



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Thursday, April 17, 2025



Protesters attend a "Hands Off" rally to demonstrate against President Donald Trump on the National Mall, on April 5, 2025, in Washington, D.C.

Countrywide "Hands Off" Protests

On Saturday, April 5, 2025, millions of Americans participated in the "Hands Off!" protests, a nationwide demonstration opposing President Donald Trump's administration and policies. Organized by a coalition of over 150 groups, including the ACLU, AFL-CIO, Indivisible, and Planned Parenthood, the protests spanned more than 1,400 locations across all 50 states, as well as international cities like London, Paris, and Berlin. The protests were sparked by a series of controversial policies enacted by the Trump administration, including significant cuts to social programs such as Social Security and Medicaid, the implementation of new tariffs dubbed "Liberation Day" tariffs,

and the influence of Elon Musk's Department of Government Efficiency (DOGE), which has been criticized for promoting privatization and deregulation.

In Washington, D.C., tens of thousands gathered at the National Mall, where speakers like Rep. Jamie Raskin (D-Md.) and Rev. William Barber II addressed the crowd, condemning the administration's actions as authoritarian and economically detrimental. Similar scenes unfolded in cities like New York, Los Angeles, Chicago, and Philadelphia, with protesters voicing concerns over the erosion of

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Mariners Recognized as Key Workers

In a historic move to strengthen labor protections in the global maritime sector, the International Labour Organization (ILO) has adopted groundbreaking amendments to the Maritime Labour Convention (MLC), officially recognizing seafarers as key workers. This significant designation marks a transformative shift in maritime labor rights, ensuring improved working and living conditions for millions of seafarers worldwide.

The new amendments, adopted during the latest session of the ILO's Special Tripartite Committee, respond to long-standing calls from unions,

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Economic Battlefield: The Return of the U.S.–China Trade War

President Donald Trump's resurgence of steep tariffs on Chinese imports is already sending ripples through the global economy — and not in a good way. While the intent behind the policy may be to bolster domestic manufacturing and reduce reliance on Chinese goods, the fallout from this protectionist approach threatens to damage global trade networks, hurt American consumers, and deliver a blow to the shipping industry that underpins international commerce. As of April 14th, there is a 145% tariff on Chinese goods with a few exemptions (electronics), this is one of the most aggressive trade stances in modern U.S. history. While framed as a tool to combat unfair trade practices and restore American economic dominance, this heavy-handed strategy comes with serious consequences, especially for shipping companies and the global supply chain.

Tariffs are, in essence, a tax. When imposed on goods from China, the largest exporter in the world, they distort the normal flow of trade. Companies that rely on Chinese components



or finished goods are forced to either absorb higher costs or pass them on to consumers. In many cases, they choose to reduce imports altogether, which directly cuts into the volume of goods moving across oceans. For shipping companies, this means fewer containers to move and less cargo to fill their vessels. The trans-Pacific trade route, one of the most lucrative lanes in the shipping industry, becomes less profitable almost overnight. Carriers like CMA CGM, Maersk, Matson, and COSCO, which have already been navigating post-pandemic volatility and capacity imbalances, are likely to feel even more pressure.

The result? A more unstable and less efficient global shipping market, with fewer goods moving, greater unpredictability, and

a potential surge in idle capacity that drives down freight rates.

Beyond the docks and ports, the impact of these tariffs' lands squarely on the shoulders of American consumers. With fewer goods flowing from China, alternatives from other countries often come at higher prices or lower quality. And domestic manufacturers, the supposed beneficiaries of the policy, may not have the capacity or cost-efficiency to meet demand quickly. This means that U.S. households will see higher prices on everything from electronics to furniture to clothing. At a time when inflation has already been a concern, adding a new layer of artificial cost increases through tariffs is economically tone-deaf.

One of the most immediate risks of reimposing sweeping

Continued on page 8

Trump Strips Federal Workers Right to Unionize

On March 27, 2025 President Donald Trump signed an executive order stripping federal workers of their right to unionize and collectively bargain. Framed as a national security measure, this decision is nothing short of an authoritarian power grab that undermines the foundations of democratic governance, workers' rights, and the independence of the federal workforce. Let's be clear: this is not about efficiency or reform. It's about silencing opposition, consolidating control, and punishing the very people who keep the government functioning. By invoking an obscure provision of the 1978 Civil Service Reform

Act, Trump has launched an unprecedented assault on labor rights under the false pretense of "protecting national interests." It's a cynical, calculated, and profoundly dangerous maneuver.

Trump's executive order targets agencies he claims have "national security" functions—though in practice, it includes departments like Health and Human Services, Education, and the Environmental Protection Agency. The administration argues that unions in these departments obstruct the flexibility needed in times of national emergency. But there's no evidence to support that claim.

In truth, this order is a continuation of Trump's long-standing vendetta against the so-called "deep state"—a term he uses to vilify career civil servants who dare to challenge his policies or speak out against mismanagement. His solution? Dismantle the institutions that protect those workers, strip away their collective voice, and replace merit-based hiring with political loyalty. Eliminating union protections is a prerequisite for Trump's broader plan to "reclassify" tens of thousands of federal employees under the resurrected "Schedule F" category. This would give the

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari..... BK#2251
- Hannu Kurppa BK#3162
- Gunnar Lundeborg..... BK#4090
- Vince O'Halloran..... BK#2463
- James Clay BK#4794
- Mike Worth BK#3629
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Political Fund

- Archie Bickford... \$100
- Vince O'Halloran.....\$400
- Editho Barraca \$10
- Filemu Pule Unutoa\$40
- Nassal Surian..... \$100
- Steve Swinson \$25
- Jonathan Agbayani.....\$50
- Brendan Bohannon..... \$50
- Cesar Runatay \$50

Organization/General Fund

- Ronald Reed \$50 (In Lieu Of Dues)
- Robert Leeper \$200 (In Lieu Of Dues)
- Nassal Surian..... \$50
- Alex Teresinski \$10
- Jonathan Agbayani..... \$50

West Coast Sailors

- Rocky Casazza..... \$50
- Nassal Surian..... \$50



Matsonia deck gang departing Nantong shipyard. Left Side: Delegate Rudy Bautista, AB Mike Haslam, AB Mike Shimojo. Right side: Scott Hudson, OS Waimea Mckeague, Bosun John Hartley, AB Lee Bolden

SUP WELFARE PLAN NOTES

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

As the end of tax season approaches, it is a good reminder that there are smart ways to invest and reduce your taxes:

SUP bargained with your employers to provide two tax advantageous retirement plans: the Money Purchase Pension Plan, which is funded by an allocation from wages, and the 401(k) plan, which provides participants an opportunity to contribute voluntarily on a tax-deferred basis. Through your 401(k) contributions, you can shelter up to \$23,500 (\$31,000 if you are age 50 or over) from current taxes for the 2025 tax year. Your contributions are made prior to federal income tax withholding and earn on a tax-deferred basis. You determine the amount of the contributions and the investment selections. Over time, the compounding return of your investments without taxes can help your savings grow considerably more than an equal investment that is taxed annually.

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

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

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

Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on April 3, 2025 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	
Cirilo Sajonia	Bk#7542	6 yrs.	A.B.	A
Edilberto Guerrero	B-19831	1 yr.	A.B.	B
Arturo Orcino,	Jr.B-19832	1 yr.	A.B.	B
Vladimir Cancio	C-3087	30 days	A.B.	C
Brady Harding	C-3088	30 days	0.5.	C
Jeffery Thrasher	C-3089	30 days	A.B.	C

Ratings: Bosun Stamp

None

Membership and Ratings Committee's Report: John Crockett, BK#4793; Chris Bartolo, BK#1958 and Lymwel Gador, BK#3024.



Membership and Rating Committee from left to right, Lymwel Gador, John Crockett, Chris Bartolo.

SUP Meetings 2025

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



SUP Member Cirilo Sajonia BK#7542 taking the Oath of Obligation with President Matt Henning at April Headquarters meeting. Haz Idris, Recording Secretary. Photo by Roy Tufono.

West Coast Sailors

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Sen. Cory Booker's 25-Hour Floor Speech Calls for Truth and Justice

In a stirring and unprecedented act of political courage, Senator Cory Booker (D-NJ) delivered a marathon 25-hour floor speech condemning former President Donald Trump and warning of the dire consequences of allowing authoritarianism to creep into American politics. The speech, hailed by supporters as a powerful stand for truth and justice, was one of the longest in modern Senate history and a defining moment in Booker's career.

Standing in the Senate chamber for more than a full day, Booker issued a call to conscience for both lawmakers and the American public. His message was simple but urgent: the United States must not forget the lessons of January 6, nor minimize the ongoing threat posed by Trump's anti-democratic rhetoric and behavior. In a political climate often marked by short-term calculations and partisan finger-pointing, Booker's extended remarks cut through the noise with clarity and conviction. Drawing on American history, constitutional values,

and the legacy of civil rights leaders, he delivered a searing indictment of Trump's conduct—particularly his role in attempting to overturn the results of the 2020 election. "This was not just an attack on a building," Booker said of the January 6 insurrection. "It was an attack on our sacred institutions, on our rule of law, and on the idea that we settle our differences through ballots, not violence."

Booker's speech was not simply about rehashing past events; it was a dire warning about what could happen if the nation turns a blind eye. With Trump once again dominating headlines and polling as a potential 2024 nominee, Booker reminded Americans what's at stake. What set Booker's speech apart was not just its length, but its emotional and moral gravity. He spoke not as a partisan, but as a patriot concerned for the soul of the country. Holding up a pocket Constitution, he spoke movingly of his parents and grandparents — people who believed in the American promise even when the sys-

tem didn't always work for them. Booker asked difficult questions of his fellow senators: "When do we say enough? When do we draw the line between political loyalty and the defense of democracy?" He also spoke to everyday Americans, urging them to reject cynicism and apathy. "We are not powerless," he said. "The power of the people is stronger than any demagogue, stronger than any lie — if we choose to use it."

Booker's stand drew praise from across the Democratic Party and among pro-democracy advocates. Social media was flooded with support, and clips of his most powerful moments were shared widely under hashtags like #DemocracyDefender and #StandWithBooker. Progressive leader Rep. Alexandria Ocasio-Cortez called the speech "a master class in civic courage." Civil rights icon Rev. William Barber praised Booker's "moral clarity in a moment of political darkness." Even some moderate voices noted that, while they may not agree with

Booker on every issue, his warning was one every American should take seriously.

