenso	C-3018	30 days	A.B.	C
Simeon Palmer	C-3019	30 days	A.B.	C
Virginia Davis	C-3020	30 days	O.S.	C
Katrina Goering	C-3021	30 days	O.S..	C
Clifford Cronan	C-3022	30 days	A.B.	C

Ratings: Bosun Stamp

Lourdes Macias Bk #6554

Membership and Ratings Committee's Report: Carl Turner, BK#3292 Matt Dulay, BK#19438 and Ron Reed, BK#3188



Matt Dulay, Ron Reed, and Carl Turner reviewed the applications for advancement in seniority on February 1st 2024 at SUP HQ.

SUP WELFARE PLAN NOTES

SUP Money Purchase Pension Plan Account Statements

We will soon be providing SUP Money Purchase Pension Plan participants with their annual account statements. The statements will reflect participants' shipping histories and accumulated account balances. To ensure that you receive your account statements, please be sure that the Plans Office has your current mailing address.

Email

Please also keep the Plans Office informed of any changes in your email address. For your protection, do not include your social security number when contacting the Plans Office by U.S. mail or email.

Dependent Changes

Inform the Plans Office of any new dependents by birth, marriage or adoption and also dependent changes by death or divorce. Newborn babies should be added to your plan coverage within 30 days of the child's birth. We will need an original copy of the birth certificate. Since it may take a few weeks to obtain the birth certificate, enroll the child first and follow up with the birth certificate as soon as possible. To enroll a spouse, an original copy of the marriage certificate is required.

Michelle Chang, Administrator michelle@marinerbenefits.org,

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

Gina Jew, Claims gina@marinersbenefits.org

Michael Jacyna, Eligibility michael@marinerbenefits

Anna Marie Espersen, SIU-PD Supplemental Benefits
annamarie@marinerbenefits.org

Derek Chang, SIU-PD Supplemental Benefits, Contributions
derek@marinerbenefits.org

Dan Gaipa, SIU-PD Pension Plan dan@marinerbenefits.org

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

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

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

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

Seafarers Medical Center 415-392-3611

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.

Dave Connolly,
President/Secretary-Treasurer
Editor

BRANCH OFFICES

Seattle, WA 98199

4005 20th Ave. W. Ste.115 (206) 467-7944
FAX: (206) 467-8119

Wilmington, CA 90744

533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367

Honolulu, HI 96813

707 Alakea St., Rm. 101 (808) 533-2777
FAX: (808) 533-2778

WELFARE OFFICE

(415) 778-5490

PENSION PLAN OFFICE

(415) 764-4987

CMA CGM Finally Joins Red Sea Workaround Club

CMA CGM has suspended Red Sea transits in the wake of new attacks on merchant ships by Yemen's Houthi militants. It was the last major liner company to do so. CMA CGM had kept it up for weeks after other shipping companies decided the risks and costs were too great to continue. Danish shipping giant Maersk and German shipping line Hapag-Lloyd were among the first to end Red Sea and Suez transits in favor of the limited alternatives.



CMA CGM in Red Sea

told Parliament on Monday that the U.K. will carry out additional military strikes if the Houthis don't stop attacking merchant ships.

In the U.S., a spokesperson for the Department of Defense said that on February 4th that American forces struck four anti-ship missiles in Yemen that were primed and ready to be fired at vessels in the Red Sea, a preemptive strike.

U.S. Central Command in a statement that those strikes were in self-defense and came after the U.S. had determined that the missiles "presented an imminent threat to U.S. Navy ships and merchant vessels in the region."

In a separate development, the U.S. has launched dozens of strikes in Iraq and Syria in retaliation for a Jan. 29 drone attack that killed three U.S. servicemembers and injured more than 40 others at a desert outpost in Jordan.

A spokesperson for the Department of Defense said the U.S. will continue its military response to the attack, which intelligence shows was carried out by Iranian-backed militia groups.

Chief among the alternatives is the so-called "Cape diversion," meaning around the Cape of Good Hope at the southern tip of Africa. Many shipping companies have built out operations to accommodate this new reality. Others that have airline capacity have added an air freight component for certain types of cargo.

The news comes as reports of customers of the Asia to North Europe shipping have adapted their supply chains to the longer transit times, and extended ETA's. Rates are also beginning to settle. From mid-December through mid-January on the route went up by 200%, to about \$5,000 per 40ft container. Now, as the Chinese New Year hiatus descends, rates have stabilized.

Meanwhile, the U.S. and Britain launched another new round of strikes against the Houthis in early February. Britain's Secretary of State Grant Shapps

California Leads West Coast Port Rebound

Trade statistics show that cargo is coming back to California ports. Los Angeles and Long Beach in particular, are luring importers back after a period in which pandemic-driven shipping changes and other disruptions diverted ships and containers to ports on the East and Gulf coasts.

The Southern California ports in September, October and November recorded year-over-year increases in containerized imports of between 17% and 31%, according to ports data. At the same time imports fell at East Coast gateways such as Georgia's Port of Savannah and the Port of New York and New Jersey.

Los Angeles and Long Beach, which have long been the primary port of choice for anchor of U.S. supply chains built on trade with Asia, are winning back business in part because of improved labor relations with dockworkers following resolution of long-running contract talks last year.

More recently, drought causing congestion delay at the Panama Canal, and war risk slowdowns and diversions emanating from the Red Sea and the Suez Canal - both of which feed East Coast and Gulf Coast ports - have led importers to route their goods through California to avoid longer transit times and higher costs. For many importers, California ports are cheaper and easier

to ship through because they are closer to Asia and have extensive truck and rail connections to other parts of the country, said Jamie Bragg, chief supply-chain officer at Tailored Brands according to the Wall Street Journal.

The parent company of Men's Wearhouse and Jos. A. Bank diverted most of its imports from Southern California to Houston during the pandemic. Bragg said the longer sailing time and higher costs to ship to Texas through the Panama Canal were worth it to avoid California, where a massive backlog of ships in LA/LB delayed cargo in 2021 and 2022. Fears of a lasting slowdown or work stoppage related to ILWU negotiations with employers in 2022 and 2023 added to the worries. But many importers moved back to Southern California after the labor talks concluded in the summer of 2023, avoiding the impact of a drought in Panama that has started affecting the number of containers that ocean carriers can ship via the canal.

The West Coast, which gained its prominent role in import supply chains as U.S. trade with China skyrocketed in the 1990s, has over the long-term lost some market share on seaborne trade. The pendulum as indicated by the data appears to be swinging in the other direction.



This month the AFL-CIO and all its affiliates celebrate black history month and great black labor leaders like A. Philip Randolph, Hattie Canty, Bayard Rustin, Arlene Holt Baker, and Dr. Martin Luther King Jr. But Black history is not just the past — it's also the present. It's the past within the present, and it's a joyful celebration of culture and community. It's coming together to fight for freedom and justice and it's why labor will always be on the front lines of the fight against racism in the workplace and systemic racism and exploitation in our economic system.

Hattie Canty

Hattie Canty grew up near Mobile, Alabama, before moving to Las Vegas with her family. In 1972, she began working various jobs as a maid and janitor. She became active in the Culinary Workers Union Local 226 and was elected to the local's executive board in 1984, the year they staged a 75-day walkout to improve health insurance for casino workers.

In 1990, she became the president of the union, and in 1991, the Culinary Workers began the longest labor strike in American history, with a walk off from the Frontier Hotel over unfair labor practices. Six years later, the hotel's new owner settled with the union. Canty not only fought to make sure that working people got paid the living wages they earned, she helped integrate the union, helped people of color obtain better jobs and helped established the Culinary Training Academy. Today, Union culinary workers in Las Vegas are some of the most powerful political voices in America, deeply influential on the national political stage. And the CTA continues to thrive as a Union academy, teaching job skills necessary for employment in the hospitality industry.

She said : "Coming from Alabama, this seemed like the civil rights struggle....The labor movement and the civil rights movement, you cannot separate the two of them."



Culinary Workers Union leader Hattie Canty and Rich Trumka in 1990, on strike in Las Vegas Nevada

Mystery Illness Plagues Luxury Cruise Ship

A cruise ship in San Francisco was held alongside a San Francisco pier under a quarantine flag, as a mystery illness afflicted passengers.

More than 100 people on board suffered from vomiting and diarrhea on the Queen Victoria, a luxury cruise ship sailing under a Bermuda flag-of-convenience. Health officials confirmed an outbreak but it's still unclear what caused the mysterious gastrointestinal plague.

According to the Centers for Disease Control and Prevention, 129 passengers and 25 crew members got sick from Jan. 22 to Feb. 6 on the ship, part of the upscale Cunard Line. The Queen Victoria departed from San Francisco on Wednesday, Feb. 7, and headed toward Hawaii. The reported cases are totals for the entire voyage and do not represent how many people were actively sick at any one time, said the CDC. Since the outbreak, cruise employees have isolated

sick passengers and crew and increased its sanitization protocols, the CDC's website said. Cunard representatives say these measures have been effective.

Still, the incident brought back dreadful memories to the maritime community. In February 2020, at the outset of what would become the COVID-19 pandemic, the cruise ship Diamond Princess, was quarantined in Yokohama, Japan due to a mystery outbreak. Over 700 passengers and crew members tested positive for the virus, and many fell seriously ill. The ship announced to the world that the plague was not contained in China, and long before it was known that the contagion could be transmitted by long-range aerosols. It was quarantined in Japan for several weeks, eventually sailed without a clear destination until it found refuge for disembarkation of passengers and crew in Oakland, California.

SUP Pensioner Join the Ranks of Retirement

Edwin V. Pastolero

Book# 3875

2/01/2024

IRS Tries to Help Low-Income Workers File Taxes for Free

As income tax filing season officially started on February 5, a pilot program is being rolled out by the IRS that lets taxpayers use a free calculation and filing service to send in their returns to the government directly without using commercial tax preparation software.

The Direct File pilot program is coming in stages, first to government employees and then to certain states. Direct File is not to be mistaken with the agency's existing Free File program, which offers commercial software for free to low- and middle-income earners and fillable forms to all. But those forms are complicated and taxpayers still have to calculate their tax liability.

The Direct File pilot is different. It is part of the agency's effort to build out a new government service — one that could replace some taxpayers' use of commercial tax preparation software such as TurboTax. It's meant to be simple and provides a step-by-step walkthrough of easy-to-answer questions. IRS officials say low- and middle-income earners who typically claim a standard deduction are the target users. The agency estimates that several hundred thousand taxpayers are eligible for the initial rollout in the 2024 tax season. The program will be available in both English and Spanish.

