



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXVII No. 3 185

SAN FRANCISCO, CALIFORNIA

Wednesday, March 13, 2024



China Spy Cranes Pose Cyber-Security Threat; U.S. Maritime System At Risk

Gov't Launches Huge U.S. Build Program

In a far-reaching acknowledgement of a major maritime security breach, the U.S. Coast Guard said that owners and operators of over 200 Chinese-made container cranes at U.S. ports will be subject to new cyber-risk management requirements. The new protocols are aimed at reducing China's ability to spy on America's domestic supply chains. The news comes as terminal operators

build and rely on potentially compromised automation technology to replace American maritime workers.

On February 21 USCG said that owners or operators of Chinese manufactured ship-to-shore (STS) container gantry cranes should comply with Maritime Security Directive 105-4, which spells out required cyber-risk management actions related to the cranes. The directive contains security-sensitive information, so it was not made

available to the general public, according to the Coast Guard, which wants owners and operators of the cranes to immediately contact their local captain of the port or district commander for a copy of the directive. The Wall Street Journal had investigated and raised the issue months ago.

The Coast Guard noted the widespread use of such cranes around the country — and the technology that comes with them — had motivated the

continued on page 11

Happy Birthday to the SUP Union Celebrates 138th Anniversary

The Sailors' Union of the Pacific was organized on March 6, 1885, on Folsom Street Wharf in San Francisco. It is one of the oldest maritime unions in the world. Because of the dedication of its members, and the opportunities brought about by collective action, it has survived and flourished, through good times and bad, for 139 years. At the time it was a bold and dangerous proposition to organize a union, since there were no laws on the books

that protected or even addressed collective bargaining rights for workers. Fifty years later, in 1935, the National Labor Relations Act would attempt to both recognize and replicate what sailors took it upon themselves to organize long before that, at a meeting of sailors speaking and listening, in the fog and rain on the old Embarcadero.

Sailors had no rights. Under federal law they were serfs at the beck and call of the shipowner, the crimp, bucko masters and mates. Recognition, respect and improved conditions did not come easy. Men bled, and some died for it. During World War I and particularly World War II, hundreds of SUP members faced enemy attacks and went down with the ships. The SUP today remains a vital part of America's "Fourth Arm of Defense," solidly committed to and an integral part of U.S. defense sealift capability.

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

In addition to the anniversary of the organization of the Union and the birthdays of former secretaries Furuseth and Lundeberg, March also marks 109 years of the transformative Seamen's

continued on page 11

Coast Guard Starts to Issue New Merchant Mariner Credentials

The Coast Guard will begin issuing merchant mariner credentials in a new format on March 1, 2024. The new credential will replace the legacy passport-style red book and associated endorsement labels.

The Coast Guard says that the complexity and degraded reliability of the custom printers used to print the MMC books necessitated a change to the credential printing process.

The new mariner credential is formatted on 8.5" x 11" water-proof and tear-resistant synthetic paper. It contains security features that include micro-printing, foiling, and intricate patterns.

The agency says the new credential is printed on readily available commercial desktop laser jet printers and will vastly improve print services and availability. This may greatly aid the speed of issuance and renewal of both new and expired credentials.

The new MMC will be issued for all approved applications, including credential endorsements, beginning in March. Mariners will no longer receive separate endorsement labels (i.e., stickers), but rather a new MMC with the endorsements incorporated.

All legacy credentials will remain valid until the indicated expiration date. The new

credential will be issued on a day-forward basis. To validate a new MMC, mariners should use the Coast Guard's credential verification tool at [MMLD Credential Verification \(uscg.mil\)](https://mmlc-credential-verification.uscg.mil). For a document search, select "MMC" as the document type and enter the document number. On the new MMC, the document number can be found on the red cover section beneath the corresponding barcode and will have the prefix "Z."

See page 7 for more or contact the NMC Customer Service Center by emailing IASKNMC@uscg.mil or calling 1-888-IASKNMC (427-5662).

First Merchant Sailors Killed at Sea in Houthi Missile Attack

A missile attack by Yemen's Houthi rebels on an unarmed commercial ship in the Gulf of Aden on Wednesday killed at least three of its crew members. Survivors were forced to abandon ship, the U.S. military said. It was the first fatal strike by the Iranian-backed group since the hostilities started over Israel's war on Hamas in the Gaza Strip.

The Barbados-flagged, Liberian-owned bulk carrier True Confidence attack further escalates the conflict on a crucial maritime route linking Asia and

the Middle East to Europe that has disrupted global shipping. The Houthis have launched attacks since November, and the U.S. began an airstrike campaign in January that so far has not stopped their attacks.

The U.S. military's Central Command said an anti-ship ballistic missile was launched from a Houthi-controlled area of Yemen and caused significant damage to the ship. In addition to the three deaths, at least four crew members were wounded, with three in critical condition.

Reports and photos showed the ship's bridge and cargo on board ablaze.

"These reckless attacks by the Houthis have disrupted global trade and taken the lives of international seafarers simply doing their jobs, which are some of the hardest jobs in the world, and the ones relied on by the global public for sustainment of supply chains," Central Command said.

The attack came after the ship had been hailed over radio by men claiming to be the Yemeni

continued on page 5

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

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

Organization/General Fund

Peter Suh..... \$10
Scott Hudson \$10
Victorino Compendio \$10
Ronald Reed\$50
Damon Collins\$50
Nassal Surian.....\$50
Eric Weiss \$100
Stephen Rydberg.....\$200
Reynaldo Clores \$10

Political Fund

Joshua Dickey \$50
Ernesto Lagramada \$100
Vincent O'Halloran\$200
Ronald Reed\$50
Damon Collins\$50
Jonathan Pampilon \$105
Reid Barlow \$100
Patrick Weisbarth \$100
Gil Manipon \$10
Scott Oliphant \$100
Dave Connolly \$100
Nassal Surian.....\$50
Baltazar Sambaoa.....\$20
Christian Ortiz.....\$40
Nil Dobszinsky\$21
Stephen Rydberg.....\$300
Ariel Odion.....\$50
Norman Kurtz.....\$50
Ronald Brito\$100

Final Departures

Earl Gildea, Book No. 2984. Born in California in 1936. Joined SUP in 1965. Died in Orange County, California, February 10, 2024. (Pensioner).

West Coast Sailors

Reid Barlow\$40
Dennis Murphy\$300
Nassal Surian.....\$50

In Memoriam Anna Marie Espersen



With sorrow and sympathy for all who knew her, we regretfully report the passing of long-time SIU-PD Supplemental Benefit Fund processor, Anna Marie Espersen. After serving more than 35 years in the Plans Office, Anna died peacefully on February 17, 2024 surrounded by her family.

Anna was truly one of a kind and the void she leaves behind is heartbreaking. She made a difference in so many lives. Though she took interest in all those around her, she especially showed deep and genuine care for the lives of each sailor who entered her office to share their stories and receive one of her big hugs. Anna's legacy of love, laughter and kindness will forever be warmly remembered.

Anna may never have realized the full extent to which she affected people's lives. She would have been so happy to know that the good cheer she brought to so many was appreciated. May Anna rest in the comfort of all those who genuinely cared for her.

We have no details at this time regarding memorial services, but we will post the information when received.

SUP WELFARE PLAN NOTES

Michelle Chang, Administrator michelle@marinerbenefits.org,
Patty Martin, MPP & 401(k) Plans, Death Benefits patty@marinerbenefits.org
Gina Jew, Claims gina@marinersbenefits.org
Michael Jacyna, Eligibility michael@marinerbenefits
Derek Chang, SIU-PD Supplemental Benefits, Contributions derek@marinerbenefits.org
Dan Gaipa, SIU-PD Pension Plan dan@marinerbenefits.org
Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net
SUP Welfare Plan 730 Harrison Street Suite 415, San Francisco, CA 94107
Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991
Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on March 7, 2024 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Alhagie Touray	Bk#3311	6 yrs.	A.B.	A
Warren Wade	BK#3661	6 yrs.	A.B.	A
Faith Matas	Bk#6555	6 yrs.	A.B.	A
CK Abdon Acheron	B-19791	1 yr.	O.S.	B
William Peavey	B-19792	1 yr.	A.B.	B
Efrain Vega	B-19793	1 yr.	O.S	B
Anthony Drew	B-19794	1 yr.	O.S	B
Peter Suh	C-3023	30 days	A.B.	C
Linda Cortina Velasquez	C-3024	30 days	O.S.	C
Joshua Sheldrick	C-3025	30 days	A.B.	C
Maika Verdadero	C-3026	30 days	O.S.	C
Baltazar Sambaoa	C-3027	30 days	A.B.	C
Toby Kaulia	C-3028	30 days	O.S.	C
Ryan Tom	C-3029	30 days	A.B.	C
Michael Mullins	C-3030	30 days	O.S.	C
Erick Williams	C-3031	30 days	A.B.	C

Ratings: Bosun Stamp

Daniel Tin Tun	Bk#3294
Robert Tomas	Bk#3310

Membership and Ratings Committee's Report: Philip Coulter, BK#4824 Gabriel Sipin #7508 and Lee Bolden, B19623



The Ready Reserve ship *Cape Henry*, activated for transit from the shipyard in Portland, arrived at San Francisco layberth in good shape with a full SUP crew. From left is OS, AB Costica Oprisoru, bosun Robert Tomas, AB Larry Moone, AB Jack Walker, OS Marquez Wilson OS Gabriel Moreno, OS Diamond Payne.