In a political era dominated by soundbites and fleeting headlines, Booker's speech was a throwback to an older, perhaps nobler vision of politics—one rooted in values, conscience, and service to country. His words were not only an indictment of Trump, but of the apathy and normalization that have allowed dangerous rhetoric to flourish unchecked. By choosing to speak until his voice was nearly gone, Booker reminded the nation that silence is not an option in the face of creeping authoritarianism. As he concluded his 25th hour on the Senate floor, Booker left his colleagues—and the country—with a powerful message: "We do not inherit democracy fully formed. We shape it with our actions. Let history say we stood up when it mattered most." In standing alone for 25 hours, Cory Booker may have sparked a movement to ensure that no one stands alone in the defense of American democracy again.

HMM Launched First Green Methanol-Powered Container Ship

In a pivotal step toward decarbonizing the global shipping industry, South Korean shipping giant HMM has launched its first green methanol-powered container ship, *HMM Green*, ushering in a new era of sustainable maritime logistics. The vessel, part of a growing international trend toward low-emission shipping, symbolizes the company's commitment to achieving net-zero emissions by 2050 and is a significant milestone in the transition to cleaner marine fuels.

The newly commissioned ship, built at HD Hyundai Heavy Industries, is fueled by green methanol—a type of methanol produced from renewable sources such as

biomass or captured carbon and hydrogen from renewable electricity. Unlike conventional marine fuels, which are heavy in carbon and sulfur content, green methanol emits significantly less CO₂, and almost no sulfur oxides (SO_x), nitrogen oxides (NO_x), or particulate matter, helping to meet stringent global emission regulations set by the International Maritime Organization (IMO). The vessel is part of a broader \$1.57 billion investment by HMM to construct nine 9,000 TEU-class methanol-powered ships, scheduled for phased delivery by 2026. This initiative is a response not only to global regulatory pressure but also to increasing demand

from shippers for greener supply chains.

Green methanol stands out among alternative marine fuels for its relative maturity, existing infrastructure, and versatility. It can be stored as a liquid at ambient temperature and pressure, allowing ships to refuel using existing bunkering systems with some modification. In contrast to other green fuels like ammonia or hydrogen, which require specialized handling and infrastructure, methanol offers a more immediate and practical solution for reducing greenhouse gas emissions. Moreover, dual-fuel engines capable of running on both methanol and conventional fuel provide flexibility during the global transition. This ensures operational continuity in regions where green methanol is not yet readily available.

The shipping industry accounts for nearly 3% of global greenhouse gas emissions, a figure that is expected to rise if left unaddressed. As global trade increases, efforts to decarbonize shipping have become a pressing concern. HMM's move aligns with broader initiatives such as the IMO's strategy to cut shipping emissions by at least 50% by 2050 compared to 2008 levels, with complete decarbonization targeted soon after. By adopting green methanol technology, HMM not only reduces its environmental footprint but also positions itself as a leader in sustainable shipping. This development is likely to influence other carriers and stakeholders, accelerating industry-wide adoption of cleaner fuels. In addition to emissions benefits, methanol-powered ships are expected to enjoy reduced maintenance costs over time, owing to cleaner combustion and less wear on engine components. However, challenges remain in scaling green methanol production to meet anticipated demand, with current global capacity still limited.

To support the use of green methanol, HMM has been forging partnerships with energy producers, technology firms, and port authorities to build a reliable and scalable supply chain. Key collaborations are focused on sourcing certified green methanol and developing the necessary

bunkering infrastructure at major global ports. Still, the availability and price stability of green methanol are significant concerns. While the current cost of green methanol is higher than traditional fuels, prices are expected to fall as production scales up and new technologies mature. Governments and international organizations may also play a crucial role through incentives, carbon pricing mechanisms, and infrastructure support.

The launch of HMM's methanol-fueled ship is not just a technical upgrade—it's a signal that the shipping industry is entering a transformative phase. As climate accountability becomes a core business imperative, investments in green technologies are increasingly seen not as optional, but essential for long-term competitiveness and resilience. HMM's initiative adds momentum to a growing list of shipping lines embracing methanol as a viable path to decarbonization. Maersk, COSCO, and CMA CGM have all announced methanol-fueled vessels in development, suggesting a broader shift in industry norms. In the long run, the success of these efforts will hinge on collaboration across the maritime ecosystem — from shipbuilders and fuel suppliers to regulators and cargo owners. As the world navigates toward a low-carbon future, ships like HMM's new green methanol vessel offer both a symbol of progress and a practical blueprint for sustainable global trade.

Global Fee on Greenhouse Gas

The International Maritime Organization (IMO) has approved the first-ever global fee on greenhouse gas emissions from shipping. This initiative aims to accelerate the industry's transition toward net-zero emissions by 2050.

Key Elements of the Agreement

- **Global Emissions Fee:** Starting in 2027, ships exceeding specific emissions thresholds will incur a fee of \$100 per ton of CO₂ emitted. A higher penalty of \$380 per ton applies to vessels surpassing stricter limits. This two-tiered system is designed to incentivize the adoption of cleaner technologies and fuels.

- **Emission Reduction Targets:** The agreement sets ambitious goals, including an 8% reduction in emissions by 2030 and a 43% cut by 2035, relative to 2008 levels. Ships emitting below the stricter thresholds can trade credits with higher-emitting vessels, promoting efficiency and innovation.

- **Revenue Allocation:** The fees are projected to generate up to \$13 billion annually. Funds will support the development of cleaner shipping technologies, reward low-emission vessels, and assist developing nations in their transition efforts. While the agreement marks a significant step forward, reactions have been mixed. The United States abstained from the negotiations, citing economic concerns. Environmental groups and vulnerable nations have expressed that the measures may not be sufficient to meet global climate targets, advocating for more stringent actions.

The IMO is expected to formally adopt the agreement in October 2025. If implemented as planned, this framework will position the shipping industry as a pioneer in global emissions regulation.

Delfin LNG Project Moves Forward

On March 21, 2025, the U.S. Maritime Administration (MARAD) issued a license to Delfin LNG, LLC, authorizing the construction and operation of a deepwater liquefied natural gas (LNG) export port off the coast of Louisiana. This facility, located approximately 37.4 to 40.8 nautical miles off Cameron Parish in federal waters, will be the first offshore LNG export project in the United States.

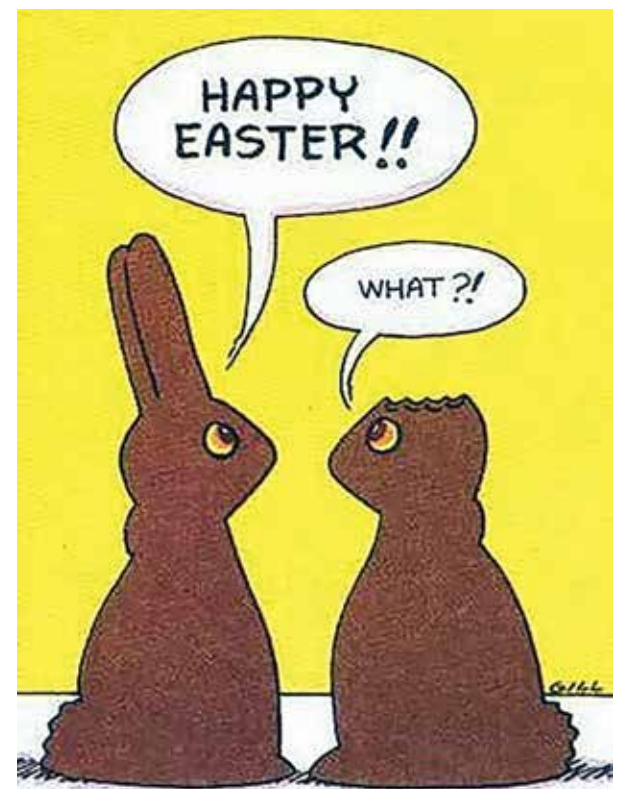
The Delfin LNG project is designed to transport LNG to global markets, enhanc-

ing the U.S.'s role in international energy exports. The licensing process involved collaboration between MARAD, the U.S. Coast Guard, about 15 federal agencies, and the states of Texas and Louisiana, ensuring compliance with environmental and operational standards.

This approval aligns with the broader U.S. energy strategy to expand export infrastructure and reduce reliance on onshore facilities, potentially minimizing environmental impacts on coastal communities. The Delfin LNG facility is expected to bolster the U.S.'s position in the global LNG market while adhering to stringent environmental regulations.

Final Departures

No deaths reported for march 2025





A Look Astern



Jo Davidson, a renowned American sculptor, sculpted SUP President Andrew Furuseth in 1929. Davidson, known for his expressive and lifelike portrait sculptures, captured many prominent figures of his time, including political leaders, writers, and activists. His bust of Andrew Furuseth is part of the National Portrait Gallery's collection at the Smithsonian Institution in Washington, D.C.

500 Million Dollar Drug Bust

The U.S. Coast Guard *Cutter Stone* recently completed a significant drug interdiction operation, offloading approximately 45,600 pounds of illicit narcotics valued at more than \$517.5 million at Port Everglades, Florida. This operation marked a major success in the ongoing fight against drug trafficking, demonstrating the efficiency and dedication of the Coast Guard and its allied forces in countering transnational criminal organizations.

The seizure was the result of 14 interdictions conducted in international waters of the Eastern Pacific Ocean. The operation led to the apprehension of 35 suspected drug traffickers, who are now facing prosecution in the United States. These actions highlight the vital role of the Coast Guard in enforcing maritime security and drug enforcement laws, as well as its unwavering commitment to national and international security.

Captain Jonathan Carter, the commanding officer of the *Cutter Stone*, praised the crew's exceptional performance, noting an instance where they successfully intercepted four go-fast vessels within just 15 minutes. This quick and decisive action resulted in the seizure of nearly 11,000 pounds of cocaine. Captain Carter emphasized the crucial role that the Coast Guard's national security cutters play in these high-stakes operations, particularly in combating the activities of powerful drug cartels and narco-terrorist organizations.

