



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Tuesday, November 12, 2024

Mariners Honored at DC Veterans Day Ceremony

For only the second time, the U.S. Department of Veterans Affairs (VA) invited members of the American Merchant Marine Veterans (AMMV) to lay a wreath at the Tomb of the Unknown Soldier to honor U.S. Merchant Marine veterans from World War II on Veterans Day.

In addition to WWII veterans, the AMMV honors the service of all Merchant Marine veterans who served our nation during military sealift operations. The ceremonies at Arlington National Cemetery provide one of our nation's most enduring displays of respect for all U.S. veterans.

Maritime labor unions and AMMV representatives are proud to honor the men and women of the U.S. Merchant Marine, and their families, who served our nation. At the wreath laying ceremony, WWII Merchant Marine veterans William Balabanow and James Dipelesi took part in the event.

Prior to the wreath laying at Arlington National Cemetery, the USMM WWII veterans and their chaperones had breakfast with President Joe Biden and First Lady Jill Biden.

Dennis Ng, son of a late U.S. Merchant Marine WWII veteran, lead the delegation. Mr. Ng is AMMV's regional vice president for New Jersey and Pennsylvania. He was accompanied by Joe Cox. Mr. Cox is a graduate from the U.S. Merchant Marine Academy at Kings Point, NY in February 1967 and served for two years on the Vietnam sealift. Capt. Dru DiMattia, president of AMMV, also attended the ceremonies. He represented members of AMMV and all men and women of the U.S. Merchant Marine who served our nation in times of peace and war.

A Merchant Marine color guard will be composed of midshipmen from the Maine Maritime Academy located in Castine, ME. The color guard will present the American flag and the U.S. Merchant Marine flag during the Veterans Day ceremony at the Arlington Memorial Amphitheater, and they also stood by the AMMV's representatives when they laid the wreath.

The legacy of WWII merchant mariners, who were absolutely indispensable in winning the war, is the stuff of legends. Our mariners suffered more than 9,500 casualties, yet Merchant Mariners kept going to sea, delivering the goods wherever and whenever needed, often without any escort. They earned their status as United States veterans.

Many Merchant Marine veterans and families of veterans are members of AMMV, a non-profit organization serving all U.S. Merchant Marine veterans since 1984.



Red Wave Sweeps America into a New Era

Donald Trump won the U.S. presidential election, and Republicans were elected to a majority of the U.S. Senate. As the West Coast Sailors goes to press it appears likely that the House of Representatives will also have a slim Republican majority.

Trump won all seven swing states gaining a decisive number of Electoral College votes (312 to 226). The victory capped a remarkable comeback for a politician that had been previously voted out of office, charged with various crimes, convicted of felonies, and plagued by scandals and investigations. A wave of anti-establishment fervor and a broad shift to the right in nearly all groups reached nearly all corners of the American electorate.

The election is the beginning of a change in the American political agenda with broad consequences in domestic and foreign policy, including tariffs, the military, taxes, energy, climate, civil service, immigration, trade. It is likely to increase the pressure on journalists, civil service workers, immigrants, and unions. His tariff proposals could spark a fiercer trade war with China and U.S. allies, while his pledges to reduce corporate taxes and implement a spate of new cuts could balloon U.S. debt, economists say.

Trump prevailed despite persistently low approval ratings. Impeached twice, he has been criminally indicted four times and found civilly liable for sex-

ual abuse and defamation. In May, Trump was convicted by a New York jury of falsifying business records to cover up hush money payments to a porn star. He also overcame the fears of some Americans that an era of civil liberties and democratic freedom could be ending.

Former House Speaker Nancy Pelosi said the Harris campaign was at a natural disadvantage both due to incumbency and a late start related to President Biden's withdrawal. Senator Bernie Sanders said the working class is angry and had a reason to be angry given an economy "where the people on top are doing phenomenally well, while 60% of our people are living

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Army Fails Ship Readiness: GAO Finds Major Deficiencies

The U.S. military's heavy landing craft fleet comes under the U.S. Army's Watercraft Systems division - and it is in trouble, according to the Government Accountability Office.

The GAO report reveals (in understated government monotonies) a staggering deficiency and decline in readiness in the Army 70-ship fleet. Less than 40% of the waterborne logistical needs of the Army are capable of being met by the Army. The GAO said the dramatic downturn severely hampers the Army's ability to meet its mission requirements, conduct essential training, and maintain ongoing operational readiness. The finding comes as the Army campaigns against MSC readiness with proposed layup of the Watson-class ships and also as the need for such missions in the Indo-Pacific has increased.

It's often mistaken that the U.S. Navy or Marine Corps handles all of the Army's marine logistics, but the Army operates a little-known fleet of bow-ramp

landing ships and watercraft. The fleet ranges from mini-tugs up to the 275-foot Besson-class logistics support ships. With enough deadweight for up to two dozen Abrams battle tanks, and enough range to cross the Pacific, the Besson-class ships are the largest active U.S. military vessels that can land troops directly onto a beach.

But the Army began downsizing its watercraft fleet in 2018, when it had more than 130 vessels. The initiative proceeded with stops and starts until the service had reduced the division's size to 70 active vessels. This fleet count includes the Modular Causeway System, the heart of the Joint Logistics Over the Shore (JLOTS) temporary pier capability, which encountered severe operational difficulties off Gaza this year.

The report comes while the Army has called into question the viability and purpose of the prepositioned LMSR fleet, that supports a variety of its logistical functions. Accord-

ing to the GAO, the Army is not capable of performing the immediate war-fighting waterborne logistics, much less the supplies it would need to sustain any such effort. Seeking to degrade the Military Sealift Command's ship readiness by putting LMSR's in layup or ROS status appears to compound the Army's internal problems.

According to GAO, the capability of the Army's remaining watercraft force is eroding because of persistent maintenance challenges. The Army watercraft fleet's average fully mission capable availability rate should ideally be 90 percent, and in 2020 it sat at 75 percent. It has dropped every year since, and over the course of 2024, the average availability rate was 35 percent. The Army does not dispute the findings.

Low availability reduces the fleet's ability to meet mission requirements, even as demand for Army landing craft increases in Indo-Pacific Command. Two-

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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 ClayBK#4794
- Mike WorthBK#3629
- Terrence LaneBK#4107
- Mike Dirksen.....BK#2739
- Teofilo RojasBK#3194
- Leo Moore.....BK#6492

Organization/General Fund

- Valeriy Goncharov\$50
- Abraham Acosta.....\$20
- Frank Walker.....\$50
- Jill Holleman\$50
- Ian Serra\$50

Final Departures

John Nannini, Book #2439. Born in Oregon in 1927. Joined SUP in 1951. Died in Olympia, Washington, August 23, 2024. (Pensioner)

Political Fund

- Ahmed Alsadam..... \$10
- Steve Swinson \$25
- Archie Bickford \$100
- Lee Bolden \$100
- Emani Villi \$50
- Patrick Weisbarth \$50
- Emo Aulelava..... \$20
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- Abraham Acosta.....\$60
- Arsenio Purganan \$50
- Vincent O'Halloran\$200
- Frank Walker..... \$50
- Zachary Robert..... \$10
- Antonio Harris..... \$10
- Dave Hampton \$10
- Scott Oliphant \$50
- Dave Connolly \$100

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- Timothy Tess \$10
- Abraham Acosta.....\$20
- Elijah Bernal..... \$10
- Matthew Blom \$50
- Jason Alonzo \$25

SUP WELFARE PLAN NOTES

Emergency Identification

In case of emergency, it is vital that Welfare Plan participants and dependents carry at all times personal identification with current address, phone and contact information, as well as all health plan I.D. cards. When Plan participants are at sea, it is important that copies of health plan I.D. cards be left with family members at home. If a new or duplicate card is needed, please contact the plan with which you have coverage.

Other information that participants should keep with them in the event of an emergency are the name and phone number of a personal physician and a list of any prescriptions that are currently being taken.

Please also keep the Plan Administrative Office informed of any changes in marital status, births in your family, or changes in address.

Claims for Foreign Bills

Claims for reimbursement of foreign bills must include a translation into English, as well as the original billing. Required information for consideration of reimbursement includes the name and address of the provider of services, the patient's name, the date of service, a description of the service, and the itemized charges.

Active participants who obtain services outside the USA, or out of their service area in the event of an emergency, must submit their claim to their HMO plan. Please contact your HMO plan if you have any questions.

- Michelle Chang, Administrator michelle@marinerbenefits.org,
- Patty Martin, MPP & 401(k) Plans, Death Benefits patty@marinerbenefits.org
- Gina Jew, Claims gina@marinerbenefits.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 November 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
Steve Fuentes	Bk #2265	6 yrs.	A.B.	A
Juancho Gutierrez	Bk #3049	6 yrs.	A.B.	A
Eugene Ajoste	B-19812	1 yr.	A.B.	B
Hamzah Ghaleb	B-19813	1 yr.	A.B.	B
Anthony Rivera	B-19814	1 yr.	A.B.	B
Ali Saeed	B-19815	1 yr.	A.B.	B
Ahmed Alsadam	C-3057	30 days	O.S.	C
Dystany Boothe	C-3058	30 days	O.S.	C
Arnel Resurreccion	C-3059	30 days	A.B.	C
Johnny Santiago	C-3060	30 days	O.S.	C
Gary McGregor	C-3061	30 days	A.B.	C
Jayke Chiovarou	C-3062	30 days	O.S.	C
Lauren Harris	C-3063	30 days	O.S.	C

Ratings: Bosun Stamp

Robert Leeper Bk #4127

Membership and Ratings Committee's Report: Motea Lahsoon, BK#19679; Alhagie Touray, BK#3311 and Joel Tetrault, B-19612.



Motea Lahsoon, Alhagie Touray, and Joel Tetrault served on the SUP November Membership and Ratings Committee.

SUP Meetings 2024

HQ

November 12*, Tuesday
December 9, Monday

Branches

November 18, Monday
December 16, Monday

*Tuesday meeting due to holiday

Maritime Jobs Buoy U.S. Economy Like No Other Employment

The American Association of Port Authorities (AAPA) is touting the 2024 Port and Maritime Industry Economic Impact Report that says the port and maritime industry supports more than one out of eight jobs in the total U.S. workforce and generates almost \$2.9 trillion in economic activity.

The report found that the total employment supported by port and maritime activity dwarfs the workforce of 90% of U.S. metropolitan areas and noted that average wages of port and maritime employees is almost \$100,000, 20% more than the average U.S. worker.