SUP Meetings 2024

HQ

March 11, Monday
April 8, Monday
May 13, Monday
June 10 Monday
July 8 Monday
August 12 Monday
September 9, Monday
October 15, Tuesday
November 12*, Tuesday
December 9, Monday

*Tuesday meeting due to holiday

Branches

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

West Coast Sailors

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

Dave Connolly,
President/Secretary-Treasurer
Editor

BRANCH OFFICES
Seattle, WA 98199
4005 20th Ave. W. Ste.115 (206) 467-7944
FAX: (206) 467-8119
Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367
Honolulu, HI 96813
707 Alakea St., Rm. 101 (808) 533-2777
FAX: (808) 533-2778
WELFARE OFFICE
(415) 778-5490
PENSION PLAN OFFICE
(415) 764-4987

Non-Union Hornblower Goes Bankrupt

Hornblower Group, which operates ferries, excursion boats, and had an inland cruise line, filed for bankruptcy in late February. The company’s cruise line, American Queen Voyages, officially suspended operations and was placed up for sale as the new owners reportedly plan to focus on the ferries and day tours leaving the overnight cruise business.

Through a strategy of acquisitions, Hornblower, which was started in 1980, moved into city tour companies and excursions, a part of the business that was acquired in 2018 by Crestview Partners, a private equity firm. They purchased American Queen, which had been started as a successor to Mississippi River cruise line, and built up operations through four river cruise boats

and two small coastal cruise ships as well as an Alaskan cruise ship charter. It included Boston Harbor Cruises which dates to 1926, as well as Potomac Riverboat Cruises in Alexandria, Virginia, Spirit Cruises in Norfolk, Virginia, Niagara Cruises, Alcatraz Cruises in San Francisco, and many others in the U.S. and Canada, as well as international operations including in London, England. In San Francisco, Hornblower had faced strong opposition for use of non-union labor.

The company blamed the bankruptcy on the “underperformance of American Queen Voyages, which has not rebounded from the pandemic.” Bankruptcy for corporations is often just a restructuring of capital and said its new partners (Strategic Value Partners) will provide Hornblower with \$121 million in new-money financing.. American Queen had recently suspended its cruises saying it hoped to resume cruises this spring. It had announced last year it would sell its two coastal cruise ships, which were laid up in October 2023.

Hornblower says it will “move ahead with a more focused portfolio, strong balance sheet, and additional financial flexibility.” In today’s bankruptcy filing in Texas and ancillary proceedings in Canada, they listed between \$1 billion and \$10 billion in debt saying they would lose \$720 million during the reorganization. Deutsche Bank Private Credit & Infrastructure is providing \$300 million

in debtor-in-possession financing to continue the operations of the excursions and ferries uninterrupted.

Passengers booked for the cruises on American Queen will be able to seek refunds and the company has a Federal Maritime Commission bond. Hornblower reported that it has put the company up for sale with reports that there is interest in the riverboats, which include the American Queen, American Duchess, and American Countess, all of which operated on the Mississippi, and the American Empress which operated on the Columbia and Snake rivers. However, they said if a sale cannot be achieved, it would wind down the operations of the cruise line.

SCOTUS Declines to Hear Anti-Union Case Against ILA

In a rare legal victory for labor, the U.S. Supreme Court declined to hear a case brought by South Carolina’s ports authority against the International Longshoremen’s Association (ILA). This means that the appeals court ruling in favor of the Union stands. That ruling requires the Port of Charleston to live up to its agreement to use an all-union labor force at a new container terminal.

The decision ends a long dispute at the Leatherman Terminal in Charleston. The state has been locked in a fight with the ILA over who will operate cranes at a \$1 billion container terminal in Charleston since its opening nearly three years ago. When during the pandemic many containerships started calling at the port’s new \$1 billion Leatherman Terminal partly due to congestion and a cargo surge, the port attempted non-union hiring scheme.

The ILA argued at the NLRB and in federal court that because Leatherman was a new cargo-handling terminal, it fell under the rules of a 2012 labor contract amendment between the union and an employer group, the U.S. Maritime Alliance, which required all work be performed by union labor. The South Carolina port argued that by its objection and defense of its contract rights the ILA had encouraged the carriers to avoid the port, amounting to what it called a lawsuit “boycott.” The port filed an unfair labor practices complaint with the National Labor Relations Board. But the NLRB and a federal appeals court ruled in favor of the Union.

Awaiting the review of the Supreme Court, South Carolina Gov. Henry McMaster attacked the Union despite the legal rulings in its favor. McMaster expressed confidence that the nation’s

highest court would take the case. The “pro-union policies” of President Joe Biden won’t “chip away” at his state’s “sovereign interests,” McMaster said. “We will fight. All the way to the gates of hell. And we will win this battle,” McMaster vowed in his annual speech.

The comments infuriated labor. Charles Brave, president of the ILA Local 1422 in Charleston, repeated his demand for a public apology from McMaster and said organized labor would fight back. You woke up a sleeping bear,” Brave railed in a fiery speech surrounded by more than four dozen supporters. “Let’s don’t get it twisted, you hear what I’m telling you? We’re here to stay, and we ain’t going nowhere.”

“I’d say that hell is straight where you’re going if you don’t repent and change your ways,” Kim Smith, a member of the United Steelworkers union and vice president

of the South Carolina AFL-CIO, said in remarks clearly aimed at the governor Feb. 15.

On February 20th, however, the Supreme Court rejected the argument by not taking up the case. The ILA has the right to fill every job at the Leatherman Terminal. More broadly, the decision prevents employers, even in right-to-work states, to outsource work that was already agreed to be covered by collective bargaining agreement.

The port through a spokesperson said is disappointed in the U.S. Supreme Court decision and will work with the union to resolve a standoff that has limited operations at the first major container terminal to be built in the U.S. in several years. A spokesman for the longshore union said the court’s decision ensures marine employers “cannot walk away from their contractual promises.”

Union Wins First Step Recognition at Starbucks

Starbucks and the union representing workers at hundreds of its stores said Tuesday they had agreed upon a “path forward” to negotiate collective bargaining agreements and develop “a fair process for workers to organize.”

The union, Workers United, and Starbucks, both called it a major breakthrough. The accord comes after two years of non-stop organizing and legal battles. Roughly 400 of Starbucks’ 9,000 corporate-owned U.S. stores have joined the union since late 2021 in one of the most high-profile labor campaigns in years. The Union said “plenty of work lies ahead,” but called it a “giant step forward.”

The top company human resource exec wrote in Starbucks’ top human resources

officer, wrote to employees announcing that it would work with the union to create a “foundational framework” for contracts at those stores. None have collective bargaining agreements yet, and until now the Union said the company was bargaining in bad faith. “It is a clear demonstration of our intent to build a constructive relationship with Workers United in the interests of our partners,” Sara Kelly wrote.

As a show of “good faith,” Starbucks agreed to extend credit card tipping and other company-wide benefits that were announced in 2022 but withheld from stores where organizing was afoot. The company previously maintained that withholding the benefits was consistent with its reading of labor law, but the union

as well as labor prosecutors said doing so was illegal retaliation.

The union and the company said the breakthrough came during mediation sessions around a lawsuit the company filed against the union for using its logo and “diluting” its brand.

Starbucks has long said it would prefer to have a “direct” relationship with its baristas and vehemently opposed the union campaign. The organizing started in Buffalo and western New York, but quickly spread to states around the country. Administrative law judges have backed up the findings of the National Labor Relations Board in dozens of cases, ruling that Starbucks violated labor law by firing and punishing union activists.

Those determinations exposed as false the image that Starbucks’ sought to project as a progressive company and decent employer.

There are still dozens of complaints pending against Starbucks at the National Labor Relations Board, the federal agency that investigates and prosecutes union-busting claims. It’s not clear what impact, if any, the agreement announced Tuesday might have on those cases. The union campaign has brought pressure by a range of labor actions and got some help from Sen. Bernie Sanders (I-Vt.), who held a Senate hearing last year, and pressured former CEO and cofounder Howard Schultz to testify under threat of subpoena.

Kroger Merger Blocked by FTC Like UFCW Said It Should

The U.S. Federal Trade Commission said it would sue to block the merger of Kroger and Albertsons, saying the combination of the two major grocers would result in higher prices for shoppers and lower wages for workers.

In a release, the FTC said it issued an administrative complaint and authorized a lawsuit in federal court to stop Kroger’s \$24.6 billion acquisition of Albertsons, which would create one of the largest grocers in the country. A bipartisan group of nine attorneys general has joined the court complaint: from Arizona, California, Washington D.C., Illinois, Maryland, Nevada, New Mexico, Oregon and Wyoming.

“Kroger’s acquisition of Albertsons would lead to additional grocery price hikes for everyday goods, further exac-

erbating the financial strain consumers across the country face today,” said Henry Liu, director of the FTC’s Bureau of Competition. “Essential grocery store workers would also suffer under this deal, facing the threat of their wages dwindling, benefits diminishing, and their working conditions deteriorating.”

The companies, of course, disagreed. “The FTC’s decision makes it more likely that America’s consumers will see higher food prices and fewer grocery stores at a time when communities across the country are already facing high inflation and food deserts,” the company said in a statement. Albertsons said that federal regulators are disregarding the growing dominance of larger retailers like Walmart, Amazon and Costco.



Kroger and Albertsons’ agreement has been stuck for more than a year while federal and state regulators scrutinize the merger. The FTC argued the supermarket merger would harm shoppers and workers at a time when the

price of food and many everyday items has risen. The Biden administration remains skeptical of some mergers.

The deal has faced stiff resistance after a period of historic inflation. Two unions that represent Kroger and Albertsons employees, the United Food and Commercial Workers International Union and the Teamsters union, opposed the deal.

The FTC also argued the deal would leave workers with less negotiating power, since employees wouldn’t have as many potential grocery employers. In some markets like Denver, the combined supermarket operator would be the only employer of unionized grocery workers, the agency said.

Top Navy Official Tells Defense Contractors to Stop Making Excuses

At an annual defense conference in February, Secretary of the Navy Carlos Del Toro criticized contractors who post profits without delivering the goods.