Certain taxpayers in Florida, New Hampshire, Nevada, South Dakota, Tennessee, Texas, Washington and Wyoming are eligible to participate. None of those states have a state income tax. Four other

states that have a state income tax also are part of the pilot program — Arizona, Massachusetts, California and New York. In those four, state tax agencies will help people directly file their state taxes as well. DirectFile will support returns for certain kinds of income (such as reporting a W-2 wage or Social Security income) and key credits (such as the earned income tax credit and the child tax credit). If an individual has taxes that are more complicated—like with self-employment income, business expenses or itemized deductions — then Direct File isn't supporting that yet.

The average taxpayer spends \$200 or more a year to file taxes, which this service would put back in the pockets of working Americans. The AFL-CIO endorsed the program calling it "a pretty great way that the Biden administration is delivering for working families and workers to access free, safe, and easy tax filing services." Visit directfile.irs.gov to learn more.

2024 Tax Filing Information and Resources

DUE DATE AND EXTENSION RULES: The due date for filing the a tax return (Form 1040) and to pay any tax due is April 15, 2024. However, an automatic 6-month extension of time to file the return can be made by filing Form 4868 and paying an estimate of tax owed to avoid penalties and interest. Then, you must file Form 1040 by October 15, 2024.

Where to Get IRS Information General Information: 1-800-829-1040 may be called for general information between 7am-7pm your local time.

ONLINE 1: Access the IRS website at www.irs.gov to download forms, instructions and publications; see answers to frequently asked tax questions; search publications on-line by topic or keyword; figure your withholding allowances using their W-4 calculator; check the status of your refund; send the IRS comments or requests for help via email.

PHONE: Through the agency's taxpayer information service, The IRS is prepared to answer questions by phone. You can also access publications covering all aspects of tax-filing by phone. The federal Tele-Tax system has recorded tax information covering about 150 topics. 1-800-829-4477 is the IRS's automated Tele-Tax system. When calling from a touch tone phone, the number "9" will repeat the topic and the number "2" will

cancel the topic. To listen to a directory of topics after the introductory message finishes, dial 123. You can also check the status of your refund. This telephone service is available 24 hours a day, 7 days a week. Call 1-800-829-3676 is the main number for publications such as current and prior year forms, instructions and other publications.

WALK-IN HELP: IRS representatives are available in many IRS offices around the country to help with tax questions that cannot be answered easily by telephone. Send IRS Written Questions: Written questions regarding tax returns can be sent directly to an IRS District Director (listed on the tax form). Include a Social Security number with the letter.

ONLINE 2: For more information, or to file online, to get answers on your refund status, to get your tax record, and to file your taxes for free among other thing, **SCAN THIS CODE:**



www.irs.gov

ILWU and ICTSI Reach Terms to Settle Portland Dispute

On February 2, 2024, the International Longshore and Warehouse Union and International Container Terminal Services agreed to settle a long running dispute for \$20.5 million dollars. In September of 2012, a work assignment and jurisdictional dispute at a Portland container terminal led to a series of events, including bankruptcy in 2023, and culminating in this settlement.



Portland Oregon container terminal. (Portland file photo)

The ILWU opposed the assignment of positions related to electrical connections away from its members. It demanded that the terminal operator and the Port of Portland reassign the tasks. The National Labor Relations Board sided with ICTSI in 2015 saying that the union had encouraged members to operate in a "slow and nonproductive manner." The dispute was specific to Portland's sole container terminal, but had also appeared in Seattle. The NLRB said the union had reduced the efficiency of the terminal. Carriers by 2017 port calls at the terminal. ICTSI sued the ILWU and in 2019 a federal jury ruled in its favor. The jury initially awarded the operator \$94 million in damages. In 2020 that was reduced to \$19 million. A retrial

on damages was pending.

The ILWU last year filed bankruptcy, and noted that the filing would be used to implement a plan to resolve the long-running dispute. That turned out to be the case as the two sides as well as the International Transport Workers Federation reported the February agreement would settle it. The case had been in the courts since 2017 and was pending a retrial on the damages award. The retrial was stayed by the 2023 bankruptcy filing.

"The ILWU settlement arises from the parties' participation in several days of mediation during the ILWU's Chapter 11 bankruptcy case," reported. The bankruptcy will be voluntarily dismissed as part of the terms of the settlement..

"The ITF welcomes this important development and commends the unity and strength of our brothers and sisters in the ILWU during this long and uncertain period," said Paddy Crumlin, International President of the ITF.



Coffee Time in the Pres. Truman: AB's Nassal Surian, Giorgio Pompei, Bosun Ariel Odion, Alhagie Touray, Brad Cain and delegate Steve Fuentes.

Ross Retires at Chevron Shipping; Barbara Pickering Takes Helm

Barbara Pickering, currently vice president of operations at Chevron Shipping Company, is to be the next president of the company succeeding Mark Ross, who will retire May 1, 2024.

Ross has led Chevron Shipping Company since 2015. Prior to that, he served as vice president



of operations of the company for four years. He joined Chevron in 1990 and has held positions of increasing responsibility in Chevron's midstream, upstream, and downstream organizations. He is also a director of the American Bureau of Shipping and the UK P&I Club. He was also Chairman of the Oil Companies International Marine Forum (OCIMF) and the Society of International Gas Tanker and Terminal Operators (SIGTTO).

Under Mark's leadership, Chevron Shipping Company has delivered exceptional safety and environmental performance and has greatly expanded its marine capabilities," said Colin Parfitt, president midstream at Chevron. "We thank Mark for his many contributions and wish him well in the future."

"It has been an honor and privilege to have worked for Chevron Shipping Company and to have served as president for the past nine years," said Ross. "I take immense pride in what we have accomplished in transforming Chevron Shipping Company into a world-class marine organization. Words cannot properly express how I feel about our organization and the deep appreciation I have for the people who run it – onboard our ships, at our terminals, and ashore. I have known Barbara for 30 years and I am thrilled she will now lead our company."

Pickering joined Chevron in 1991 as a ship charterer in London, holding positions of increasing responsibility with Chevron in the U.K., Australia, and the United States. She currently serves as a vice chairman of OCIMF.

Secretary Blinken Meets With Int'l Union Leaders in Davos

Among various other events and meetings, Secretary of State Antony J. Blinken found time to meet with global labor union leaders at the recent World Economic Forum in Davos, Switzerland. They discussed the workers’ rights, the war in Gaza, and President Biden’s recent Global Labor directive. The Department of State released a statement noting that the Secretary underscored the importance of advancing labor rights and raising labor standards globally to support more sustainable and inclusive economies. Blinken also affirmed their shared commitment to ensure workers’ voices are heard and included in global economic policy making and to advance worker empowerment and rights around the world.

Representing global maritime workers, ITF General Secretary Stephen Cotton put forward the ITF priorities to Blinken at the meeting. They were primarily defending the right to strike, the right to union representation, human rights due diligence, securing a sustainable cease-fire in Gaza, and supply chain accountability.

Biden’s Global Labor directive came out in December as a memo entitled “Advancing Worker Empowerment, Rights and High Standards Globally.” It seeks to employ a new whole-of-government approach will advance worker empowerment and unions around the world, in line with White House domestic policy. The Presidential Memorandum for the first time directs Chiefs of Mission and Department officials to directly engage in labor diplomacy and enhancing programming and public messaging on workers and labor rights. The intent is to raise global



labor standards, “building on the full range of existing authorities and tools in diplomacy, foreign assistance and programming, law enforcement, and global trade and economic cooperation, consistent with relevant international obligations and commitments.”

Chokepoint Avoidance Could Drive Up Prices

The number of vessels passing through the Suez Canal and Panama Canal have dropped 50% from normal levels, according to Apollo Management's top economist. And that risks triggering another run-up in inflation as the price of shipping becomes more expensive, Torsten Sløk warned in a note on Sunday.

"The bottom line is that higher transportation costs are putting upward pressure on goods inflation," he wrote.

That matters because if inflation begins bubbling again, the outlook for Fed rate cuts could be weakened. Here are three charts that explain what's going on.

About 12% of global trade passes through the Suez Canal, according to an estimate from the US Naval Institute.

"Normally, 200 ships travel through the Suez Canal from south to north over a week, but that number has recently declined to 100," Sløk wrote.

Suez Canal traffic is down 50%

Suez Canal traffic is down 50%. The trouble in the Suez Canal has been ratcheting up as Yemen-based Houthi rebels have been launching attacks against ships in the Red Sea, forcing some ships to take longer — and costlier — detours. The ruckus has bled chaos into oil markets and even trickled into other commodities, upending coffee trade flows.

What's slowing down shipping in the Panama Canal is different. A severe drought has dried up the waterway, creating a massive snarl-up because fewer vessels are now able to transit through the trade corridor at a time.

The canal normally handles about 5% of global trade flows. But due to the traffic-jam, northbound traffic has fallen to 45 ships per week from the typical 90 ships. The waterway is so clogged, that authorities have opened up auctions for companies to bid on options to jump the line. One Japanese shipping company paid up to \$4 million to skip the line in November.