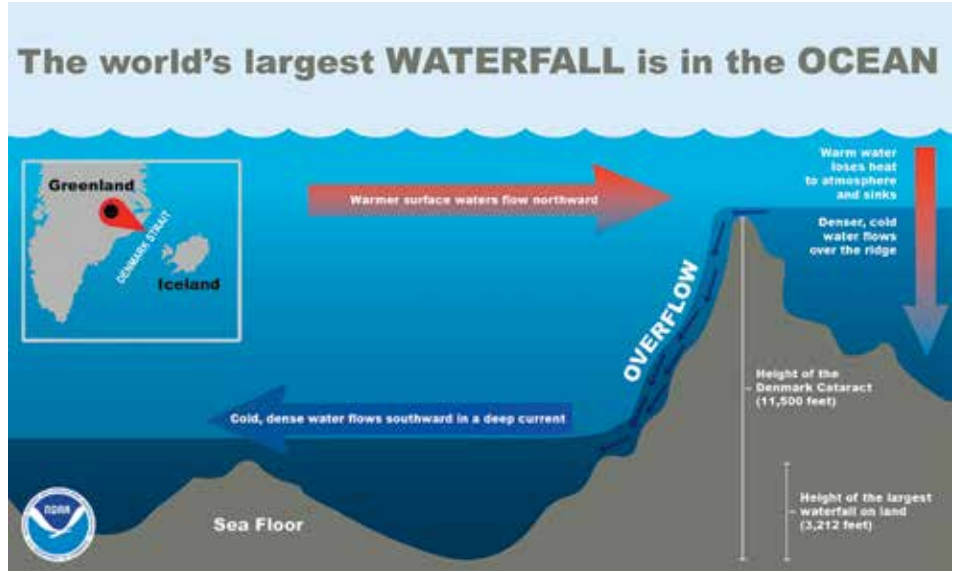
The interdiction efforts were part of a coordinated operation involving multiple Coast Guard assets. Key contributors included the *Cutter Mohawk*, the Helicopter Interdiction Tactical Squadron Jacksonville, and the Tactical Law Enforcement Team-Pacific. These teams collaborated

across a vast operational area, spanning waters from Mexico to the vicinity of the Galápagos Islands. Their combined efforts, which utilized both manned aircraft and unmanned drone systems, significantly enhanced the Coast Guard's ability to detect and interdict illegal drug shipments.

The use of advanced technology, coupled with the expertise and dedication of Coast Guard personnel, played a critical role in the mission's success. The interdiction of such a large quantity of drugs not only disrupts major drug trafficking networks but also prevents these illicit substances from reaching U.S. communities, reducing potential harm and violence associated with drug distribution.

The success of this mission underscores the importance of ongoing collaborations between the U.S. Coast Guard and its domestic and international partners. Working alongside agencies such as the Drug Enforcement Administration (DEA), the Department of Homeland Security (DHS), and allied naval forces, the Coast Guard continues to strengthen its efforts to combat drug smuggling and maintain maritime security.

This record-breaking seizure serves as a strong message to drug traffickers that the United States remains vigilant and committed to eradicating illegal drug trade operations. The *Cutter Stone's* mission is a testament to the effectiveness of U.S. counter-narcotics strategies and the dedication of the men and women who serve in the Coast Guard. With continued investment in technology, training, and inter-agency collaboration, the fight against international drug trafficking remains a top priority, ensuring the protection of U.S. borders and the safety of its citizens.



When people think of waterfalls, they usually imagine breathtaking cascades of water plunging off cliffs into rivers or seas. However, some of the largest waterfalls on Earth are hidden beneath the ocean's surface, where massive volumes of water flow over submerged ledges and ridges. The most extraordinary of these is the Denmark Strait Cataract, the world's largest underwater waterfall, found between Greenland and Iceland.

The Denmark Strait Cataract is an enormous underwater waterfall located in the Denmark Strait, which separates Greenland and Iceland. Unlike waterfalls on land, which are driven by gravity pulling water downward over cliffs, underwater waterfalls are caused by differences in water temperature and density. Colder, denser water from the Arctic flows southward and plunges over an undersea ridge into the warmer waters of the Atlantic Ocean. This movement creates a dramatic cascade that dwarfs any terrestrial waterfall in both height and volume.

To grasp the sheer scale of the Denmark Strait Cataract, consider that its drop measures about 3,505 meters (11,500 feet)—more than three times the height of Angel Falls, the tallest aboveground waterfall in the world. The volume of water flowing through this cataract is equally staggering, with estimates suggesting that around 5 million cubic meters (175 million cubic feet) of water per second pass through this underwater system. This flow rate is roughly 2,000 times greater than that of the renowned Niagara Falls.

The Denmark Strait Cataract is a product of thermohaline circulation, which is the global movement of ocean currents driven by differences in temperature and salinity. Cold, dense Arctic water flows southward along the seafloor, while the warmer, lighter Atlantic water remains above it. As the Arctic water reaches the Denmark Strait, it encounters an undersea ridge that acts like a submerged cliff. The heavier Arctic water then plunges down the ridge, forming the underwater waterfall.

This phenomenon plays a crucial role in regulating the world's climate. The

Denmark Strait Cataract helps drive the Atlantic Meridional Overturning Circulation (AMOC), a major component of the global conveyor belt of ocean currents. This process is essential for distributing heat and nutrients around the planet, influencing weather patterns and marine ecosystems.

Despite its immense size and significance, the Denmark Strait Cataract remains hidden beneath the waves and was only discovered in the 20th century with advancements in oceanography. Scientists have used sonar technology and deep-sea exploration equipment to map the underwater topography and measure the waterfall's flow. Research continues to understand how climate change might affect this critical underwater current, as shifts in ocean temperature and salinity could disrupt the flow and impact global climate patterns.

Underwater waterfalls like the Denmark Strait Cataract are vital components of oceanic circulation, influencing everything from marine life distribution to global climate regulation. The mixing of cold and warm waters in these regions affects oxygen levels, nutrient distribution, and the movement of fish and other marine organisms.

Additionally, studying underwater waterfalls helps scientists understand how deep-sea currents function and interact with broader climate systems. As global temperatures rise, changes in these underwater flows could have far-reaching consequences, making continued research and monitoring essential.

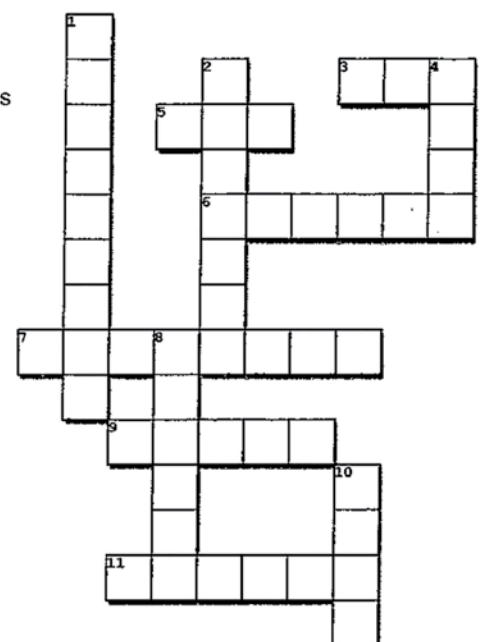
While it remains unseen by most of the world, the Denmark Strait Cataract is an incredible natural phenomenon that far surpasses any waterfall on land in both height and volume. Its role in shaping ocean currents and regulating the Earth's climate makes it one of the most important and awe-inspiring features of the underwater world. As scientists continue to explore and study this hidden giant, it serves as a reminder of the vast and often mysterious forces at work beneath the ocean's surface.

Down

- 1. Ship used for transporting goods
- 2. Instrument for navigation at sea
- 4. Strong winds
- 8. Triangle run
- 10. A place where ships dock

Across

- 3. Record Keeping
- 5. The front of a ship
- 6. Thief
- 7. Person that steers ship
- 9. Back of ship
- 11. Chain used to keep a ship in place



One Year Later: Remembering the Baltimore Key Bridge Collapse

On March 26, 2024, the Francis Scott Key Bridge in Baltimore tragically collapsed after being struck by the cargo ship *Dali*, killing six construction workers and severely impacting the city's infrastructure and shipping operations. This incident was a pivotal moment in Baltimore's recent history and has led to major changes in how the city approaches both port safety and infrastructure management.

The Francis Scott Key Bridge, a critical link in Baltimore's road and maritime transportation network, was knocked out of commission when the ship struck its support piers. The accident caused a massive portion of the bridge to fall into the water, obstructing the Chesapeake Bay shipping route and triggering the closure of the Port of Baltimore, one of the busiest ports in the United States. The shutdown of the port not only disrupted local traffic but also impacted global trade, as vessels could no longer navigate the channel that runs beneath the bridge. For approximately seven weeks, port operations were severely hindered as the shipping community scrambled to recover from the bridge's destruction. During this period, the Maryland Transportation

Authority (MDTA) and other relevant agencies worked tirelessly to remove debris and clear the channel for maritime vessels. Temporary shipping lanes were created to allow some limited operations, but these made up only about 15% of the port's pre-collapse capacity. Fortunately, by April 20, 2025, the key shipping channels were reopened, allowing maritime traffic to resume. Full capacity restoration didn't occur until mid-June, when deeper navigation channels were completed. Still, the prolonged disruption led to economic setbacks for many businesses dependent on the smooth operation of the Port of Baltimore, though the port ultimately reported one of its most financially successful years, in part due to the rebound efforts and resilience of the local industry.

Following the collapse, the National Transportation Safety Board (NTSB) launched an investigation into the events leading up to the bridge's failure. The investigation revealed that MDTA had not conducted sufficient vulnerability assessments on the Francis Scott Key Bridge despite guidelines recommending such evaluations. These assessments are crucial in identifying weaknesses in infrastructure, particularly in areas prone



to ship strikes. The NTSB recommended that the owners of similar bridges, especially those near active shipping routes, should undergo regular vulnerability assessments to ensure the safety of both workers and the public. Additionally, the NTSB noted that despite safety guidelines being updated in 1991 and again in 2009, the MDTA had not followed through on recommendations for regular structural checks. This oversight highlighted the broader need for more rigorous infrastructure monitoring, especially in areas where critical transport arteries intersect with high-traffic waterways.