Del Toro's remarks reported shocked attendees and popped a self-congratulatory bubble by asking if industry is delivering enough value for the nation.

"I am committed to providing you in industry clear requirements, robust pipelines for the future, and strong stable investments. However, I need you to do your part as well to provide a proper return on investment for the American taxpayer," Del Toro admonished the crowd of defense executives. "I need you to deliver platforms and capabilities on time and on budget without excuses."

The secretary has often shown frustration with contractors' inability to speed up production, but last week's remarks were more pointed. He said contractors must stop blaming COVID for supply chain shortages, do what is needed to recruit and retain their own workforces, and deliver performance matching their exceptional profitability.

"Many of you are making record profits — as evidenced by your quarterly financial statements - and while I am happy for you, you can't be asking for the American taxpayer to make greater public investments while you continue to goose your stock prices through stock buybacks, deferring promised capital investments, and other accounting maneuvers that - to some - seem to prioritize stock prices that drive executive compensation rather than making the needed, fundamental investments in the industrial base at a time when our nation needs us to be all ahead flank," he exhorted the crowd.

Del Toro added teeth to the warning by saying he has instructed the Navy's legal team to "leverage all legal means at our disposal to ensure that the American people are getting what they paid for." Del Toro also noted that the Navy is doing a "deep dive" into "chronic poor performance and misconduct," not only at the company level, but at the level of specific personnel. "For those of you who think I will not hold firm, you obviously do not know me very well," he added.



Secretary of the Navy Carlos Del Toro surveys shipyard in November 2023.

First Merchant Sailors Killed by Houthi Missile Attack

continued from page 1

military, officials said. The Houthis have been hailing ships over the radio in the Red Sea and the Gulf of Aden since beginning their attacks, with analysts suspecting the rebels want to seize the vessels.

After the missile hit, the crew abandoned the ship and deployed lifeboats. A U.S. warship and the Indian navy were on the scene, trying to assist in rescue efforts. The ship's managers and owners said the ship's crew of 20 included one Indian, 15 Filipino and four Vietnamese. Three armed guards, two from Sri Lanka and one from Nepal, also were on board. The

ship had been carrying steel from China to Jeddah, Saudi Arabia.

"One Vietnamese and two Filipino crew members have lost their lives," a statement from the owners and managers of the "One Vietnamese and two Filipino crew members have lost their lives," a statement from the owners and managers of the True Confidence said early Thursday. "A further two Filipinos crew members have suffered serious injuries. All crew members were taken to Djibouti."

Brig. Gen. Yahya Saree, a Houthi military spokesman, claimed the attack in a prerecorded message, saying its missile



FIRST BLOOD: the Barbadoes-flagged bulker *True Confidence* was hit by Houthi missiles and suffered the first casualties in the attacks on merchant shipping. Three civilian seafarers were killed.

fire set the vessel ablaze. He said the rebels' attacks would only stop when the "siege on the Palestinian people in the Gaza is lifted."

At the State Department in Washington, spokesman Matthew Miller condemned the attack. "We continue to watch these reckless attacks with no regard for the well being of innocent civilians who are transiting through the Red Sea. And now they have, unfortunately and tragically, killed innocent civilians," he told reporters. White House press secretary Karine Jean-Pierre separately warned: "The U.S. obviously is going to continue to take action."

Meanwhile, Iran announced Wednesday that it would confiscate a \$50 million cargo of Kuwaiti crude oil aboard a tanker called *Advantage Sweet*, chartered by Chevron, that Iran seized nearly a year ago. It is the latest twist in a yearslong shadow war playing out in the Middle East's waterways even before the Houthi attacks began. Iran first alleged that the *Advantage Sweet* collided with another ship, without offering any evidence. The

Iranian court order for the seizure of cargo had a different reason. According to state-run media, Iran said it was a court order reacting to U.S. sanctions it alleged barred the importation of a Swedish medicine used to treat patients suffering from epidermolysis bullosa, a rare genetic condition that causes blisters all over the body and eyes. It didn't reconcile the different reasons for the seizure.

Chevron, based in San Ramon, California, said that the *Advantage Sweet* had been "seized under false pretenses" and that the company "has not had any direct communication with Iran over the seizure of the vessel."

"Chevron has not been permitted access to the vessel and considers the cargo a total loss due to Iran's illegal actions," Chevron said in a statement. "We now consider the cargo the responsibility of the Iranian government."

Ship seizures and explosions have roiled the region since 2019. The incidents began after then President Donald Trump unilaterally withdrew the United States from Iran's nuclear deal with world powers.



FIRST RED SEA SINKING: the Belize-flagged bulker *Rubymar*, an unarmed merchant ship hit by a Houthi missile, was abandoned and drifted in the Red Sea despite a flooded engine room. She was hit again and sunk with fertilizer cargo toxic to marine life.

The SUP Joins With SIU and MTD in Condemnation of Attacks

The SIU and SUP and the MTD vehemently condemn the heinous and senseless attacks perpetrated by the Houthi forces that have led to the tragic loss of precious lives among our brave seafarers. This appalling act of violence not only strikes at the heart of humanity but also directly targets those individuals who contribute tirelessly to the global economy, fostering international trade and connections.

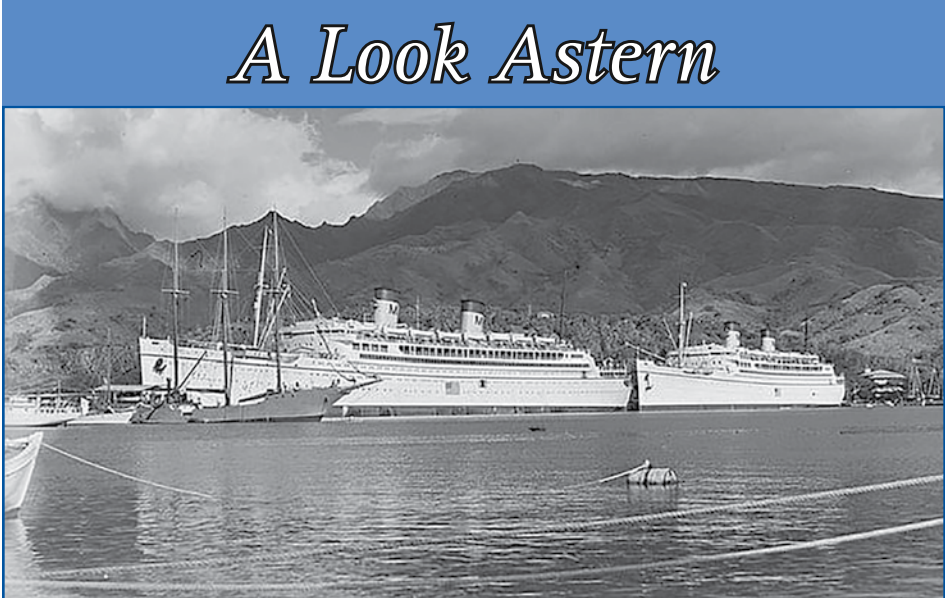
The deplorable nature of these attacks leaves us with a profound sense of outrage. The men and women who navigate the world's waters, often in challenging conditions, deserve to do so without the threat of violence. The deliberate targeting of seafarers not only endangers the lives of those on board but also jeopardizes the essential maritime infrastructure upon which the global economy relies.

In this time of grief and anger, our thoughts are with the families and loved ones of the fallen seafarers. Their loss is

not only a personal tragedy but a stark reminder of the urgent need for the international community to unite against such acts of violence. We call upon governments, trade organizations, and individuals worldwide to condemn these attacks in the strongest terms and to take decisive action to prevent further loss of innocent lives.

It is imperative that the perpetrators of these atrocities be held accountable for their actions, and we urge the international community to work collaboratively to ensure justice is served. Now, more than ever, it is crucial for nations to stand together in solidarity against acts of terror that threaten the safety and security of those who contribute to the interconnected world.

We stand united with our fellow seafarers in expressing our outrage at these reprehensible acts and reiterate our commitment to promoting peace, security, and justice for all.



The Matson passenger ships *S.S. Mariposa* and *S.S. Monterey* in Pape'ete, Tahiti, French Polynesia, circa 1948.

Feeder Ships Could Go Green as CMA CGM Tries New Design

PUBLISHED FEB 15, 2024 5:59 PM
BY THE MARITIME EXECUTIVE

CMA CGM is starting the introduction of a new class of LNG-fueled feeder ships they hope could compete with trucks. In industry speak, it is part of a fleet renewal program with advanced environmental performance to facilitate a modal shift from road to sea. Also equipped to use biogas and e-methane in the future, the ships bring advancements in design and environmental performance to the feeder ship segment of the market.

The first of a class of 10 ships, the *CMA CGM Mermaid* completed sea trials at the end of January and is due to depart shortly from Busan, South Korea for Northern Europe. Registered in Malta, the ship is 30,900 dwt and among the many unique design features, CMA CGM reports it decided to resize the new series with a ratio of 670 x 97 feet (204.29 x 29.6 meters) which improves the ship's hydrodynamic and aerodynamic performance.

The class is rated with a 2,000 TEU capacity and can move 45-foot containers loaded on trailers.

CMA CGM highlights the efficient

design and new technologies to reduce emissions as part of its fleet renewal program (CMA CGM)

The exterior style of the vessels also shows the unique design approach. They are the first ships for CMA CGM with the superstructure including the accommodation block placed at the front of the ship, which the company says ensures better aerodynamic performance. It also improves the loading capacity and cargo handling capabilities versus the conventional feeder ship design. The new ships also have an inverted straight bow with an integrated bow bulb that also improves hydrodynamic performance. CMA CGM reports it will reduce fuel consumption by 15 percent per trip. They expect the ships will cut emissions by up to 20 percent versus conventional feeder ships.