Panama Canal traffic is down 50%

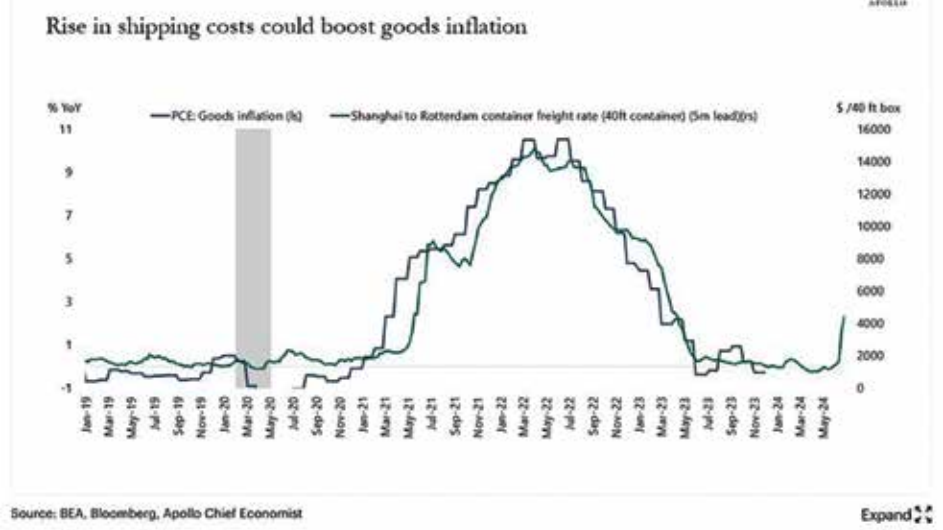
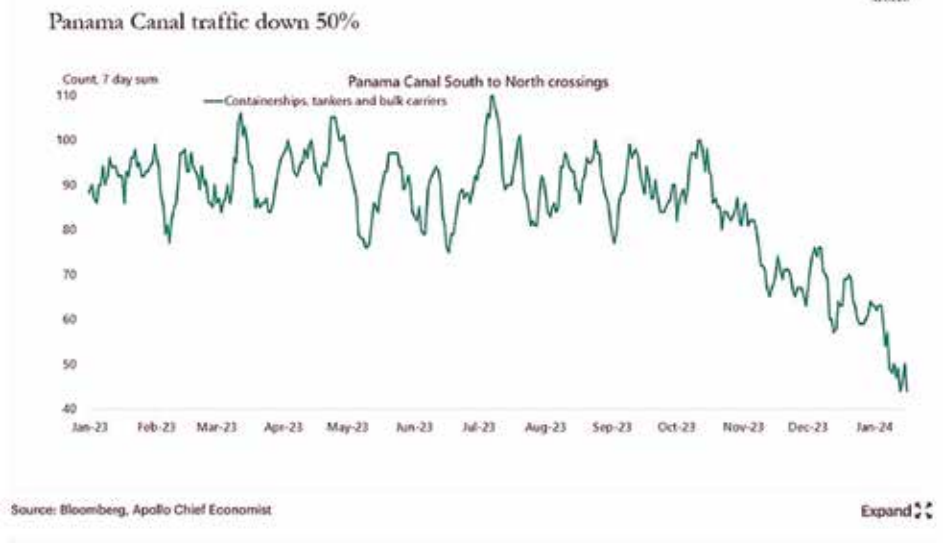
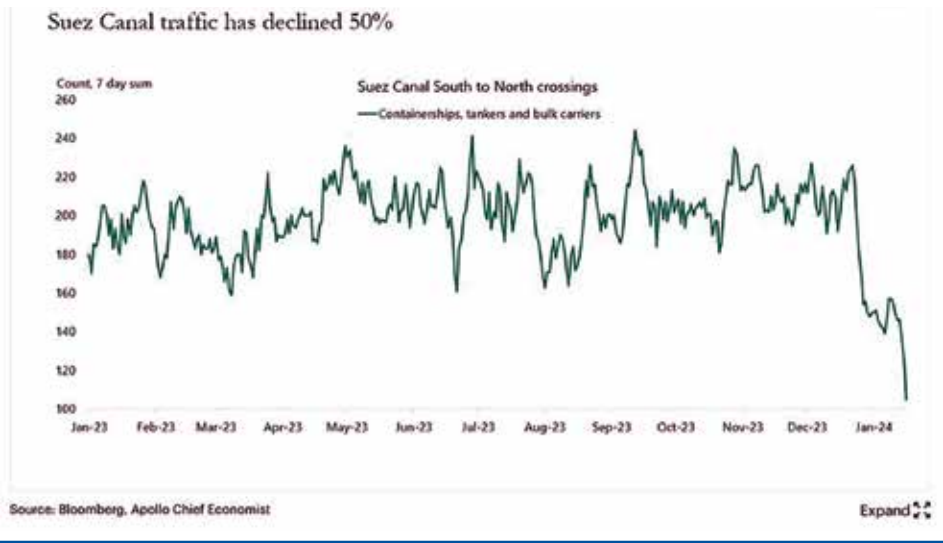
The slowdown has boosted the cost of shipping: vessels have had to reroute and add several days to their voyages, which makes carting around global goods a lot more expensive. Sløk noted that freights traveling from Shanghai to Rotterdam have seen costs triple.

Another tracker, the Drewry World Container Index, shows container costs have surged by 173% since the beginning of December.

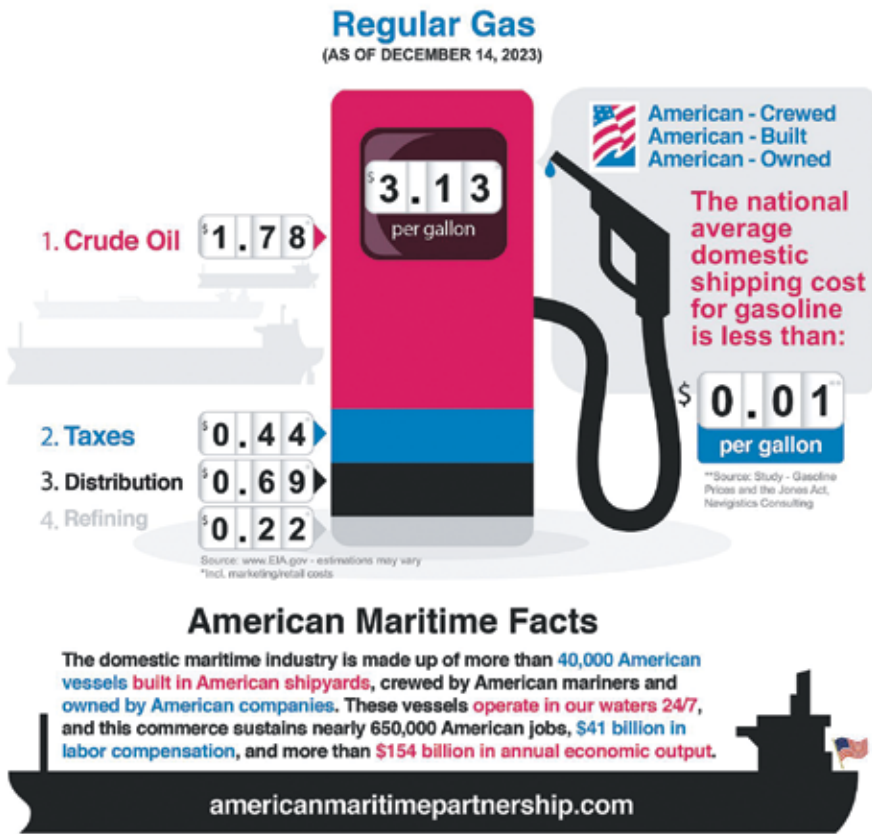
And although goods inflation has been tumbling, higher shipping costs could send that back up again if they continue to follow recent trends.

Shipping costs could trigger another inflation wave

Strategists at Macquarie have noted that the shipping woes are reminiscent of pandemic-era supply shocks, which sparked a dizzying spell of inflation that has yet to completely cool. "Shipping freight rates foretold the future inflation-disinflation cycle in late 2020 to mid-2022, and are thus worth paying attention to," analyst Thierry Wizman wrote in a note on Friday.



American Maritime A Cost Efficient Way to Transport Fuel



American Maritime Facts

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

Heindel to Congress: In Peace and War American Ships Will Deliver the Goods

continued from page 1

gion, in the absence of a need to deliver an essential cargo to the area in question," he explained.

Heindel closed with a broad overview, also steeped in history. "Working together again has strengthened the bond between the U.S. Merchant Marine and the military, and we hope our success will deter our adversaries from taking unwise action against American shipping. [It's clear that] the United States is committed to protecting its shipping and keeping the sea lanes open, and we hope this will incentivize other carriers to put their vessels under the U.S.-flag and use American citizen mariners, as has happened in past conflicts. Our members aboard ship and our organizations ashore are committed to working with Congress, the Administration, and the Armed Forces to continue doing what has been our traditional mission — to deliver the goods, in peace and



in war, as we have since 1775."

Joining Heindel on the four-person panel were Mediterranean Shipping Company Executive Vice President of Maritime Policy and Government Affairs Bud Darr; I.R. Consilium CEO Dr. Ian Ralby; and National Retail Federation Vice President of Supply Chain and Customs Policy Jonathan Gold.



General Jacqueline D. Van Ovost, USAF
United States Transportation Command
VIA EMAIL

Dear General Van Ovost:

On behalf of the undersigned American maritime labor unions who serve aboard MSP vessels, we are writing in regard to the ongoing attacks from the Houthi rebels of Yemen on international and U.S.-flag shipping in the Bab el-Mandeb Strait of the Red Sea.

First, we wish to thank you and United States Transportation Command (TRANSCOM), the Secretary of Defense, the United States Central Command (CENTCOM), the United States Naval Forces Central Command (NAVCENT), and other relevant components of the United States military for the efforts you have made to date to protect U.S.-flag merchant shipping in the region. The level of cooperation and communication between these agencies and the ship operators and labor unions involved has been good, and we hope to see it continue while this crisis continues.

Second, we fully support the recent strikes made against the Houthi rebels in Yemen via American and international forces over the last week. It is critical that the Houthi rebels understand the consequences of attacking U.S.-flag shipping and that the United States will continue to protect its sovereignty when that sovereignty is threatened by illegal attacks. These attacks represent the most significant attacks on the United States Merchant Marine in more than half a century.

Third, we are writing to ask for continued cooperation and information sharing, to ensure that our vessels and their crew have all the tools needed to ensure safe transits of the area. Especially critical are secure communication links between vessels transiting the Red Sea and the naval vessels deployed in the area to deter and defend against Houthi attacks. While we understand that procedures are being developed and so far, the joint efforts of our vessel operators, mariners and naval personnel have resulted in no casualties to U.S.-flag ships, we cannot rest on past success. Continued communication, especially at the tactical level, is crucial. Whether this is in the form of specialized equipment, U.S. naval officers from the NCAGS Shipping Control Teams, U.S. civilian mariners with the proper security clearance and COMSEC certification, or other naval liaisons being embedded on the vessels, having access to secure communications between our ships, CENTCOM, the combatants in the area and access to timely intelligence will ensure the level of cooperation and coordination necessary to keep these ships safe and secure as they continue to bring commercial, military, and foreign aid cargoes into the region.

As you are well aware, it is critically important that U.S.-flag vessels carrying commercial, military and foreign aid cargoes are provided the necessary protection from the United States military as they transit the increasingly treacherous waters of the Red Sea. The support and protection that your forces have provided have instilled confidence and pride in our crews as they operate our vessels in this area of the world. The United States Merchant Marine has operated side-by-side with the United States military in virtually every conflict in the history of the United States. We provide the materiel and supplies to the warfighter and they, in turn, have protected our vessels and crews as they sail into harm's way. While the current conflict involves the Houthi rebels, we may well face in the future more sophisticated adversaries. The critical communication support we request will demonstrate to the U.S. citizen mariners who are in harm's way that U.S. naval and other military personnel continue to stand with them. Working again together now will strengthen the bond between the U.S. Merchant Marine and the military and should deter other adversaries from taking unwise action against American targets. Moreover, your protection of U.S.-flag assets in this situation has demonstrated to other carriers that the United States is committed to protecting its shipping, which we hope will incentivize other carriers to put their vessels under the U.S.-flag, enhancing the United States Merchant Marine.