"One out of every eight jobs and almost \$2.9 trillion in GDP means that we simply cannot begin to imagine our world without American ports," exclaimed Cary Davis, AAPA President/CEO. "In spite of a perfect storm of challenges, including a pandemic, ma-

for macro-economic and geostrategic pressures, and increasingly protectionist political headwinds at home, the port industry remains an indispensable part of our nation's supply chain as well as a dynamic catalyst for healthy growth and prosperity. That is exactly why federal government policymakers should continue making smart investments in our port system that will pay dividends."

The port and maritime industry is more than ports. The report concludes that today's economy has significant interconnected supply chains. Over 90% of goods arriving or leaving a port do so on a truck, in a railcar, or through a pipeline. The industry directly supports 425,000 trucking, rail, pipeline, warehousing, and logistics jobs that reach beyond the coasts, lakeshores, and rivers in the United States

West Coast Sailors

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Rest in Reef: SS United States To Be Underwater Destination

Once the fastest liner in the world, the SS United States, known also as the “Big U,” is headed toward its final resting place as the world’s largest artificial reef. In October, the Conservancy that owned the historic cruise ship transferred the title to Okaloosa County, Florida. The iconic vessel was retired in 1969.

Since 2009, the Conservancy had sought to repurpose the ship as a museum, but finally ran out of time while it searched for suitors. With the Big U facing eviction from its Philadelphia port, the Conservancy finally decided to accept a plan to transform the ship into an artificial reef calling it the “most dignified” choice over scrapping.

During the ship’s heyday in the 1950s and ‘60s, the SS United States was considered one of the greatest ocean liners ever built and still holds the “Blue Riband” westbound trans-Atlantic speed record. Conservancy president Susan Gibbs

said the reef project will give the vessel a new chapter as a global destination. The transformation will take over a year, including environmental remediation before its final deployment off Florida’s Destin-Fort Walton Beach. A land-based museum will also be built to honor the ship’s history, ensuring its legacy continues to inspire future generations.

Once submerged, the nearly 1,000-foot-long vessel will become a thriving marine habitat and a world-class diving attraction.

Shortly before the vessel was due to be towed, the ship was burglarized. Around 1:40 a.m. on October 2nd, surveillance footage captured at least three young men climbing through an opening in the 990-foot ship’s hull at Pier 82. Police said the suspects left three hours later with stolen items. The footage clearly shows the suspects’ faces and a 17-year-old boy who later turned himself in.



The SS United States at a speed of 38 kts or almost 44 miles per hour. The ship has been retired since 1969 and now will become the world’s largest artificial reef.

Seafarer Happiness Index Ticks Up in 3Q

Every quarter the Mission to Seafarers’ publishes its Seafarers Happiness Index in a routine study of general mariner welfare. For the third quarter of 2024 the index increased to 7.16 out of 10.

The improvement of morale is thought to be an unexpected consequence of longer transit routes, particularly for those on longer voyages due to the danger posed by Houthi attacks on shipping in the Red Sea. Some seafarers reported that the extended sailing time – averaging around two additional weeks – has provided them with significant benefits in terms of rest, recuperation, and overall morale.

This additional time at sea has allowed crew members to establish more structured routines, fostering a sense of normalcy amidst the demands of their work. Many seafarers have embraced opportunities for leisure activities, such as organizing barbecues and engaging in sports, which have been instrumental in enhancing camaraderie and team spirit on board. Increased downtime from busy port activities was also noted.

Furthermore, there was feedback that the longer voyages have encouraged senior officers to take a more active role in supporting their crew. Many have been reported to step in to hold watches, allowing for a more balanced workload and enabling them to devote additional time to training and skill development for junior crew members.

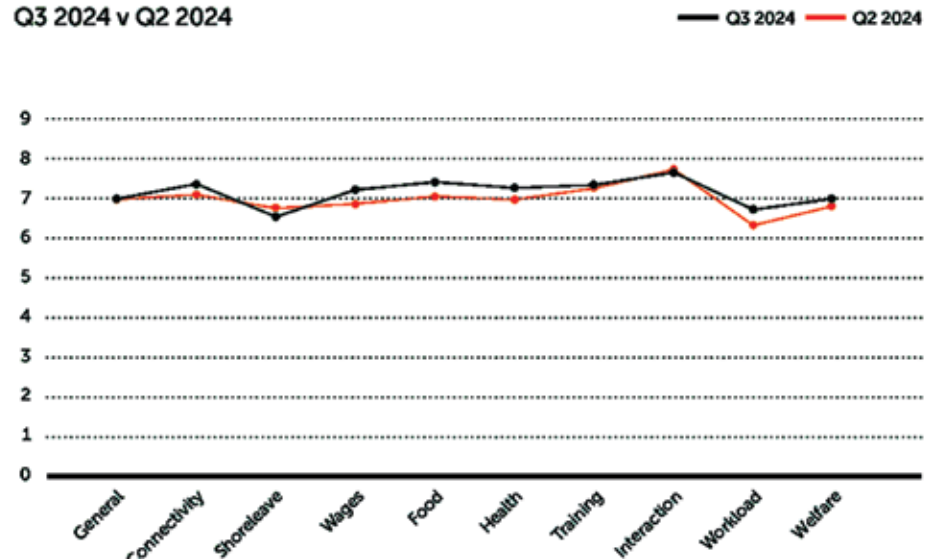
One seafarer reflected positively on this shift, stating, “We have time to enjoy being at sea. It feels like a relief.” This sentiment underscores a significant shift in the work environment, transforming what could be seen as a challenge into an opportunity for growth and improved well-being among seafarers. It suggests that longer transits can serve as a catalyst for enhancing seafarer satisfaction and fostering a more supportive and enriching onboard experience, pointing to the potential for structural changes in route planning.

Seafarers express overall contentment with life at sea, but there is a clear desire for better support systems to enhance their well-being. Frustration with inter-

4 Seafarers Happiness Index

Happiness Data

Q3 2024 v Q2 2024



net connectivity remains a significant concern, especially on vessels which have Starlink but are trading in waters which do not allow its use. Improved communication is seen as vital for boosting morale

among crew members. Limited shore leave opportunities continue to be a pressing issue, with many seafarers feeling overworked and isolated — highlighting the need for a better work-life balance.

Liberty Ship Jeremiah O’Brien Hopes to Call in Europe Again

On San Francisco Bay during Fleet Week in late October, aboard the SS Jeremiah O’Brien, the Dutch foundation Libertyship.NL and the American National Liberty Ship Memorial signed an important letter of intent. This agreement marks the first step in bringing the iconic Liberty Ship to the Netherlands in 2025 to celebrate 80 years of freedom.

The signing took place in the presence of the Dutch Ambassador to the United States and the Dutch Consul General in San Francisco. This historic event highlights the deep bonds between the Netherlands and the United States, who fought

together for freedom and peace during World War II. The SS Jeremiah O’Brien, as a Liberty Ship, played a crucial role in supplying Allied forces and is one of the few operational ships from that era.

“It is an honor to stand aboard this legendary ship, a living symbol of the cooperation between our nations. The arrival of the SS Jeremiah O’Brien in the Netherlands will further strengthen the power of this shared history,” said the Dutch ambassador.

The Dutch merchant navy made a large contribution to the Allied effort and final victory in WWII. Last year, Princess Margriet unveiled a database from the foundation containing the names of thousands of sailors, nearly 1,300 ships, and over a thousand wartime events involving the merchant fleet

The voyage plan was not reported, but whatever form it takes, such a trip is for a museum ship an

undertaking of grand proportions. The ship sailed under her own power once before as a museum ship, for the 50th commemoration of D-Day in the 1990’s. Here SS Jeremiah O’Brien would sail to Netherlands in 2025 for the celebration of 80 years of freedom. The ship will play a role in commemorative and educational events, such as the Merchant Navy

Memorial at the De Boeg monument in Rotterdam, as well as around the NATO summit, SAIL Amsterdam, and the World Port Days.

The signing of the letter of intent is an important step in a joint project that will take further shape as many hands work on the logistical and financial aspects.

Maritime Labor Backs Campaign to Promote Industry

Maritime labor unions along with the Transportation Trades Department and Maritime Trades Department recently urged Congress to establish a federally-funded, national advertising campaign to help stem the shortage of skilled mariners that threatens our commercial sealift readiness capability.

The campaign would promote the U.S. Merchant Marine and make young people aware of the excellent career opportunities available in the industry. The SUP, along with the MFOW, SIU, MEBA, MMP, AMO and TTD and MTD wrote a letter to the House Transportation & Infrastructure Committee leadership

asking them to help the Maritime Administration better satisfy its obligation to promote the industry, a challenge that has proven difficult for MARAD which constantly grapples with small budgets and staff cuts.

The unions call for a start-up \$10 million budget for MarAd to initiate an engagement strategy and advertising campaign “to attract workers to the U.S.-flag Merchant Marine, including civilian mariners in the Military Sealift Command.” They suggested the funding be initiated through the Transportation-House and Urban Development (T-HUD) appropriations bill.



Panama's Open Registry Not Open to Illicit Ships

The Panama Maritime Authority, one of the original flags-of-convenience, is taking action against law breakers flying its flag. It's an attempt to safeguard the integrity of the world's largest ship registry, after a string of ships engaged in trades or actions determined to be illegal by the world's shipping authorities, including the United Nations. The legal measures are specifically aimed at vessels appearing on international sanctions lists.

The new framework enables the immediate cancellation of a vessel's registration and navigation licenses, significantly ramping up Panama's response to growing global sanctions on illicit maritime activities.

The changes were formalized with the publication of Executive Decree No. 512 on October 18, establishing the conditions under which the PMA can revoke the registration and licenses of any vessel within Panama's merchant fleet. This applies to vessels found on sanctions lists issued by the U.S. Department of the Treasury's Office of Foreign Assets Control (OFAC), the United Nations Security Council, the European Union, and the United Kingdom.

The PMA has emphasized that all navigation documents issued by the authority will be invalidated if a vessel is sanctioned. Furthermore, organizations under Pana-



The Panama Ship Registry is the largest ship registry in the world

ma's jurisdiction are prohibited from offering classification or certification services to any vessel under review for cancellation. Panama has more than 8,000 vessels registered, and represents 250 million gross tonnage. It remains a global leader in maritime commerce. It's clear that sanctions are an increasingly powerful tool to curb destabilizing actions by nations like Russia, Iran and Venezuela. And the open registries like Panama are under scrutiny as a result.