As the investigation continues and the recovery efforts progress, the State of Maryland has already begun plans for rebuilding the Francis Scott Key Bridge. Officials have committed to replacing the collapsed structure with a new, more resilient bridge design. The new bridge will incorporate cable-stayed architecture, which is expected to be more robust in withstanding potential ship strikes. Engineers have also highlighted the introduction of advanced pier protection technology, which will be better able to absorb impacts and prevent future accidents. This new design is expected to be safer and more efficient, and it should minimize disruptions to both maritime traffic and local commuters in the long term. The Maryland Department of Transportation anticipates that the new bridge will be completed by 2028, providing a much-needed solution to the city's infrastructure challenges.

As the one-year anniversary of the bridge collapse passed, Baltimore continues to reflect on the tragic loss of the

six workers who died in the incident. Memorial services have been held, and the contributions of those workers are remembered by their families, coworkers, and the local community. Their sacrifices serve as a stark reminder of the risks that construction workers face daily, particularly when working on critical infrastructure projects.

The collapse has also prompted a broader conversation about infrastructure safety, especially in areas with heavy maritime traffic. The incident has sparked greater awareness of the importance of maintaining the structural integrity of bridges and other critical infrastructure, as well as the need for more rigorous safety protocols across all levels of government.

The Francis Scott Key Bridge collapse has highlighted significant challenges but also offers opportunities for growth and innovation in infrastructure management. The Port of Baltimore has shown resilience in recovering from the incident, and Maryland's plans for rebuilding the bridge with a focus on safety and sustainability offer hope for the future. The tragedy has led to changes in policies regarding bridge assessments and safety protocols, which will help ensure that such an event does not occur again. As Baltimore moves forward, the city's commitment to enhancing the safety of its infrastructure while fostering a more sustainable and efficient transport network will be key to its future growth. The recovery from this disaster will serve as a testament to the resilience of the people of Baltimore and the importance of investing in the long-term health of urban infrastructure.

Fishing Season in Limbo

President Donald Trump's recent regulatory freeze has caused significant disruption within the U.S. fishing industry, leaving fishermen and regulatory bodies scrambling to address the consequences. Announced on January 20, 2025, this 60-day halt has put critical regulations on hold, affecting fishing seasons, quotas, and the overall stability of a sector valued at approximately \$320 billion.

One of the most immediate concerns stemming from the freeze is the uncertainty surrounding fishing season start dates. East Coast fisheries, particularly those reliant on cod and haddock, have been left in limbo. Without the usual regulatory updates from the National Oceanic and Atmospheric Administration (NOAA), fleet operators are unsure whether they can legally commence their seasonal operations. The delay has already resulted in financial strain for many fishermen who depend on these seasonal openings to sustain their livelihoods.

On the West Coast, the situation is similarly dire. The lack of clear regulatory guidance has left Pacific salmon and Dungeness crab fisheries in an uncertain state, threatening supply chains and market stability. If the freeze persists, seafood processors and retailers may struggle to meet demand, leading to price hikes for consumers and economic losses for those within the industry.

The regulatory freeze has also disrupted the allocation of fishing quotas, which are essential for maintaining sustainable fish populations. Without the updated limits, fisheries are at risk of overexploiting certain species, such as Atlantic bluefin tuna, which migrates through U.S. waters seasonally. Overfishing in one region could lead to drastic reductions in future quotas, further exacerbating the industry's instability. Environmental advocates warn that the freeze could undo years of conservation efforts aimed at ensuring long-term sustainability in the industry. "By halting the regulatory process, we're inviting a situation where fish stocks could be severely depleted," said a spokesperson from the Marine Conservation Alliance. The inability to enforce revised catch limits and conservation strategies may lead to

long-term damage to marine ecosystems.

The economic impact of the regulatory freeze is already being felt across fishing communities. Fishermen who planned their operations around anticipated regulations are now facing financial uncertainty, with some unable to secure loans or make necessary preparations for the season. Seafood processing plants and distributors are also experiencing disruptions, as supply chain predictability diminishes. Beyond the immediate financial toll, the freeze could have broader economic consequences for coastal towns that rely heavily on fishing. Local economies in states such as Maine, Alaska, and Louisiana depend on a steady fishing industry for employment and revenue. Prolonged delays or uncertainty could lead to job losses and economic downturns in these regions.

Industry leaders and policymakers have voiced strong concerns over the freeze. Ben Martens, executive director of the Maine Coast Fishermen's Association, stated, "Fishermen are calling us daily, asking what they should do. The lack of clarity is causing chaos and panic." Members of Congress from coastal states have also called for an immediate resolution. Senator Lisa Murkowski of Alaska urged the administration to provide clear guidance, stating, "We cannot allow bureaucratic delays to devastate an industry that supports thousands of American jobs." Despite these calls for action, the Trump administration has maintained that the regulatory freeze is a necessary measure to review and streamline federal oversight. Officials argue that this pause will ultimately lead to a more efficient regulatory framework that benefits the industry in the long term.

As the 60-day freeze progresses, the fishing industry remains in a precarious position. Fishermen, conservationists, and policymakers will need to navigate these uncertain waters carefully to mitigate damage and ensure that regulations can resume without further harm to the industry. For now, fishing communities across the country are left waiting, hoping for swift action to bring clarity and stability back to their way of life.



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Mariners Recognized as Key Workers

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industry leaders, and human rights organizations. The designation of seafarers as key workers acknowledges their essential role in maintaining global trade and supply chains, an importance made especially visible during the COVID-19 pandemic, when over 400,000 seafarers were stranded at sea due to global travel restrictions. ILO Director General Gilbert F. Houngbo welcomed the decision, stating: "This recognition not only affirms the vital contributions of seafarers but also reinforces our collective commitment to uphold their rights, safety, and dignity."

Key Highlights of the Amendments

Formal Designation of Seafarers as Key Workers: Ensures priority access to travel, healthcare, and emergency support during crises.

Improved Repatriation and Shore Leave Policies: Strengthens measures for timely repatriation and mandatory measures ensuring visa-free shore leave, reducing risks of crew fatigue and mental health issues.

Enhanced Social Protection: Expands access to medical care, welfare services, and social security provisions for seafarers and their families.

Strengthened Accountability for Shipowners and Flag States: Ensures better enforcement of standards through inspections, reporting, and penalties for non-compliance.

The International Transport Workers' Federation (ITF), a key stakeholder in maritime labor advocacy, praised the ILO's decision. ITF General Secretary Stephen Cotton remarked: "This is a watershed moment for seafarers' rights. Recognizing them as key workers brings moral clarity and legal weight to what they have always been, indispensable to the functioning of the global economy."

Shipping industry representatives, including the International Chamber of Shipping (ICS), also expressed support, emphasizing that the amendments will help stabilize maritime operations and promote sustainable shipping practices.

The new measures await final approval during the 113th Session of ILO's Conference in June, marking a crucial step forward in protecting seafarer rights and acknowledging their essential role in global trade.

These landmark changes are expected to enter into force following ratification by member states, with implementation guidelines to be developed over the coming year. The ILO has urged governments to expedite national legislation in line with the updated MLC provisions. As global reliance on maritime transport continues to grow, the recognition of seafarers as key workers marks not just a regulatory milestone, but a reaffirmation of shared global responsibility. It ensures that those who move



the world's goods are no longer left adrift in times of crisis, but are instead protected, respected, and valued.

However, implementation challenges remain. SRI's worldwide study reveals that MLC enforcement currently stands at only 65% effectiveness, indicating the need for continued effort to ensure consistent application across all maritime nations.

Brent Sadler Nominated to Lead U.S. Maritime Administration

In a significant move reflecting the Trump administration's emphasis on maritime strategy and national security, President Donald Trump has nominated retired U.S. Navy Captain Brent Sadler

to head the U.S. Maritime Administration (MARAD). The nomination, submitted to the Senate on March 24, 2025, follows the resignation of former Administrator Ann Phillips and signals

a potential shift in U.S. maritime policy. Brent Sadler brings over 26 years of naval experience to the role, including multiple tours on nuclear-powered submarines and strategic positions within the Department of Defense. Post-retirement, Sadler has served as a senior research fellow at the Heritage Foundation, focusing on maritime security and the evolving dynamics of global naval power. His nomination comes at a time when the U.S. faces challenges in maintaining a robust maritime presence, both commercially and militarily. The administration's recent initiatives, including the creation of a maritime industrial base office within the National Security Council, underscore the strategic importance placed on maritime capabilities.

If confirmed, Sadler is expected to play a pivotal role in advancing the administration's maritime agenda. A draft executive order suggests plans to establish a "strategic commercial fleet," aimed at ensuring sufficient U.S.-flagged vessels are available for national emergencies. This initiative would involve collaboration between MARAD, the Department of Defense, and the White House National Security Council to propose legislation supporting the fleet's development. The proposed fleet would focus on enhancing the nation's sealift capabilities, addressing concerns over the aging Ready Reserve Force and the declining number of U.S.-flagged commercial ships. By revitalizing the maritime industry, the administration aims to bolster national security and reduce reliance on foreign-flagged vessels.

Sadler's nomination arrives amid ongoing efforts to rejuvenate the U.S. maritime sector. MARAD has faced staffing challenges, with reports indicating over 100 vacant positions as of September 2024. The agency's limited

size employing fewer than 800 personnel contrasts sharply with the broader responsibilities it holds in supporting maritime transportation infrastructure and national security. Moreover, the agency's role in overseeing the U.S. Merchant Marine Academy and programs like the Maritime Security Program underscores the multifaceted nature of its mission. Sadler's leadership will be crucial in navigating these complexities and implementing the administration's strategic objectives.

The maritime industry has responded with cautious optimism to Sadler's nomination. His extensive naval background and policy expertise are seen as assets in addressing the sector's challenges. However, stakeholders emphasize the need for clear policies and sustained investment to achieve the desired revitalization. The Senate Committee on Commerce, Science, and Transportation, responsible for overseeing the Department of Transportation, has received Sadler's nomination. The confirmation process will provide an opportunity to assess his vision for MARAD and the broader maritime strategy.