We very much appreciate the outreach and meetings that have already occurred on this topic. We are especially thankful for the Maritime Administration and Administrator Ann Phillips, whose strenuous and significant support during this crisis has been very helpful. Our members aboard ship and our organizations ashore stand ready to cooperate and coordinate with you, the various combatant commanders and fleet assets in the region as we continue to deliver the goods, as the United States Merchant Marine has done, in peace and war, since 1775.

Many thanks for your urgent attention and action in response to this on-going threat.

Sincerely,

Kelly Anderson, President, American Radio Association
Mark Clements, President, Maritime Trades Department, AFL-CIO
Dave Connolly, President, Sailors' Union of the Pacific
Paul Doell, President, American Maritime Officers
Dave Heindel, President, Seafarers International Union
Don Marcus, President, Masters, Mates & Pilots
Anthony Poplawski, President, Marine Firemen's Union
Greg Regan, President, Transportation Trades Department, AFL-CIO
Adam Vokac, President, Marine Engineers' Beneficial Association

cc: LGEN John P. Sullivan, USA, USTRANSCOM

Transcom Commander Agrees With Unions on Mariner and Ship Protection

TRANSCOM Commander Gen. Jacqueline D. Van Ovost says information sharing among U.S. military and commercial vessels in the Red Sea will continue to increase as part of the "united and proactive approach" required to ensure "the safety and security of our shipping industry and our mariners."

Van Ovost made the pledge in response to a Jan. 19 letter from SUP and eight other unions whose members serve aboard ships in the Maritime Security Program. In their letter, the unions thanked TRANSCOM, the Secretary of Defense, the Maritime Administration, U.S. Central Command, U.S. Naval Forces Central Command, and others for their efforts to protect U.S.-flag merchant shipping in the region. "The level of cooperation and communication between these agencies and the ship operators and labor unions involved has been good, and we hope to see it continue while this crisis continues," they wrote.

They also emphasized a need for continuous improvement. "While we understand that procedures are being developed and so far, the joint efforts of our vessel operators, mariners and naval personnel have resulted in no casualties to U.S.-flag

ships, we cannot rest on past success," the letter said. "Continued communication, especially at the tactical level, is crucial." SIU President Dave Heindel later testified at a Congressional hearing reiterating this point.

"The safety and security of our shipping industry and our mariners require a united and proactive approach," Van Ovost responded, adding that the unions' concerns are at the forefront of DOD's "thinking and planning efforts. We will continue to evolve tactics, increase communication, and deepen collaboration to mitigate threats in the Red Sea."

She called the American Merchant Marine "the backbone of our national maritime capability," noting that the relationship between the U.S.-flag fleet and the military "has been built on years of close collaboration."

The unions' letter was signed by MM&P President Don Marcus, ARA President Kelly Anderson, MTD President Mark Clements, SUP President Dave Connolly, AMO President Paul Doell, SIU President Dave Heindel, MFOW President Anthony Poplawski, TTD President Greg Regan, and MEBA President Adam Vokac.

U.S. Flag Merchant Marine Unions Call for Better Information Sharing

continued from page 1

TRANSCOM, the Secretary of Defense, U.S. Central Command, U.S. Naval Forces Central Command, and other components of the military for the efforts made to protect U.S.-flag merchant shipping in the region. "We are especially thankful for the Maritime Administration and Administrator Ann Phillips, whose strenuous and significant support during this crisis has been very helpful," they said.

"The level of cooperation and communication between these agencies and the ship operators and labor unions involved has been good, and we hope to see it continue while this crisis continues," they added. They also expressed full support for the strikes by international forces against the Houthi rebels. "It is critical that they understand the consequences

of attacking U.S.-flag shipping and that the U.S. will continue to protect its sovereignty when that sovereignty is threatened by illegal attacks," they noted.

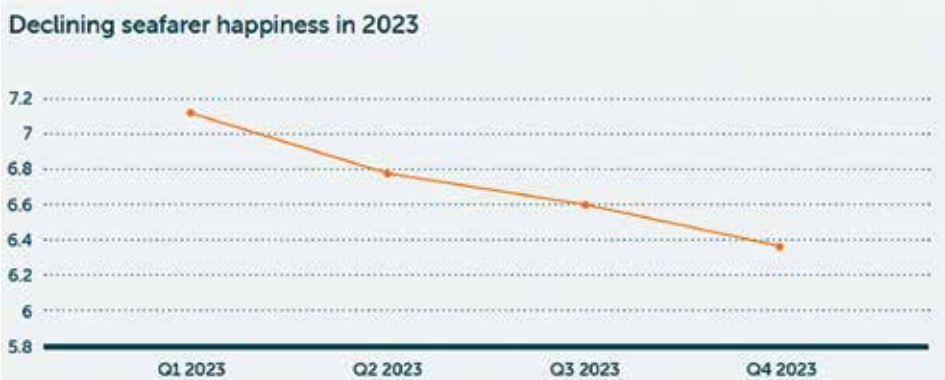
"The U.S. Merchant Marine has operated side-by-side with the U.S. military in virtually every conflict in the history of the United States. We provide the materiel and supplies to the warfighter and they, in turn, have protected our vessels and crews as they sail into harm's way."

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At sea on the port bridge wing of *Kaimana Hila* is the SUP deck gang consisting of AB's Milton Caballero, Christian Ortiz, delegate Cosme Bigno, Bosun Julian Torre, OS Eric Vasquez, AB's Andy Facundo and Raschid Ayache. The ship is scheduled for LNG main engine conversion on May 2024.

Seafarer Happiness Index Declines in 2023



The quarterly Seafarers Happiness Index shows the fourth consecutive decline in satisfaction among seafarers worldwide.

The index is a product of a survey done by the Mission to Seafarers, that attempts a comprehensive evaluation seafarers' wellbeing through a range of work-life aspects. It shows discontent among seafarers across a wide range of grievances, including feelings of being overworked, underappreciated, and disconnected from the world at the forefront. An ongoing lack of shore leave and difficulties contacting family add to the trouble.

The overall happiness score for the last quarter of 2023 fell to 6.36 out of 10. This score represents a significant decrease compared to previous quarters, with scores of 6.6, 6.77, and 7.1 for Q3, Q2, and Q1 2023 respectively. The majority of categories covered in the survey contributed to this decline, with the exception of onboard connectivity, which saw some improvement. However, the survey also revealed frustrations about inconsistent internet access across different vessels within the same fleet.

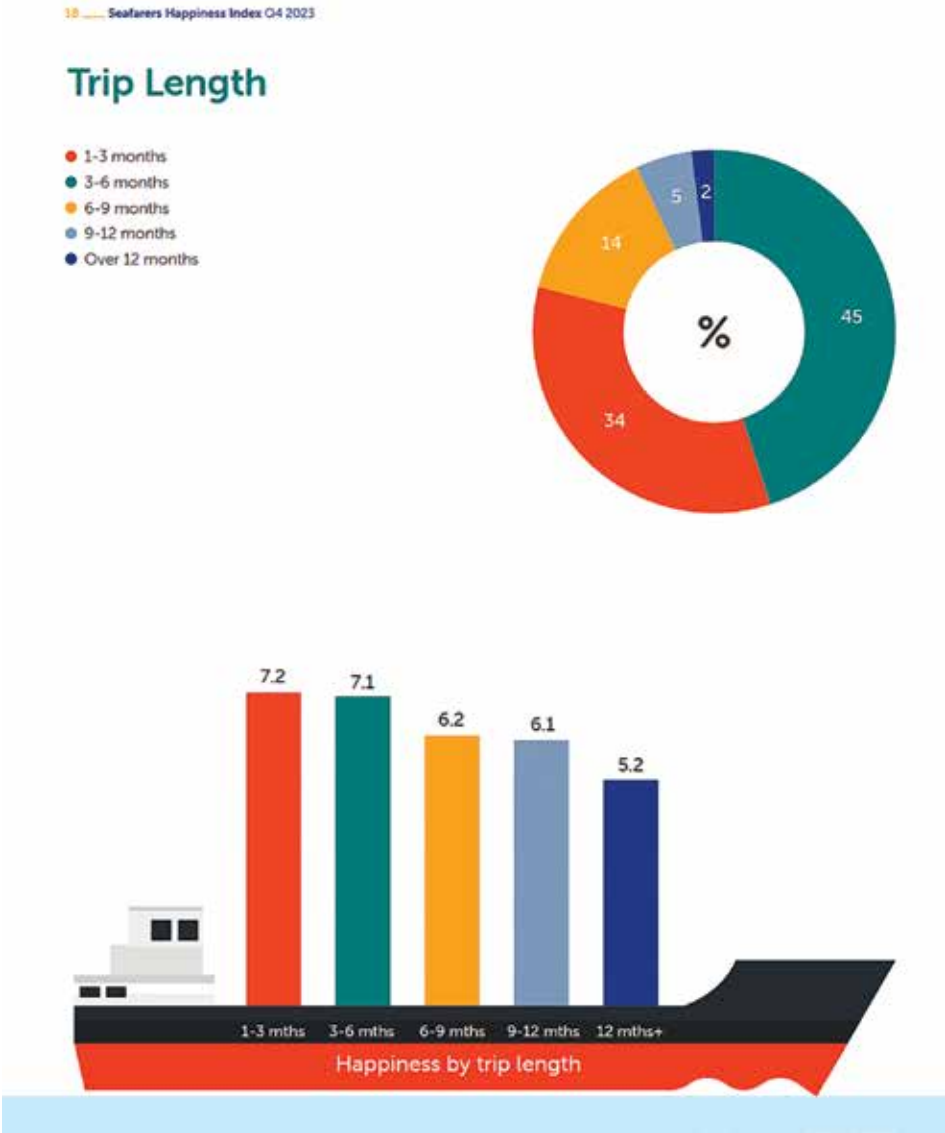
Additionally, the study noted a lack of social interaction and increasing feelings of isolation among seafarers. It also highlighted concerns that wages were not keeping pace with inflation. Growing security threats faced by seafarers, including piracy and terrorism, didn't

help. Andrew Wright, Secretary General of The Mission to Seafarers, described the results as "very disappointing." He said that "If there was ever any complacency about the circumstances facing seafarers around the globe, these results surely dispel that." The insurer that sponsored the survey said that the report shines a light on the importance of providing seafarers with adequate connectivity, a balanced work-life, and the recognition they deserve.