This new measure comes as a response to a growing list of sanctions announced by Western nations to counter activities such as illegal oil smuggling. Just last month, OFAC sanctioned a dozen companies and ships involved in transporting Iranian crude oil to Syria and East Asia on behalf of the Islamic Revolutionary Guard Corps-Qods Force (IRGC-QF) and Hezbollah. Among the sanctioned vessels were seven Panama-flagged, highlighting the urgency for Panama to tighten its regulatory grip.

In response, the PMA reinforced its stance, saying: "We will automatically cancel the registration of any vessel found to be involved in illegal activities or that changes its flag to evade sanctions."

Panama's new legal mechanism could have a significant impact on vessel owners and operators, particularly those engaged in risky or illicit activities.

Recently, Panama moved to cancel flag registration for Russian LNG ships sanctioned by the U.S. government.

Russian Satellite Helps Houthis Target Ships in Red Sea

Russia was long suspected to support the Houthi attacks on shipping in the Red Sea, but now new reporting from the Wall Street Journal makes the link explicit.

With sophisticated satellite data on ship positions Russian has helped the technology deficient Houthis attack ships in the Red Sea, it comes as no surprise that the the middlemen between the Russians and the Houthis are the Iranians. A brigadier from the Islamic Revolutionary Guard Corps Qods Force sits on the Houthi Jihad Council as deputy to its leader, Abdulmalik al-Houthi. A second IRGC member also sits on the Council, with responsibility for drones and missiles.

The IRGC gets the intelligence from a Russian satellite and then confirms it with long-range drones and Iranian naval vessels permanently on station in the Red Sea area. The Houthis conduct additional reconnaissance via drones and a fleet of fishing boats acting as spotters.

Establishing Russian complicity was a matter of using open-source intelligence and solid journalism. The WSJ said Russians feed intelligence to the Iranians, and thence to the Houthis, as part of a joint Russian-Iranian satellite program. In August 2022, a Russian Soyuz 2.1b rocket launched an Iranian intelligence satellite from Kazakhstan. The Khayyam

satellite was jointly built and is based on the Russian Kanopus-V imagery satellite. It was placed in a 500-kilometer low earth orbit, and is now giving the Iranians access to one-meter resolution imagery, sufficiently accurate to use for targeting an area of a ship.

The Khayyam's orbit allows it to visit any specific point of interest about four times a day, but then the satellite needs to be in position to download the imagery back to Earth. This limits the utility of the system in targeting moving targets such as ships. However, the Khayyam system is almost certainly being used in an intelligence-swap which makes the

Iranian coordinates far more likely to be up to date.

The Khayyam satellite is more advanced than the three satellites that the Iranians have built and launched themselves. One of these, the size of a washing machine, was described by US Space Command General John Raymond as "a tumbling webcam in space, unable to generate any useful intelligence." Even so, the Khayyam is significantly less responsive and accurate than Western systems, and therefore it the inaccuracy is thought to be behind the fact that the Houthis have attacked Russian ships in error on several occasions

Houthi Rebel Terrorists Add Protection Racket to Resume

A new report by the United Nations finds that Yemen's Houthi rebels have figured out a way to monetize their blockade of the Red Sea. The group is operating a multi-billion-dollar tolling operation on the strategic waterway, extracting covert payments from shipowners in exchange for the right to pass safely. If accurate, the safe passage tolls or bribes may be among the group's largest sources of income, and could mean the Houthis have an incentive to continue attacks on shipping — regardless of the war in Gaza or group's ideological motives.

In a long-running research project on the conflict in Yemen, a panel of experts compiled a 500-plus page report for the UN Security Council on Houthi capabilities, finances and alliances. The findings depict an organization that has grown rapidly. The Houthi militia has developed a sophisticated international network for

Houthi rebels are extorting \$2 billion a year from shipping lines in exchange for not attacking their ships in Red Sea, according to a new study

shipping, money laundering, smuggling, recruitment and piracy, earning revenue at multiple touch points along the way.

The revenue grab, which might be classified as extortion, is enforced and enabled by prolific missile and drone attacks of ships in the Red Sea. The Houthis launched more than 130 strikes on merchant ships from last November through the end of July, the expert panel assessed. "The group's shift to actions at sea increased their influence in the region," the panel wrote. "Such a scale of attacks, using weapon systems on civilian vessels, had never occurred since the Second World War."

Houthi leaders claim that their ballistic missile and drone attacks are targeted at ships linked to Israel and its allies. But actually the group has repeatedly attacked a wide variety of vessels with no clear connection to Israel or the West. Some of the targeted ships have even been carrying cargoes for Houthi-supporting nations, including Iran the Houthi sponsor and ally, says the report.

While many analysts have assumed the scattered attack pattern is due to faulty targeting, the UN panel found that bribery is behind Houthi target selection. Shipowners can quietly pay the group for a safe transit, leaving the strong implication on others who don't pay could be attacked.

"The sources estimate the Houthis' earnings from these illegal safe-transit fees to be about \$180 million per month," the panel reported, noting that it has not been able to verify the information

independently. If the report is accurate, the Houthis could be generating more revenue from safe-transit fees than they earn by taxing petroleum imports, one of their biggest sources of income. If Houthi leaders ever agreed to cease strikes on Red Sea shipping, more than \$2 billion a year in income, along with a substantial source of regional influence and leverage, would be lost.

The report also provides extensive details on the Houthis' ties to terrorist organizations (Al-Qaeda, Al-Shabaab and Hezbollah) and pirate action groups in Somalia, as well as details of its well-known links to the Iranian military apparatus and its "Axis of Resistance." "The scale, nature and extent of transfers of diverse military materiel and technology provided to the Houthis from external sources, including financial support and training of its combatants, is unprecedented," the panel concluded.

Negotiations to Begin Again for New ILA Contract

The International Longshoremen's Association (ILA) and employers represented by U.S. Maritime Alliance (USMX) are set to resume negotiations for a new contract following a stand-off that led to a three-day strike on the U.S. East and Gulf Coasts last month.

The abbreviated strike was called off after the sides agreed on an amenable wage package for dockworkers and extended the agreement to January 15, 2025 to address remaining issues. The ILA is now focused on getting satisfactory terms on jurisdictional issues, healthcare benefits and port automation.

The sides issued a joint statement this

week saying that discussions will pick up in November to address remaining issues. Respective negotiating committees will meet in New Jersey, where they will look to agree on terms for a new Master Contract proposal that can be presented to the full ILA Wage Scale Committee for approval, and later, to ILA Longshore workers for ratification. "The ILA and USMX welcome the opportunity to return to the bargaining table and get a new agreement in place as soon as possible," they stated.

Both sides announced that they will not discuss details of negotiations with the media prior to these meetings



Snow Storm: Steam-Boat off a Harbour's Mouth, Making Signals in Shallow Water and Going By the Lees.
by J.M.W Turner, oil on canvas, 1842.

Matson Profits Surge on China, Geopolitical Supply Chain Worries

Matson, Inc. reported net income of \$199.1 million for the quarter ended September 30, 2024. Net income was \$119.9 million on revenue of nearly a billion dollars for the quarter (\$962.0 million). Compared with \$827.5 million for the third quarter 2023, the Company showed resilience and powerful profits.

Matt Cox, the CEO said “Matson had a very strong third quarter that exceeded our expectations with higher year-over-year operating income in both Ocean Transportation and Logistics segments. Within Ocean Transportation, our China service was the primary driver of the increase in consolidated operating income year-over-year. We saw a traditional peak season with strong freight demand leading to significantly higher year-over-year freight rates for both the CLX and MAX services. A resilient U.S. economy and a stable consumer demand environment coupled with tighter supply chain conditions supported these elevated freight rates”

Mr. Cox added, “In our domestic tradelanes, we saw higher year-over-volume in Alaska, while Hawaii and Guam saw lower year-over-year volume. Logistics operating income in the third quarter increased year-over-year due to higher contributions from supply chain management and transportation brokerage.” The Company’s container volume in the Hawaii service in the third quarter 2024 was 2.2 percent lower year-over-year. The decrease was primarily due to lower general demand. Hawaii’s economy continues to grow slowly with stalled growth in statewide tourist arrivals due to declines in Maui tourism following last year’s wildfires and the sluggish pace

of recovery in Japanese tourist arrivals which have been impacted by weakness in the yen to the U.S. dollar exchange rate. The Company expects volumes to be lower in 2024, primarily due to low-to-no growth in tourism, continued challenges in population growth and lower discretionary income because of higher interest rates.

In China, the Company achieved significantly higher freight rates in the third quarter 2024 compared to the year ago period. The Company’s container volume in the third quarter 2024 also increased 2.6 percent year-over-year due to two additional sailings. The elevated freight rates were primarily due to a traditional peak season with strong freight demand led to higher rates for both the CLX and MAX services. A resilient U.S. economy and a stable consumer demand environment coupled with tighter supply chain conditions supported these elevated freight rates. “Looking ahead,” said Cox, “we expect our China service freight rates in the fourth quarter to be significantly higher than the levels achieved in the year ago period, but lower than the average rates achieved in the third quarter as the peak season demand eases. He said freight rates will likely moderate with seasonality, but remain elevated as long as the underlying economic, supply chain, and geopolitical conditions persist.

Matson has carved out a niche in the transpacific trade based mainly on speed: it competes at least in part with air freight as much as ocean freight. Importantly, the Company’s Alaska business saw an uptick in volume, primarily due to higher retail demand.



On the mess deck aboard the new APL liner *President Bush* engaged in the trans-pacific trade is the SUP crew in Oakland. From left seated is Arnel Resurrecion, Romelito Linatoc, bosun Ernie LaGramada, and standing in rear from left is Mervyn Guevarra, Rachid Ayache, and Alex Sapien.

APL’S French Parent Sees Gains From Red Sea Disruption

French shipping giant CMA CGM has posted impressive third-quarter results for 2024, reporting \$15.8 billion in revenue — a notable 38.5% increase from Q3 2023 — driven by strong demand in shipping combined with disruption on major trade routes.

Ongoing geopolitical tensions continued to reroute vessels via the Cape of Good Hope, extending transit times and tightening available shipping capacity. CMA CGM responded by reallocating resources to keep goods flowing, despite the logistical strains these disruptions caused. Volumes were up, but it also caused a spike in container rates in nearly every trade lane. The necessary avoidance of the risks of Red Sea and the Suez Canal transit continues to transform global shipping.

The group’s EBITDA hit \$5 billion with

a margin of 31.4%, up 14 points from the same time last year. “Our Group has delivered solid performances in the third quarter, with dynamic maritime activity and ongoing transformation within our logistics division,” said CEO Rodolphe Saadé. “We have adapted our offerings, invested in terminals, and made significant advances in artificial intelligence to enhance service quality.”