Brent Sadler's potential appointment as MARAD Administrator represents a strategic alignment of military experience and policy acumen aimed at strengthening the U.S. maritime domain. As the nation seeks to enhance its maritime capabilities in the face of global competition and evolving security threats, Sadler's leadership could play a pivotal role in shaping the future of American maritime policy. The confirmation hearings will be closely watched by industry stakeholders, policymakers, and national security experts, all keen to understand how Sadler plans to navigate the complex challenges facing the U.S. maritime sector.



This iconic WWII poster recruiting mariners still rings true today. The SUP and maritime industry are short on AB's. If you know an AB interested in joining the best sea going union, please send them our way.



The *Sisler* took part in Exercise Balikatan. Balikatan translates to "shoulder to shoulder" in Tagalog. This exercise is an annual event between the United States military and the Philippines military. The *Sisler* offloaded

120 pieces of equipment using their stern ramp lowered onto a barge and driving vehicles off. The haggling cranes were also used to offload the ships lighterage where containers were offloaded.

U.S. Supreme Court Unanimously Rule: Bring Him Home

On April 10, 2025, the U.S. Supreme Court unanimously ruled that the Trump administration must facilitate the return of Kilmar Abrego Garcia, a Maryland resident who was wrongfully deported to El Salvador despite a court order prohibiting his removal. Abrego Garcia, 29, had been living in Maryland with his U.S. citizen wife and their children. He was deported in March 2025 due to what the adminis-

tration termed an "administrative error," even though an immigration judge had previously granted him protection from removal. Following his deportation, he was detained in El Salvador's high-security Center for Terrorism Confinement.

The Supreme Court's decision upheld a lower court's directive requiring the government to facilitate Abrego Garcia's release and ensure his case is handled as

if he had never been deported. However, the Court removed a specific deadline for his return and remanded the case for clarification on how the government should carry out the release, acknowledging the complexities involved in coordinating with a foreign sovereign. Justice Sonia Sotomayor, joined by Justices Elena Kagan and Ketanji Brown Jackson, criticized the government's stance, warning that it could set a precedent allowing the executive branch to deport individuals without judicial recourse.

In response to the ruling, U.S. Dis-

trict Judge Paula Xinis has demanded daily updates from the government on efforts to secure Abrego Garcia's return, emphasizing the urgency of rectifying the wrongful deportation. The Justice Department has argued that facilitating Abrego Garcia's return is "impracticable" due to his detention by a foreign government, asserting that "foreign affairs cannot operate on judicial timelines." Abrego Garcia's case has drawn significant attention to the challenges within the U.S. immigration system and the importance of judicial oversight in preventing wrongful deportations.



Russian-American Ballerina Released in Prisoner Swap

Russian-American ballerina Ksenia Karelina has been released from a Russian penal colony as part of a prisoner exchange between the United States and Russia. Karelina, a 34-year-old dual citizen, was arrested in January 2024 during a family visit to Yekaterinburg and later sentenced to 12 years in prison for treason after donating \$51.80 to a U.S.-based charity supporting Ukraine.

The prisoner swap took place in Abu Dhabi, with the United States releasing Arthur Petrov, a German-Russian dual citizen accused of operating an international smuggling ring supplying sensitive microelectronics to Russia's military. High-level officials, including CIA Director John Ratcliffe and Russian intelligence counterparts, facilitated the negotiations, highlighting ongoing diplomatic engage-

ments amid U.S. efforts to negotiate a peace deal in the war in Ukraine.

Karelina's release was met with emotional reunions upon her arrival in Washington, where she was greeted by her fiancé, boxer Chris van Heerden, and family members. Her parents expressed deep gratitude to President Donald Trump for securing her release, with Trump's administration hailing the event as a diplomatic success. Despite this positive development, several Americans remain imprisoned in Russia, officially deemed wrongfully detained by Washington. The U.S. government continues to advocate for the return of all detained Americans, emphasizing the importance of maintaining diplomatic communication amid ongoing tensions.



From left to right: MM&P officers (2), Jose Duran, McKevin Dulay, Richard Scott (rear) Aurelio Ventura, Enriqueto Nera, and Bosun Jeffrey Titco.

Economic Battlefield: The Return of the U.S.–China Trade War

continued from page 1

tariffs is the potential for retaliatory action from China. In previous rounds of tariff escalation under Trump's presidency, China responded with its own duties on American agricultural products, machinery, and other key exports. As of April 14th, China had a 124% Tariff tax on all American goods. This tit-for-tat trade war disrupts markets and introduces long-term uncertainty into trade planning. Should China respond again, and there is every reason to believe it will, the shipping industry could face further volatility, with key trade lanes redirected, rerouted, or reduced in volume. American exporters, especially in agriculture and manufacturing, would find themselves with fewer customers and greater difficulty competing in global markets.

Modern global trade depends on predictability. Businesses plan months in advance based on shipping schedules, inventory turnover, and supplier contracts. Trump's tariff-heavy approach upends all of this. The whiplash of changing trade policy causes companies to shift supply chains, move manufacturing, and rewrite sourcing strategies, all at significant cost. Shipping companies, which rely on stable trade lanes to plan capacity and investment, now face a fresh wave of uncertainty. Will demand fall on Asia-U.S. routes? Will Southeast Asia see a rise in exports as companies flee China? Will ports in the U.S. experience congestion or underuse? No one knows, and that's the problem.

Trump's proposed China tariffs are a blunt instrument aimed at a complex

global economy. While the rhetoric of "bringing jobs back home" might resonate with some, the practical consequences are far more damaging. For shipping companies, they threaten to reduce volumes, shrink profits, destabilize trade routes, and lay ships up. For American businesses and consumers, they raise costs and inject uncertainty. Instead of revisiting a failed

playbook of economic nationalism, policymakers should be focused on building resilient, diversified supply chains and working collaboratively with trade partners to address imbalances. Tariffs may sound tough — but in the real world of ships, ports, and global trade, they're sinking more than they're saving.

U.S. Shipbuilding Poll

A recent Morning Consult poll, conducted between March 10 and 12, 2025, for the Alliance for American Manufacturing (AAM), reveals that 72% of Americans believe the United States should not depend on foreign manufacturers, such as China, for shipbuilding needs.

The survey, which included 2,204 adult respondents, highlights bipartisan support for revitalizing domestic shipbuilding to enhance national security and economic stability. Key findings from the poll include

- **National Security Concerns:** 68% of participants view the capability to build ships for both commercial and military purposes as a national security matter.
- **Government Investment:** 71% advocate for U.S. government investment in the domestic shipbuilding industry.
- **Chinese Drydocks:** 70% express concern that utilizing Chinese-built drydocks for U.S. military vessel maintenance threatens national security.

These findings emerge amid President Donald Trump's initiatives to bolster U.S. shipbuilding capabilities to better compete with China's dominance in the \$150 billion global shipping industry. Proposed measures include imposing fees of up to \$1.5 million on Chinese-built ships entering U.S. ports and requiring that at least 1% of U.S. exports be carried on U.S.-flagged vessels.

Scott Paul, President of AAM, emphasized the urgency of addressing this issue, stating, "Beijing's mission to dominate the global shipbuilding industry has been systematic, deliberate, and, unfortunately, highly effective. America's shipyards have been left to flounder, damaging hard-working communities throughout our country and compromising our defense readiness at a time we can ill afford it."

The poll underscores a rare moment of bipartisan agreement on the importance of reducing reliance on foreign shipbuilders and strengthening domestic shipbuilding infrastructure to safeguard national interests.

Food for Peace Appropriations

April 7, 2025

The Honorable Andy Harris
Chair
Subcommittee on Agriculture
House Committee on Appropriations
Washington, DC 20515

The Honorable John Hoeven
Chair
Subcommittee on Agriculture
Senate Committee on Appropriations
Washington, DC 20510

The Honorable Sanford Bishop
Ranking Member
Subcommittee on Agriculture
House Committee on Appropriations
Washington, DC 20515

The Honorable Jeanne Shaheen
Ranking Member
Subcommittee on Agriculture
Senate Committee on Appropriations
Washington, DC 20510

Dear Chair Harris, Chair Hoeven, Ranking Member Bishop, and Ranking Member Shaheen:

Each year our nation's international food aid programs, including P.L. 480 Food for Peace Title II, Food for Progress, and McGovern-Dole International Food for Education help reach millions of vulnerable people around the world, while also putting America First. These Buy American programs have enjoyed significant bipartisan support for 70 years. We, the undersigned organizations, respectfully request Congress continue to fully support these programs and that the **fiscal year 2026 agriculture appropriations funding for Food for Peace be increased to \$1.75 billion and to increase McGovern-Dole to \$243,331,000, as they were appropriated in FY 2023.**

The use of American grown commodities as food aid has been a cornerstone of Food for Peace, Food for Progress, and McGovern-Dole for decades. U.S. food aid has continually evolved and adapted to meet changing needs, and save countless lives. Through a joint public-private partnership, American farmers, mariners, port workers, private voluntary organizations (PVOs), and the U.S. government have developed the strongest frontline response to urgent global food insecurity. Food aid is a tangible source of hope to those in need, and American stakeholders take great pride in their support for the world's most vulnerable people through these programs. The Food for Peace program purchases more than a million tons of American-grown commodities from dozens of states each year, utilizes this country's transportation and shipping industries, and supports the American economy while simultaneously responding to hunger emergencies around the world. Throughout their history, food assistance programs have supported and earned American allies and paved the way for greater commercial and trade opportunities with the world.

Food for Peace, Food for Progress, and McGovern-Dole not only benefit the recipients, but also U.S. economic and national security interests. Food aid is made available through these programs bearing the U.S. flag and/or marked "from the American people." U.S. contributions to global food security support U.S. strength abroad, especially when confronting programs like China's Road and Belt Initiative (and its more than \$1 trillion investment) and those of other global competitors eager to establish spheres of influence. And, ultimately, these kinds of humanitarian assistance programs help create a firm foundation for vulnerable communities to grow and prosper, which is why many former food aid recipient countries are now among the most important U.S. trading partners.

We believe that these U.S. international food aid programs are among the world's most critical humanitarian assistance programs, save countless lives, bolster our nation's global security, and help millions in need around the world. We ask that you continue to allow these Buy American, America First programs to bolster our nation's standing as a global leader in food security by increasing Food for Peace to at least \$1.75 billion and McGovern-Dole to at least \$243,331,000 in fiscal year 2026. America's farmers, millers, mariners, and on the ground implementers are ready to continue carrying out the necessary and vital work accomplished in the P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole programs.