Design work is also proceeding for one of the most powerful fuel cells aboard a ship, which they expect to install on the final ship of the class due for delivery in January 2025. It will be powered by hydrogen and have an energy capacity of 1 MW which will provide sufficient power to make the ship zero emission when berthed.



CMA CGM *Mermaid* is the first of the pioneering new class of feeder ships.

The ships are being built in South Korea at the Hyundai Mipo Dockyard. Between April and July, CMA CGM reports the first six ships will join its Intra-Northern Europe line sailing in the Baltic and to Scandinavian ports from its hubs in Hamburg and Bremerhaven. Between the end of September and November, the four additional ships will begin to join the intra-Mediterranean routes. It's easy to envision such ships in other coastwise trade routes where environmental sensitivities

around ship emissions combine with road pollution and congestion concerns, such as the Jones Act trades.

CMA CGM highlights it is investing more than \$15 billion in fleet renewal as part of its move toward net zero carbon operations. The group has already deployed more than 30 ships, about five percent of its 620 vessel fleet, powered by alternative fuels. By 2028, the group says it will have nearly 120 ships that will be powered with low-carbon fuels.

Battle Not Over for Sunken Treasure Ship *San Jose*

A Spanish galleon, shipwrecked 300 years ago, has been discovered off Colombia. It is thought to hold gold and silver coins, emeralds, and other treasures that could be worth \$20 billion.

Colombia's government unveiled plans for a groundbreaking deep-water expedition to explore the legendary galleon *San Jose*, also known as the "holy grail" of shipwrecks.

The 62-gun, three-masted galleon sunk in 1708, falling victim to an English squadron while en route to Cartagena. In the ship's hold was accumulated wealth taken from Spain's colonies in South America. It is rumored to contain 116 steel chests full of emeralds and millions of gold and silver coins.

The Colombian government is committed to investing approximately \$4.5 million this year alone in the archaeological exploration of the historic relic. The first phase of the scientific research will focus on surveying the deep waters surrounding the shipwreck, using state-of-the-art technology to gather vital information.

Oceanographer and navy Rear Adm. Hermann León Rincón told reporters that the venture would use submerged robotic technology, a navy ship, and cameras meticulously tracking movements. The wreckage lies in deep water, about 600 meters which is approximately 2,000 feet.

Colombia discovered the *San José* in 2015, but legal and diplomatic disputes delayed activity and the location was kept secret. The legal battle over the ship's rightful ownership has spilled over into the US, Colombia, and Spain.

Sea Search Armada, a group of American investors, claims \$10 billion — 50% of what they assume the galleon treasure is worth, Bloomberg reported.

The group claims to have discovered the sunken sailing ship in 1982. The Colombian government said it had begun arbitration litigation with the firm. The Colombian expedition is set to launch in spring depending on weather conditions.

Colombian officials have insisted the expedition is for patrimonial reasons, not a monetary exploit. Carlos Reina



Martínez, archaeologist and underwater cultural heritage expert, said the expedition aims to reveal what life and death was like for the 600 people on board the

galleon before it sank. Juan David Correa, Colombia's minister of culture, said "History is the treasure."

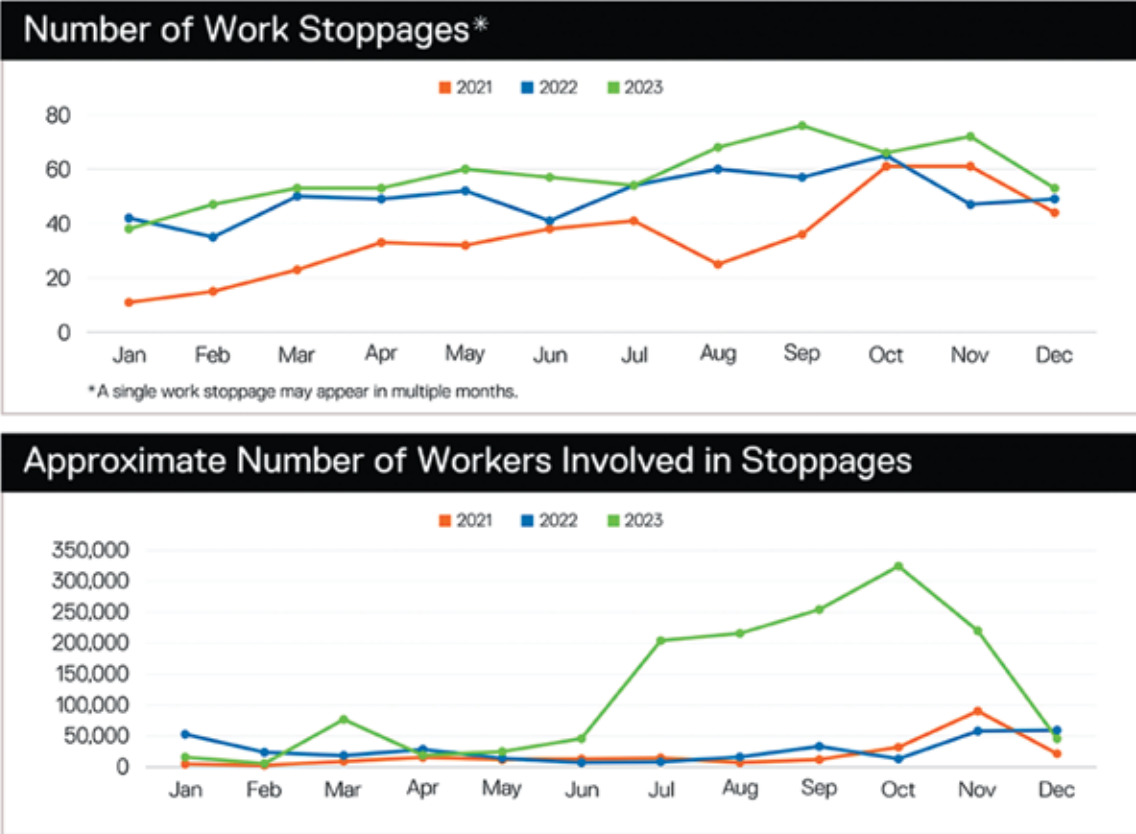
Labor Strikes Surged in 2023

A new report found that the number of strikes in the U.S. grew by 9 percent in 2023, but the number of workers who went out on strike increased by a whopping 141 percent.

The report was issued in late February by researchers at Cornell University and the University of Illinois. Called the Labor Action Tracker Annual Report, the study counted 470 work stoppages — 466 strikes and four lockouts — involving 539,000 workers nationwide.

Large strikes, such as the ones by actors and writers, were responsible for the overall increase in the number of workers who walked off the job last year. The SAG-AFTRA, Kaiser Permanente, UAW, and Los Angeles school district strikes were the four largest of the year and accounted for 65 percent of the American workers involved in strikes.

Workers in food service organized more strikes than those in any other sector, a result of organizing by Starbucks Workers United and the SEIU's campaign for fast food workers. The largest strikes were widely attended and received a significant amount of news coverage, which the researchers said made 2023 a particularly important year for the American labor movement. The survey found that the main reasons workers walked off the job last year were the same as in 2022: higher pay, better health and safety protections, and more staff.



Coast Guard Starts to Issue New Merchant Mariner Credentials

Verify

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.



Sign



Your new mariner credential will not be valid without your signature. **Sign it** using a black or blue ballpoint pen as soon as it arrives. **Do not** use a permanent marker or gel-type pen as the ink may smear before it dries.

Protect

Your MMC cannot be used as a passport, but should be protected as you would a passport. **Do not** laminate your MMC.

Secure

Your MMC is printed with security features for fraud protection and is printed on **waterproof, tear-resistant** synthetic paper. Do not attempt to modify the document in any way.

For more information contact the
NATIONAL MARITIME CENTER

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



Visit us on the web at:
<https://www.uscg.mil/nmc/>

1-888-IASKNMC
(1-888-427-5662)
IASKNMC@uscg.mil
Live Chat

Your **NEW**
Merchant Mariner
Credential (MMC)



Learn about
your new
MMC

What to Check



Personal Information:

1. Mariner reference number, credential type code and country of origin
2. Name, address, and place of birth
3. Height, weight, and date of birth
4. Date of issuance and date of expiration
5. Citizenship
6. Sex, hair color, and eye color
7. Signature line—Your document is not valid without a signature

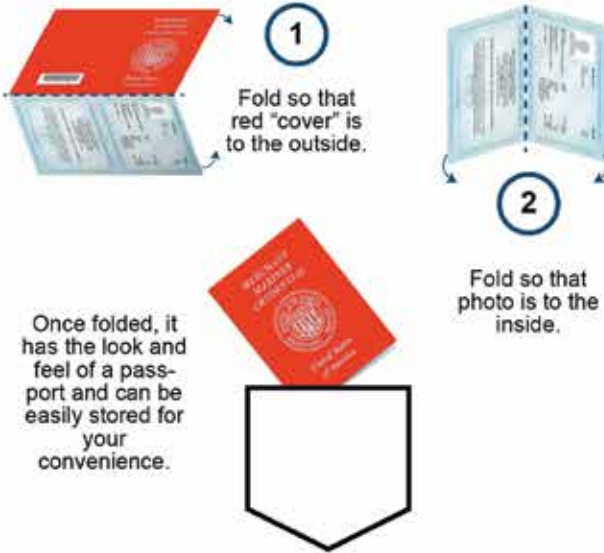
Be sure that your name is shown correctly everywhere it appears in the document.

Endorsement and Limitation Information:

1. National Header
2. National Capacity
3. National Limitations
4. STCW Header
5. STCW Capacity
6. STCW Limitations
7. Signature of Authorizing Official



Your new MMC is designed in a one-page, front & back format. It may be displayed flat or folded. Folding your MMC is optional. The new MMC replaces the passport-style book & associated endorsement labels. The MMC document number is found in the white box below the barcode.