The strong performance was driven by several key factors, notably a strong peak shipping season fueled by demand for inventory restocking and anticipation of potential port strikes in the U.S. This uptick, coupled with slower inflation, saw global trade volumes rebound sharply from last year’s levels. During the third-quarter, CMA CGM moved 6 million TEUs, up 5.5% year-over-year.

Rescue Off Waikiki Beach After 10 Hours Adrift

A young kayaker was rescued by a lifeguard after spending nearly 10 harrowing hours adrift in the Pacific Ocean off Honolulu in late October.

The incident, which began as a routine high school paddling team practice, quickly escalated into a large-scale search and rescue operation involving multiple agencies.

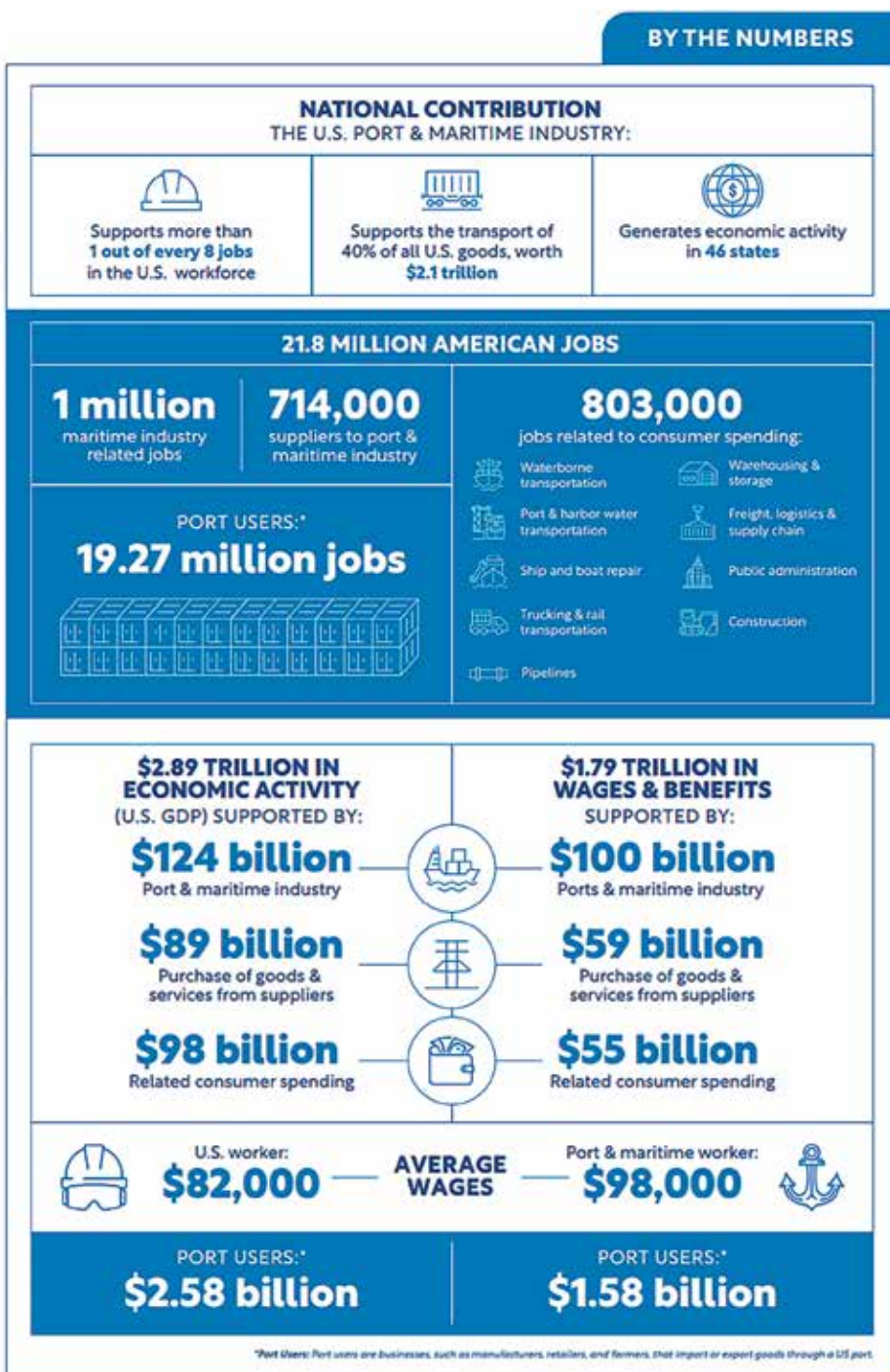
The 17-year-old kayaker became separated from his group approximately half a mile south of the Sheraton Waikiki Beach Resort at about 6:30 p.m. The situation was exacerbated by the fact that the young paddler had capsized on a 20-foot surf ski and was not wearing a life jacket, raising serious concerns for his safety.

U.S. Coast Guard Sector Honolulu sprang into action upon receiving notification from the Honolulu Fire Department at 7:27 p.m. Wednesday. The response was swift and comprehensive, with watchstanders issuing an urgent maritime information broadcast and

deploying multiple assets, including an MH-65 Dolphin helicopter, an HC-130 Hercules airplane, and a 45-foot Response Boat-Medium.

The search continued through the night, with various agencies joining forces to locate the missing teen. At 4:03 a.m. Thursday, after hours of intense searching, the airplane crew spotted the kayak with the teenager clinging to it. In a stroke of fortune, a nearby good Samaritan boater — an off-duty lifeguard with the Honolulu Ocean Safety Department — was directed to the location, marked by a flare deployed by the search team.

The rescue culminated at 5:25 a.m. when the off-duty lifeguard transported the exhausted teen to Emergency Medical Services personnel at Ala Wai Harbor. The teen was treated for injuries and hypothermia before being rushed to an area emergency room in serious but stable condition.



ELECTION SUPPLEMENT

CANDIDATES FOR SUP OFFICE — 2025-2028 TERM

PRESIDENT/SECRETARY-TREASURER



Matthew Henning

The past six years, I have proudly been your Vice President. I have been a voice for the SUP at Labor Councils, Maritime Trade Councils, and lobbied in DC to protect the Jones Act and Maritime Security Program. We have made significant gains in wages, work rules, increased pension benefits, and the total number of jobs. Just recently, in September, we negotiated a historic five-year agreement with APL where watch standers get overtime on weekends. With unity and steady progress, we can maintain and improve retiree welfare and pension benefits. The best is yet to come.

VICE PRESIDENT/ASSISTANT SECRETARY-TREASURER



Dale Gibson

Since 2001, I've sailed with the Sailor's Union of the Pacific under the Matson, A.P.L. and Patriot contracts as AB/Bos'n. I know what it's like to spend over 200 days every year on a ship away from home, and I know the dangers and the hardships we sailors face. I know the games these bucko mates and Napoleon captains play, and what it's like to be fed by a belly robber. As vice-president, I look forward to supporting our membership and keeping our union strong. I humbly ask for your vote as vice president. In solidarity,

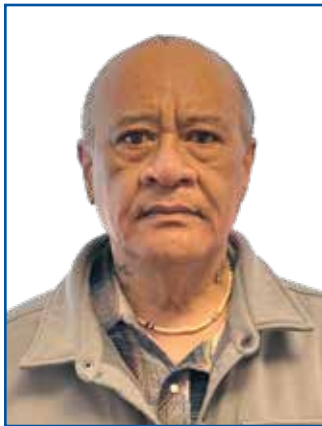
Dale Gibson #3027



Sam Worth

I know what's important to sailors. Whether it's help with credentialing, training, Coast Guard forms, exams, or regulations, I know how members get and keep their jobs. I've served on many committees and know about negotiations, benefits, the contract and dispatching mariners. I know about unbiased representation and how to protect all members alike. What I don't know I'll learn. I'm third generation SUP, committed to the work, and grateful to find new ways to advance this great Union. If you want someone to get you working, keep you working, and get you fairly paid, I'm your man.

SAN FRANCISCO BUSINESS AGENT



Roy Tufono

It's my privilege to serve as your San Francisco Business Agent. I'm honored and will continue to work hard for the rank-and-file members and for the best interests of the Union. As we turn the page into the new year the Union will be faced with unforeseen political and corporate challenges. In our long history we weathered the storms in the past and we always prevail during tough times. We strive for better wages, working conditions, health and benefits for our members and families. Protect your work and long live the Sailors Union of the Pacific!

Sincerely Roy Tufono

HONOLULU BRANCH AGENT



Nick Manessiotis

We've all answered the call of the sea, and we're blessed to be in the SUP. We've preserved, for over 100 years, a fighting spirit that gained us our freedom from bondage, and currently wins our jobs/security through the Jones Act. Whether at sea or ashore, we work smartly to stay SUP STYLE which I'll always continue to honor. If elected, I will keep it SUP STYLE for all my union duties with common respect and the aloha spirit. Ships checked overtime beefs resolved onboard; and an open door office policy during all working hours.

MAHALO BROTHERS, BOOK# A-6549



Patrick Weisbarth

It is the greatest honor for me to be your Branch Agent in Honolulu, and I will continue to work hard for the betterment of our Union, the Hawaii maritime community, and the labor movement at large. I have and will continue to advocate for easing the burden of the renewal process through reasonable changes to the current system, defend the Jones Act against those that seek to diminish it, and above all be the defender of our work. Mahalo for your support.

WILMINGTON BRANCH AGENT



Leopoldo Martinez

As the Wilmington Branch Agent for the Sailors Union of the Pacific, it has been an immense honor to serve our dedicated members. I am committed to advocating for your rights and ensuring that our voices are heard. Together, we can navigate the challenges ahead and strengthen our union. I look forward to continuing to provide the best support and service possible, fostering a spirit of solidarity and growth within our ranks. Thank you for your trust; I am proud to stand with you as we sail toward a brighter future.

Leopoldo J. Martinez

SEATTLE BRANCH AGENT

Brendan Bohannon

Voter Information and Instructions

As was previously noticed and as per Article XII of the SUP Constitution, all members nominated for elective office at the September coastwise meetings and who desired to become candidates for the 2022-2025 term of office had to formally accept the nominations via notice to the Committee on Candidates at Headquarters prior to midnight Monday, October 14, 2024. Several nominees declined their nominations.