Thank you,

ACDI/VOCA
Alliance to End Hunger
American Association of Port Authorities
American Farm Bureau Federation
American Maritime Officers
American Maritime Officers Service
American Natural Processors, Inc
American Pulse Association
American Soybean Association
APL
Apostleship of the Sea of the United States of America
Association of Genuine Alaska Pollock Producers
Basic Education Coalition
BKA Logistics
Breedlove Foods
Bunge
Colorado Association of Wheat Growers
Didion Milling, Inc.
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Edesia Nutrition
Euro-America Shipping
Fettig & Donalty, Inc.
Grain Millers, Inc.
GrainPro Incorporated
Hapag Lloyd USA LLC
Heartland Goodwill Enterprises
Hudson Shipping and Trading LLC
Northarvest Bean Growers Association
Northeast Chartering Group, LLC
Oklahoma Wheat Commission
Oldendorff Carriers
Oregon Wheat Growers League
Patriot Maritime
Port Arthur International Seafarers' Center
Port of Kalama
Port of Lake Charles
Port of New Orleans
Port of Vancouver USA
Potomac Maritime LLC
Premier Logistics
REPCO
Sailors' Union of the Pacific
Schuyler Line
Seafarers International Union of North America
Sealift Inc
SEMO Milling LLC
Southern Gulf Packaging & Logistics
Stella Maris - Diocese of Beaumont

Idaho Wheat Commission
ILWU Local 19 Port of Seattle
ILWU Washington Area District Council
International Organization of Masters, Mates & Pilots
Kansas Association of Wheat Growers
Kendall Packaging
Liberty Maritime Corporation
LifeLine Foods
Lone Star Integrated Distribution LLC
Malnutrition Advocacy Fund
Mana Nutrition
Marine Engineers' Beneficial Association
Marine Firemen's Union
Maritime Institute (MIRAID)
Midwest Dry Bean Coalition
Muller Shipping Corporation
National Association of Wheat Growers
National Cooperative Business Association (NCBA CLUSA)
National Corn Growers Association
National Council of Farmer Cooperatives
National Milk Producers Federation
National Shipping of America, LLC.
National Sorghum Producers
Navy League of the United States
North American Millers' Association
North Dakota Farmers Union
Texas Wheat Producers Association
The Wright Group
Tiger Soy LLC
Transportation Institute
Transportation Trades Department, AFL-CIO (TTD)
Transylvania Vocational Services, Inc.
U.S. Dairy Export Council
U.S. Pea and Lentil Trade Association
U.S. Wheat Associates
UNISHIPPING SAS
US Dry Bean Council
US Ocean LLC
USA Dry Pea and Lentil Council
USA Rice
Washington Association of Wheat Growers
WaterAid America
Winrock International
Wisconsin & Southern Railroad
Wisconsin Corn Growers Association
World Food Program USA

National Maritime Center

Keep 'em Safe, Keep 'em Sailing



National Maritime Center Web-based Tools No Longer Available

On **April 12, 2025**, the U.S. Coast Guard's online public access portal, Homeport, was taken offline permanently. Listed below are the primary mariner credentialing services affected by this change and the alternate methods for service currently available:

- **Merchant Mariner Application Status:** To check on the status of an application for a merchant mariner credential or medical certificate, contact the National Maritime Center (NMC) at 1-888-427-5662, IASKNMC@uscg.mil, or via [Live Chat](#). NMC customer service agents are available M-F, 8:00 a.m.-5:30 p.m. eastern time zone. The NMC experiences its busiest times around midday. To avoid longer wait times, we recommend calling early in the morning when phone lines are less busy or using our Live Chat service, which will connect you with our support team during normal hours. If e-mailing for application status, include 'Status' in the subject line of your e-mail along with the mariner name(s) and mariner reference number(s) in the body of the e-mail. Note, processing times at the NMC will vary based on e-mail volume.
- **Merchant Mariner Credential Verification:** To verify the authenticity of a merchant mariner credential, e-mail IASKNMC@uscg.mil. To aid in providing a faster response, include 'Credential Verification' in the subject line of your e-mail along with mariner name(s) and mariner reference number(s) in the body of the e-mail. Note, processing times at the NMC will vary based on e-mail volume.
- **Mariner Training and Assessment Data (MTAD):** Course curricula and course certificate modification requests should be sent to NMCCourses@uscg.mil. Note, to prevent delays in mariner applications, course and program completions should be documented through the issuance of completion certificates. Completion certificate format and content should match that approved by the NMC during the approval process. For questions related to Mariner Training and Assessment, contact the NMC at 206-815-6893.

We will provide updates to the status of these services as they are established. Thank you for your patience.

Sincerely,

/B. W. Clare/

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

4/14/2025

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SUP PRESIDENT'S REPORT

MARITIME SAIL IN

On April 8th, 2025, I took part in the annual "Sail In" in Washington D.C. Where labor and industry come together, meet with members of the House and Senate to highlight key maritime legislation, funding, and other issues. Topics covered but not limited to, were fully funding MSP & TSP, Cargo Preference, Jones Act, support of maritime academies, and saving Food for Peace. My team was myself, Lianne Endo-TTD, Lars Turner- President MM&P, George Tricker- Vice President SIU, and Patrick Gillette- Business Agent MFU. We met with congressional members and their staff. Pramila Jayapal (D-WA), Chris Pappas (D-NH), Diana Degette (D-CO), Nanette Barragan (D-CA), and Julia Brownley (D-CA). All congressional offices we spoke with were strong supporters of the Jones Act and have always supported MSP/TSP.

MSP Update — The nation's Maritime Security Program, which provides for 60 military useful U.S.-flagged, U.S. crewed ships, and on which the Union relies for many jobs (APL).

The program has been authorized under the National Defense Authorization Act, and it is authorized through 2035, but each year the appropriations must be made to fund it. President Trump's Fiscal Year 2025 budget request includes \$318 million for the MSP, (\$5.3 million per ship). Matching the fiscal year 2024 enacted level. However, this funding is pending Congressional approval as part of the annual appropriations process.

TARIFFS

In the ever-evolving world of chaos known as the White House, President Trump continues his games with tariffs. Let's start with the basics, what exactly are tariffs? Tariffs are a tax that a country levies on imported goods. Because they make those imported goods more expensive, they make people more likely to purchase domestically produced goods instead. Used well, they can protect domestic manufacturing. Targeted tariffs can be a crucial tool for protecting domestic workers. However, blanket tariffs, like what President Trump has introduced hits American workers in their pocketbook, as well as their workplace. Nobody will feel this more than SUP members as this directly affects our work on commercial ships and our pocketbooks at home. On April 9th after hearing it from both sides of the political aisle, American people, stock market, and countries enacting their own tariffs on the United States, President Trump announced a 90 day pause on most of his new "reciprocal" tariffs. This decision came shortly after higher tariffs had taken effect just that morning. The pause applies to all countries except China, whose tariff rate was simultaneously increased to 125%. As almost all SUP contracted container ships work trans-pacific routes this makes a rocky road ahead for Matson and APL. If the tariffs stay in place, trade volume i.e. container volume will surely fall, routes will change, and there will be an upheaval of our industry. We will closely monitor the China tariffs, but also the tariffs with all our other trade partners which could be put back in place after the 90 days pause. If this were another President, I think we would hit the "panic button" much quicker, but with President Trump he quickly changes his agenda at whims notice and this could all be old news by next month with the tariffs completely removed.

EXECUTIVE ORDER "Exclusions from Federal Labor-Management Relations Program"

On March 27, 2025, President Trump signed an Executive Order to end collective bargaining with Federal Unions representing DOD workers. While this does not directly affect SUP members it could hurt other Maritime Union employees with MM&P, MEBA, and SIU. SUP members on government ships are CONMARS, while those working directly for MSC are CIVMARS with contracts negotiated by unions. At no point in history have CIVMARS been excluded from the Federal Labor Relations Act or been precluded from union representation on the grounds that such representation poses a risk to national security. MSC's primary function is to deliver cargo, not perform intelligence, counterintelligence, investigative, or national security work as set out in the executive order. We stand in solidarity with our Union brothers and sisters and will assist in any way possible as we keep a close eye on this. As of now, MM&P, MEBA, and SIU have not been notified by their federal employers that they have terminated their existing CBA's.

PATRIOT CONTRACT SERVICES

Watson Class: Wages in the Union' Watson-class ships are set to rise by two percent beginning on April 1, 2024. The wages and benefits were calculated under the normal Total Labor cost methodology and were previously ratified by the membership, confirmed by Patriot management, and will be published in April *West Coast Sailors*.

Pililaau Overpayment: Supplemental wages in ROS or RAV shall be administered directly by the company to the mariner in their biweekly paychecks. With the *Seay & Pililaau* receiving a larger supplemental wage in RAV there was a mistake by PCS in paying the SIU-PD for member's supplemental wage. Members were also paid in their paychecks. There are a few members that collected supplemental wages from both their paychecks and SIU-PD. SIU-PD has no access to members paychecks to see that they had already received the supplemental wages. Members who received the supplemental wages during RAV from the SIU-PD should contact the welfare plan.

US Army Prepositioning Drawdown: As a reminder we were notified in March 2024 that program manager MSC may be reducing ships related to a U.S. Army proposal to make prepositioned cargo land based. This decision was driven by strategic and budgetary considerations. If implemented, it could happen over the next 4 to 16 months and would impact six of the Watson Class ships. It has now been 12 months, and all Watson Class ships are FOS, however four of the Army ships are on the east coast in port. We have had no official notice of determination either way with the Ar-

my's decision but will continue to monitor the situation closely. If the Army's proposal were to happen, the ships would go into ROS and fall under MARAD jurisdiction.

RRF: On March 27, the Union was notified by the U.S. Maritime Administration (MARAD) that they intend to exercise the option to extend services for the following ship management contracts:

Contract No. 693JF724D000016 — *Cape Orlando* and *Admiral Callaghan*.

Contract No. 693JF724D000013 — *Cape Taylor*, *Cape Texas*, and *Cape Trinity*.

Contract No. 693JF724D000014 — *Cape Victory* and *Cape Vincent*.

The period of the option to extend services is May 1, 2025, through July 26, 2025.