2023 was a year of declining happiness, according to the index, which had been recovering from COVID disruptions. The negative impact of global security threats on seafarers' wellbeing, one of the major recent differences of the present situation, is partially to blame. International conflicts and heightened tensions around the world inevitably manifested a degree of anxiety and uncertainty for those at sea. With a global workforce, the maritime industry must be conscious of how easily changes in international relationships have a bearing on those that work at sea, the insurer said.

The report was a times blunt: "Excessive workload, lack of support, too much paperwork and too many inspections were once again seen by seafarers as proof shore staff are not sufficiently concerned about overburneign them. Whether real or imagined, there is a sense of real resentment growing."

The tour of duty, or trip length, emerged as an important component of overall satisfaction aboard ship for international seafarers. On average, the longer the trip the lower the rating



Workers Win and Union Membership Grows

A newly-released annual report on union density from the U.S. Bureau of Labor Statistics (BLS) shows that union membership grew by 139,000 in 2023.

Union membership in the private sector increased by 191,000 members, with a majority of new members under the age of 45. These numbers reflect worker victories which included more than 900,000 union members winning double-digit wage increases through new contracts last year.

In response to the report, AFL-CIO President Liz Shuler said, "Workers are fed up with low wages, few benefits, and

a lack of dignity and respect on the job, which is precisely why more are interested in joining a union now than ever before. Although union density remained flat in 2023, that doesn't reflect the surging momentum that working people have carried into this year. Waves of workers across industries and geography are joining unions despite vicious union-busting campaigns by large corporations."

Polling data shows that 71% of Americans support unions, the highest level in nearly 60 years, with 88% of young people showing support for unions.

ITF Slams FOC's in Nautilus Podcast

International Transport Workers' Federation (ITF) Maritime Coordinator Jacqueline Smith was featured in an important podcast about Flag of Convenience (FOC) shipping. The podcast, "Off Course: A Sideways Look at Life at Sea," was hosted by Nautilus International, and focused on a long-time injustice that continues to its vast influence on the maritime industry.

The episode highlights the scourge of the tax dodging, floating sweatshop system that undermines legitimate flag shipping. Smith explains that the flag on a vessel represents the country where the ship is registered, and why the ITF is calling for an overhaul of global ship registration practices, especially a better definition of a "genuine link" between a ship and its flag state — a campaign also

supported by Nautilus. This notion of a genuine link, also tied to the concept of the "beneficial owner" when not used deceptively has been diminished and ignored, in part because they system is founded on greed and profit not honest regulation. The exploitation of workers, economies, and climate is necessarily at its rotten core.

For example, the podcast discusses the inherent inability of various FOC countries to enforce regulations, particularly during the COVID-19 pandemic – when seafarers were denied shore leave, refused repatriation and in some cases refused leave from the ship for treatment of serious medical conditions. It is available at the following link: <https://www.nautilusint.org/en/creating-change/podcast-off-course>

Campaign Against Ørsted Leads to Jurisdictional Win for ILA

The International Longshoremen's Association (ILA) scored a major victory this week following an agreement with offshore wind farm developer Ørsted US to assign disputed jurisdictional work to ILA Local 1411.

In recent months, picket lines against Ørsted were raised at Company offices in New York and Boston, and supported by the International Transport Workers Federation (ITF), the Marine Engineer's Beneficial Association, and U.S. maritime labor to object to Ørsted US after the company froze ILA workers out of their traditional jurisdiction of loading and unloading cargo in New London, Conn. This is the culmination of an eight-month battle to gain work jurisdiction at the New London State Pier (NLSP) for offshore wind operations. Although ILA Local 1411 members have worked at the NLSP for close to 100 years, Ørsted opposed the ILA's claim.

International labor support came from the ITF and other overseas organizations such as the, International Dockworkers' Council, 3F Transport, Maritime Union of Australia, Co-Sea/Dansk Metal, and Ver.di.. After numerous failed attempts

to resolve the issue with Ørsted amicably, the ILA had no choice but to protest at various Ørsted offices. "This is a monumental win for the ILA, Local 1411, and the entire rank-and-file of the union," said ITF President Paddy Crumlin. "Their eight-month campaign, fueled by unwavering solidarity and strategic action, demonstrates the power of collective action in securing fair treatment and protecting jobs...This victory sends a clear message to employers worldwide: respect workers' rights and engage in genuine dialogue."

M.E.B.A. Secretary-Treasurer Roland Rexha, who also chairs the ITF U.S. Affiliates' Offshore Wind Taskforce, hailed the agreement saying that labor solidarity led to the winds of change. "ILA and other union members showed their resolve and resilience by weathering this challenge for over eight months before Ørsted finally did the right thing. We'll continue to stand shoulder-to-shoulder with dockworkers and keep up the fight to involve American mariners in emerging offshore wind initiatives, enabling the U.S. to become key contributors in this promising new sector."



APL's newest containership, the John Q. Adams, is launched and undergoing sea trials before headed for the U.S. West Coast and the transpacific trade with SUP crew.

Deep Sea Search Finds Earhart’s Plane (Maybe)

One of the greatest unsolved mysteries of air and sea — the disappearance of aviator Amelia Earhart — has inspired generations of ocean explorers. Now, Deep Sea Vision, a company formed to search for Earhart's plane, reports that it discovered an aircraft wreck on the ocean floor near Howland Island in the South Pacific. It could be the Lockheed Electra 10E last piloted by Earhart and with navigator Fred Noonan.

Or it could be any of a thousand aircraft wrecked during World War II and afterwards

In 1937, famed aviator Amelia Earhart and her navigator Fred Noonan took off from Alameda, California for an attempted round-the-world journey. Their twin-engine Lockheed Electra airplane had a range of about 4,000 miles, so they had carefully planned a series of refueling stops along the way, with assistance from the U.S. government. They took an eastbound route, and in 21 days they reached New Guinea. After repairs and refueling they departed for Howland Island, an isolated atoll where a new airstrip had been prepared and provisioned for them. They never arrived. A large-scale search and rescue effort did not turn up any evidence of their plane, and Earhart and Noonan were declared lost at sea.

Over the decades, many explorers have been tempted by the search for Earhart's airplane. The International Group for Historic Aircraft Recovery (TIGHAR) kept up the hunt for years, and in 2012 the group said that it had found pieces of her plane at Nikumaroroa, Kiribati. Dr. Robert Ballard followed up with another search at Nikumaroro in 2019 but without success.

Deep Sea Vision's discovery is to the west of Earhart's intended landing point on Howland Island. The site would be consistent with the "date line theory," a proposal attributed to amateur pilot and ex-NASA employee Liz Smith. About 14 years ago, Smith theorized that Fred Noonan might have forgotten to roll back the date by one day when he and Earhart crossed the International

Date Line. If he had used the wrong date when running his celestial navigation calculations, he could have steered the plane about 60 miles off course to the west. The DSV founders, former Air Force pilots Tony and Lloyd Romeo, think Noonan might have made this mistake after 17 hours in the air.

To test the theory, they acquired a HUGIN 6000 Autonomous Underwater Vehicle with sidescan sonar, modified it to widen its scan swath, and on a support ship and went to Howland Island to search the sea floor. After scanning 5,200 square miles, they picked up a sonar return that they believe is a close match with a Lockheed Electra. The new sonar image of the proposed missing aircraft is of particular interest because of the anomaly's proximity to Howland Island, said Dorothy Cochrane, a curator for general aviation in the aeronautics department of the Smithsonian National Air and Space Museum. In Earhart's last communications, her radio transmissions progressively got stronger as she got closer to Howland Island, indicating that she was nearing the island before she disappeared, Cochrane said.

However, the plane-shaped object found by Deep Sea Vision lacks certain features of Earhart's Lockheed Electra, such as the twin engines, according to David Jourdan, the cofounder and president of Nauticos, a deep ocean exploration company that has conducted search operations for the lost aircraft. "It is impossible to identify anything from a sonar image alone," he said.

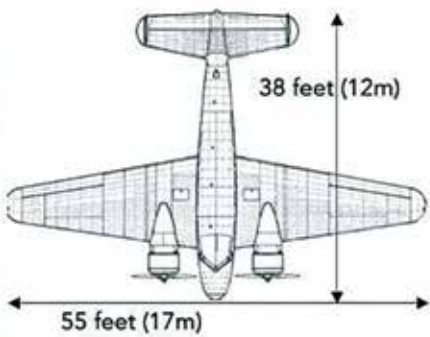
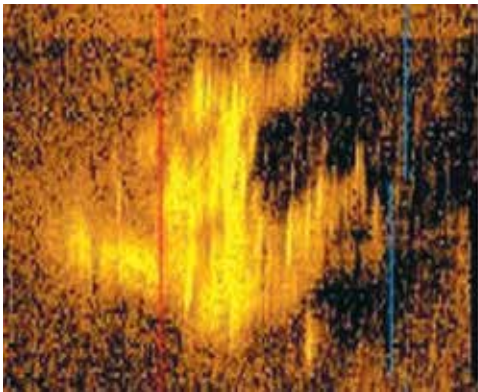
Tony Romeo argued that "We always felt that she [Earhart] would have made every attempt to land the



Amelia Earhart in the cockpit of her Lockheed Electra 10E NR16020. (AFP/Getty Images)



aircraft gently on the water, and the aircraft signature that we see in the sonar image suggests that may be the case." He acknowledged however that the sonar was not conclusive but suggestive in nature. "If it's not the plane," he said, "we're going to continue searching."



Sonar image and illustration courtesy Deep Sea Vision



Amelia Earhart's Lockheed Electra 10E Special, NR16020, 1937. (Photograph by F.X. O'Grady, Cleveland State University, Michael Schwartz Library, Division of Special Collections)

NTSB Recommends Mariners Wear Personal Locator Devices

The National Transportation Safety Board issued a safety alert urging vessel owners and operators to provide each crewmember with a personal locator device.

NTSB notes, during an emergency at sea, a mariner's chance of survival decreases if search and rescue cannot quickly and accurately identify their location. Personal locator devices, such as personal locator beacons (PLB) or satellite emergency notification devices (SEND), can accurately pinpoint a person's location. NTSB investigations found that currently available personal locator beacons provide a location accuracy of about 300 feet and a nearly instant search and rescue notification when activated.

The alert notes that vessel owners and operators should consider the following when selecting and implementing crew use of personal locator devices:

1. Type: some devices transmit via satellite, while others transmit on terrestrial frequencies. Not all devices notify the Coast Guard directly.
2. Policy: provide each crewmember may be issued personal locator device, can worn on deck in a zipped clothing pocket or attached to a belt or flotation devices.
3. Registration: each crewmember's locator device must be registered through the National Oceanic and Atmospheric Administration, or with manufacturer or company.

