




West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Thursday, November 17, 2022



Aloha Class containership *Daniel K Inouye*

Matson Commits to Three New Aloha Class Ships

Matson, Inc., announced on November 2, 2022, that its subsidiary, Matson Navigation Company, Inc., has signed contracts with Philly Shipyard Inc. to build three new 3,600 TEU* Aloha Class containerships for an aggregate price of approximately \$1 billion. The first vessel is expected to be delivered in the fourth quarter of 2026 with subsequent deliveries in 2027.

The new vessels will join two Aloha Class ships previously built for Matson by Philly Shipyard that entered service in 2018 and 2019, respectively. Like their sisterships, the new vessels will be equipped with dual fuel engines that are designed to operate on either conventional marine fuels or liquefied natural gas (LNG), as well as other "green

ship technology" features, such as a fuel-efficient hull design and environmentally safe double hull fuel tanks and freshwater ballast systems. While the earlier ships require some modification to operate with LNG, the new ships will be delivered LNG-ready.

"Our existing Aloha Class ships are among the fastest, most efficient vessels in the Matson fleet," said Matt Cox, chairman and chief executive officer. "These new Jones Act compliant vessels will be built specifically for our China-Long Beach Express service, and like their sisterships, are expected to help Matson achieve its 2030 greenhouse gas emissions reduction goal while also providing additional capacity and speed benefiting our Hawaii service as well as the CLX."

The 854-foot Aloha Class vessels are the largest containerships ever built in the U.S. and are designed to operate at speeds in excess of 23 knots in support of Matson's service hallmark — timely delivery of goods.

Philly Shipyard is a leading U.S. commercial shipyard constructing vessels for operation in the domestic Jones Act trade lanes. Prior to Matson's first two Aloha Class ships, the shipyard delivered four newly built Jones Act containerships for Matson between 2003 and 2006. "It is the ultimate compliment when a former customer returns for another project. We are proud of the six vessels previously delivered to Matson, and are again ready to execute and deliver this important project," said Steinar Nerbovik, Philly Shipyard president and chief executive officer.

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Midterm Elections Change House Majority Leadership

Democrats kept control of the Senate, but it appears that the U.S. House of Representatives will shift to Republican control at the time of this publication. Results in the midterm elections are still developing, but the Republicans will likely pick up a minimum net gain of 6 six seats producing a majority of at least 218 members. Although the voting has ended, the counting goes on in some incredibly tight races, some separated by only a few thousand votes or less. Of the remaining 13 races where the winning party has yet to be determined, 10 are in California, which will take many more days of tabulating votes to get to the full results, mainly due to high mail-in ballots. Once results have been fully collected, they must then be certified which could take more time.

The U.S. Senate remains in Democratic control

due to winning bids in battleground states such as Pennsylvania, Arizona, and Nevada. In Georgia, neither candidate won more than 50% of the vote making a runoff election necessary.

Most professional projections predict a slim Republican House majority as the final outcome. At the current count, Republicans are up to 217 to 205 for Democrats. If that lead holds, Republicans would end up with a 221-215 majority, says FiveThirtyEight. Despite the change in House leadership, a "red wave" failed to materialize. Most observers noted that it is an historic underperformance for an opposition party in a midterm election, especially with high inflation and very low approval ratings of the President.

A Republican majority in the 221-215 scenario
continued on page 11

Bipartisan Lawmakers Condemn Jones Act Waivers

House Transportation Committee representatives have asked Department of Homeland Security Secretary Alejandro Mayorkas and Department of Transportation Secretary Pete Buttigieg to explain the basis of their Jones Act waivers for the delivery of fuel to Puerto Rico by foreign vessels.

The bipartisan group expressed "concerns and disappointment with your recent decision to grant Jones Act waivers... including to allow the delivery of diesel sourced from the mainland United States by British Petroleum Products North America to Puerto Rico on a foreign vessel on Sept. 28," wrote Rep. Peter DeFazio (D-Ore.), chair of the House Committee on Transportation and Infrastructure. Joining him on the letter was Rep. Sam Graves (R-Mo.), ranking member of the Transportation and Infrastructure Committee, Rep. Salud Carbajal (D-Calif.), chair of the Subcommittee on Coast Guard and Maritime Transportation, and

Rep. Bob Gibbs (R-Ohio), ranking member of the Subcommittee on Coast Guard and Maritime Transportation.

"We concur with the Maritime Administration that consideration of a waiver while a vessel is already underway is 'novel and problematic' and would like to better understand the reasoning for your decision to issue a waiver for a company that appeared to be gaming the Jones Act waiver process," they wrote.

The process stinks and they called it out: why did DHS disregard the normal waiver requirements? "The question of availability [of U.S.-flag vessels] was not intended to be answered in retrospect," they wrote. "[T]he statute is intended to be a prospective evaluation to give U.S.-flag ships the first opportunity to move the goods, without the need to waive the law. We do not understand how DHS, either independently or acting through MARAD,

continued on page 10

Biden Administration Announces \$703 Million for Port Improvements

The Department of Transportation announced more than \$703 million to fund 41 projects in 23 states (and one territory) that will improve port facilities through the Maritime Administration's Port Infrastructure Development Program.

The funding, made possible by the Bipartisan Infrastructure Law and additional Congressional appropriations, will benefit coastal seaports, Great Lakes ports, and inland river ports - money the administration says will help improve supply chain reliability through increased port capacity and resilience, more efficient operations, reduced

port emissions, and new workforce opportunities.

The Port Infrastructure Development Program (PIDP) supports efforts by ports and industry stakeholders to improve port and related freight infrastructure to meet the nation's freight transportation needs. It is intended entirely to benefit port infrastructure so that it can meet anticipated growth in freight volumes.

The spending was welcomed by port officials, but is still only a tiny percentage of the overall 1.2 trillion dollars allocated for infrastructure improvements under the law.

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Alexander CastilloBK#4791
- Joseph Ginez.....BK#3026
- Hannu Kurppa BK #3162
- Gunnar Lundeberg.....BK#4090
- Duane NashBK#2437
- Vince O'HalloranBK#2463
- Alexander Earle.....BK#1885
- Terry LaneBK#4107
- Michael Sposeto.....BK#7503
- Michael Worth.....BK#3929

West Coast Sailors

- Julian Torre \$10
- Mahon Gandy..... \$10
- Tom Tynan.....\$50

Organization/General Fund

- Enriqueto Nera.....\$50
- Julian Torre \$10

Political Fund

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- Christian Fonseca \$100
- Will Williamson..... \$100
- Anak Raja \$25
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- Lisa Stelpstra \$100
- Brandon Manipon..... \$40
- Gil Manipon \$30
- Dave Connolly.....\$200
- Emo Aulelava..... \$20
- Jose Duran..... \$10
- Erika Andrews.....\$25

SUP Meetings

These are the dates for the regularly scheduled 2022 SUP meetings:

SUP HQ	Branches
December 12	December 19

Covid Princess: Hundreds of Passengers Test Positive on Cruise Ship

The *Majestic Princess*, a cruise ship carrying about 800 Covid-19 positive passengers, docked in Sydney early on November 12.