All Fall Down: Weather to Blame for Container Stack Collapse Says Study

Entitled “High Waves, High Claims,” a major shipping insurance company called Gard released a comprehensive new study on the impact of weather on container stack collapses. Unsurprisingly, It found that increase risk came with progressively higher wave height.

It also increases with ship size. These are serious new safety considerations as crew is exposed, stability compromised, and marine environment endangered. The IMO’s has noted these risks and more may make reporting of lost containers mandatory.

Meanwhile, insurers and others are investigating the causes and seeking solutions. Where Gard was the insurer cases between 2016-2021, weather was the focus of the study. It estimated wave height and wind strength on an hourly basis. Maximum wave height was used but weather data was analyzed for the six days before the incident to consider the effects of worsening weather over time. Smaller vessels had more incidents in the aggregate, incident frequency (or likelihood) increases with vessel size, as depicted in the graph below. The 6-year average claims frequency for stack collapses on feeder vessels is 1%, whereas for ULCVs, it rises to 9%.

In the 7-day period before an incident, the study said on Day 1 vessels are on average experiencing wave heights of 2.5m, which corresponds to wind force 5 on the Beaufort scale. As weather worsens, an increase in wave height is more pronounced from Day 6 onwards. The average wave height peaks on Day 7 at 6.5m which corresponds to gale force winds. The duration of exposure to sea conditions with wave heights of 4m and above (cor-

responding to near gale force winds or stronger) was 72 hours. Many stack collapse incidents came after extreme weather for a longer duration of time.

Vessels experiencing average wave heights that increased 2.5 times during the 7-day period had a far higher chance of an incident. Interestingly, the incidents did not always happen when the wave height was the highest, but after the weather had started to subside. This could be due to a delay in reporting or could also signal a progressive weakening of lashing.

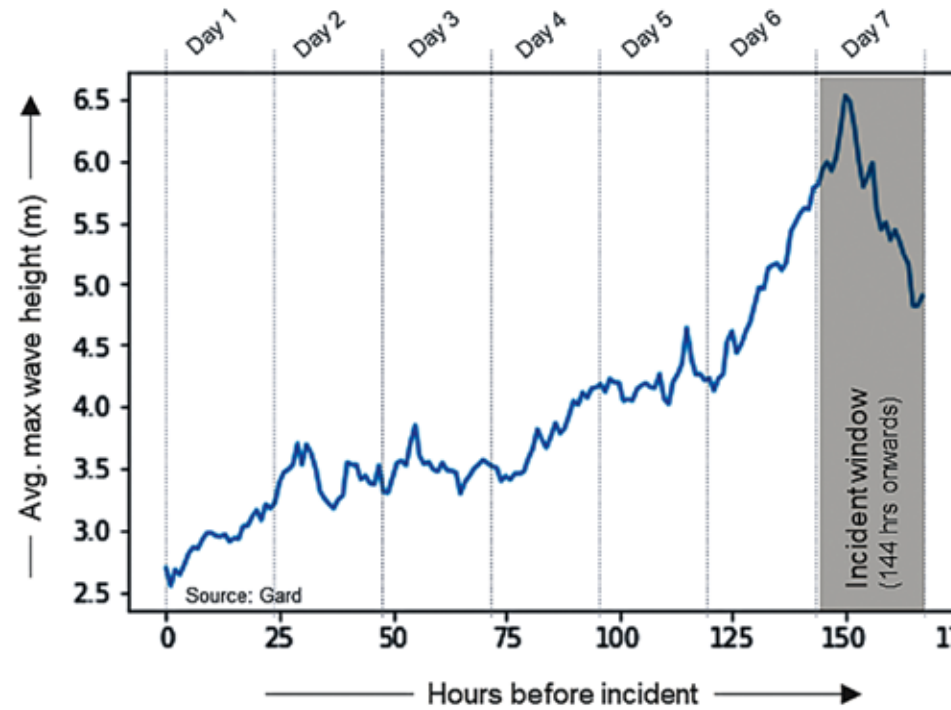
Exposure to progressively worsening weather poses a clear risk, the study concludes, especially regarding the duration of exposure and certain weather thresholds, such as maximum wave height for a vessel, influenced by factors like stability, stack height, and physical condition of the securing equipment.

The study raises questions for future safety, especially how to limit risk relative to weather by taking longer, less profitable routes to avoid weather. It also calls into question the available technology to not only measure and predict wave height and duration, but negative roll-

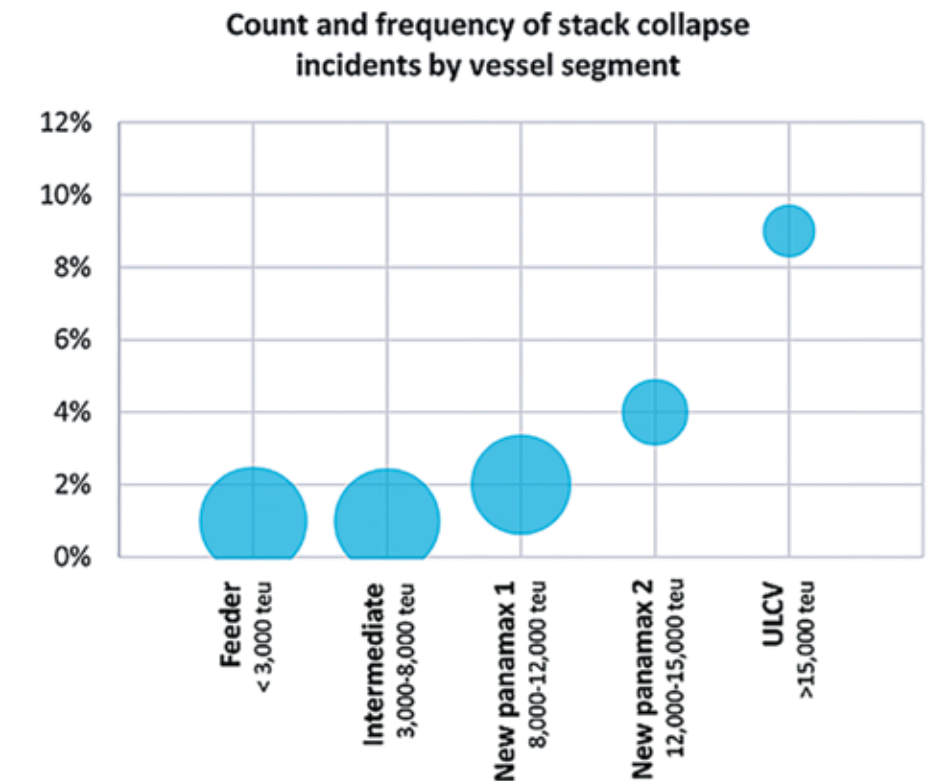


ing characteristics created by wave periods (resonant, synchronous, and parametric roll risk calculations). There could also be a slackening of lashings over time that leads to failure, perhaps starting early in the heavy weather period and deteriorating as time goes on. The effect of weather on cargo inside the container, the lack of visibility on that, might also affect ship stability.

These are questions that are not merely the safety of cargo but crucially relevant to the work of seafarers as they inspect and repair lashings, as they work in areas of higher risk, as they prepare for emergencies, among other all the other duties tending to the ship.



Average maximum wave heights during the 7 days leading up to the incident



Lack of Lookouts Leads to Lethality, Liability and Loss

UK investigators are highlighting yet another case of vessels failing to maintain proper lookouts, especially in high-traffic areas. While the most recent example only resulted in a fender-bender, previous

examples, including one of the same shipping companies, proved fatal. In addition to the UK, other regulators have cited the frequent lack of lookouts and two people on the bridge while vessels are underway,

especially in confined areas of navigation.

The new example was cited by the UK’s Marine Accident Investigation Branch (MAIB) and concluded that neither vessel was keeping an effective lookout. The general cargo ship Scot Explorer (4,800 dwt) with a crew of eight was sailing from Sweden to the UK while the Happy Falcon, a 3,800 dwt LPG carrier was on a similar route. The gas carrier overtook the cargo ship as they passed the northern tip of Denmark, but when the Happy Falcon broke down the Scot Explorer rammed into its stern. Scot Explorer failed to recognize the ship had stopped. The Happy Falcon sustained serious damage but no casualties.

The master of the Scot Explorer was alone on his bridge with the vessel on autopilot. The report said he was distracted “undertaking other duties on the bridge and was not monitoring nearby traffic.” The electronic navigation aids were not being monitored and were not “optimally set or used.” Alarms were silenced. About 40 seconds before impact, a crewmember

working on deck ran onto the bridge to alert the captain who attempted to make a course correction but it was too late.

The highlights the serious safety breach that a lack of a lookout or second person on the bridge of the Scot Explorer posed. The Chief Inspector of Marine Accidents has written to the ship manager, Intrada Ships Management, about the standards of watchkeeping on Scot Explorer. It’s not the first time. MAIB reiterated the recommendations made against the same company following the collision between Scot Carrier and the hopper barge Karin Høj, which killed two people aboard the Danish vessel.

A series of recent causalities often with similar circumstances have plagued busy coastwise shipping routes as manning issues exacerbate disregard for the lookout requirements. Regulators have repeatedly demanded the use of lookouts as well as the proper use of the safeguards built into modern navigation systems. Lack of a lookout is a lethal risk.

Receive the *West Coast Sailors* via First Class Mail

Name (print) _____ Book No. _____

Address _____

City _____

State _____ Zip _____ Country _____



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

Send check or money order to:
West Coast Sailors
450 Harrison Street, San Francisco CA 94105



SUP PRESIDENT'S REPORT

GOVERNMENT MATTERS

New MMC Credential: The Coast Guard announced that on March 1, 20224 it will begin issuing Merchant Mariner Credentials in a new on-page formate which will replace the legacy passport-style red book and its associated endorsement labels. The degraded reliability of the printers used to print MMC's was cited as a motivating factor and this change could improve delays in issuance. New endorsements will not come as be decals or sticker but trigger the issuance of an entirely new document incorporating the change. The new credential is a 8.5 x 11 tear-resistant waterproof paper but maintains security features and can be folded to resemble the look and feel of the passport style red book.