The safety alert notes six casualties NTSB has investigated where personal locator devices could have assisted or did assist rescuers in locating survivors, including the rescue of all aboard the fishing vessel Ambition after a crewmember's use of a SEND prompted an immediate response when the vessel began to flood in the Bering Sea in 2016.

Lahainaluna High at Super Bowl to Honor Wildfire Victims

Hawaiian high school football players took part in this year's Super Bowl as honorary captains during the pre-game coin toss, six months after a deadly wildfire destroyed their Maui hometown.

At the big game, four Lahainaluna High School football team members — Morgan "Bula" Montgomery, Teva Loft, Kaulana Tihada and Kuola Watson — were joined by their coaches Dean Rickard and Garret Tihada and former head coach Bobby Watson.

In August, the deadliest wildfire in recent U.S. history swept through the town of Lahaina, killing at least 100 people. More than 5,000 residents were displaced in the na-

tional tragedy - a shattering loss to Hawaii.

"The Lahainaluna High School football team embodies the power of football to bring people together, even in the most challenging of circumstances," said NFL Senior Vice President of Social Responsibility Anna Isaacson, in a news release. "We are honored to have members of the Lahainaluna football team join us as coin toss captains at Super Bowl LVIII to recognize their incredible efforts in inspiring and rebuilding their community." The NFL has pledged funding to help replace equipment for the high school football team and other local football programs.





SUP PRESIDENT'S REPORT

GOVERNMENT MATTERS

Inland Sea Service Reduction in NDAA: On December 22, President Biden signed into law HR 2670, the National Defense Authorization Act for 2024. Buried deep in Section 3534 is a provision that temporarily reduces the sea service requirements for the national endorsement for Able Seaman by 50%. This means that until December 22, 2026, unless extended, the national AB Unlimited rating will require half the sea service from 1080 to 540 qualifying days, for the AB Limited rating only 360 days, and the AB Special with only 180 days. For offshore mariners, however, the STCW Able Seafarer-Deck endorsement needs an additional 180 days of sea service for a combined total of 540 days. This equals the present requirement for an AS/D endorsement which is 18 months of qualifying sea service. Despite the limitations, it is a positive change and will help mariners advance faster. The change came partly because of maritime labor's long-time lobbying activities for regulatory relief to alleviate the mariner shortage and in support of mariner recruitment and retention. For more detail see the Coast Guard's National AB and STCW Able Seafarer-Deck checklists available on the National Maritime Center home page available at uscg.mil.

Red Sea Response: As the realities of seaborne logistics in contested waters become mainstream news, the SUP joined with other U.S. maritime unions to appeal to government agencies in an appeal for better information sharing during Red Sea transits. The agencies involved included the Maritime Administration, the Department of Transportation, Federal Maritime Commission, and the Department of Defense via TRANSCOM. In particular, the Unions noted in a joint letter our commitment to dangerous sealift but asked for reliable and secure communication links between U.S. merchant ships and U.S. naval assets in the region. TRANSCOM's Gen. Jacqueline Van Ost quickly agreed. She wrote to first of all thank the Unions for their reliable collaboration, noting in sealift shorthand that "you cannot surge trust in crisis." She said TRANSCOM was maturing its tactics toward a greater risk mitigation in the Red Sea and that included sending additional personnel with appropriate equipment and clearances to do the recommended communications work. In a meeting online, held by the DOT and FMC, the granted request was separately confirmed. Soon afterwards Seafarers International President Dave Heindel speaking on behalf of maritime labor testified before a House Committee on the topic, ably reiterating the points of the letter and emphatically stating that "the U.S. merchant marine will deliver the goods, in peace and war, as we have since 1775." For more see the letter and articles on the topic in this month's edition of the *West Coast Sailors*.

SAN FRANCISCO BAR PILOTS

Three months of hard bargaining produced a tentative agreement between the Union and the San Francisco Bar Pilots on January 31, 2024. The two SUP units, the Marine Personnel and the Dispatchers, settled separately under similar terms on the last day of the extended agreement. From the outset, the Union goal was to offset the corrosive effect of recent high inflation, to catch up and keep up. It was largely successful in meeting that goal.

A key element to both sets of negotiations was meal and rest break compliance protocols. Known as the MBS (meal break supplement), much effort produced specific language, procedures, and compensation. The net increase for Marine Personnel in Year 1 averages 11% in a range of 7% to 13% or higher depending on position. Additional percentage increases of 3%, 2%, and 1% in each following year rounded out the four-year deal for a compounded total average increase of 17.8%. An equity rate adjustment for Run Boat captains added \$10.00 to their daily rate (worth another 2.7%), and all personnel gained a \$25.00 per month reimbursement for business use of personal mobile phones. A favorable change to the station boat schedule, as well as maintenance of work rules, benefits and the cost-of-living adjustment and minor language changes supported contract sustainability and reliability.

The Dispatcher Committee also grappled with MBS valuation, ultimately estimating a 7% increase and added an additional percent for an 8% increase in Year 1, supported by the 3%, 2% and 1% increase in the out years compound to 14.6% in total, not counting a raise in the holiday premium of \$50 to \$350 per day.

After meeting with or hearing from all members employed by the SFBP, it was agreed that the front-loaded, concession-free tentative agreements met our goals. Mr. Chairman, on their behalf I recommend ratification.

APL MARITIME

Payroll: As first reported last month, APL changed on January 1, 2024 its payroll system to a bi-weekly method. Overall, pay is continuous and more frequent, complaints have been few, but there have been some snags and glitches. The Union has fielded questions, taken up several beefs such as incorrect payment of certain state taxes, and communicated general system problems to the Company.

For seagoing personnel, the greater pay frequency does not yet come with greater transparency, especially on the timing of funds deposited and associated discrepancies on vouchers. Also, shorter intervals between checks may reduce the amounts available for draws and allotments. The total amount available on an aggregate basis, either monthly or by voyage, will be the same.

For shoreside maintenance and standby personnel, a different set of problems in the new system were addressed, spearheaded by MFOW President Anthony Poplawski. The system wrongly sent paychecks to the home address for example, instead of the

hiring hall of dispatch. Working from the MFOW repair template, I worked out a restoration of Company standby and shoreside paycheck distribution according to the terms of Letter of Understanding, using the halls for delivery and sent by priority mail. Returned checks will be reissued and sent by overnight mail.

Wages are sacred, and therefore the entire process remains under Union investigation. With specific information, the Union has helped reverse incorrect deductions and other errors. Any individual problems should be brought to the attention of the captain, Company payroll personnel, and if there is no resolution, to Union agents for assistance. As APL and payroll administrator ADP works out the problems, we expect a smoother road ahead. The Union expects and demands fair, accurate and transparent wages and wage data in accordance with the law and the Agreement.

President John Q. Adams: the first new U.S.-flag Maritime Security Program liner vessel, is off the ways in China and expected stateside in a few weeks. Reflagging is expected to happen in a U.S. port, and jobs will be called in accordance with the SUP Shipping Rules.

PATRIOT CONTRACT SERVICES

Tanker X: Patriot Management informed the Union in January that it would bid on a new charter with MSC and acquire another new tanker vessel to do the work. The ship is expected to operate in the western Pacific and is yet to be named. Management wanted a Memorandum of Understanding by February 4, 2024, along the same lines as the most recent Patriot tanker, the *Allied Pacific*. The compensation based on that model is as follows:

Rating	Base Wage Monthly	Suppl. Wage Daily	Overtime Rate Hourly	SUP Money Daily Purchase Plan	SIU-PD Daily Pension Plan
Bosun – AB/Dayworker	\$6,361.50	\$87.49	\$27.67	\$18.60	\$20.00
AB – Watchstander	\$4,788.63	\$65.26	\$25.38	\$18.60	\$20.00
Ordinary Seaman	\$3,878.70	\$45.73	\$19.61	\$18.60	\$20.00

Overtime shall be paid for all hours worked in excess of eight (8) hours on any day, and for all hours worked on Saturdays, Sundays, and holidays. All ratings shall receive fourteen (14) days of supplemental benefit wages for each thirty (30) days worked, or pro rata. The expected manning is 1 bosun, 2 Able Seaman, and 3 Ordinary Seamen. There shall be a three percent (3%) increase in Total Labor Cost on the first, second, third, and fourth anniversary date of the agreement. The Unions have also requested the following language be added to the MOU:

A "Harbor Attack Bonus" and a "Vessel Attack Bonus, of one thousand dollars (\$1,000.00) and one thousand five-hundred dollars (\$1,500.00), respectively, shall be paid to all Unlicensed Personnel on a per incident basis, subject to approval of reimbursement by MSC to the Company. Warning shots across the bow in compliance with International Law does not constitute an "attack" of any kind. It is understood that when a "Vessel Attack Bonus" is paid, no "Harbor Attack Bonus" shall be paid for that particular day."

Except for the bonus, these terms and conditions have been recently ratified by the membership under the *Allied Pacific* MOU. But the final language is not yet confirmed and so it will be presented again for ratification when complete.

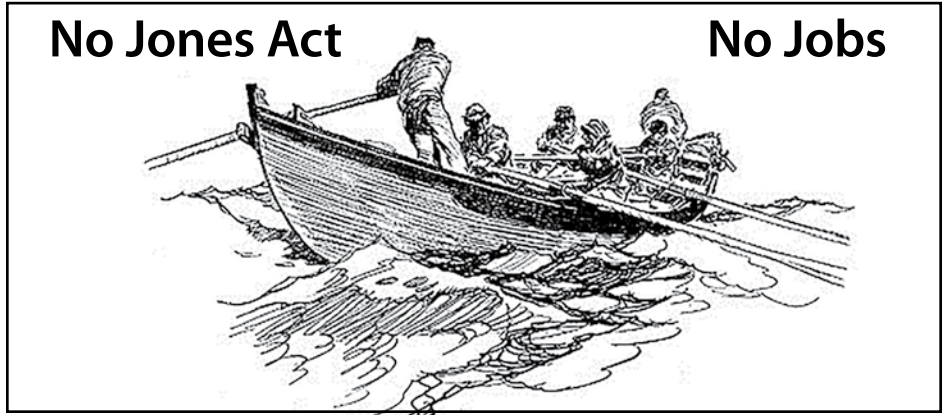
Patriot payroll: On January 31, the Union received a notice from Patriot Contact Services (PCS) that they intended to update their payroll process and asked for input. The reasons were consistency and transparency of pay and deductions, as well as cybersecurity. Sailors in Patriot employment will also be provided an ADP payroll app that facilitates mobile and direct access to pay vouchers, statements, pay history and W-2 tax data by company account. Patriot asked for Union input; some was immediate and more is forthcoming. Will keep the membership informed as it develops.