Under current Australian health protocols, people who have tested positive for Covid-19 are advised to stay home but are not required to isolate.

About 4,600 passengers and crew were reportedly aboard the *Majestic Princess* when it docked in Sydney. As is standard in the industry media, there was no mention of the number of crew infections.

The ship, which had sailed from New Zealand, is said to have discharged numerous passengers before departing for Melbourne several hours later.

A spokesperson for shipowner Carnival Australia said all the cases aboard the *Majestic Princess* were asymptomatic or mildly symptomatic and that those who chose to disembark had been told to avoid public transport. Those who tested posi-

tive and wanted to stay on the ship were required to isolate for at least five days, the spokesperson said.

A local government health authority said it planned "to deal with disembarkation on a case-by-case basis."

The incident came after a surge in cases across Australia last week, which authorities have termed "the fourth wave."

They are asking residents in seriously affected areas to wear masks in medical facilities, indoors and on public transport.

Final Departures

Gus Leveroni, Book No. 4003. Born in Italy in 1928. Joined SUP in 1945. Died in San Mateo, California, October 14, 2022. (Pensioner)

Alexandros Chrysanthis, Book No. 4736. Born in Greece in 1930. Joined SUP in 1967. Died September 22, 2022. (Pensioner)

Membership and Ratings Committee

The Committee met on November 3, 2022 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Saher Ali	Bk#3822	6 yrs.	A.B.	A
Noel Romero	Bk#3213	6 yrs.	A.B.	A
Chase Henderson	B-19734	1 yr.	O.S.	B
Freddie Dimayuga	B-19735	1 yr.	O.S.	B
Angelito Mendoza	B-19736	1 yr.	A.B.	B
Ghanem Ahmed	C-2941	30 days	O.S.	C
Kekoa Morton	C-2942	30 days	A.B.	C
James Douglas	C-2943	30 days	A.B.	C
Cortlen Naylor	C-2944	30 days	O.S.	C
Muthana Koraish	C-2945	30 days	A.B.	C
Anthony Drew	C-2946	30 days	O.S.	C
Lucas Wayson	C-2947	30 days	O.S.	C
Treaj Harris	C-2948	30 days	O.S.	C
Mohamed Ali Ayache	C-2949	30 days	O.S.	C
Ratings: Bosun Stamp				
Saher Ali	Bk#3822			

Membership and Ratings Committee's Report: James T. Lihdekman, Bk#4726, Sam Worth, B-19320 and Jesus Hermosillo, Bk#5885.

Busted: Foreign Captain In U.S. Flag Tuna Boat Violates Jones Act

The U.S. Coast Guard busted another Jones Act tuna boat for using an American "paper captain" as a front for a foreign master.

On October 19, a Coast Guard Sector Columbia River team inspected an 89-foot fishing vessel and found that the vessel was in fact captained by a foreigner, a violation of the Jones Act. The captain listed on paper was an American citizen, but only on paper. He was in fact a subordinate on board.

Under the Jones Act (46 USC §12131), a documented vessel must be under the command of a U.S. citizen.

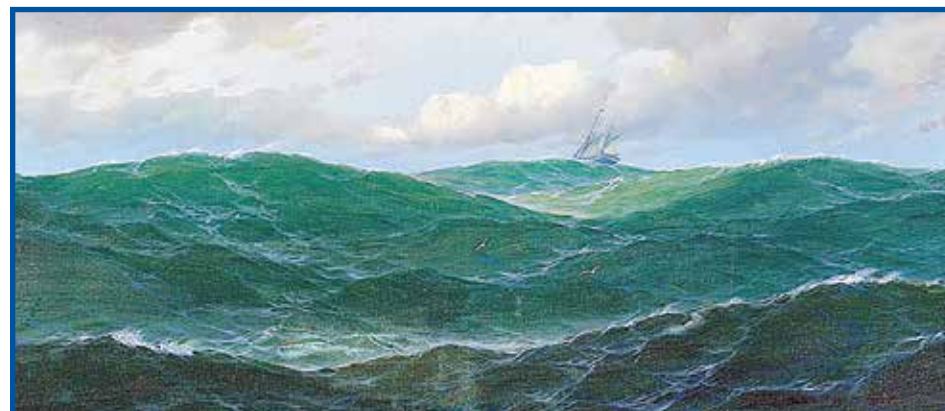
According to the Coast Guard, many U.S. fishing vessel operators have engaged in this pattern: hire foreigners in the capacity of captain, while U.S. nationals identified as captains on paper serve beneath them. The practice is often accompanied by fraudulent documents designed to avoid detection and mask the illegal operation.

"The employment of a foreign national as captain aboard a U.S.-flagged commercial fishing vessel is illegal," said Lt. Cmdr. Colin Fogarty, enforcement chief at Coast Guard Sector Columbia River. "The practice of utilizing paper captains subverts U.S. laws and regulations designed to protect hard-working American fishermen and mariners."


In addition to a violation of the Jones Act, the inspection team found that the vessel had several safety violations, like degraded immersion suits, an inoperable EPIRB hydrostatic release, and a failure to conduct safety drills.

The Coast Guard issued a Notice of Violation for \$3,000, and the vessel's certificate of documentation will be rescinded following an administrative process for violating the Jones Act.

Since 2020, the Coast Guard has detected a total of 10 "paper captain" violations, mainly in the tuna fleets that operate in the Pacific, resulting in about \$40,000 in fines.



Max Jensen, "Ship on Rough Seas," Oil on canvas, ca. 1890.



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After One Year of Bargaining, Huge Strike at UC Starts

Thousands of academic workers at the University of California system went on strike Monday over the university system's bargaining practices with their Union, the United Auto Workers.

Some 48,000 teaching assistants, postdocs, researchers, and graders on the front lines of teaching and research at California's prestigious public university system are seeking a minimum annual salary of \$54,000 and increased child-care benefits, saying they do not earn enough to live in the state. They also accuse the university of not bargaining in good faith with the Union.

"At every turn, the university has sought to act unlawfully at the bargaining table, which is preventing us from reaching an agreement," said Neal Sweeney, the president of UAW Local 5810, which

represents more than 11,000 UC postdocs and academic researchers.

The University of California strike is the largest academic strike in higher education in U.S. history, according to the UAW. The bargaining units that represent UC academic workers said university leadership has illegally made changes to pay and transit benefits without consulting the union. They also alleged that the university has refused to provide necessary information about who is in the bargaining unit and has otherwise obstructed the bargaining process. Negotiations have been underway for more than a year.

"Our primary goal in these negotiations is achieving multiyear agreements that recognize these employees' important and highly valued contributions to the Uni-

versity's teaching and research mission with fair pay, quality health and family-friendly benefits, and a supportive and respectful work environment," said the Union in a statement. The strike threatens to disrupt classes, research and grading ahead of final exams at the UC system's 10 campuses. Students would have to rely solely on professors for grades, teaching and other one-on-one instruction.

University administrators and the union continued to meet, with some progress toward a deal, but Union officials said they remained far apart on the core issue of wages.