UFCW LOCAL 5: On Wednesday April 9, 2025, SUP was contacted by UFCW local 5 President John Frahm with a desire to create a new position within their group of organizers called Lead Organizer. The Lead Organizer shall receive a premium of an additional thirty-five dollars (\$35.00) per week above their regular rate. Selection will be in accordance with Article 5 (D) Promotions of the UFCW local 5 contract.

SUP BUILDING CORP.

In accordance with Article XIII of the SUP Constitution, all vacancies shall be filled at the regular meeting at Headquarters. Currently SUP has four trustees to the building corporation as the constitution calls for five trustees. Therefore, there is a vacancy to be filled, to stay consistent with the constitution. I hereby nominate Lucy Gage.

NATIONAL MARITIME CENTER

The U.S. Coast Guard's online public access portal, Homeport, has officially been removed from their website permanently. The Homeport portal was a great tool for mariners to check the status of their documents and employers to verify documents validity for over 20 years. The shutdown follows an unplanned period of restricted access that began in early March. The National Maritime Center (NMC) has implemented three alternative procedures for essential services. Mariners seeking application status updates can contact the NMC by phone (1-888-427-5662), email (iasknmc@uscg.mil), or Live Chat. If calling by phone, wait times are the shortest early in the morning. Phone lines are open weekdays 8:00am-5:30pm et.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XXII Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's meeting to review the finances for the first quarter of 2025 and report back to the membership in the May meetings. If the Committee cannot be filled today, or a member nominated can't make it on the meeting day, I recommend that when the quarterly audit of the Union finances is complete, the Committee be shipped off the deck as per past practice. The Committee will turn to Monday, May 12th.

HOLIDAYS

Good Friday- SUP Halls will close at noon on Friday April 18, 2025. On Matson and APL ships a three-hour holiday shall be granted between 12 noon and 3 p.m. on Good Friday when in port. Overtime shall be paid if required to work between 12 noon and 3 p.m.

ACTION TAKEN

M/S to approve Lucy Gage nomination for trustee to the SUP Building Corp. (R. Reed, N. Itsumaru). Carried.

M/S to approve UFCW local 5 Lead Organizer position. (D. Payne, P. Coulter). Carried.

M/S to concur with the balance of the President's Report. (C. Sajonia, J. Linderman). Carried.

Matt Henning



SUP members employed by San Francisco Bar Pilots take a photo on the station boat California at pier 9. Left to Right: Operators Chris Auer, Dave Hampton, Captain Adian Minty, Operator Ryan Tom, trainee Blake McDonald, Cook Erick Weiss, and Operator Geoffrey Knight. *Photo by Roy Tufono*

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Review the document for accuracy. If you have questions or concerns, or need additional information, contact us at 1-888-IASKNMC or IASKNMC@uscg.mil.



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Commanding Officer
United States Coast Guard
National Maritime Center
100 Forbes Drive
Martinsburg, WV 25404



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4. Date of issuance and date of expiration
5. Citizenship
6. Sex, hair color, and eye color
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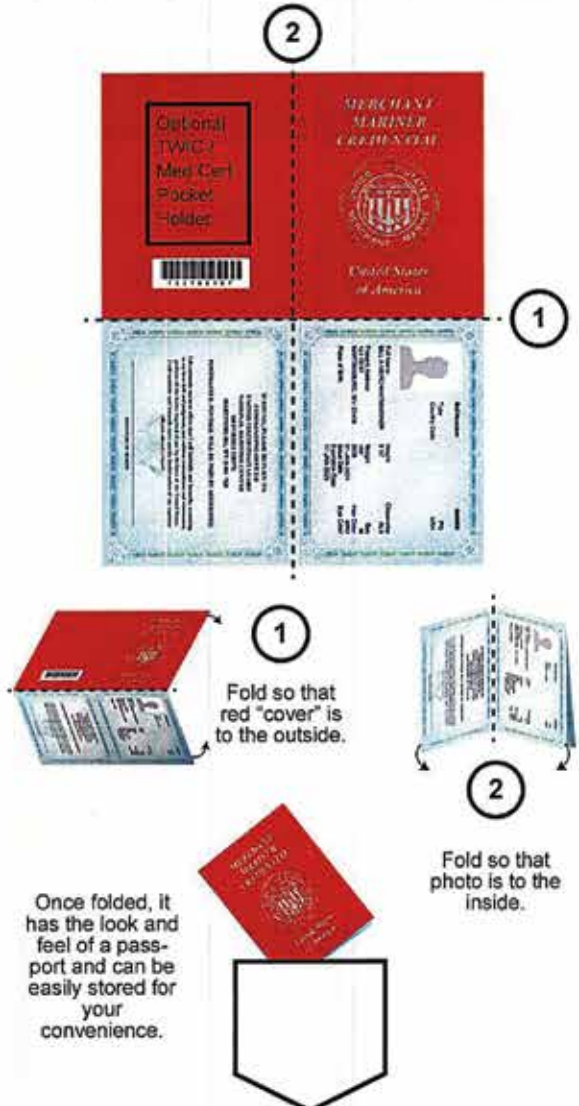
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Trump Strips Federal Workers Right to Unionize

continued from page 1

president sweeping power to fire career officials and replace them with loyalists, regardless of qualifications or performance. The message is chilling: toe the political line, or lose your job. Unions have historically protected workers from this kind of retaliation. Without them, nothing stops a future administration from purging the government of those who won't swear personal allegiance to the president. This is not just about unions. It's about destroying the non-partisan civil service and transforming it into a tool of personal power.

The people affected by this order are not faceless bureaucrats—they are veterans' hospital nurses, public health analysts, IT specialists, food safety

inspectors, and national security professionals. They are the backbone of the government, and now they're under attack. Many of these workers have spent decades serving the public, often for lower pay than they would receive in the private sector. Their reward? The loss of their basic rights to union representation, due process, and collective bargaining. Union protections aren't just about wages or working conditions, they're about safety, fairness, and accountability. They ensure whistleblowers can speak out, that workers can report abuse, and that retaliation isn't tolerated. Trump's executive order guts these safeguards.

This executive action is almost certainly headed for the courts. Multiple unions, including the American Federation of

Government Employees (AFGE) and the National Treasury Employees Union (NTEU), have already filed lawsuits calling the order unconstitutional and illegal. They argue it violates long-established labor rights, as well as statutory protections in the Civil Service Reform Act. Even conservative legal scholars are questioning the scope and precedent of the order. If a president can declare virtually any agency a "national security" interest and thereby wipe out union rights, what's to stop them from doing the same to local police departments, public schools, or even the military?

Trump's assault on federal unions is only the latest salvo in a broader right-wing campaign to erode labor rights nationwide. From "right-to-work" laws to attacks on teachers' unions, conservatives have spent decades trying to strip workers of the ability to organize and negotiate collectively. The difference now is scale—and the willingness to weaponize the federal government to make it happen. This executive order opens the door for a chilling new precedent: that basic labor rights are conditional,

revocable at will, and subject to executive whim. And make no mistake, private sector workers should be worried too. If the largest employer in the country can annihilate unions overnight, who's next?

At its core, Trump's plan isn't just about diminishing unions. It's about dismantling democratic norms. The federal civil service was designed to be nonpartisan, professional, and protected from political purges. Without that firewall, government becomes a tool of political retribution and cronyism. Unions play a vital role in protecting not just workers, but the public interest. They ensure federal employees can report corruption, resist illegal orders, and do their jobs without fear. Destroying those unions doesn't make government better, it makes it more dangerous.

Trump's executive order to end collective bargaining for federal employees is an authoritarian overreach disguised as policy. It strikes at the heart of what it means to have a nonpartisan, professional government. It threatens every worker's right to organize, bargain, and be heard. This is not just about labor. It's about democracy. And unless we push back — loudly, legally, and collectively — we risk losing both.

"Hands Off" Protests

continued from page 1

democratic institutions and the targeting of vulnerable communities.

Despite the massive turnout, the protests remained largely peaceful, with no major incidents reported. Organizers have indicated that the "Hands Off!" movement will continue to mobilize in defense of democratic values and social justice in the face of ongoing challenges posed by the current administration.

APPENDIX 1-SAILORS' UNION OF THE PACIFIC

(Effective September 5, 2024)

ASM LLC-SIU PACIFIC DISTRICT

Operation and Maintenance of the Commercial Tanker *Allied Pacific*

WAGE AND FRINGE BENEFIT RATES

Rating	Base Wage	Base Wage	Overtime	Supplemental Benefit	Supplemental Benefit	MPP
	Monthly	Daily	Hourly	Monthly	Daily	
Bosun	\$6,552.30	\$218.41	\$28.50	\$2,703.30	\$90.11	\$19.16
AB	\$4,932.30	\$164.41	\$26.14	\$2,016.60	\$67.22	\$19.16
OS	\$3,995.10	\$133.17	\$20.20	\$1,413.00	\$47.10	\$19.16

A. Overtime shall be paid for all hours worked in excess of eight

Appendix 1 – SAILORS' UNION OF THE PACIFIC

(Effective April 1, 2025)

PARTRIOT CONTRACT SERVICES

WAGE AND FRINGE BENEFIT RATES

Watson Class Vessels – Solicitation N32205-19-R-3009

Full Operating Status

Rating	56- Hour Base Wage	56 - Hour Base Wage	Overtime	Supplemental Benefit Base	Supplemental Benefit	Supplemental Benefit	MPP
	Monthly	Daily	Hourly	Monthly	Monthly	Daily	
Bosun	\$8,765.40	\$292.18	\$36.92	\$6,083.40	\$3,041.70	\$101.39	\$20.84
AB	\$6,933.60	\$231.12	\$28.46	\$4,686.40	\$2,343.20	\$78.44	\$20.84
OS	\$4,949.10	\$164.97	\$22.58	\$3,316.20	\$1,658.10	\$55.27	\$20.84

The Supplemental wage benefit shall be computed on the basis of fifteen (15) days supplemental wages for each thirty (30) days worked or pro rata thereof at each rating's respective daily supplemental benefit rate.