Working Group Participation: The Union this month was contacted for participation in two important working groups. At the invitation of Maritime Administrator Ann Phillips the EMBARC (Every Mariner Builds A Respectful Culture) standards initiative is an established effort with a quarterly meeting format and convening a "Work-Life Balance Symposium" in April. The effort is to address the challenges of dealing with shipboard harassment among other things. SUP VP Matt Henning will represent the Union. I will attend on another work group charged by the MarAd to assess the size and credentials of the national mariner pool as part of the implementation of the National Defense Authorization Act for Fiscal Year 2024.

PATRIOT CONTRACT SERVICES

Watson-class: Wages in the Union's Watson-class ships are set to rise by two percent beginning on April 1, 2024. As reported in the past, the increase was delayed because of bid process, COVID, and bid protest, required a bridge contract, and pushed back the start of the contract to April 1, 2023. The increase, under the terms of the Agreement, was set to begin on the first anniversary date of the start of contract, which is to say one year after the start of contract. The wages and benefits were calculated under the normal Total Labor Cost methodology and submitted to Patriot for agreement. The Company confirmed receipt but not yet agreement on the numbers and when they do it will be presented to the membership and published in the West Coast Sailors.

APL MARINE SERVICES

Payroll: Union work on incremental improvements to APL payroll system continues. The paycheck problems of standby workers in Los Angeles was investigated this again month, and errors and delays in reporting and deposits were fixed. The investigation revealed a specific payroll flaw that requires more work. It is caused first by the two-week pay period, then by an administrative difference between the end of the pay period end and payment date of record that results in either the issuance of a check or a direct deposit. Depending on the actual day worked, the reported workday may fall into the next reporting period, especially for certain weekend work, adding to the delay. For steady workers, these problems are overcome as the payment schedule catches up to the work. But occasional and intermittent standby workers are put at a disadvantage, as the expectation of payment near the work date is reasonable. An accelerated process for standby payroll within the APL system, or immediate payment from a separate fund source that later trues up with the regular APL payroll is a possibility being investigated. Hurdles include Company agreement, administrative process construction, tax reporting compliance, dispute resolution methodology, and back-office support. Will advise on progress.

Dispatch Procedure Update: On February 28, the Union received communication from APL Marine Services on updated dispatch procedures and forms as follows:

1. All credentials and documents must be current and extend throughout the life of the dispatch. Passports must have a validity of six months from the date of assignment.
2. Must be medically qualified with a valid STCW Two-Year Medical Certificate and current drug screen. If joining crewmember had previously left an APL vessel unfit-for-duty, the company will most likely initiate a sign-on physical. Otherwise, a sign-on physical is not necessary. Any physical requests will be initiated by APL.
3. A set of new dispatching forms were also issued including:
 - a. Drug and Alcohol consent/background.
 - b. Crew Member Data Sheet.
 - c. Verified I-9 and W-4.
 - d. VISA application form (depending on joining location).
4. Minimum Standby Requirements including:
 - All standbys will report with long pants, long-sleeved shirts, and steel-toe shoes.
 - Standbys are subject to terminal and company safety procedures
 - Standby personnel shall be equipped by the company with the following PPE:
 - Hard Hat
 - High-Visibility Vest
 - Safety Glasses as required

These updates mostly formalize existing practices, but the sign-on physical waiver is something new, something the Union has long advocated for, and should streamline the dispatch process making it easier to ship.

MATSON NAVIGATION

Shipyard Schedule: Matson informed the Union that two additional LNG powered ships will come into service this year, the Manukai and the Kaimana Hila. The Manukai is expected to complete sea trials in July and return to service soon afterwards, although the first LNG conversion, the Daniel K. Inouye, was delayed at least a month.

The *Kaimana Hila* is expected to complete sea trials in the fourth quarter. Matson is also building in Philadelphia three more dual fuel LNG capable, *Aloha*-class vessels with deliveries scheduled to begin in 2026.

LNG Training: Members who have taken the Basic IGF Code Operations Original (STCW V/3-1) course must submit the training certificate to the Coast Guard to qualify for the endorsement on their Merchant Mariner Credential. While there may have been a grace period during implementation, the Company informed the Union that the requirement will now be consistently enforced, similar to other STCW endorsements such as Basic Training (BT) and Vessel Personnel with Designated Security Duties (VPDSD). The training certificate, by itself, expires after 1 year and does not hold any credential value; its purpose is solely to serve as evidence of completed training for submission to the Coast Guard during the endorsement process. Please advise Union agents and AFSS training representative of the status of your application and seek assistance if needed. We strongly encourage members to take the training available monthly.

SAN FRANCISCO BAR PILOTS

Following last month's ratification, technical finalization of the Agreements with SFBP covering Marine Personnel and the Dispatchers proceeded. Various updates and corrections were discussed and agreed to. Checks on rates payable, MOU integration, and some minor legal compliance updates were confirmed, or added to secure certain benefits, especially in reference the applicable state law. For example, the California Family Rights Act is the primarily relevant statute for a California-only employer, and so it was named in addition to the federal Family and Medical Leave Act. The Pregnancy Disability Leave provisions of the California Fair Employment and Housing Act, is the required state law and will likely require integration in an MOU later to ensure consistency with existing leave benefits. Finally, some communications work on the application of new timesheets should help preempt payroll problems and acclimate members to the new accounting system.

MARCH 6, 1885

March is the month of our founding, 139 years ago. The sailors that gathered that night in San Francisco dared to oppose a legal and embedded system of servitude, theft, and brutality. Our two greatest leaders, Andrew Furuseth and Harry Lundeberg – both born in March – personified the fearlessness and foresight of our founders. Standing our watches today we take courage from them to defend rights they didn't have, and to otherwise carry on the fight to carve out a better life. Happy birthday to the SUP.

HOLIDAYS

Cesar Chavez Day: The San Francisco, Seattle, and Wilmington halls will be closed on Monday, April 1, 2024 in observance of Cesar Chavez Day, which falls on Sunday, March 31, 2024. Cesar Chavez Day is a longshore holiday under the ILWU Agreement and thus a holiday aboard APL and Matson ships in West Coast ports; it is not a holiday at sea.

Harry Bridges Memorial Day in Honolulu: That Branch will be closed on Monday April 1, 2024 in observance of Harry Bridges Memorial Day, which is an ILWU Local 142 holiday.

ACTION TAKEN

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

Dave Connolly



In Oakland at Berth 57 aboard the *President Eisenhower* is Romulo Racoma, Mike Higa, Rudy Bautista, Bosun Scott Oliphant, unknown sailor and Octavio Ortega

Photo Roy Tufono

Sen. Wicker Defends Jones Act From Repeal Op-Ed in WSJ

“American sea power is a self-reinforcing system”

Maritime champion Roger Wicker, Republican Senator from Mississippi, sent a fierce response to the editor of the Wall Street Journal after an op-ed piece called for the repeal of the Jones Act.

Sen. Wicker, the leading Republican on the Senate Armed Services Committee, staunchly defended the Jones Act, citing national security concerns as paramount. He argued that throughout history, the expansion of commercial shipbuilding and the growth of the naval battle fleet have been interdependent. Emphasizing that altering the Jones Act would be especially wrong as China escalates its maritime power, Sen. Wicker was clearly affronted by the irresponsible talk.

He noted, “For hundreds of years, Congress has entrusted domestic mari-

time commerce to American companies, ships and mariners for a simple reason: It works. The law helps stabilize the nation’s maritime industry. It facilitates some 650,000 jobs across our vast system of shipyards, ports and waterways and adds \$150 billion annually to our economy. Ending the policy would hit the wallets of skilled American workers.”

Sen. Wicker has long been a supporter of the U.S. merchant marine, but he was remarkably insightful and acerbic in these remarks. “Opponents of the law value our economy and security, but their proposals risk both. We should dispense with the idea that repealing the Jones Act would save Americans money. Even if we allowed foreign vessels into our domestic sea trade, they would still sail under our wage, immigration and trade fees. These costs would get passed on to consumers. Critics rightly recognize our diminished

shipbuilding capacity, but that isn’t the fault of the Jones Act. Nor would repealing it reignite freedom’s forge. It would weaken our maritime workforce when we need it most.”

The letter closed with an important holistic and philosophical outlook. “Naval strategists have noted that American sea power creates a self-reinforcing system: Growth in commercial shipbuilding facil-

itates growth in the battle fleet, and vice versa. This is not a time to stress-test this historical truth. China put 30 warships to sea last year, and it boasts the world’s most merchant vessels. Meanwhile, the U.S. naval fleet shrank, and we now rank 70th in commercial shipping inventory. Repealing the Jones Act would narrow the already shrinking margin of American naval superiority.”

Shipyard Unions and MTD File Unfair Trade Petition

The United Steelworkers Union (USW), the International Association of Machinists and Aerospace Workers (IAMAW), the International Brotherhood of Boiler-makers, Iron Ship Builders, Blacksmiths, Forgers and Helpers (IBB), the International Brotherhood of Electrical Workers (IBEW) and the Maritime Trades Department, AFL-CIO have filed a petition today under Section 301 of the Trade Act of 1974 challenging China’s unfair trade practices in the Maritime, Logistics and Shipbuilding Sector.

Section 301 provides for a 45-day review period by the United States Trade Representative of petitions filed to determine whether a full investigation of the issues should be initiated. The investigation could result in imposing relief measures to address the alleged unfair practices and to ensure the viability of the domestic producers and workers that have been harmed.