In the days leading up to the strike, some tenured UC professors said they had the right to cancel classes during the work stoppage and spoke out in solidarity with academic workers.

The university system has offered pay increases ranging from 4 percent to 7 percent in the first year of the contract, with smaller subsequent raises, rejected so far by the Union.

The United Auto Workers has filed 28 unfair labor practices against the UC system this year for failure to bargain in good faith. The state of California is investigating the charges, and it has issued two complaints against the UC system. UC officials denied these allegations, and they said that despite these claims, the system "remains committed to continuing its good-faith efforts to reach agreements with UAW as quickly as possible." In August 2021, UAW, which has made inroads in higher education, gained 17,000 student researchers, in the largest organizing victory of that year.

Fed Port Funds For Oakland Ballpark Project Called Into Question

Nearly a dozen members of the U.S. House of Representatives have advised the Department of Transportation of their concerns with a grant program application that would fund a baseball stadium, luxury apartments, and a hotel in the Port of Oakland. Known as the Mega Program (National Infrastructure Project Assistance program), the City of Oakland has applied for a competitive grant. Re-named the Oakland Waterfront Mobility Hub Project, the federal money would pay for a variety of improvements that would include a new Oakland A's baseball stadium.

The lawmakers wrote to DOT Secretary Pete Buttigieg calling attention to the point that a stadium built next to a working port would pose "significant safety

risks presented by large crowds navigating an area with hundreds of trucks moving through the port each day, rail crossings, and large container vessels navigating the waterway." The proposed site would be in an already overworked traffic area, and there are fears that additional traffic ushered in by a new stadium would interfere with ongoing port and vessel operations.

The East Oakland Stadium Alliance, a coalition that includes the SUP, MFOW, MEBA, MM&P, ILWU, IBU and many others, has repeatedly and publicly called out the ill-conceived plan for a new taxpayer funded baseball stadium at the terminal. The Alliance called the plan a threat to public safety and said it would present transportation conflicts and impair

smooth vessel operations, among other things. The letter, headed up by signatories including Representatives Doug LaMalfa (R-CA), Bob Gibbs (R-OH) and Darrell Issa (R-CA) lays out their concerns to the Secretary and asks him to strongly consider the repercussions "before any Federal dollars are approved for a project, such as this one, which

would reduce port capacity and limit port operations at one of the country's largest deep draft ports."

Separately, the Oakland City Public Works Committee was scheduled to hear an item about redirecting state port funds to the A's Howard Terminal project, but the Committee failed to field a quorum and the meeting was canceled.



Noel Itsumaru relieved Phil Coulter as boson in the *Lurline* in Oakland.
Photo: Matt Henning



Marine Firemen's Union

and

Sailor's Union of the Pacific

Holiday Luncheon

for MFOW & SUP Welfare Plan
Participants and Invited Guests

Thursday, December 15, 2022
11:30am to 2:30pm
MFOW Hall
240 2nd Street
San Francisco, CA 94105

<p style="margin: 0;">Anthony Poplawski President/Secretary-Treasurer Marine Firemen's Union</p>	<p style="margin: 0;">Dave Connolly President/Secretary-Treasurer Sailor's Union of the Pacific</p>
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Shallow Draft Snarls Mississippi River Traffic

The lowest water levels in the Mississippi River in a decade in the midst of a severe Midwest drought have caused barge traffic to a near standstill, and driven up prices of grain and other agricultural products.

The Army Corps of Engineers has been dredging portions of the river to deepen channels and get barge traffic moving again. But parts of the river system are closed causing a massive back-up in the nation's already struggling supply chains.

The low water has also been responsible for eight barges running aground during the last week, according to a report from the US Coast Guard.

As of Friday, the Coast Guard reports that there are 144 vessels and 2,253 barges queued up and waiting to get through two stretches of the river where traffic has been halted – one near Memphis, the other just north of Vicksburg, Mississippi. While the Coast Guard statement said it hopes to resume traffic again as soon the first week of November, but it couldn't say for certain when that would happen.

"The Coast Guard, [Army Corps of Engineers] and river industry partners are working towards the goal of opening the waterway to restricted one-way traffic when it has been determined safe to do so," said the Coast Guard's statement.

Even when barges start moving once again, they'll be forced to carry as much as 20% less cargo than normal to avoid grounding. And rather than a single vessel moving between 30 to 40 barges at one time

as they normally do, they've been forced to move no more than 25 barges on each trip due to the more narrow channels.

The combination of fewer barges per trip, and less cargo per barge, has cut the capacity of barges moving on the river by about 50% even before the recent river closures, said Mike Seyfert, CEO of the National Grain and Feed Association. And that has sent the rates that shippers are paying soaring.

"From what we hear from members, that has resulted in record levels of barge rates, and that's being driven by the fact that there is limited traffic," Seyfert said.

River barges are still a major method of moving cargo within the United States, especially for agricultural products.

About 5% of all freight in the United States moves on river barges when measured by the weight of the cargo and the distance traveled, according to data from the Bureau of Transportation Statistics. The shippers who use river barges have few, if any, affordable alternatives.



Sand bars in Mississippi River near Osceola Arkansas about 50 miles north of Memphis Tennessee.



A barge makes its way down the drought stricken Mississippi River, now with one way traffic and shallow drafts.

Russia Cancels Grain Ship Deal After Drone Boat Attack

Ukrainian forces are believed to be responsible for a successful "suicide boat" strike on at least one Russian Navy warship, potentially including an *Admiral Grigorovich*-class frigate. The Ukrainian military has not claimed responsibility for the attack.

Video footage appearing to show the drone boats' camera perspectives indicates that the attacks took place near and within the harbor at Sevastopol, the well-guarded home port for the Black Sea Fleet. A similar, uniquely-designed drone boat was found ashore near the same area in late September.

The frigate in question is believed to be the *Admiral Makarov*, the current flagship of the Black Sea Fleet, but details have not been confirmed by either side. Russian frigates and submarines have frequently been used to launch Kalibr cruise missiles at targets in Ukraine.

Russia's Ministry of Defense claims that eight unmanned aerial vehicles and seven unmanned surface vessels (USVs) were involved in the attack, and has reported that the minesweeper *Ivan Golubets* sustained "minor damage." The ministry further claimed that British forces participated in the attack and in the destruction of the Nord Stream 1 and 2 pipelines — an assertion that Britain's Ministry of Defence has vehemently denied.

The Kremlin also claimed that the Russian Navy vessels affected by the drone boat attack had been used to provide security for the Black Sea Grain Initiative. Russia has refrained from attacking merchant ships since the initiative started in August, though multiple tankers and bulkers were struck by Russian munitions in the early months of the invasion.

The attack at Sevastopol is not the first setback for the Black Sea Fleet in recent

Belarus Bans Unions to Suppress Opposition to Russian War

Belarus has closed all independent unions in the country for expressing opposition to Russia's invasion of Ukraine. Many union leaders are in jail, facing long prison terms, and the regime has unleashed defamation campaigns targeting unions and their allies. Belarussian courts have ruled that union members are "Western agents" and "extremists."