In addition to the statement and photos published here (required by Nov. 10), candidates for office may now request and require the Union to distribute own campaign literature, provided such request is made at least five working days prior to the date of mailing and provided that the candidate pay the actual cost of mailing and/or distribution the time of each request. The cost of mailing and/or distribution shall be at the hourly rate of the Office and Professional Employees International Union (OPEIU) Local 29. Campaign literature that the candidate requests to be mailed must be ready for mailing; stamped and envelopes stuffed and sealed.

Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8 1/2 x 14) on a first come first served basis. The secret mail balloting for officers for the 2022-2025 term will begin on December 2, 2024, and end on

January 31, 2025. The ballots will be counted on January 31, 2025. The balloting will be conducted by the Impartial Balloting Agent, Unilect Election Services, selected by the Committee on Election, and overseen by the Balloting Committee.

If you have not received a ballot, or have spoiled your ballot, members in good standing may request a duplicate ballot by calling Unilect at 866 466-6455 or request a form via email, or via a call to Martha Vizcarra, SUP Election Coordinator, c/o Unilect Election Services, 450 Harrison St. San Francisco CA 94105, or fax at 415 777 5088 or at dispatcher@sailors.org.

DUPLICATE BALLOT REQUESTS MUST BE RECEIVED BY 3:00 P.M. ON JANUARY 24, 2025



ELECTION SUPPLEMENT

CANDIDATES FOR SUP OFFICE — 2025-2028 TERM

Sample Ballots reduced to 72% actual ballot.

Active Members Sample Ballots reduced to 72% actual ballot.

ACTIVE MEMBER SAMPLE BALLOT
SAILORS' UNION OF THE PACIFIC
OFFICER ELECTION
JANUARY 31, 2025

TO VOTE, FILL IN THE RED OVAL COMPLETELY USING A BLUE OR BLACK PEN NEXT TO YOUR CHOICE.

REMOVE AND KEEP THIS RECEIPT

PRESIDENT/SECRETARY-TREASURER VOTE FOR NO MORE THAN 1

MATTHEW HENNING

VICE PRESIDENT / ASSISTANT SECRETARY-TREASURER VOTE FOR NO MORE THAN 1

DALE GIBSON

SAM WORTH

SAN FRANCISCO BUSINESS AGENT VOTE FOR NO MORE THAN 1

ROY TUFONO

SEATTLE BRANCH AGENT VOTE FOR NO MORE THAN 1

BRENDAN BOHANNON

WILMINGTON BRANCH AGENT VOTE FOR NO MORE THAN 1

LEOPOLDO MARTINEZ

HONOLULU BRANCH AGENT VOTE FOR NO MORE THAN 1

PATRICK WEISBARTH

NICK MANNESIOTIS

SUP BUILDING CORPORATION TRUSTEES VOTE FOR NO MORE THAN 5

MATTHEW HENNING

ROY TUFONO

SAM WORTH

BERIT ERIKSSON

BALLOT CONTINUES ON OTHER SIDE >>>

ACTIVE MEMBER SAMPLE BALLOT
SAILORS' UNION OF THE PACIFIC
OFFICER ELECTION
JANUARY 31, 2025

TO VOTE, FILL IN THE RED OVAL COMPLETELY USING A BLUE OR BLACK PEN NEXT TO YOUR CHOICE.

REMOVE AND KEEP THIS RECEIPT

SIUNA CONVENTION DELEGATE VOTE FOR NO MORE THAN 3

MATTHEW HENNING

SAM WORTH

PROPOSED CONSTITUTIONAL AMENDMENT VOTE FOR NO MORE THAN 1

"Are you in favor of a quarterly union dues increase of \$50.00 from \$150.00 to \$200.00 per quarter?"

YES

NO

END OF BALLOT

Pensioners Sample Ballots reduced to 72% actual ballot.

PENSIONERS SAMPLE BALLOT
SAILORS' UNION OF THE PACIFIC
OFFICER ELECTION
JANUARY 31, 2025

TO VOTE, FILL IN THE RED OVAL COMPLETELY USING A BLUE OR BLACK PEN NEXT TO YOUR CHOICE.

REMOVE AND KEEP THIS RECEIPT

PRESIDENT/SECRETARY-TREASURER VOTE FOR NO MORE THAN 1

MATTHEW HENNING

VICE PRESIDENT / ASSISTANT SECRETARY-TREASURER VOTE FOR NO MORE THAN 1

DALE GIBSON

SAM WORTH

SAN FRANCISCO BUSINESS AGENT VOTE FOR NO MORE THAN 1

ROY TUFONO

SEATTLE BRANCH AGENT VOTE FOR NO MORE THAN 1

BRENDAN BOHANNON

WILMINGTON BRANCH AGENT VOTE FOR NO MORE THAN 1

LEOPOLDO MARTINEZ

HONOLULU BRANCH AGENT VOTE FOR NO MORE THAN 1

PATRICK WEISBARTH

NICK MANNESIOTIS

SUP BUILDING CORPORATION TRUSTEES VOTE FOR NO MORE THAN 5

MATTHEW HENNING

ROY TUFONO

SAM WORTH

BERIT ERIKSSON

BALLOT CONTINUES ON OTHER SIDE >>>

PENSIONERS SAMPLE BALLOT
SAILORS' UNION OF THE PACIFIC
OFFICER ELECTION
JANUARY 31, 2025

TO VOTE, FILL IN THE RED OVAL COMPLETELY USING A BLUE OR BLACK PEN NEXT TO YOUR CHOICE.

REMOVE AND KEEP THIS RECEIPT

SIUNA CONVENTION DELEGATE VOTE FOR NO MORE THAN 3

MATTHEW HENNING

SAM WORTH

END OF BALLOT



REPORT OF THE COMMITTEE ON ELECTION 2024-25

October 16, 2024

In Attendance: Martha Vizcarra, SUP Election Coordinator

Election Committee: Ronald Reed, Bk#3188
Saher Ali, Bk#3822
Mike Worth, Bk#3629
Terry Carter, B-19678
Elliott Arcia, C-3056
Muthana Koraish, B-19741

Ex Officio: Dave Connolly, President/Secretary-Treasurer

The duly elected Committee on Candidates first met on Sept 19, 2024, to review the election materials and take appropriate action under the authority of Article XII of the SUP Constitution. The Committee reviewed the nominations and prepared a full list for reporting and posting. The membership approved that report in the September coastwise meetings, and it was posted in the Halls and in the October West Coast Sailors as well as the Union's website.

Next the Committee on Election met on October 16 to conduct the following business. First was to review the prior report of the June 2024 Committee on Constitution, noting their recommendation to include on the ballot the resolution to raise dues as approved in the July coastwise meetings. The Committee, under Article XII, framed the question thusly: "Are you in favor of a quarterly Union dues increase of \$50.00 from \$150.00 to \$200.00 per quarter?"

The next item of business was to select an Impartial Balloting Agent to conduct the election in accordance with Article XII. The Committee agreed after review of its proposal to contract with Unilect Election Services, an accredited firm used by the SUP in the last three elections and by other unions including the MFOW in its most recent election.

The final item of business was to review the membership records of candidates who accepted their nominations to verify their eligibility in accordance with Sections 3, 4, and 5 of Article XII, and prepared a mailing to each candidate with instructions on how to proceed with their candidacy. They also generated a list of those candidates below in preparation of the ballot.

In Solidarity,

MATTHEW HENNING

ROY TUFONO

SAM WORTH

SAHER ALI

CANDIDATES FOR SUP 2024-25 ELECTION

President/Secretary-Treasurer
Matthew Henning

Vice President/Assistant Secretary-Treasurer
Dale Gibson
Sam Worth

San Francisco Business Agent
Roy Tufono

Wilmington Branch Agent
Leopoldo Martinez

Honolulu Branch Agent
Patrick Weisbarth
Nick Manessiotis

Seattle Branch Agent
Brendan Bohannon

Building Corp. Trustee
Matthew Henning
Roy Tufono
Sam Worth
Berit Eriksson

SIUNA Convention Delegate
Matthew Henning
Sam Worth

opelu#29aff-cio

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

SIU Pacific District Pension Plan

730 Harrison Street, Suite 400 — San Francisco, CA 94107 Tel. #415 764-4990 — Fax #415 495-6110

Annual Funding Notice for SIU Pacific District Pension Plan

Introduction

November 2024

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the “Plan”). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation (“PBGC”), a federal insurance agency. All traditional pension plans (called “defined benefit pension plans”) must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2023 and ending July 31, 2024 (the “2023 Plan Year”).

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the “funded percentage.” The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan’s funded percentage for the 2023 Plan Year and each of the two preceding Plan Years is shown in the chart below. The chart also states the value of the Plan’s assets and liabilities for the same period.

Funded Percentage

	2023 Plan Year	2022 Plan Year	2021 Plan Year
Valuation Date	August 1, 2023	August 1, 2022	August 1, 2021
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$113,787,949	\$113,467,106	\$111,300,133
Value of Liabilities	\$113,343,371	\$110,185,471	\$105,199,118

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are “actuarial values.” Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan’s funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of each plan year. The chart also includes the year-end market value of the Plan’s assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2024 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan’s assets will be reported on the Plan’s 2023 annual report filed with the Department of Labor in May 2025.

	July 31, 2024	July 31, 2023	July 31, 2022
Fair Market Value of Assets	\$115,003,389	\$108,929,504	\$110,008,435

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in “endangered” status if its funded percentage is less than 80 percent. A plan is in “critical” status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in “critical and declining” status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

The Plan was not in endangered, critical, or critical and declining status in the 2023 Plan Year.

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 1,988. Of this number, 752 were current employees, 788 were retired and receiving benefits, and 448 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. Plan benefits are funded by employer contributions and investment returns on those contributions. Commencing January 1, 2016, the shipping companies have agreed to make contributions to the Plan and may agree through collective bargaining in the future to make additional contributions as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 (“ERISA”) and the Internal Revenue Code (“Code”). The Plan’s funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan’s investments, seeking to achieve positive investment results over the long term.

Under the Plan’s investment policy, the Plan’s assets were allocated among the

following categories of investments, as of the end of the 2023 Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	3.2%
2. U.S. Government securities	0.0%
3. Corporate debt instruments	0.0%
4. Corporate stocks (other than employer securities):	24.1%
5. Real estate (other than employer real property):	5.7%
6. Value of interest in registered investment companies (e.g., mutual funds)	66.7%
7. Other	0.3%

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the “Form 5500.” These reports contain financial and other information. You may obtain an electronic copy of your Plan’s annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration’s Public Disclosure Room at 200 Constitution Avenue, NW, Room N- 1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan’s annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2022 Plan Year and earlier plan years are available now. The annual report for the 2023 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2025. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan’s available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan’s financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

This Plan is not insolvent and is over 100% funded.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC’s multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan’s monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC’s maximum guarantee, therefore, is \$35.75 per month times a participant’s years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant’s years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant’s guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant’s guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person’s monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan’s termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC’s website at www.pbgc.gov/prac/multiemployer. Please contact your employer or fund administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See “Where to Get More Information,” below.

Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-7644993. For identification purposes, the official plan number is 001, the plan sponsor is the Board of Trustees of the SIU Pacific District Pension Plan, and the employer identification number or “EIN” is 94-6061923.



SUP PRESIDENT'S REPORT

SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND

At their March 21, 2024 Board Meeting, the Trustees of the SIU-PD Plans responded to APL's proposal APLMS to require the Plan's Administrative Office assume the responsibility of producing separate W-2 forms on Supplemental Wages for tax reporting purposes. In coordination with Plan Administrator Michelle Chang, and after thorough investigation, they determined W-2 reporting to be both feasible and desirable on commencement of the plan year 2025 payroll date.

Although it requires additional work by the Plan, the Union and Employer trustees agreed that the net benefit for members of a single W-2 form reporting all supplemental wages from all employers, as well as reduced employer workload, was worth it. The Plan will begin this service using its own tax identification number on commencement of the plan year 2025 payroll date and will ensure that proper procedures are followed and deductions are withheld in accordance with IRS and California State Franchise Board regulations (with regard to the California employers). On the same date, the Plan will terminate sending tax withholding remittances to APLMS, Matson and Patriot.

APL

Ratification: Last month, the SUP membership voted to ratify the new APL contract. The MFOW and SIU did the same. The effective date of wage increases was retroactive to October 1, 2024 and the effective date of Work Rule changes was the ratification date which was October 21.

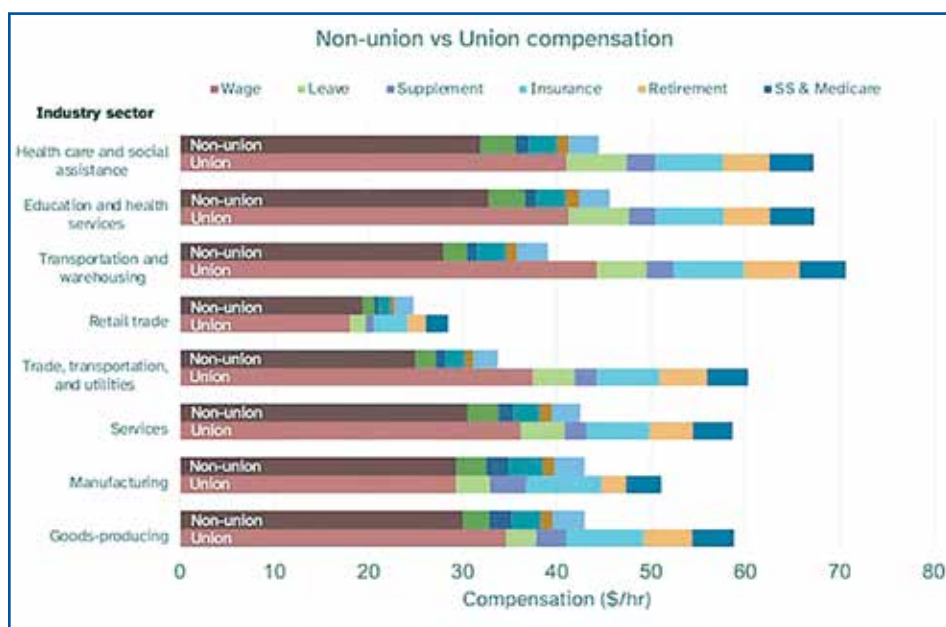
Gangway Security: During bargaining APL raised the issue of improving gangway security in domestic and foreign ports. The SUP held that gangway security watches were already part of the agreement and clarified their implementation and rededicated itself to the work. The agreement has now produced new work, initially in Los Angeles and called in the hall in Wilmington, as gangway security standby personnel were dispatched for the *President Grant*. Maintaining a professional watch and logbook will protect and grow this work.

Reflagging update: On October 16, the Union was notified by APLMS that the *MV President Wilson* was flagged foreign on October 14, and that the company was no longer the vessel operator. On October 22, APLMS notified the Union that the *MV President Bush* had completed installation of the low earth satellite Starlink system the previous week, and that installation had also commenced on the *MV President Reagan*. There were no bargained parameters on allotted data or cost, and should broadly improve internet connectivity for crewmembers aboard the vessels. The *MV President Monroe* is expected to enter the U.S.-flag fleet on or about November 14 in the Port of Los Angeles.

End of Year Payroll Accounting: APL management worked with Supplemental Benefits Plan to update the new vacation rates. Out of that analysis arose an end-of-year tax accounting matter related to the new bi-weekly payroll system which started earlier this year. Rather project overtime at year end that could misstate earnings, the Company proposed and Pacific District Unions agreed, subject to experience review, to cut off earnings for tax reporting purposes on December 22. That comes at the last full payroll period and before the beginning of the next pay period which carries from December 23 through to January 5 and is paid on January 10, 2025. That final pay period overlaps the end/beginning of the calendar year but will be reported, in accordance with IRS guidelines, on in the 2025 tax year.

SUP ELECTION

In accordance with Article XII of the SUP Constitution, the Committee on Election met on October 16 to verify the receipt of nominee acceptance letters, and compared that to the findings of the Committee on Candidates on the initial eligibility of the candidates, as well as to review the recommendations of the Committee on Constitution. The Committee also took up the work of recommending for membership approval an Impartial Balloting Agent and to otherwise prepare the ballot. The Committee's report required action in the November headquarters meeting and confirmation in the Branches. The verified list of candidates as they will appear on the ballot is attached to the minutes, published in the *West Coast Sailors*, and posted in the halls, and on the SUP website.



The *West Coast Sailors* will as usual publish a special Election Supplement that will contain a graphic display of the sample ballots, candidate names, photos and statements, should they chose to submit such material in accordance with the SUP Constitution guidelines. The rules and deadline for those statements and photos was distributed to all candidates (must be submitted by November 10, 2024). Candidates for office may also request and require the Union to distribute campaign literature at the candidate's expense provide he/she makes the request five (5) working days before the mailing. The cost of the mailing and/or distribution shall be at the hourly rate of the Office and Progressional Employees International Union (OPIEU) Local 29. Campaign literature must be in envelopes or flyers and stamped, stuffed and sealed. Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8.5 x 14) on a first come first served basis.

The secret mail balloting from officers for the 2025-2028 term will begin on December 1, 2024 and end on January 31, 2025. The ballots will be counted on January 31 in the SUP Library at Headquarters. The election is conducted entirely by mail ballot and duplicate ballot request form, that will be bar-coded to match the original ballot, is contained in the attachment package to the minutes of the meeting and will be available in the Halls and for distribution on request. No ballots are to be mailed to any Union hall. All duplicate requests are subject to the SUP voter eligibility records as spelled out in the Constitution. If you do not receive a ballot, or spoil your ballot call 866 466-6455, or send a special to the purpose duplicate request form via email, mail to: Martha Vizcarra, SUP Election Coordinator, c/o Unilect Election Services, 450 Harrison St. San Francisco CA 94105, or fax at 415 777 5088 or at dispatcher@sailors.org . To allow for mailing delays, duplicate ballot requests must be received by 1500 on January 24, 2025 at the latest.

PATRIOT

As was previously reported, on August 3, 2024, there was a four percent (4.0%) total labor cost increase for unlicensed personnel working aboard the *MT SLNC Pax*. On August 26, 2024, there was an additional seven percent (7.0%) total labor cost increase for all unlicensed sailors aboard the Pax. However, on October 22, 2024, the Union was informed by Patriot that, effective October 20, the company was no longer the ship operator of Pax and that SUP crew would be repatriated or reassigned to another vessel.

As was also previously reported, on September 5, 2024, a three percent (3.0%) total labor cost increase for unlicensed personnel working aboard the *MT Allied Pacific* went into effect. On September 29, 2024, there was also a two percent (2.0%) total labor cost increase for unlicensed personnel working aboard the *USNS Seay* and *USNS Pililaau*.

HOLIDAYS

The joint MFOW/SUP holiday party will be hosted this year by the Marine Firemen's Union at 240 Second St., San Francisco between the hours of 1130 and 1430 on December 13, 2024.

Thanksgiving Day: SUP Halls will be closed on November 28, 2024, for Thanksgiving Day, a national and contract holiday.

Christmas Eve: SUP Halls will be closed on Tuesday December 24, 2024. Christmas Eve and New Year's Eve are ILWU holidays on the West Coast and therefore recognized SUP holidays aboard APLMS and Matson vessels in Pacific Coast ports.

Christmas Day: SUP Halls will be closed Wednesday December 25, 2024, and SUP contract holiday.

New Year's Eve: SUP Halls will be closed on Tuesday December 31, for New Year's Eve, an ILWU holiday as per above.

New Year's Day: SUP Halls will be closed January 1, 2025, an SUP contract holiday.

Jack Hall Day: January 2 is an ILWU Local 42 holiday in Hawaii and shall be observed in accordance with local custom and practice.



Aboard the *President Reagan* is from left is Anthony Wylie, Cosme Bigno, Matt Blom, Jonathan Escala, Antonio Harris, and Jeffer Baguio.

Red Wave Sweeps America into a New Era

continued from page 1

paycheck to paycheck," Sanders, an independent, disagreed with Trump's idea that immigration was to blame, but said it "offered an explanation." Sanders said corporate greed was the culprit.

Trump has promised to launch a mass deportation campaign targeting immigrants in the country illegally. He has said he wants the authority to fire civil servants or government employees he views as disloyal. His opponents fear he will turn the Justice Department and other federal law enforcement agencies into political weapons to investigate perceived enemies. The revenge politics of second Trump presidency could drive a bigger wedge between Democrats and Republicans on issues such as race, gender, what and how children are taught, and reproductive rights. Throughout his campaign, Trump signaled he will prioritize loyalty in staffing his administration. He promised roles in his administration to billionaire backer Elon Musk and former

presidential candidate Robert F. Kennedy Jr., both avid supporters.