USW President David McCall, IAMAW President Brian Bryant, and MTD President David Heindel joined U.S. Senators Tammy Baldwin (D-WI) and Bob Casey (D-PA) to outline the case made in the USTR petition. “The United States once had nearly 30 major shipyards; now we’re down to just a handful,” said McCall. “That correlates

with more than 70,000 lost shipbuilding jobs, not to mention all the secondary jobs the industry supports.”

“China has surpassed the United States and now operates the world’s largest navy,” McCall continued.. “Rebuilding our Merchant Marine is not only essential to increasing our nation’s sealift capability, it will help shore up the critical supply chains our military and commercial shipbuilding industries share, making us safer and more resilient.”

Heindel said, “On behalf of the Maritime Trades Department as well as my home union, the Seafarers, we are proud supporters of this overdue effort to promote American shipbuilding.... I have 100 percent confidence in our brothers and sisters who work at United States shipyards. They are second to none when it comes to skill and dedication and craftsmanship, and I know they’ll rise to the occasion if we simply give them the chance by creating a level playing field.”

Sens. Baldwin and Casey today sent a letter to the Biden administration in support of the trade petition, representing a growing coalition of policymakers fighting to revitalize the shipbuilding industry. USTR Katherine Tai has 45 days to determine whether she will pursue an investigation of Chinese shipbuilding.

Jones Act Crooks Forced to Pay for Fake Railroad

Two companies in the Alaska seafood shipping industry recently settled a lawsuit challenging penalties and fines levied by U.S. Customs and Border Protection (CBP) for violating the Jones Act.

The companies tried to exploit an exception to the U.S.-flag vessel requirement in the Jones Act that allows seafood from Alaska to be transported to the U.S. mainland if it travels via Canadian rail. U.S. Customs busted them operating a phone 100 ft “railroad” and judge upheld enormous fines and penalties. The companies then challenged the penalties and fines in the U.S. District Court of Alaska, saying they did not violate the Jones Act while transporting seafood from Alaska to the U.S. mainland because it was “transported” by Canadian rail.

It is not clear how lawyers for the company used the offending violation as a defense tactic, but according to court documents, Kloosterboer International Forwarding

LLC (KIF) and Alaska Reefer Management LLC (ARM) pulled this maneuver for over a decade using foreign-flag vessels. Once in Canada, KIF arranged for the seafood to be offloaded cargo to trucks that were then driven onto a flatbed rail car for a roughly 100-foot ride on the length of rail, and driven back again to be trucked to the U.S. mainland.

The Alaska appeals court upheld the judgment and a settlement agreement finalized for the violations was reached last month requiring KIF and ARM to pay \$9.5 million to the U.S. The companies also stopped using the BCR to transport seafood to the U.S. CBP noted, “The resolution of this case sends a clear signal that CBP will use its law enforcement powers to detect and deter schemes that are designed to circumvent laws — such as the Jones Act — which are intended to protect U.S. industries.”



SUP crew on the starboard bridge wing of APL’s *President Kennedy* before sailing from Oakland, California for the Far East in mid-February. From left is AB’s Carl Turner, Vincent Lau, Chase Boeger, the C/M, Matt Dulay, Jonathan Pampilon and Chris Bartolo.

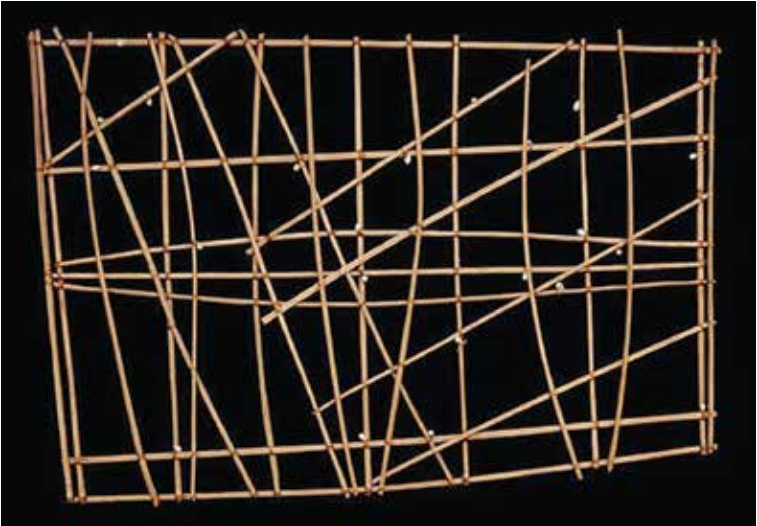
Photo Roy Tufono

Navigation Between the Marshall Islands

The Marshall Islands in eastern Micronesia consist of thirty-four coral atolls consisting of more than one thousand islands and islets spread out across an area of several hundred miles. In order to maintain links between the islands, the Marshall Islanders built seafaring canoes. These vessels were both quick and manoeuvrable. The islanders developed a reputation for navigation between the islands—not a simple matter, since they are all so low that none can be seen from more than a few miles away.

In order to determine a system of piloting and navigation the islanders devised charts that marked not only the locations of the islands, but their knowledge of the swell and wave patterns as well. The charts were composed of wooden sticks; the horizontal and vertical sticks act as supports, while diagonal and curved ones represent wave swells. Cowrie or other small shells represent the position of the islands. The information was memorized and the charts would not be carried on voyages.

This chart is of a type known as a rebbelib, which cover either a large section or all of the Marshall Islands. Other types of chart more commonly show a smaller area. This example represents the two chains of islands which form the Marshall Islands. It was collected by Admiral E.H.M. Davis during the cruise of HMS Royalist from 1890 to 1893.



Navigation chart (rebbelib), probably 19th century AD, Marshall Islands, Micronesia, wood, shell, 1 meter wide, © Trustees of the British Museum

China Spy Cranes Pose Cyber-Security Threat

continued from page 1

directive. STS gantry cranes manufactured by the China account for nearly 80% of the STS cranes at U.S. ports. “By design, these cranes may be controlled, serviced, and programmed from remote locations, and those features potentially leave PRC [People’s Republic of China]-manufactured STS cranes vulnerable to exploitation, threatening the maritime elements of the national transportation system,” the Coast Guard warned. “As such, additional measures are necessary to prevent a [security incident] in the national transportation system due to the prevalence of PRC-manufactured STS cranes in the U.S., threat intelligence related to the PRC’s interest in disrupting U.S. critical infrastructure, and the built-in vulnerabilities for remote access and control of these STS cranes.”

The head of one of the nation’s busiest ports called out the threat. “They’re collecting data, they’re looking at information,” Gene Seroka, executive director of the Port of Los Angeles, said in an interview last week on Bloomberg about Chinese surveillance. “What they’re using that data for is the question.”

At a White House briefing on Tuesday, Coast Guard Rear Adm. John Vann, who heads the agency’s cybercommand, said

that his teams have “assessed cybersecurity or hunted for threats” on 92 of the cranes so far.

“Those assessments determine the cybersecurity posture, and the hunt missions actually look for malicious cyberactivity on the cranes,” Vann said. “We’ve almost canvassed about 50% of the existing cranes,” he added, but did not state whether security concerns were discovered on those cranes.

A similar advisory released by the U.S. Maritime Administration on the same day, points out that China’s ZPMC (Shanghai Zhenhua Heavy Industries Co. Ltd.) has the largest share of the STS crane market worldwide, by sales revenue.

“These cranes may, depending on their individual configurations, be controlled, serviced, and programmed from remote locations. These features potentially leave them vulnerable to exploitation,” the advisory states.

The advisory lists guidance and mitigation measures for ports, vessel operators and shippers for protecting data at risk of being hacked in a cyberattack.

The White House at the same time launched a multi-billion dollar maritime infrastructure plan that would restart the domestic production of container cranes to address the cybersecurity



threat in ports around the United States.

A key part of the plan would put more than \$20 billion into infrastructure at American ports, including container crane production, in the next five years. The Biden administration would use grants, in addition to the Bipartisan Infrastructure Law and the Inflation Reduction Act, for the investment, according to a White House fact sheet released Wednesday. Under the plan, Japan-based

Mitsui Engineering & Shipbuilding would use its U.S. subsidiary to bring a container crane production capability back to the United States.

The Coast Guard’s new requirements call into question the reliance of terminal operators on automation. “These systems have revolutionized the maritime shipping industry and American supply chains by enhancing the speed and efficiency of moving goods to market, but the increasing digital interconnectedness of our economy and supply chains have also introduced vulnerabilities that, if exploited, could have cascading impacts on America’s ports, the economy, and everyday hard-working Americans,” according to a White House fact sheet.

There are additional cybersecurity requirements for U.S.-flagged vessels, ports and container terminal operators, including minimum requirements for cybersecurity plans, and are part of a proposed rulemaking initiated by the USCG.

SUP Celebrates Founding

continued from page 1

Act, signed into law by President Woodrow Wilson on March 4, 1915, after a 20-

year struggle by Furuseth to free seamen from indentured servitude.



The Headquarters of the Sailors' Union of the Pacific, one of the world's oldest maritime unions when it was on East Street in San Francisco, also known as the Embarcadero. Directly below the bold lettering of the Union is the name of its newspaper, the *Coast Seamen's Journal*, the predecessor to the *West Coast Sailors*. The

first issue of the WCS was in 1938 but the *Coast Seamen's Journal* dates back to the the Coast Seaman's Union, formed in 1885. The picture reinforces the notion that an independent Union voice was and remains fundamental to the identity of the SUP and the growth of organized maritime labor.



"I pledge my honor as a man, that I will be faithful to this Union..." So begins the SUP oath of obligation and taken at SUP Headquarters by Able Seafarer Faith Matas in San Francisco on March 11, 2024.