"An entire trade union movement in a European country is now facing extinction," says Eric Lee of LabourStart, the news and campaigning website of the international trade union movement.

"It was when the independent unions stated that not only was the war wrong, but Belarussian citizens should not support this war, that the government decided that the independent unions had stepped over the line and that they would now be liquidated," says Rudy Porter, Solidarity Center's regional program director



for Europe and Central Asia.

The International Labor Organization's governing body has also called for increasing sanctions on the government of Belarus.

"Pressure on the regime in Belarus is intensifying," says Eric Lee. "We in the trade union movement have a moral obligation to stand side-by-side with our brothers and sisters in Belarus."

The campaign to demand the immediate release of all jailed labor leaders and the restoration of independent, democratic trade unions in the country, can be joined at labourstartcampaigns.net.



An apparent video feed from the bow of a drone boat under aerial fire with Russian warship on horizon, near Sevastopol, October 29 in the Black Sea.

months. Ukrainian forces sank the last Black Sea Fleet flagship, the cruiser *Moskva*, and badly damaged the Russian-built bridge across the Kerch Strait, impeding Russian Army logistics and degrading a prominent symbol of Russia's illegal annexation of Crimea and other territory.

In response to the attack on military targets at Sevastopol, Russia has suspended cooperation with the Black Sea Grain Initiative, withdrawing its promise not to strike merchant ships — and leaving millions of tons of Ukrainian grain in limbo.

The Russian Navy enforced a blockade on Ukraine's ports in the early months of the war, and multiple foreign-flag bulkers and tankers were hit by Russian fire. The signing of the joint Turkish/Russian/Ukrainian grain initiative in July raised hopes that these attacks would be left in the past — but Russia's withdrawal from the agreement upends industry expectations for maritime security on the route.

Russia's decision drew broad condemnation from NATO-aligned nations.

"In suspending this arrangement, Russia is again weaponizing food in the war it started, directly impacting low- and middle-income countries and global food prices, and exacerbating already dire humanitarian crises and food insecurity," said Antony Blinken, U.S. Secretary of State, in a statement Sunday. "Any act by Russia to disrupt these critical grain exports is essentially a statement that people and families around the world should pay more for food or go hungry."

Dmytro Kuleba, Ukraine's foreign minister, said that the suspension of the deal strands 176 vessels and two million tons of grain — and added that it is not the first Russian action to disrupt the corridor.

"The [grain shipments] has accumulated in the Black Sea since September, when Russia started deliberately delaying the functioning of the corridor and seeking to undermine the deal. Russia took the decision to resume its hunger games long ago and now tries to justify it," Kuleba claimed in a statement.

When communicating with the Russian public, some Russian officials have made clear that restrictions on Ukrainian food exports are intended to advance Russia's strategic objectives. In June, top state TV executive Margarita Simonyan told an economic forum that the confidants in her circle "hope for a famine" in order to apply pressure on the West and secure sanctions relief.

Traffic on the grain corridor initially shut down, but the joint initiative council said 40 ships were outbound the next day, October 31, 2022.

In addition, the Turkish, Ukrainian and UN delegations decided to approve the movement of 16 vessels on Monday, including four inbound ships, despite Russia's withdrawal from the program. The UN officials operating the initiative have "informed the delegation of the Russian Federation" of their intent to proceed with movement. Within a few days, Russia had restored its participation in the accord.



Merchant Mariners: Veterans of Conflict Near and Far



The U.S. Merchant Marine has a long and proud history of sailing into harm's way to support U.S. armed forces, even from the outset of the nation. On Veterans Day, November 11, 2022 the Sailors' Union of the Pacific and the West Coast Sailors honors the many generations of men and women that have sailed and, in too many cases, have sacrificed all to keep the nation safe.

No group of individuals did more for establishing our country than the American Merchant Seamen and Privateers. Their record speaks eloquently of their devotion and sacrifices.

— President John Adams

Since the Revolutionary War, when civilian mariners were issued letters of marque to fight British shipping, to the ship driven Barbary Wars, and the War of 1812, which was caused in part by British impressment of American seamen, the Civil War, the Spanish American War and of course the World Wars.

"[Mariners] have written one of its most brilliant chapters. They have delivered the goods when and where needed in every theater of operations and across every ocean in the biggest, the most difficult and dangerous job ever undertaken. As time goes on, there will be greater public understanding of our merchant's fleet record during this war [World War II]."

— President Franklin D. Roosevelt

Since the end of the Second World War, merchant mariners have transported government cargoes and supported combat forces in Korea, Vietnam, Bosnia, Iraq and beyond. Today, thousands of U.S. mariners work full time on Military Sealift Command (MSC) and Ready Reserve Force (RRF) ships, carrying out defense missions or maintaining readiness for the next activation. There are thousands more working in the maritime industry who are trained and ready when needed.

Their contributions to the national defense have been recognized throughout history by the nation's leaders. In 2014, the Congress officially recognized the Jones Act sector as well — saying that the value of the American "maritime industry [is] unquestioned as the Department of Defense depends on United States domestic trades' fleet...to carry military cargoes."

During the Vietnam War, U.S. mariners risked their lives to deliver the weapons and supplies needed by U.S. forces. Dozens paid the ultimate price in combat and at sea. They worked to transport refugees from North to South and to get cargoes up the 35 mile river transit to Saigon. They transported arms and munitions and supplies as diverse as toilet paper, floating bridges and Coast Guard patrol boats across the Pacific.

In the early 1990's, nearly 80 RRF vessels — about three quarters of the reserve merchant fleet — were activated as part of Operation Desert Storm (the first Gulf War). During the buildup to the war, the thousands of U.S. mariners on U.S. ships accomplished one of the largest military sealifts in history, transporting four times the amount of materiel moved for the

SUPPLYING VICTORY: The U.S. Merchant Marine at War



American Merchant Mariners' Memorial at Battery Park, New York City.

WWII Normandy invasion.

Humanitarian missions are also part of the mix. Merchant mariners aboard MSC RRF ships were called up for relief deployments after Hurricane Mitch hit Central America in 1998, and for shipments in support of NATO actions in Bosnia in 1995 and 1996, for operations in Cuba and Haiti in 1994, and for missions in Somalia in 1992, and Syria in 2014.

About 40 RRF vessels and countless merchant mariners have served with distinction in support of Operations Enduring Freedom (the war in Afghanistan) and Iraqi Freedom (the second Gulf War) in 2001-2010.

To the spread of our trade in peace and the defense of our flag in war a great and prosperous merchant marine is indispensable. We should have ships of our own and seamen of our own to convey our goods to neutral markets, and in case of need, to reinforce our battle line.

— President Theodore Roosevelt

Merchant mariners serving in actions after 1946 have not had the benefit of veterans' status eligibility, and even if killed in combat. These mariners do not qualify for veterans' benefits like military funerals, disability coverage, or survivors' benefits. However the government has established distinguished service medals for merchant service in specific conflicts or in smaller-scale operations.