The Republican Senate is on course to elect firebrand opposition members to lead key committees. Texas Sen. Ted Cruz, for example, won a tight reelection race and is in line to lead the Senate Commerce, Science and Transportation Committee. Sen. Mike Lee of Utah is expected to head the Senate Energy and Natural Resources Committee. Sen. Ron Johnson of Wisconsin, a conservative who has promoted conspiracies, is also expected to take on the well-funded Permanent Subcommittee on Investigations. Sen. Chuck Grassley, a 91-year-old, will take over the influential Senate Judiciary Committee again. The musical chairs of the committee shakeups are normal as the GOP regains control of the Senate after four years in the minority.

Down ballot there were few but important victories for Democrats. Sen. Sherrod Brown lost his bid in Ohio but first-term Democratic Sen. Jacky Rosen

won a close reelection in Nevada, fending off a challenge from Republican Sam Brown. The seat was also a top pickup opportunity for Republicans, who nominated Brown, a West Point graduate and Army veteran. Rosen focused much of her attacks on Brown on his stance on abortion. Although the Republican majority in the Senate is consequential, the margin of control is only two votes which suggests moderate legislation has a better chance of succeeding tough votes. Democratic candidate Mike Gallego in

Arizona appeared likely to win in a state that voted for Trump.

Rep. Marie Gluesenkamp won a rematch against Donald Trump-backed Republican Joe Kent in Washington's 3rd Congressional District. Gluesenkamp Perez, a freshman lawmaker, previously defeated Kent in 2022 by less than 1 percentage point. She was vulnerable but bucked the trend and won, in part by voting in favor of controversial GOP-led legislation, including r that prohibited the Defense Department from paying for or reimbursing service members' expenses relating to abortion services.

Four Crew Lost as Overloaded Russian Cargo Ship Capsizes

Russian authorities are reporting that three crewmembers were recovered but that four others were missing after a small general cargo ship capsized near Korsakov port at the southern end of Sakhalin Island in the Far East.

which the authorities are saying likely shifted causing the vessel to lose stability Friday afternoon, October 18.

Russian cargo ship capsized in the frigid waters off Sakhalin Island in the Sea of Japan.

The cargo ship Grigory Lovtsov was built in 2002 in Japan and has been sailing for Russia since 2010. The vessel is 200 dwt and 135 feet (41 meters) in length. The ship was operating with a crew of seven with reports saying it was transporting a cargo of building materials.

Three crewmembers were thrown into the sea as the vessel capsized. A search and rescue operation was launched and able to recover the sailors from the water and they were reported to be suffering from hypothermia. One was released while another is said to be in very serious condition

The regional governor wrote on Telegram that he believed the vessel was overloaded. It had a cargo of sand and gravel

There are allegations that safety procedures were overlooked. Officials reported the ship had a prior incident in 2022 when it was trapped in the ice off Sakhalin and the crew needed to be evacuated.

Another Rudder Run: Four Stowaways Ride at Waterline

Authorities in the Canary Islands have reported the discovery of four stowaways who had traveled about 2,000 nautical miles on the rudder of a Mediterranean Shipping Company containership, *MSC Fiametta*.

According to media reports, the four said they were Nigerian citizens and had climbed onto the rudder while the vessel was berthed in Abidjan, Ivory Coast.

They were discovered by port workers on arrival in Las Palmas de Gran Canaria. The ship had been at sea for six days and traveled approximately 2,000 nautical miles.

The incident is similar to others reported last year, including one in July 2023 in which two men were found aboard the rudder of the MSC MARTA when it arrived in the Canary Islands from West Africa.

Under Spanish law, in most cases stowaways are placed back on the ship they arrived on, which is responsible for returning them to the port at which they embarked. Or Spain could grant asylum on humanitarian grounds. Despite the incredibly dangerous and difficult conditions, the four stowaways were in good health and taken ashore.



SUP members Emo Aulealea and Austin Gahan loading stores in Honolulu.

SUP MAINTENANCE AND EXTRA MAINTENANCE WAGE AND OVERTIME RATES

At APL Marine Services
Effective October 1, 2024

Maintenance and Extra Maintenance Rates

	10/1/2024	10/1/2024
		Money Purchase Plan
Rating		
Rigging-Splicer and Sail Maker		
Straight Time	\$46.78	\$25.00
Overtime	\$77.61	
Rigging-Wire Splicers Helper		
Straight Time	\$42.99	\$25.00
Overtime	\$72.10	
Rigging-General Maintenance Work		
Straight Time	\$41.14	\$25.00
Overtime	\$69.17	
Spray Painting, Sandblasting, Steam Cleaning and Welding		
Straight Time	\$44.73	\$25.00
Overtime	\$74.56	
Storekeeper - General Maintenance		
Straight Time	\$43.42	\$25.00
Overtime	\$72.43	
Bosun		
Straight Time	\$50.07	\$25.00
Overtime	\$82.09	
Bosun's Mate or Leaderman		
Straight Time	\$46.79	\$25.00
Overtime	\$77.61	
Carpenter		
Straight Time	\$45.78	\$25.00
Overtime	\$76.34	
Spraying, Sandblasting enclosed spaces additional per hour		\$1.65
Extra Maintenance Crew Personnel Agreement Stand-By Rates		
Bosun		
Straight Time	\$50.00	\$25.00
Overtime	\$82.09	
AB - (Rigging - General Maintenance Work)		
Straight Time	\$41.05	\$25.00
Overtime	\$69.17	

**SAILORS' UNION OF THE PACIFIC
QUARTERLY FINANCE COMMITTEE'S REPORT
FOR THE QUARTER ENDED SEPTEMBER 30, 2024**

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on October 15, 2024 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$ 3,309,980.10
POLITICAL FUND	8,682.92
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS	\$ 4,612,322.01

GENERAL FUND

INCOME

Dues, Initiation, Assessments	\$ 83,560.00
Interest and Realized Gain (Loss)	53,859.85
Donations - <i>West Coast Sailors</i>	413.334
Joint Committee & Hiring Hall	144,415.35
Advertising & Promotion	30.00
Miscellaneous Income	1095.00
Reimbursed Administrative Expenses	30,471.30
Contributions	1,018.33

TOTAL INCOME \$ 314,863.16

EXPENSE

Transportation Expense	\$ 1,988.80
Rent	23,608.63
Postage, Printing & Office	3,504.19
Telephone	5,964.48
<i>West Coast Sailors</i> Publishing Expense	18,892.40
Per Capita Taxes	13,360.50
Association Dues	1,500.00
Salaries & Payroll Taxes	246,367.44
Office Workers Pension	9,149.40
Insurance	108,052.92
Election	--
Meeting/Committee & Neg. Conference & Conv.	2,791.63
Investment Expense	2,4130.03
Officials Pension	4,206.00
Subscription	95.00
Accounting	5,460.00
Legal	493.00
Advertising & Promotion	4,569.54
Miscellaneous	945.90
Bank Charges	75.00

TOTAL EXPENSE \$ 453,724.86

BUILDING CORPORATION

INCOME

Rents	\$ 87,272.01
Miscellaneous Income	1,090.29

TOTAL INCOME \$ 88,362.30

EXPENSE

Building Services & Utilities	\$ 22,312.62
General Tax Expense	-
Office Equipment	1,450.58
Repairs & Maintenance	4,211.03
Salaries & Payroll Taxes	-
Insurance	11,280.00
Accounting	3,640.00
Filing Fee	-
Consulting Fees	-
Advertising & Promotion	15.00

TOTAL EXPENSE \$ 42,909.23

POLITICAL FUND

INCOME

Contributions	\$ 3,673.34
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TOTAL INCOME \$ 3,673.34

EXPENSE

Contributions	\$ 5,500.00
CA Filing Fee	-
Bank Charges	181.09

TOTAL EXPENSE \$ 12,181.09

NET INCOME(LOSS) \$ (101,916.38)

Lois Black, B-19753, Diamond Payne, C-3009, Marc Dulay, 2761, Paul Fuentes, #2239 and Marc Dulay #2761.



GAO Issues Damning Report Against Army Ships

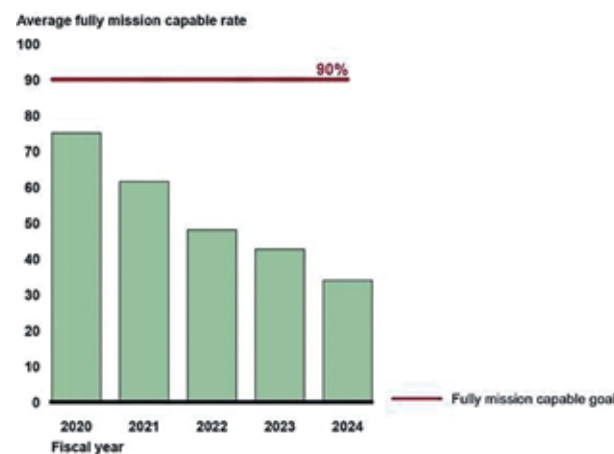
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thirds of the Army fleet will be transferred to the Indo-Pacific by 2030, reflecting the new focus on geostrategic competition in this region.

Part of the problem is the advancing age of the fleet. The most in-demand vessels, the LSV and LCU landing ships, are mostly in their 30s and are showing signs of age. Supply shortages, unexpected repairs and obsolete parts for these 1990s-era vessels are making normal shipyard periods run longer — in some cases, years longer.

GAO found that the Army's newest and largest landing ship, USAV Major General Robert Smalls (LSV-8), was "left unattended" in Baltimore for two years from 2018-2020. The layup period occurred after the Army's decision to deactivate all its Army Reserve watercraft units, and the neglected ship required 2,100 days of shipyard time because of "cumulative effect of unaddressed issues and complex repair contracts," exacerbated by the "absence of a regular crew." The Smalls only returned to service at Fort Eustis, Virginia in May 2024.

Likewise, USAV El Caney (LCU-2017) entered a yard period for a service life extension in 2018 and was still under repair in mid-2024, more than five



years later. Unexpected hull damage and repeated problems in finding parts dragged out the project and forced seven contract modifications. Not surprisingly, the GAO also found that the Watercraft Inspection Branch - one of three offices responsible for vessel maintenance - still uses handwritten work orders to track events, way behind the data systems used by the rest of the Army.



Dispatcher's Report

Headquarters — August 2024

Deck	
Bosun.....	3
Carpenter.....	0
MM.....	2
AB.....	22
OS.....	5
Standby S.F.....	8
Total Deck Jobs Shipped.....	40
Total Deck B, C & D Shipped.....	29
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.....	40
Total B, C, & D Shipped-All Depts.....	29
Total Registered "A".....	20
Total Registered "B".....	33
Total Registered "C".....	12
Total Registered "D".....	21

TRL Acquires Compass Courses

Training Resources Limited announced that it will be acquiring Edmonds, WA based Compass Courses. It expects to begin training programs in Edmonds in December 2024.