Dispatcher's Report

Headquarters — February 2024

Deck	
Bosun	2
Carpenter	0
MM	7
AB	17
OS.....	5
Standby S.F.	15
Total Deck Jobs Shipped	46
Total Deck B, C & D Shipped.....	32
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.....	46
Total B, C, & D Shipped-All Depts.	32
Total Registered "A"	22
Total Registered "B".....	30
Total Registered "C"	4
Total Registered "D"	26



The Ready Reserve ship *Cape Henry*, activated for transit from the shipyard in Portland, arrived at San Francisco layberth in good shape with a full SUP crew. From left is OS, AB Costica Oprisoru, bosun Robert Tomas, AB Larry Moone, AB Jack Walker, OS Marquez Wilson OS Gabriel Moreno, OS Diamond Payne.

MARAD Releases U.S. Mariner Workforce Plan

The Maritime Administration (MarAd) has released a strategic plan outlining six key goals to grow nation’s mariner workforce through recruitment, training, and retention over the next five years.

At the direction of Congress, the Maritime Administration (MARAD) created the Plan called “Mariner Workforce Strategic Plan – FY 2023 to FY 2027” (Plan) to present “options to help ensure our Nation has sufficient credentialed mariners needed to crew both the U.S.-flag fleet of commercial vessels and strategic sealift fleet.” The Plan lays out a comprehensive, five-year initiative that focuses on improving outcomes in these areas.

The plan was developed through input from government, industry, maritime academia and training, maritime labor, and other stakeholders. The Strategic Plan can be viewed at www.maritime.dot.gov/education.

SUP BRANCH REPORTS

HONOLULU

February 2024

SHIPPING:The following jobs were dispatched for the month: 1 Bosun Relief, 3 AB Day steady, 2 AB Watch steady, 1 AB Maintenance Relief, 2 USNS Bosun, and 1 RRF AB. There were 21 Standbys Jobs dispatched for the month.

REGISTERED:11 A-Cards, 19 B-Cards, 3 C-Cards, and 6 D-Cards.

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

Agent's Report:
It's "Steady as she goes" here in Honolulu. Thank you Delegates for doing such a good job representing your Brothers and Sisters onboard the ships. Hearing about the USCG changing how they issue MMC documents (ditching the passport style, for paper) is a great first step. Hopefully they can send a couple of reams of this paper to the local Regional Exam Centers

so USCG officials can issue us our documents right there on the spot.

Attended the Hawaii Port Maritime Council meeting. Received a report of upcoming proposed State legislation that affects organized labor from AFL-CIO COPE Director Chris Burnett.

It was very sad to hear the news of Anna Marie Espersen passing. She was always a bright spot in my day when I spoke to her. Anna Marie always worked hard to help straighten out issues we may have had with our vacation checks, which I always appreciated during the rare times there was an issue. Anna Marie had a genuine caring for all of us and took the time to check in on our families and wellbeing. She was a blessing.

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.

Faternally Submitted,
Patrick Max Weisbarth
Honolulu Branch Agent

WILMINGTON

February 2024

Shipping: Bosun, 1; AB/W, 4; AB/D, 4; OS/ STOS, 3; GVA/GUDE, 0; Standby: 34.

Total Jobs Shipped: 46 Registrations: A 35, B 33, C 1, D 5.

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

Agent's Report:
The past month here Wilmington has been dimmed and gray. From dealing with tragic loss to dealing with power tripping captains and chief mates.

We lost a real one Ladies & Gentleman. Mr. Dwayne Nash tragically passed away. He was an inspiration to many and to those who can remember a great Sailor, Bosun and agent for the S.U.P. many condolences out to his family. A remembrance will be held April 20th. Updates at the Hall as available.

As far as captains and mates go. I have

told many of you to never go to their offices alone. Always take the delegate with you. If you are the delegate, take a sailor with you. Just to be safe rather than receiving backhanded threats with no witnesses. The power tripping is increasing.

I also want to express that I have accepted position of treasurer for the American Merchant Marine Veterans memorial committee (AMMVMC). There are extra seats. If you're looking to be on the board, come to the Wilmington Hall for more information.

There is still plenty of work, so if you're trained for government work, please register. As always keep your documents updated, check your expiration dates, and attend your monthly meetings.

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

SEATTLE

February 2024

Shipping: 2 Boatswain (A, B); 1AB/D (A); 1 AB/W (B) 3 Navy AB (2B, C); 2 OS (C). Matson called for 1 Standby Boatswain (A) and 7 Standby AB's (2B, 4C, 1 MFOW)

Registered: 7 A card for a total of 10, 6 B card for a total of 11, 3 C card for a total of 6, 2 D card for a total of 2

Agent's Report:
I'm pleased to report a positive follow-up to the December Seattle report (January WCS). Our lobbying efforts towards a \$200k budget request for entry level mariner assistance to be applied to the Seattle Jobs Initiative is listed in both Washington Legislative Chambers budgets. While this funding will not be available until July when the State of Washington cuts the check, now is the time to refer to me any Washington State candidates interested in becoming a mariner, that fall below the \$75K poverty level, and that are needing assistance in obtaining original documents and training. I will facilitate the introduction and referral to the SJI & they will administer this aid for 28 future mariners in consultation with our Union.

Many thanks to all members of the SUP and MFOW that wrote letters of support to their representatives, all the regional labor councils that enthusiastically signed on, and the Legislators that saw the benefit and common sense need for such a program in a Maritime state. Brothers Waylon Robert and Giorgio Pompei navigated through the legislative process skillfully and Brother Robert put in many pro bono overtime hours lobbying for the success of this legislation. They both deserve special thanks for their dedication to our Union interests and the advancement of our trade.

Faternally,
Brendan Bohannon
Seattle Branch Agent

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.

VICE PRESIDENT'S REPORT

February 2024

Ships checked — February.

APL Islander — Anak Anom, delegate. Clarifications regarding shorthanded pay due to sailor signing off ship not fit for duty.

APL Cleveland — Val Goncharov, delegate. Clarification regarding two — man watch. During two-man watch, unless required for bridge navigation one AB may be assigned to work on deck on watch during daytime hours. Jesus Hermosillo, bosun.

USNS Seay — Tim Tess, delegate. 5 SUP members are being relieved by end of month. There are a limited number of flights in and out of Diego Garcia. Please be patient as your actual day of relief may not be possible. Jon Clark, delegate.

USNS Red Cloud — Richard Allard, delegate. New plans for the ship to remain on the East Coast for another 6 months, FOS status. Rory Alexander, bosun.

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

USNS Watson — Marc Abacan, delegate. Overtime has gone up and down. Inquiries regarding W2 and when to expect them. You can download the ADP app and sign in to get your W2 for 2023 or prior years if needed. Ship is on the hook in Saipan. Sean Bane, bosun.

Cape Henry & Hudson — Both ships is ROS status in San Francisco, CA. Bosuns Robert Tomas and Dennis Solijon.

Cape Horn — Christian Demesa, delegate. Ship continues FOS mission with a few members getting relieved at the end of the month. Marc Calairo, bosun.

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

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

Members need to clean their rooms when signing off a ship. We have fined several members for leaving rooms a total mess this month. Take the time to clean your room properly before departing, nobody should sign onto a ship and spend their first day aboard cleaning someone else's mess.

MMC/TWIC/Medical Certificate renewals can take several months if not longer. There is no expedited process, please check your expiration dates when you sign off a ship, then renew what is needed. Checking dates when you are at the hall or ready to work is too late.

We now have four FOS ships with Patriot requiring the Bosun and two AB's to have a valid LSE certificate. We need more members to take the training. The training is 5 days, and the certificate is valid for 5 years.

Matthew Henning

BUSINESS AGENT'S REPORT

February 2024

RJ Pfeiffer — In at Oakland#62, delegate James Salera. Late December breakout of this ship filled in for out-of-service ships. Laid up for a week and then back out for two weeks. Now it looks like Northern triangle through the ending of March. John Crockett as Bosun

Mokiha — At Oakland#62, delegate Cory Edgil. SASH cameras installed in the overhead for a total of 16 cameras. No deep fryer for the galley after several months requesting; cameras appear more important than meals. Noel Itsumaru as relief Bosun.

Manulani — At Oakland#62, Ben Ashton, delegate. Matson has money to install Video cameras why not invest in repairing the ships store crane. Non-operable for four months, we depend on the shoreside crane when our gear should be working. Getting the work done with relief Bosun John Hartley

Mahimahi — Tom Tynan delegate. Eyes in the sky now as video surveillance is here. These cameras are installed and mounted into the overhead in passageways where licensed and unlicensed crew members reside. This is going to sea in 2024. Isnin Idris as Bosun.

President Eisenhower — Oakland#56 SSA terminal Elexir Ponce, delegate. Delay in Oakland due to damaged containers in the upper tier causing leak. Big investigation at layberth then shift to working berth for cargo. Sailed for Yokohama with no issues. Scott Oliphant as Bosun.

President Cleveland — delegate Ben Garman. Going to sea today where everything is under scrutiny problems will make you stand out like a sore thumb under a spotlight. Members leaving rooms unsanitary will be fined. Jesus Hermosillo as Bosun

Oakland RRF fleet: **Admiral Callaghan**, ROS with Norhaslan Idris, as Bosun. **Cape Orlando** ROS with Dennis Sumague as Bosun.

San Francisco RRF fleet: **Cape Hudson** ROS with Dennis Solijon as Bosun. **Cape Henry** ROS with Robert Tomas as Bosun.

San Francisco Bar Pilots: Chris Auer delegate running smooth at Pier#9. Bosun Leo Moore.

Members' LNG classes are being held once a month at TRL San Diego. Classes fill up fast, fill out a training application; send back asap. Reminding members if your Documents are less than 6 months start the renewal process for your MMC and Medical Certificate. Your local Union agent will be happy to assist you. Also, when applying for an up-grade in seniority please send in only copies of your discharges after since we shred documents at the end.

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

Roy Tufono