Today, U.S. merchant mariners deploy for government and military missions worldwide, across a wide range of ships and missions. Many more in commercial maritime occupations are ready to serve if called. Civilian readiness is folded into the fabric of American policy and American resolve and the selfless dedication of mariners has always kept us safe in ways fundamental to our democracy. American merchant mariners are veterans of conflicts near and far, their work essential to the national defense and to national interests abroad. We thank them for their service and for their sacrifice.



At the ceremony unveiling the Gold Medal House Speaker Nancy Pelosi quoted FDR who said that merchant mariners had as "their mission the most difficult and dangerous transportation job ever undertaken." The award and ceremony brought long delayed recognition to a handful of remaining American maritime heroes who delivered the goods during World War II.



World War II merchant mariner and recipient of the Congressional Gold Medal is Tom "Red" McGarvey in San Francisco on October 22, 2022.

SIU PACIFIC DISTRICT PENSION PLAN

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Tel. #415 764-4990 - Fax #415 495-6110

November 2022 ANNUAL FUNDING NOTICE

For SIU Pacific District Pension Plan

Introduction

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, 2021 and ending July 31, 2022 (the "2021 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 2021 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		
	2021 Plan Year	2020 Plan Year	2019 Plan Year
Valuation Date	August 1, 2021	August 1, 2020	August 1, 2019
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$111,300,133	\$106,834,294	\$106,530,327
Value of Liabilities	\$105,199,118	\$102,467,876	\$ 99,134,084

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, 2022 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 2021 annual report filed with the Department of Labor in May 2023.

	July 31, 2021	July 31, 2021	July 31, 2020
Fair Market Value of Assets	\$110,134,839	\$119,994,941	\$101,823,920

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 2021 Plan Year.

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 2,050. Of this number, 785 were current employees, 862 were retired and receiving benefits, and 403 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 2021 Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	2.9%
2. U.S. Government securities	0.0%
3. Corporate debt instruments	0.0%
4. Corporate stocks (other than employer securities):	22.2%
5. Real estate (other than employer real property):	8.5%
6. Value of interest in registered investment companies (e.g., mutual funds)	62.3%
7. Other	4.1%

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 2019 Plan Year and earlier plan years are available now. The annual report for the 2020 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2022. 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 about Your Plan" 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, 415-764-4993. 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.

Mastermind of Ship Drug Smuggling Scheme Busted in Miami

In a new twist in the long-running drug smuggling case involving container ships from Mediterranean Shipping Company (MSC), U.S. Federal authorities reported the indictment and arrest of one of the masterminds behind the narco-trafficking plot who they say worked with the crews and port workers moving over 20 tons of cocaine. The suspect was arrested at Miami International Airport on October 30 as he attempted to board an international flight.

“The arrest and indictment of Goran Gogic, a former boxer allegedly responsible for trafficking a staggering amount of cocaine, more than 20 tons, which he attempted to move through U.S. ports, is a resounding victory for law enforcement,” said Breon Peace, United States Attorney. Gogic, a citizen of Montenegro, and a former heavyweight boxer, was charged on multiple counts. Allegedly he made shipments including the June 2019 seizure of nearly 19,000 KG of cocaine valued at more than \$1 billion, aboard the MSC Gayane, which was one of the largest seizures of cocaine in U.S. history.

Multiple crewmembers from the vessel have been convicted in the plot, but Gogic is the first person reported to be one of the shippers. U.S. law enforcement also revealed two other large seizures related to Gogic also found aboard MSC vessels. In February 2019, they discovered 1,437 KG of cocaine aboard the MSC Carlotta while the vessel was in the Port of New

York and New Jersey, and another 537 KG of cocaine hidden aboard the MSC Desiree later. Law enforcement officers said they also seized significant amounts of cocaine related to the scheme at ports in Panama, Peru, and the Netherlands, among other countries.

U.S. law enforcement officers said that the complex operation relied on having access to each ship’s crew, route, manifest, real-time positioning and geolocation data, and a knowledge of what legitimate cargo is contained in each container. The conspiracy used a different set of workers with access to the ports in Europe to clandestinely access and remove the cocaine from the shipping containers upon their arrival.

Members of the conspiracy allegedly loaded the commercial cargo ships at night near the coast and ports, working with crewmembers who would hoist loads of cocaine from speedboats that approached the ships at multiple points along their route. To physically load the cocaine aboard, they used the ship’s cranes as well as nets. Once the cocaine was onboard, the crewmembers would hide it within specific shipping containers that they knew had sufficient room to conceal the large quantities of cocaine and for which they had duplicate counterfeit seals. They selected the specific containers to be used to conceal the cocaine based, in part, on the containers’ location and orientation, and route and destination on board the vessel.



Long-time SUP members and pensioners “Tattoo Pete” Gardiner, Dave Sylstra, and Rich Reed move to adjourn a special meeting on the Big Island, in Hawaii.

Elon Musk Tries to Defend Huge Pay Package

Elon Musk headed into court on November 16, 2022 to defend his Tesla CEO income in what may be the largest pay package ever recorded at 56 billion dollars.

Elon Musk testified that he was not involved in the discussions among Tesla board members about a 2018 pay package that granted him billions of dollars in stock options, helping to make him the world’s richest person.

Speaking in a courtroom in Wilmington Delaware, Musk pushed back against accusations in a shareholder lawsuit that the electric car company’s board was stacked with friends and other people close to him who did his bidding.

The compensation package that gave him the right to acquire nearly \$50 billion in Tesla shares if the company met certain revenue, profit and share price gain goals. At the time, the deal was one of the largest of its kind, and it has become a template used by many other corporate boards to reward chief executives. The staggering numbers are hard to put into understandable terms of compensation: they exceed the normal pay of even most CEO’s by many, many billions. And remembering

that a billion is a thousand million is not very helpful in providing context.

Musk appeared under a summons related to a shareholder lawsuit. On the witness stand, Mr. Musk rejected the notion that the shares he already owned in Tesla — about 22 percent of the company at that time — were incentive enough to do the work. In the effort to ramp up manufacturing of the company’s first mass-market car, the Model 3, he said he was considering leaving Tesla.

In addition to defending himself, Mr. Musk used his time on the witness stand to expound on how Tesla single-handedly created the electric car business and why he opposes the Securities and Exchange Commission and investors who bet against the share prices of Tesla.

“Tesla has had an immense effect on the world,” Mr. Musk said in response to a question from a lawyer representing Tesla, Evan Chesler, that appeared designed to show that he had earned his pay. “Not just that Tesla is making electric vehicles, we have been really the main reason why the rest of the car industry has moved toward sustainable, electric vehicles.”