HOLIDAYS

Lincoln's Birthday: SUP hiring halls will be closed on Monday, February 12, in observance of Lincoln's Birthday, an SUP contract holiday under both Matson and APL Offshore Agreement.


President's Day: SUP hiring halls will also be closed Monday, February 19, 2024, in observance of Presidents' Day, also an SUP contract holiday.

Dave Connolly





In the tanker *Allied Pacific* the SUP crew (OS Dale Smith, AB Reginald Macon, OS Lamario McGhee, AB and delegate Carey Floyd, AB Ali Saeed and bosun Sherwin Bongayan) was briefed on operations in the Cargo Control room before taking the deck to let go for international voyage in Asia.



Help is Available: Life presents us with challenges at work and at home on a daily basis. You do not have to face these challenges alone, even if you're far away.

Website: uprisehealth.com/members Access Code: SUP Phone: 866 949 3645

EAP benefits are available to all SUP members and their families at NO COST. The EAP offers confidential advice, support, and practical solutions to real-life issues. You can access these confidential services by calling the toll-free number and speaking with our care team, or accessing online.

Digitally Enabled Employee Assistance Program (EAP)

Our program is designed to help reduce stress and keep you healthy.

- Bite-sized training is available from your desktop or mobile app.
- Access is confidential. Take the assessment and check your wellbeing score.
- Get your own personalized recommendations for self-guided CBT.
- Skills training to develop your resilience, stress management, and mental fitness.
- Visit us.uprise.co or download the Uprise Health app on [Google Play](#) or [Apple App Store](#).
- Create an account with your email and the access code:

Services for Employees & Families

Confidential Counseling
Up to 3 face-to-face, video or telephonic counseling sessions for relationship and family issues, stress, anxiety, and other common challenges.

24-hour Crisis Help
Toll-free access for you or a family member experiencing a crisis.

Online Peer Support Groups
Online support groups for addiction recovery, anxiety, depression, frontline workers, grief and loss, parenting, and more.

Financial Help
30-days of access with a personal money coach who will work with the member toward financial wellness by identifying financial goals, assessing current financial situation, and providing a suggested detailed action plan.

Legal Services
One 30-minute legal consultation per each separate legal matter at no cost, 25% reduction from the normal hourly rate if member retains attorney or mediator.

Online Legal Forms
Create, save, print, and revise online legal forms


including wills, contracts, leases, and many more.

Child & Parenting Services
Get information and support on parenting, school issues, adoption, daycare, and other important issues for parents.

Adult & Eldercare Services
Get assistance in finding quality information and services including transportation, meals, activities, daytime care, housing, and more.

Webinars & Trainings
Industry experts will present monthly work-life webinars on a variety of topics.

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



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SUP Member Application Mariner Documents

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

Now is an excellent time to get started.

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

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

*Feel free to ask questions,
Please call, contact and send your mariner documents to*

sam@sailors.org • (925) 788-7661

SUP MEMBERSHIP APPLICATION

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



East Coast Longshore Labor Negotiations Face Major Hurdles

With the Red Sea crisis and Panama Canal restrictions causing shipping worries, another potential disruption looms. The U.S. East Coast terminal employers are stuck on initial demands from longshore workers as the current contract enters its final months.

The National Retail Federation (NRF) recently urged both sides to get moving. NRF president and CEO Matthew Shay wrote to International Longshoremen's Association (ILA) president Harold Daggett and United States Maritime Alliance (USMX) chairman and CEO David Adam, asking to both to restart contract negotiations as soon as possible. "Discussions have been on hold for months, and talk of potential disruptions has increased," Mr Shay wrote.

The current labor contract between USMX, representing employers at 36 ports on the East and Gulf coasts, and the union, representing some 70,000 dock workers, is set to expire on 30 September. Negotiations started last February but fizzled out on worker remuneration. Pay is one of three major hurdles for the negotiators. Last year, west coast negotiations produced a significant pay rise for members of the International Longshore and Warehouse Union.

The ILA has also said it is standing firm to secure work for its members. The ILA dispute with USMX over employment is at the Leatherman container terminal in Charleston, where employers are pushing for some kind of hybrid assignment model. Another flashpoint on the issue of work allocation is on the handling of offshore wind components. There is also the problem of automation, to which the ILA has shown firm opposition.

In November, Mr Daggett called for union locals finish certain aspects of negotiations by May to try to resolve local issues ahead of the master contract talks. One reason West Coast negotiations went long was that local issues that may have delayed the main bargaining.

Mr. Daggett warned last year that there would be no extension of the current agreement beyond 30 September.

The union's position in the Leatherman terminal dispute showed some industry observers that the ILA was willing to fight for jobs, which makes work stoppages more likely if the contract talks do not produce an agreement. Cargo owners don't appear to be feeling the pain yet, said Bob Imbrani, of SVP international. The problems around the Panama and Suez canals are a higher priority for the forwarder's customers at this point, he added. Moreover, supply chains are not suffering any serious congestion yet, so there is less urgency than when the west coast contract negotiations got under way.

That company has not taken any steps yet to prepare for a work stoppage but says it has looked at alternatives such as Canadian and Mexican ports. And Mr Imbriani added: "We're already moving cargo through Mexico." He noted that ocean carriers will likely step up sailings to Canadian gateways in the event of strikes hitting US east coast ports, but it is difficult to gauge at this point how much capacity will be available there.

SAILORS’ UNION OF THE PACIFIC
QUARTERLY FINANCE COMMITTEE’S REPORT
FOR THE QUARTER ENDED DECEMBER 31, 2023

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

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$	3,413,722.39
POLITICAL FUND		21,411.34
STRIKE FUND		1,293,730.99
TOTAL CASH & INVESTMENTS	\$	4,728,864.72

GENERAL FUND

INCOME

Dues, Initiation, Assessments	\$	108,515.00
Interest and Realized Gain (Loss)		36,401.68
Donations - West Coast Sailors		540.00
Joint Committee & Hiring Hall		236,341.19
Advertising & Promotion		90.00
Miscellaneous Income		590.00
Reimbursed Administrative Expenses		31,560.26
Contributions		575.00

TOTAL INCOME \$ 414,613.13

EXPENSE

Transportation Expense	\$	1,199.00
Rent		23,196.12
Postage, Printing & Office		6,476.87
Telephone		5,973.39
West Coast Sailors Publishing Expense		18,535.61
Per Capita Taxes		12,700.50
Association Dues		1,500.00
Salaries & Payroll Taxes		245,831.61
Office Workers Pension		8,822.90
Insurance		43,610.97
Election		--
Meeting/Committee & Neg. Conference & Conv.		586.56
Investment Expense		2,328.26
Officials Pension		1,223.00
Subscription		142.50
Accounting		1,596.00
Legal		1,200.00
Advertising & Promotion		390.00
Miscellaneous		524.28
Bank Charges		75.00

TOTAL EXPENSE \$ 375,712.30

BUILDING CORPORATION

INCOME

Rents	\$	100,251.20
Miscellaneous Income		-

TOTAL INCOME \$ 100,251.20

EXPENSE

Building Services & Utilities	\$	23,040.47
General Tax Expense		23,271.29
Office Equipment		965.86
Repairs & Maintenance		16,761.51
Salaries & Payroll Taxes		-
Insurance		-
Accounting		-
Filing Fee		20.00
Consulting Fees		600.00
Advertising & Promotion		15.00

TOTAL EXPENSE \$ 64,674.13

POLITICAL FUND

INCOME

Contributions	\$	4,102.00
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TOTAL INCOME \$ 4,102.00

EXPENSE

Contributions	\$	2,000.00
CA Filing Fee		-

TOTAL EXPENSE \$ 2,000.00

NET INCOME(LOSS) \$ 76,579.90

Committee: Damon Collins, Noel Itsumaru, Efrain Vega, Paul Fuentes, and Corey Edgil.

Lawmakers Call Out Maritime Policy Neglect; Urge Reform

continued from page 1

Merchant Marine Academy. U.S.-flag maritime champion John Garamendi (D-Calif) also signed the letter. The letter notably does not include the lawmakers leading the Senate and House armed services committees, nor does it include the chairmen and ranking members of those panels’ respective seapower subcommittees. Waltz chairs the HASC readiness subcommittee and Garamendi is the panel’s ranking member. Rep. Doug Lamborn (R-Colo.), who chairs the HASC strategic forces subcommittee, and Rep. Jack Bergman (R-Mich.), a retired Marine Corps lieutenant general, also signed the letter. There were 17 in total.

The letter comes as the U.S. is at an “inflection point” in international maritime affairs, with People’s Republic of China (PRC) rapidly expanding its strategic influence in the maritime domain, particularly in the South China Sea, and the Houthis are launching attacks on shipping in the Red Sea.

The letter proposed several items to President Biden that would prioritize U.S. maritime defense. They asked for the establishment of an interagency maritime policy director, a maritime “czar,” as well as the classification of maritime infrastructure as “critical infrastructure”, and the invocation of the Defense Production Act (DPA) for shipbuilding. The letter stressed the development of a comprehensive government strategy to decrease dependency on Chinese maritime infrastructure and industry.

Specifically, they recommend building out U.S. maritime infrastructure, pointing out that it is aging, including naval and commercial shipyards that once were renowned for producing world-class ships. Underinvestment in the Merchant Marine and its maritime workforce was also cited as adding to the dwindling of maritime seapower now so evidently needed in light of the Red Sea attacks.

The lawmakers also emphasized the United States’ strong maritime tradition and cautioned that reversing the current state of the shipbuilding and shipping industries will not be a swift process, given the years of neglect. They urged immediate action to revitalize American and allied maritime power on the seas, warning that delay could be costly.

While the letter recognizes the Secretary of the Navy’s efforts to establish a “Maritime Statecraft” to create favorable conditions for U.S. and allied maritime activities, it asserts that “de-risking” in the maritime domain from strategic competitors requires national focus, requiring not only Presidential attention and resources but also Congressional support.

Sealift readiness was also called into question

ANNUAL ECONOMIC CONTRIBUTION
OF THE JONES ACT

Over \$154 billion in total economic output

Over \$16 billion in taxes

\$41 billion in labor income

Adds \$72 billion to the value of U.S. economic output

Creates nearly 650,000 jobs

Approximately 40,000 vessels in the American domestic fleet

1 shipyard job creates 4 jobs elsewhere in the economy

in Congress. The chairman of the House Select Committee on the Chinese Communist Party, Rep. Mike Gallagher (R-WI) wrote to leaders of TRANSCOM and MARAD on what he called critical deficiencies in U.S. military sealift capabilities. He said that while China has engaged in a massive and unprecedented naval buildup, the aging and underfunded U.S. fleet of sealift ships may not be reliable to transport 90% of all Army and Marine Corps equipment in support of large-scale operations overseas.