Reduced Operation Status (ROS) or Repair Availability Status (RAV)

Rating	40- Hour Base Wage	40-Hour Base Wage	Overtime	Supplemental Benefit	MPP
	Monthly	Daily	Hourly	Daily	
Bosun	\$7,125.60	\$237.52	\$36.92	\$11.87	\$20.80
AB	\$5,586.90	\$186.23	\$28.46	\$9.31	\$20.80
OS	\$4,278.00	\$142.60	\$22.58	\$7.13	\$20.80

During Periods of ROS or RAV, Unlicensed Personnel shall earn one and one-half (1.5) days of supplemental wages for each thirty (30) days on the payroll or pro rata thereof. Supplemental wages in ROS or RAV shall be administered directly by the Company.



Dispatcher's Report

Headquarters — March 2025

Deck	
Bosun.....	5
Carpenter	0
MM	0
AB	9
OS.....	2
Standby S.F.....	12
Total Deck Jobs Shipped	28
Total Deck B, C & D Shipped.....	21
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.....	28
Total B, C, & D Shipped-All Depts.	21
Total Registered "A"	30
Total Registered "B"	45
Total Registered "C"	14
Total Registered "D"	21

REMINDER:

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

SUP BRANCH REPORTS

HONOLULU

March 2025

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Steady, 2 AB Day steady, 1 AB Day Relief, 1 AB Watch steady, 1 AB Watch Relief, 4 AB Maintenance Relief, 1 USNS AB, 1 USNS Tankerman, and 2 USNS Ordinary.

There were 7 Standbys Jobs dispatched for the month.

REGISTERED: 10 A-Cards, 23 B-Cards, 5 C-Cards, and 4 D-Cards.

SHIPS CHECKED:

USNS Charlton, USNS Watson, R.J. Pfeiffer, Mokihana, Kaimana Hila, Mahimahi, Manoa, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report

A big Mahalo and Atta Boy to Austin Gahan, for filling in for me while I was off. He did a great job. Along with other members of the Hawaii Port Maritime

Council, we submitted written and verbal testimony to the State Senate Committee on Labor and Technology for Port Council member Amber Akana to become a member of the Hawaii Workforce Development Council. It's of note to mention, because we now have a voice for "Maritime Labor" on this Governor nominated council.

Hauoli La Hanau to the Sailors Union of the Pacific! 140 years of standing up for not only our membership. But for Sailors and workers around the world. Here's to at least 140 years more.

If you have six months before your documents expire. It's time to start the renewal process.

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

WILMINGTON

March 2025

Shipping: Bosun: 1 AB/W, 8 AB/D, 7 OS/STOS, 4 GVA/GUDE 0, Standby: 59

Total Jobs Shipped: 79

Registrations: A 22, B 26, C 7, D 5

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

Agent's Report

Hello everyone,
I wanted to take a moment to acknowledge that we have had a good number of job opportunities this past month. It's encouraging to see how many of you have stepped up to fill these positions, and I appreciate your efforts in supporting one another.

As we move forward, I'd like to remind everyone that our hall serves as a place for business. Please keep the noise down when I'm conducting business or assisting members, as it helps maintain a productive environment.

Additionally, please ensure that your dues and your documents are up to date. This is important for keeping our Union halls organized and functional.

Thank you for your attention to these matters, and let's continue to support each other in our endeavors.

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

SEATTLE

March 2025

Shipping: 2 Boatswain (A); 2 AB (B); 1 AB/W (D); 2 OS (B,D); 8 Standby AB (3 A, 5B)

Registered: 5 A card for a total of 6; 10 B card for a total of 18; 3 C card for a total of 7; 2 D card for a total of 6.

Agent's Report

The Seattle Branch has been busy meeting with West Coast Representatives and their staff, educating them on the Army Preposition Stock Afloat (APS-3) program and to reiterate its vital importance in preserving national security and a viable Merchant Marine. All offices that we have met with have responded with enthusiasm and action, with Congresswoman Val Hoyle of Oregon taking the lead in preparing an industry coalition letter of support to be issued to the Army and DOD by her office on our behalf.

Despite one of the tightest budget cycles in years, and one that is under extreme scrutiny from Washington States new Governor Bob Ferguson, our 60k budget request for the development of a basic

safety training program at Crawford Nautical Training was included in the Washington State Legislature's transportation budget. The fact that this budget request passed in such frugal times is a testament that our legislators are hyper aware of the value of waterfront workers and our need to have more training dates available.

Thanks to SUP Seattle Branch member Waylon Robert for his countless hours of lobbying efforts spent on the floor of the Capitol to secure this money. Brother Robert brought together 30 Unions, area ports and labor councils, as well elected officials to voice their support and persuade legislators to pass this funding. Upon completion of course development and USCG approval we will have another area Union shop basic safety training and revalidation program for Seattle Branch SUP/MFOWW and Inland Boatmen Union members to utilize.

**Fraternally,
Brandon Bohannon
Seattle Port Agent**

VICE PRESIDENT'S REPORT

March 2025

USNS Pililaau — Samuel Thatcher, delegate. Ship leaving Bayonne shipyard mid-April to Miami Florida to load. New LSE to join vessel. Plans to leave for Diego Garcia in May. Fernando Rigonan, Bosun.

USNS Seay — Dave Bell, delegate. Ship is on the east coast, heading to Miami to load ship for Saipan. Freshly dispatched crew ready for the mission ahead.

Discussion on weapons training; any certificates acquired onboard training such as small arms or Gov vessel certs, please forward to Berit SUP training representative. Frank Duffin, bosun.

USNS Charlton — Luke Satsuma, delegate. After several issues with ADP, all squared away. If you are having issues downloading the app, please make sure to work with SUP and Patriot so you may access your paystubs. Bosun Joshua Dickey.

USNS Watson — Jason Tenorio, delegate. Offloading in Baltimore, getting ready for RAV transition. Contractors coming onboard fixing gear. Crew doing awesome and moral couldn't be better. Recently dispatched Joshua Sheldrick, bosun.

Cape Texas/Trinity — Recent beefs about refusing to feed unlicensed crew during weekends has had unlicensed mariners frustrated. Issues being investigated. Dmitrios Kolymparis and Artemus Ervin, bosuns.

Allied Pacific — Carey Floyd, delegate. Heaving up anchor and heading to Sasebo. Bosun Bryan page relieved by Arturo Orcino.

USNS Sisler — Noel Romero, delegate. Completed Balikpapan mission. Crew moved 120 pieces of equipment via barge in Philippines. Heading back to Saipan. No major beefs reported. Jeff Nicholas, Bosun.

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

USNS Soderman — Gabriel Moreno, delegate. Beef's amongst the unlicensed crew. It is important that we all respect each other and work together. Recently dispatched Gonzalo Sara, bosun.

USNS Red Cloud — Jason Alonzo, delegate. Tied up in Norfolk with Soderman alongside, scuttlebutt is a possible load up and trip to Diego at the end of April. No beefs' with good weather.

For OS's looking to upgrade to AB, the shortest approach is to maximize sea time. If you have GOV. Certs and complete 3 FOS dispatches of 6 months each you will meet the required 18 months of sea time so that you can acquire STCW endorsements ASD, RFPNW, and Lifeboat.

Sam Worth

BUSINESS AGENT'S REPORT

March 2025

Reminding members to contact your local Agent and fill out a training application for the next available LNG class.

Mahimahi — In at Oakland#62 Ariel Odion delegate we arrived a day early Tuesday afternoon, short stay next day Wednesday @18:00 we departed for Los Angeles with no problems continuing on the southern triangle run. In good hands with Isnin Idris as Bosun.

Manoa — Oakland#62 delegate Ron Sugui according to Matson schedule in Oakland we arrive and sail on the same day. John Crockets time up this trip in Oakland, Steady Bosun Cody Clark was dispatched and signed on later that day. The next morning departed for Los Angeles with no issues like clockwork on the Southern triangle run.

Maunawili — Oakland#62 Dimitri Seleznev delegate all good on here top to bottom, Good food she's a feeder, good gang there's plenty of maintenance work to stay busy on these ships. The weather's been good to us on the Northern triangle, able to get the work done with Christopher Go as Bosun.

Kamokuiki — delegate Tom Tynan in 9iat Kwajalein lying alongside the dock since April 8th we are scheduled to depart for Guam on the 20th. It's a normal routine for us to sit alongside the dock in Kwajalein 5-7 days a trip. This is when we are able to get some maintenance work done. Wanted to acknowledge the out standing steward department she's a feeder. getting the work done with Dennis Soljon as Bosun

Mokihana — Presently laid-up at Oakland outer harbor berth#23 for the last 90 days, Check in with Matson last week for any updates the latest information I received is that Matson is waiting on Coast Guard clearance.

When dispatched to Gangway security for APL you are there for the duration of the ship's stay in Port . If you can't do it Don't take it!!

APL Eagle — delegate Denmark Jajalla there's ongoing issues with the chief mate clarification on jurisdiction, one problem after another the Bosun tried to explain to him he refused to listen. Hussein Ali as Bosun.

President Reagan — McKevin Dulay delegate APL called for Gangway security to board the ship on arrival ready to stand gangway security for the duration of the ship stay in port. Jeffrey Titco as Bosun.

President LB Johnson — delegate Elixor Ponce sailed for Yokohama, we are still short Power tools, work gear to maintain the ship Bosun been talking to the chief mate about ordering seems like the deck department request has fallen on deaf ears. Working to bring this ship up to SUP standards it's hard with nothing to work with Daivd Reinking as Bosun

President Bush — delegate Janan Johair departed for the far east with no beef's. Working steady both ways Bosun keeps us working, Clarification on daily internet charges. Valeriy Goncharov as Bosun.

President Grant — In at Oakland#56 Chris Halberg departed for Japan with no beefs weather been good working each way ,good ship working steady keeping us busy Arsenio Purganan as Bosun.

Cape Henry — Ian Serra delegate last reported enroute to the Philippines, also hearing Australia on the schedule always subject to change with Marc Calario as Bosun.

Shipping has been slow at Headquarters, especially with commercial ships laying up switching runs. Those members with Military training take advantage, shipping is still good and wide open. Keep a close eye on your documents if you have less than 6 months' it's time to start the renewal process.

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

Roy Tufono

SUP Pensioners Join the Ranks of Retirement

Mark Hargus	BK#5872	April 1, 2025
Duke Maringer	BK#6518	April 1, 2025
Mickey McHenry	BK#6526	April 1, 2025