Buy Union-Made for Thanksgiving

Turkey and Ham

- Appleton Farms
- Butterball
- Cook's
- Farmland
- Foster Farms
- Hormel
- Tyson

Stuffing and Bread

- Aunt Millie's
- Manischewitz
- Pillsbury
- Stroehmann

Vegetables and Fruit

- Andy Boy
- Betty Crocker
- Potatoes
- Birds Eye
- Del Monte
- Dole
- Eurofresh
- Mann's
- Muranaka Farm
- Ocean Spray

Pie and Filling

- Banquet Fruit Pies
- Del Monte Fresh Apples
- Entenmann's
- Food Club Canned Pumpkin
- Kroger Brand Pumpkin Puree
- Marie Callender's
- Sara Lee

Cookware and Cutlery

- Anchor Hocking
- Bennington Potters
- Clauss Knives
- CorningWare
- Cutco Knives
- Fiesta
- Homer Laughlin China
- Libbey Glassware
- Pyrex

MORE AT: [AFLCIO.ORG/THANKSGIVING](https://aflcio.org/thanksgiving)

CMA CGM Shipping Billionaire Boss Shopping For Just About Everything ZEMBA: Collective Bargaining For Green Cargo Owners

French shipping billionaire Rodolphe Saade is seeking more media acquisitions after buying a newspaper and bidding on a broadcaster.

"I am interested in media," he said on French radio. "I am looking at everything, the subject interests me."

Saade, whose family-owned container line CMA CGM SA has its headquarters in the southern port of Marseille, joined the ranks of French billionaires who dominate the country's media scene after buying the city's regional daily La Provence a few months ago. The Saade family has a net worth of \$16.3 billion.

A significant chunk of French media is held by billionaires. Newspaper of record Le Monde is owned by a group of investors including telecoms tycoon Xavier Niel and Czech billionaire Daniel Kretinsky. Luxury group LVMH, founded by billionaire Bernard Arnault, controls Les Echos-Le Parisien, while Le Figaro is owned by Group Industriel Marcel Dassault SA, the holding company of the Rafale aircraft-making Dassault family. Through Vivendi, billionaire Vincent Bollore holds Pay TV groupe Canal+, radio Europe1, and magazine Paris

Match among other media assets.

Saade's foray into media comes amid an acquisitions spree to add to the family's closely held CMA CGM, the world's third-largest container line, and parent company of APL. In addition, reaching a deal to buy Niel's stake in La Provence newspaper, he was also part of a bidding consortium for French television company Groupe M6 before German media giant Bertelsmann SE & Co. decided not to proceed with the sale. Back in April, the company acquired Gefco, an auto transport company previously co-owned by Russian Railways (RZD) and carmaker Stellantis.

Skyrocketing freight rates during the pandemic gave CMA CGM an enormous cash flow to bankroll acquisitions, including a stake in Air-France KLM, new vessels, and a holding in a satellite operator.

In the interview, Saade quashed talk of a purchase of the football club Olympique de Marseille. Speculation about a possible acquisition had grown after he reached an agreement this month for CMA CGM to become the club's major sponsor in the 2023-2024 season.

Freight forwarders can now negotiate collectively to buy biofuels, following the launch of a scheme at COP27 last week called "Roadmap to 2040 for Zero Emission Vessels (coZEV)."

The plans include a maritime 'buyers' collective bargaining initiative to give shippers sufficient critical mass to push ship decarbonisation. The Zero Emission Maritime Buyers' Alliance (ZEMBA) "will enable cargo owners to come together for greater impact and support accelerated deployment of scalable zero emission solutions in a robust marketplace," said Ingrid Irigoyen, director of the Aspen Institute Shipping Decarbonization Initiative.

The idea is to bring an initial group of freight buyers to join ZEMBA next year, but says the process will be subject to compliance with competition law. Shippers may want to play a more active role in the reduction of ship carbon emissions than regulatory bodies, with shippers like IKEA, BMW, Volkswagen and DHL entering into agreements to pay for low-carbon biofuel and decarbonise cargo directly.

This month DHL Global Forwarding announced a commitment to buy 60m liters of biofuel from a supplier to offset the carbon cost of their shipments and said the amount was equivalent to 10 containership voyages from Asia to Europe.

At a DNV press conference this month, United European Car Carriers (UECC) energy & sustainability manager Daniel Gent said: "Biofuels are clearly going to play quite a significant role in the energy mix for marine fuels... we see legislation coming down the line and biofuels will play a significant role, in the absence of mature technologies."

However, the shipping industry has not been entirely without its own initiative recently. This month, shipping giant Maersk entered into an agreement with the Spanish government to produce 2m tons of e-methanol annually for use in its vessels. Maersk VP for decarbonization Morten Bo Christiansen hit out in the media at energy majors, saying they "...have not offered us any green methanol at a price point we can accept".

He added: "You would have expected that your current supplier would provide you with the new juice... that has not been the case so far."

The OECD estimates the cost of ocean freight decarbonization to end customers would be negligible, eclipsed many times over by recent price inflation. A vessel burning e-methanol added roughly 3¢ to the consumer cost of a TV or 28¢ to that of a refrigerator.

Summary Annual Report For SUP Money Purchase Pension Plan

This is a summary of the annual report for SUP Money Purchase Pension Plan, EIN 94-3134523, Plan No. 001, for period January 1, 2021, through December 31, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by insurance and a trust fund. Plan expenses were \$4,910,622. These expenses included \$200,979 in administrative expenses, and \$4,709,643 in benefits paid to participants and beneficiaries. A total of 1,096 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$43,356,448 as of December 31, 2021, compared to \$41,490,249 as of January 1, 2021. During the plan year the plan experienced an increase in its net assets of \$1,866,199. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$6,776,821, including employer contributions of \$1,946,606, earnings from investments of \$4,729,040 and other income of \$101,175.

Minimum Funding Standards

Enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights To Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- an accountant's report;
- financial information and information on payments to service providers;
- assets held for investment;
- transactions in excess of 5% of the plan assets, and
- insurance information, including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the Trustees of the SUP Qualified Plans Master Trust, who is the plan administrator, 730 Harrison Street, Suite 415, San Francisco, California 94107, telephone 415-778-5490. The charge to cover copying costs will be \$22.25 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 415, San Francisco, Ca 94107-1260 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Summary Annual Report For SUP 401(k) Plan

This is a summary of the annual report for SUP 401(k) Plan, EIN 94-3134523, Plan No. 002, for period January 1, 2021, through December 31, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by insurance and a trust fund. Plan expenses were \$1,352,839. These expenses included \$97,080 in administrative expenses, and \$1,255,759 in benefits paid to participants and beneficiaries. A total of 657 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$13,618,313 as of December 31, 2021, compared to \$12,524,265 as of January 1, 2021. During the plan year the plan experienced an increase in its net assets of \$1,094,048. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$2,446,887, including employer contributions of \$33,297, employee contributions of \$753,183, earnings from investments of \$1,633,482, and other income of \$26,925.

Your Rights To Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

- an accountant's report;
- financial information;
- assets held for investment;
- transactions in excess of 5% of the plan assets; and
- insurance information, including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the office of the Trustees of the SUP Qualified Plans Master Trust, who is the Plan Administrator, at 730 Harrison Street, Suite 415, San Francisco, CA 94107-1260, or by telephone at (415) 778-5490. The charge to cover copying costs will be \$52.75 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 415, San Francisco, CA 94107-1260 and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.