According to Dave Abrams, CEO of Maritime Institute, "Compass Courses has an outstanding reputation as a training provider that really cares about their mariners. Adding Compass Courses facilities, staff and great instructional team to our organization will allow us to expand training opportunities for mariners in the Pacific Northwest region. We are thrilled to have the Compass Courses team onboard, and I am honored that Julie has entrusted me with carrying on the Compass Courses legacy."

Julie Keim, owner and founder of Compass Courses added "the professional maritime industry is transforming at a rapid pace and maritime training needs to transform along with it. Compass Courses has been a respected leader in the maritime training industry since 2001. I am pleased to announce that I have found a company that shares my passion for putting the mariner first, while taking care of the instructors that are so dedicated to sharing their knowledge with new mariners." She also noted that the Pacific Northwest will "continue to be a leader that drives value in our region and helps tackle the mariner shortage across the globe."

Julie Keim continued "We are very proud to be joining forces with Maritime Institute. Their facilities and instructors are first class. We welcome Maritime Institute to Edmonds and I look forward to watching Maritime Institute continue to expand their mariner training opportunities in the Pacific Northwest."

BUSINESS AGENT'S REPORT

October 2024

Matson ships requiring LNG Training to date: *Daniel K. Inouye, Manukai, Kaimana Hila*. Monthly LNG Classes available see your local agent submit an application. **Manoa** — Delegate Jerry Komoto. Routine Oakland port call, sailed with no issues for Los Angeles. Top to bottom running smooth on the southern triangle with John Crockett as Bosun looking to take a little R&R next trip into Oakland.

Mahi Mahi — Austin Gahan delegate. In at Oakland#62, back in service after laying up for 50 days in Tacoma. Soup not a 3rd entrée. No need for penny pinching. Noel Itsumaru, Bosun.

Mokihana — Oakland#62 Mark Relajo delegate time up, new delegate to be elected. Matson called for Std-by's due to crew over STCW hours. The ship sailed for Los Angeles with no issues with Saher Ali as Bosun.

Kamokuiki — Delegate Jose Ysern via email reported infestation has subsided after repeated fumigation. Living conditions have improved, definitely a morale booster for some, not for all. Matson's schedule has ship on shuttle between Kwajalein and Guam through November. Hard working deck gang standing up to the challenges and getting the work done SUP style under Yvette Cavan as Bosun.

Manukai — Delegate Mike Haslam. Back in service on the West Coast via Ningbo shipyard. Matson schedule has us arriving November 16th with a 6 day lay alongside Oakland for scheduling to the China run. Happy hard working deck gang with Jonathan Kaisa as Bosun.

APL Eagle — Chris Bartolo delegate reports of harassment claims aboard still sorting out details and claims. The gang would like to thank the Negotiating Committee for a bang up job at the bargaining table with APL. Ali Gahleb, as Bosun.

President JQ Adams — Via email newly elected delegate Jose Rosales reports the electrician started installing the Starlink satellite internet. Comes with no cost and no limits. A serious incident between two members of our own on board. Accusations of harassment under investigation. Michael Henderson as Bosun.

President Bush, President Reagan, President Cleveland. All checked with little or no beefs.

RRF Fleet San Francisco Pier#50: Cape Hudson returning from a 4 month mission RRF status. Portland Vigor shipyard: After completing repairs **Cape Horn** will return to SF in the middle of November and will revert to RRF status.

RRF Fleet San Francisco Pier#96: Cape Henry reports sea trials ending of November planning activating in December date to be determined

SFBP Pier#9 — Chris Auer delegate — Training on the outside Station boats underway. Operators need to experience various weather conditions from the summer to the harsh winter season. Trainee operator recently threw the job back, gracefully knowing his limitations. Many are called, few are chosen. Members with boat handling experience and interested in temporary deckhand positions that could possibly turn into something long term. Contact SFBA Roy Tufono. Dock Bosun Steve Ross

If your Documents are expiring less than 6 months start the renewal process. Your STCW medical certificate is a dispatch killer: after submitting an application to the Coast Guard allow minimum of 90days before your application is evaluated. Pay attention; don't get stuck on the Beach watching the ship you could have made sail off into the sunset.

Worked with Rating and Membership Committee, help out in front office, visited the ships.

SUP BRANCH REPORTS

HONOLULU

October 2024

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Steady, 2 AB Day steady, 1 AB Day Return, 3 AB Watch steady, 2 AB Maintenance, 2 AB Maintenance Relief, 1 Ordinary, and 1 USNS AB. There were 7 Standbys Jobs dispatched for the month.

REGISTERED: 5 A-Cards, 18 B-Cards, 8 C-Cards, and 3 D-Cards.

SHIPS CHECKED:

USNS Charlton, USNS Watson, Oceania, Islander, D.K. Inouye, Manulani, R.J. Pfeiffer, Mokihana, Lurline, Kaimana Hila, Mahimahi, Manoa (It is in our agreement, it is customary, and above all it's being a good shipmate for the watchstander to make coffee for the bridge.), *Maunawili, Matsonia*, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report:

Picket lines and campaign signs have been the order this month. The OPEIU Local 50 nurses finally won their agree-

ment. But the UNITE HERE Local 5 Hotel workers at the Hilton Hawaiian Village are and have been on strike since September 21st. We walk the picket line with Local 5 every chance we have. On Oct 1st we attended an informational picket event at the Downtown Post Office supporting the Postal workers of the APWU Local 162. Mahalo to those who have taken time out of their day to support these Labor actions. I've been told our support is greatly appreciated. As part of the Hawaii Port Maritime Council, we have also been attending Pro Union / Pro Jones Act candidate campaign events.

Mario Higa (MFOW Port Agent) is taking the lead for the Holiday Party this year. We will be standing by to assist if needed. Should have a location and date soon.

If you have six months before your documents are going to expire. Please get started on the renewal process. If you need help. Come see me...

WILMINGTON

October 2024

Shipping: Bosun: 2 AB/W; 8 AB/D; 6 OS; STOS 0; GVA/GUDE 0. Standby: 45
Total Jobs Shipped: 61

Registrations: A 21, B 19, C 5, D 4

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

Agent's Report:

The past month of October has really been a month of tricks and or treats. One major trick has been being able to fill the open billets on the board. That is very surprising even to me sometimes. Even though it's a ghost town around the offices. Registration list here is getting smaller and smaller. But I am proud to say that we are managing and surpassing expectations thank you to all the sailors that have been able to accept jobs.

Moving forward, APL has started to request gangway watches for the terminal at the Apl here. They will be requesting all shifts. I will be dispatching the jobs based on shift. This is a real treat, and the trick

will be to continuously fill those and the rest of the standby that is requested. So please come in and register if you're on the beach. We will need as many hands as possible moving forward.

The new clinic that we have been using down here has been a godsend, another treat if you will. Everybody has been very happy with the turnaround time of AFC urgent care. Concentra is still solid to use if you don't mind waiting a couple hours.

Always remember to check drug screens and annual physical. The Other documentation (MMC, PP, Twicand CGM) start the renewal process six months in advance so you won't experience any downtime. Or a surprised denial when throwing in for a job because of an expiration that was overlooked.

MFOW is hosting this year's Christmas party waiting to receive word about dates and have offered my assistance if needed. As soon as I get dates, I will let everyone know and post them up aro

SEATTLE

October 2024

Shipping: 1 Boatswain (A); 8 AB/W (4A, 3B, C); 1 AB/D (A); 3 OS (D, 2C); 11 Standby AB (6A, 5B.)

Registered: 6 A card for a total of 11; 8 B card for a total of 15; 6 C card for a total of 7; 1 D card for a total of 5.

Agent's Report:

RJ Pfeiffer was due to lay up in Seattle on November 1st but was sent to the Southern Triangle for a one trip relief. She is now due to lay up here on the 20th for an extended period. Matson will likely

order standbys for the layup work, and could take advantage of the lay period to get some other work done. If you are in town, please make yourself available for potential multiple day standby work.

This month in a show of solidarity several of our members walked the picket line alongside the striking IAM at the Boeing Everett plant. IAM stood strong and unified; in doing so they were able to win substantial gains. Congratulations IAM!

VICE PRESIDENT'S REPORT

September 2024

APL President Cleveland — Marc Calairo, delegate. Ship is expected to run until the end of the year before reflagging in Busan, Korea. Jesus Hermosillo, Bosun.

APL Eagle — Chris Bartolo, delegate. Clarification regarding port prep and regular anchorage/shifting. Ali Ghaleb, Bosun.

Matson LNG — As reported last month, please remember to bring your LNG certificate from training with you. Chinese Port Officials are now checking that not only is the endorsement in your MMC, but that you have the certificate with you as well.

USNS Seay — Frank Duffin, delegate. Ship is on the hook in Diego Garcia, preparing for long voyage back to the states next month. Gearoid De Cleir, Bosun.

USNS Dahl — Larry Davis, delegate. Ship remains in Busan Korea for the foreseeable future. Xerxes Cunanan, Bosun.

Cape Hudson — Dennis Solijon, delegate. Recently made a stop in Pearl Harbor, Mission is ending at end of month and ship will be back in ROS status in San Francisco, CA. Thank you to all the crew for an outstanding job. Langston Holmberg, Bosun.

Cape Horn — Ship scheduled to depart Vigor Shipyard in Portland, Oregon. Scheduled to be back to ROS status in San Francisco November 1st. Christian Demesa, Bosun.

Cape T's — All three ships in ROS status in Beamont, TX. The Cape Trinity and Texas bosuns need replacements. If you are interested, please reach out to your Branch Agent or HQ.

Allied Pacific — Benjamin Linn, delegate. RIMPAC 2024 completed with high praise from the company. Ahmed Kassem, bosun.

Admiral Callaghan & Cape Orlando — Both ships in ROS status in Oakland, CA. Ongoing deck maintenance projects. Haz Idris and Phil Coulter Bosun's.

Cape Victory and Vincent — The two ships were both recently activated. The Cape Victory departed Beamont and is now in the shipyard in Bayonne, NJ. The Cape Vincent left the shipyard in Bayonne and is now back in Beamont, Texas, ROS status.

I want to congratulate all our members on the new APL contract. If not for your hard and dedicated work over the years, we would not have been able to negotiate significant wage increases, a 40-hour work week for all crew, and increased vacation. Please remember to check the dates on your documents when you sign off a ship and start the renewal process immediately. Renewing Medical Certificates and MMC is taking a minimum of 2 months, usually 3-4 months.