Rep. Gallagher noted the gap between the U.S. and Chinese military sealift capacity. The U.S. currently has a total of 177 merchant ships, down from 600 merchant ships in 1990. By comparison, China maintains a 5,500-ship merchant fleet. Moreover, the average age of U.S. sealift ships is 45 years old. Chairman Gallagher called for an immediate expansion of U.S. sealift capacity.

At the same time, during a recent Senate Armed Services Committee hearing on the nomination of Admiral Samuel Paparo to be Commander of United States Indo-Pacific Command, Senator Mark Kelly (D-AZ) raised concerns “about the size and the capacity of our U.S. Merchant fleet and how this is a risk to our national security.” Asking for Admiral Paparo’s outlook, Sen. Kelly said that, “insufficient commercial maritime capacity impacts peacetime trade and supply chains, but the more important part of this is it will hamper our ability to supply our own troops in a conflict. This isn’t a capability that we can just turn on overnight with a switch. I mean we need investments now to be ready for tomorrow.” Admiral Paparo confirmed it: “I believe that the current size and scope of the U.S. merchant fleet is a vulnerability.” Adm. Paparo is the present commander of the U.S. Pacific Fleet.



Dispatcher’s Report

Headquarters — January 2024

Deck	
Bosun	4
Carpenter	0
MM	8
AB	16
OS.....	10
Standby S.F.	24
Total Deck Jobs Shipped	62
Total Deck B, C & D Shipped.....	42
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.....	62
Total B, C, & D Shipped-All Depts.	42
Total Registered “A”	24
Total Registered “B”	36
Total Registered “C”	2
Total Registered “D”	20

Vice President's Report

January 2024

Ships checked — February

APL Eagle — Denmark Jajalla, delegate. The weather has been nice with temperatures in the 60's-70's. Overtime is flowing with no major beefs. Hussein Ali, bosun.

APL Truman — Steve Fuentes, delegate. No major beefs. Arial Odion, bosun.

APL Cleveland — Benjamin Garmin, delegate. AB's need to clean their room when signing off the ship. Your union brother/sister should not be spending their first two days cleaning up your mess. Jesus Hermosillo, bosun.

USNS Red Cloud — Alex Sapien, delegate. Red Cloud activated in late January. Wasn't easy to crew, but all billets filled. Ship should be on the East Coast for the next month before departing for an undisclosed pre-positioned location. Rory Alexander, bosun.

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

SUP BRANCH REPORTS

HONOLULU

January 2024

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Return, 2 AB Day Steady, 2 AB Day Return, 3 AB Watch Steady, 1 RRF AB, 1 USNS AB, and 1 USNS Ordinary. There were 19 Standbys Jobs dispatched for the month.

REGISTERED: 9 A-Cards, 17 B-Cards, 5 C-Cards, and 4 D-Cards.

SHIPS CHECKED: *USNS Charlton, USNS Watson, D.K. Inouye, Manulani, Mokihana, Lurline, Kaimana Hila, Mahimahi, Manoa, Maunawili, Matsonia,* and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report:

It was a slow month for Honolulu, with the exception of Patriot jobs. There is plenty of work with them and a great outfit to get your seniority time.

BEWARE! I was informed that a member received a text saying that his W-2 was available by clicking on a link contained within the message. I spoke to company payroll, and they said bluntly, they NEVER text tax/personal information to employees. If you receive a text like this? Delete it.

I attended the Hawaii Port Maritime Council meeting where it was noted that local markets in Hawaii sell "Locally" grown and butchered beef at about \$3.00 a pound more than the same type of beef shipped from the Mainland. If the Jones Act is responsible for high prices here, wouldn't it make sense that the locally sourced beef would be cheaper than the Mainland equivalent?" Speaking of the Jones Act, I took a message from the "Enemy of the U.S. Merchant Mariner" Congressman Ed Case's office, requesting dialog with us. I replied that until he does an "about face" on his stance against the Jones Act he can kick rocks. I represented the SUP at the Annual Maritime Career Pathways Expo at Windward Community College. I also represented the SUP at the Hawaii State AFL-CIO Executive Board meeting.

If you have six months or less to go before credential/document expiration please start the renewal process.

Fraternally Submitted,
Patrick Max Weisbarth
Honolulu Branch Agent

WILMINGTON

January 2024

Shipping: Bosun 2, AB/W 7, AB/D 5, OS/STOS 2, GVA/GUDE 0, Standby: 32

Total Jobs Shipped: 48

Registrations: A 34, B 27, C 1, D 4

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

Agent's Report:

The past month here in Wilmington we have had Jobs of plenty we just need the bodies to fill them. All in all, shipping is very good. Looking for all trained AB's for jobs on the board. Please come in and register. If you are not MSC trained and are interested, come in and see me or fill out a training application and email it in. Current issues with payroll for APL are

under investigation. Headquarters issued a letter of understanding where APL will be sending standby checks back to the union halls rather than to home addresses. I would like to add: make sure and keep track of your hours and pay as the personnel shift at APL has not gone smoothly. Our monthly meetings are important, we have not had enough for a quorum for the past couple meetings. Please attend. Keep all documentation up-to-date and dues paid up. We have a list of members in arrears posted on the bulletin board.

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

SEATTLE

January 2024

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

Registered: 6 A card for a total of 8, 7 B card for a total of 13, 3 C card for a total of 7, 0 D card for a total of 2

Agent's Report:

This month, SUP, along with other Maritime Unions, organized and hosted a fund raiser for Senator Jon Tester of Montana at the MMP hall. Senator Tester is the prime Democratic sponsor of the American Farmers Feed the World Act.

The AFFWA as introduced will bolster

the Food for Peace program and require the full 50 percent mandate of US food aid be shipped on US flagged and crewed vessels.

SUP, MMP, and ILWU engaged with all members of the Washington Congressional delegation, and successfully secured support from regional labor councils, along with many Unions outside our scope in pursuit of this legislation. It is our goal that this legislation will be included in the upcoming Farm Bill.

Fraternally,
Brendan Bohannon
Seattle Branch Agent

USNS Watson — James Coulter, delegate. Overtime has gone up and down. Inquiries regarding W2 and when to expect them. Ship is on the hook in Saipan. Vernon Hoffman, bosun.

Cape Henry – Ship activated mid-February for sea trial and voyage back to San Francisco. Will be in ROS status after her return to SF.

Cape Horn — Ship went FOS on December 26th calling for 1 bosun, 5 AB's, and 1 OS. SUP filled all billets in a timely manner. Thanks to the members for stepping up on short notice and turning to. Investigating harassment and termination is ongoing. Marc Calairo, bosun.

Cape Orlando — After a successful two-month mission ship is back to ROS status in Oakland, CA. Dennis Sumague replacing Langston Holmberg, Bosun.

Admiral Callaghan — Issues with standby workers getting paid in a timely matter has been resolved. Haz Idris, bosun.

SFBP: Chris Auer, delegate. After a long and difficult negotiation, a tentative agreement was reached 1/31/24 with a front loaded, concession free agreement. HQ monthly union meeting unanimously approved ratification 2/13/24. Leo Moore, bosun.

I represented SUP at the monthly MTD and Alameda Delegates meetings. Primary elections have started in most states that send absentee ballots. Make sure to get out and vote!

We have had several members apply for Coast Guard Medical Certificates and several months later still no response or med cert. After you apply for your med cert it is important to keep an eye out for updates on their website: www.dco.uscg.mil/nmc/recs/ if you don't see any update after a few weeks please submit again. If you need help, ask us, we are here to assist.

Matthew Henning

BUSINESS AGENT'S REPORT

January 2024

Mokihana — Oakland #62 delegate Phil Coulter in and out on short stay, Matson calling std-by's – that is what's needed and plays a big part with relieving crew members maxed out STCW hours. Sailed for Los Angeles with no issues. Continuing on the southern triangle run. Saher Ali as Bosun.

RJ Pfeiffer — S.F. Pier#94 — Delegate James Salera. Matson emergency call back for the crew on the RJ Pfeiffer. Dispatched turn-to next morning, the gang all here, but main gate was locked. Portland or Seattle or Tacoma layup was expected; then ship was diverted back to Oakland to load cargo and scheduled to the Northern triangle run through the beginning of March. John Crockett as Bosun.

Mahimahi — In at Oakland#62, Delegate Tom Tynan. Miscommunication on standbys needed sorted out at SUP HQ and dispatched to immediate turn-to. Isnin Idris as Bosun.

Manulani — In at Oakland #62. Ben Ashton delegate, bosun Mark Relajo took emergency trip-off. Our thoughts and prayers go out to Brother Relajo and his family. Austin Gahan as Bosun.

Cape Henry — Ship laid-up for 60 days in Portland shipyard, after 4 month activation. Matson called back crew for sea trials. The ship returned to ROS status with Robert Tomas as Bosun, OS's Marquis Wilson and Diamond Payne.

President Cleveland — In at Oakland#56. delegate Dimitrios Kolympairs myself and two other San Francisco members times-up delegate to be elected, Good ship all departments work well together, getting the work done on deck with Jesus Hermosillo as Bosun

President Eisenhower — delegate Rudy Bautista joined in Wilmington. Ship back on the West Coast after 90 days in Shanghai shipyard for repairs. Delayed arrival into Oakland due to container damage. Bosun Scott Oliphant. Shifted to layberth for shoreside contractors, investigators.

Pier#9 SFBP — delegate Chris Auer after temporary extending the contract, The Union and the Bar Pilots was able to Negotiation a contract agreement. See President report for detailed summary. Leo Moore Dock Bosun.

Members if your MMC is expiring in 6 months start the renewal process. Also check your Medical Certificate this has been a dispatch killer. The turnaround time is not 2-3 weeks as in the past. Members now wait up to 90 days to get it. Start the renewal process sooner than later. LNG Classes are being held monthly: see your local agent to fill out a training application. Currently Daniel K. Inouye is the only Matson vessel requiring LNG training.

Worked in the front office, visited ships, and help out with the dispatching.

Roy Tufono



Bosun Langston Holmberg, after meeting with Business Agent Roy Tufono and Dispatcher Sam Worth at SUP HQ in San Francisco. Holmberg overcame many obstacles to bring back a clean ship after a complex mission activation of a Ready Reserve ship called on to deliver the goods to Europe.