SUP PRESIDENT'S REPORT

GOVERNMENT MATTERS

Mid-term elections: The U.S. merchant marine and our jobs exist by legislative decree. No matter what our personal politics, we ignore elections at our peril. In this latest election, the polls closed last week, but the counting goes on today. The Democratic majority in the Senate is intact, as both Sen. Mark Kelly and Sen. Catherine Cortez-Masto were declared winners. In the House, depending on still to be decided races, many of which are in California, Republicans are likely to achieve a narrow majority. This will end a four-year period of Democratic control under Speaker Pelosi and opening a period of legislative uncertainty.

SUP-backed candidates benefited from our focus on races where we could make a difference. Of course, there were setbacks. Unions will not be favored by the present group of Republicans in the House, and losing solid U.S. maritime supporters such as Rep. Sean Patrick Maloney in New York's 19th and Elaine Luria in Virginia's 2nd will be immediately adverse to our interests. But in some battlegrounds we won — such as in Washington's 3rd District, where Marie Gluesenkamp-Perez pulled off an improbable upset, or in Washington's 8th Kim Schrier won a close fight. In California, our contributions helped in the 9th district where Josh Harder appears likely to win, or the 26th where Julia Brownley won, or in the 46th where Katie Porter may win. And in the highly consequential Senate races in Washington, Arizona and Nevada and Pennsylvania, Senate candidates that support U.S. merchant mariners won, and the SUP punched above its weight.

In a less restrained House we can expect renewed attacks on the Jones Act, among other issues, and funding for maritime and government in general will be challenged. To avoid a government shutdown, the lame duck session may attempt to forestall debt-ceiling brinkmanship by passing a budget or continuing resolution that carries the government through to 2024. For us these and other issues are not ideological or cultural issues, they are bread and butter economic issues. Will there be a Jones Act and a U.S. merchant marine for the long run? Will it continue to provide good jobs and benefits, will Unions continue their role in its development, and will it be enough to support our unique way of life? Voting counts and elections matter to us in a more fundamental way than most.

Made in America Office: Invited by the AFL-CIO's Transportation Trades Department Legislative Representative Lianne Endo I joined a call on October 20, 2022, to meet the incoming Made in America Office Director Livia Shmavonian replacing Celeste Drake. Along with a few others in maritime labor I thanked the Administration for their support of the U.S. merchant marine and its Unions, but also lodged concern about the Jones Act and cargo preference developments, urging close adherence to the national defense component of Jones Act. Noting especially that our livelihoods depend on the strength of these laws, and that provision of law that allows for their temporary waiver was only contemplated if it was required for the national defense. Too often now waivers have re-emerged as a permanent feature of the maritime post-disasters political landscape, and don't consider the national defense requirement, to say nothing of the fair treatment of American workers all along the supply chain of American-made products including agriculture and petroleum products.

In fact, the waiver process has been hijacked by disaster opportunists seeking to add to the bottom lines of foreign shipping companies, and their traders and charterers. A sophisticated and predatory industry has arisen around this strategy serving only the unscrupulous transnational corporate capital that pays their bills. The role of the regulator in the Made in America office is to remain true to the national goals of the Jones Act and cargo preference that support the U.S. merchant marine and all who make their living there. Director Shmavonian agreed to keep such considerations in mind and to keep us informed.

MATSON NAVIGATION

Aloha new-builds: On November 1, 2022, Matson announced that it had signed a contract with Kvaerner Philly Shipyard to build three new Aloha-class ships. Modeled on the previously built *Daniel K. Inouye* and *Kaimana Hila*, the three ships will be dual-fuel capable but built to run on LNG. They are being built tax protected funds from Matson's Capital Construction Fund for the Hawaiian and mainland domestic as well as foreign trades. The SUP/Matson collective bargaining agreement covers the Aloha-class vessels with the SUP on deck. See page one of this issue of the *West Coast Sailors* for more.

LNG conversions: The Union was informed by various channels that Matson had embarked on a power conversion project to switch to LNG fuel in some of its ships. First up will be the Aloha-class *Daniel K. Inouye* and *Kaimana Hila*, then C/V 2600 *Manukai*, and Kanaloa-class *Lurline* and *Matsonia*. Because the conversion work will be done in a Chinese yard, with crew departing on arrival, a Chinese visa is needed. All Chinese visas issued prior to the pandemic are not valid. Since there is a six-to-four-week minimum processing time on crew visas, any open jobs must be called in advance. Urge all hands to finish out their assignments and help the Union avoid the difficulty of last-minute dispatching. In any case, the membership is advised that some significant disruption to normal Matson shipping is likely in the months ahead due to this project.

Restriction to Ship: Japan. In October the Union learned of the reported lifting of certain COVID-19 entry restrictions for travelers to Japan. Addressed mainly to tourists, the new rules purportedly allow visitor entry with proof of the initial vaccination and at least one booster, referred to as "three shots." Details were scarce and the Union began an investigation.

APL and Matson were contacted for more information and documentation which painted a different picture for sailors than the simple and somewhat promotional "open door" for tourists. In Naha, Japanese port officials disclosed procedural and personnel

deficiencies that made shore leave nominally available but actually impossible. In Yokohama, the shore-leave provisions were also advertised but contradictory or ambiguous rules of compliance made it unfeasible. The theory is one thing, but translated emails showed nothing about the timing of boosters, inspection of records, and the process for granting or denying clearances for shore leave. Such a process is necessary to rationally determine Company responsibility for restriction and here it was out of reach of the Union to either dictate or determine. Both APL and Matson did recognize the ongoing hardship, however and both had agreed to ensure that the increased Internet and WiFi capability in all ships was made effective. [Additionally, although not a matter of collective bargaining, management advised an additional unrestricted contribution of \$5000 to each ship's fund in addition to the \$3,500 already designated.]

Then came word late on Friday November 11 that the Japanese government agency in Naha informed Matson that starting on Monday November 14 they will unequivocally reinstate shore leave and had the personnel and procedures to deliver on that promise. Matson, however, declined to lift its restriction to avoid service disruptions related to China's ongoing "COVID-zero" policy. The Company did agree however to pay all legitimate claims as per Section 18 in Naha. Claims prior to November 14 are no good.

APL claims are still being gathered and analyzed. Matson expects the restriction to ship to last through the holidays and the usual winter surge of COVID cases but will continuously reevaluate.

AMERICAN PRESIDENT LINES

Ratification of Agreement: As reported in the October edition of the West Coast Sailors, the 2022-2024 Agreement between APL Marine Services and the SIU-PD (SUP, MFOW and SIU-AGLIW) was ratified by an overwhelming majority of the membership. I want to thank the membership for their recognition of the work the Negotiating Committee.

CHEVRON SHIPPING COMPANY

The collective bargaining agreement between the Union and Chevron Shipping Company will expire on January 31, 2022. In a letter dated October 26, 2022, formal notice to the Company of our intention to bargain a new contract was delivered and acknowledged. The memberships and everyone employed under the Chevron collective bargaining agreement is invited to submit proposals in writing soon as possible by mail to the SUP Headquarters at 450 Harrison St, San Francisco CA 94105 or by email to dave@sailors.org or matt@sailors.org. Part of the standard SUP process is to consider, refine and prioritize any such proposals consistent with the plan of the Negotiating Committee. We expect to begin meetings with the Company in January.

TRANSPORTATION TRADES, AFL-CIO

The Transportation Trades Department of the AFL-CIO held a short Executive Board meeting on November 10 to report on the election and to set the priorities of its agenda in 2023. Many rail and airline proposals were considered and set and in maritime a wage determination proposal to establish a living wage for offshore wind energy maritime workers were adopted as policy statements. Board members also heard directly from Secretary of Labor Marty Walsh on a variety of past and present issues.

SUP PENSION AND WELFARE PLAN

Pension Improvements: SIU-PD Pension Plan Administrator Michelle Chang advised that the negotiated increase to the Plan benefit was implemented in the November 1, 2022, check run. Those improvements are retroactive to July 1, 2022, and include the \$125 increase to the maximum benefit with proportional increases for lower benefit levels. The two percent (2%) cost of living increase for pensioners in pay status who retired at age 55 or beyond with 20 or more qualifying years of service was also paid out retroactive to July 1, 2022.

Special Medical Pensioners Benefit: The SMPB increase of \$200 per year (taking the annual maximum from \$7000 to \$7,200 annually) was also agreed to by the Trustees of the SUP Welfare Plan (SUP Vice President Matt Henning and myself). The overall reimbursement includes the regular Pension benefit of \$2000 per year and takes the total maximum benefit from \$9,000 from to \$9,200.

Holiday Benefit Luncheon: The SUP/MFOW Holiday Luncheon Benefit will resume this year in San Francisco. The benefit venue rotates between the SUP and the MFOW and this year it will be on Thursday December 15 at 1100 at MFOW Headquarters on 240 Second St.

HOLIDAYS

SUP Halls will be closed on the following contract holidays:

Thanksgiving Day — Thursday, November 24

Christmas Eve — Saturday, December 24

Christmas Day (December 25) — Monday, December 26 (observed)

New Year's Eve — Saturday, December 31

New Year's Day (January 1) — Monday, January 2, 2023 (observed)

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

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. For members working under the SUP Maintenance

Agreements, these holidays shall be observed in accordance with local custom and practice.

Dave Connolly

**SAILORS' UNION OF THE PACIFIC
QUARTERLY FINANCE COMMITTEE'S REPORT
FOR THE QUARTER ENDED SEPTEMBER 30, 2022**

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on October 11, 2022 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$ 3,294,500.80
POLITICAL FUND	15,769.34
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS	\$ 4,604,001.13

GENERAL FUND

INCOME

Dues, Initiation, Assessments	\$ 92,690.00
Interest and Realized Gain (Loss)	(13,686.52)
Donations - <i>West Coast Sailors</i>	655.00
Joint Committee & Hiring Hall	167,570.44
Advertising & Promotion	15.00
Miscellaneous Income	755.00
Reimbursed Administrative Expenses	28,775.28
Contributions	835.00
TOTAL INCOME	\$ 277,609.20

EXPENSE

Transportation Expense	\$ 1,635.00
Rent	23,146.26
Postage, Printing & Office	4,634.66
Telephone	5,219.45
<i>West Coast Sailors</i> Publishing Expense	11,360.31
Per Capita Taxes	15,349.50
Salaries & Payroll Taxes	235,771.81
Office Workers Pension	8,580.40
Insurance	114,309.52
Election	-
Meeting/Committee & Neg. Conference & Conv.	2,717.99
Investment Expense	2,279.68
Officials Pension	10,347.00
Subscription	123.00
Accounting	5,331.00
Legal	-
Advertising & Promotion	709.95
Miscellaneous	833.62
Bank Charges	75.00
TOTAL EXPENSE	\$ 442,424.15

BUILDING CORPORATION

INCOME

Rents	\$ 155,116.96
Miscellaneous Income	-
TOTAL INCOME	\$ 155,116.96

EXPENSE

Building Services & Utilities	\$ 23,100.80
General Tax Expense	-
Office Equipment	928.08
Repairs & Maintenance	1,578.66
Salaries & Payroll Taxes	-
Insurance	10,863.00
Accounting	3,554.00
Pension	-
Advertising & Promotion	10.00
TOTAL EXPENSE	\$ 40,034.54

POLITICAL FUND

INCOME

Contributions	\$ 3,720.00
TOTAL INCOME	\$ 3,720.00

EXPENSE

Contributions	\$ 18,000.00
CA Filing Fee	-
TOTAL EXPENSE	\$ 18,000.00

NET INCOME(LOSS)	\$ (64,012.53)
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Bipartisan Lawmakers Condemn Jones Act Waivers

continued from page 1

made a retroactive determination that no U.S.-flag vessels could have performed the move for which the waiver was granted—and did so on the day the waiver was granted.”

U.S. maritime labor and U.S. shipping companies first called attention to exactly that backwards action on the day of the waiver itself. [See October *West Coast Sailors*.] The Committee members want answers to the following item:

1. How can DHS explain issuing the waiver despite not following requirements; and
2. What was the legal justification for performing a retroactive vessel availability assessment; and
3. Why the shipment was made when reports indicate the island had adequate fuel supplies;
4. Had DHS considered whether the waiver was requested for disaster arbitrage purposes; and
5. Why the waiver was needed in the interest of national defense.

That last item appears to be the focal point of the foreign and Wall Street interests. If they can use the storm emergencies to weaken the firm legal history of the connection of the Jones Act to the national defense, they seem to think the foundation is weakened for far more than disaster opportunism. The attack is just as smart as it is insidious, and a tactic employed for years: slice the margins until a thousand cuts demise the corpus.

Senator Wicker Condemns Improper Jones Act Waivers

The following article and letter were posted November 1 on the website of the U.S. Senate Committee on Commerce, Science and Transportation.

WASHINGTON — U.S. Senator Roger Wicker, R-Miss., ranking member of the Senate Committee on Commerce, Science, and Transportation, sent the following letter to Department of Homeland Security (DHS) Secretary Alejandro Mayorkas criticizing the unnecessary and improper Jones Act waivers issued by the agency for petroleum and liquid natural gas shipments to Puerto Rico following Hurricane Maria.

Dear Secretary Mayorkas,

I write to express my disappointment in the Department of Homeland Security's (DHS) recent decisions to grant Jones Act waivers for shipments into the island of Puerto Rico. These waivers were unlawful, unnecessary, and in direct contradiction to the government's longstanding expressed interest in protecting American industry.

The protections of this critical industry are well established and clearly articulated in U.S. law. 46 U.S.C. 501(b) Section 501 requires a determination of the non-availability of American vessels before any waiver can be granted. In your public statements on September 28 and October 16, you claimed to have consulted with the Department of Transportation (DOT) on the availability of U.S. vessels before granting the waivers. In each case, however, the Maritime Administration retroactively completed a market survey within DOT, which casts serious doubt on such a claim. This retroactive assessment sidesteps the spirit, letter, and intent of the statute. It appears that DHS superficially consulted with DOT simply to “check the box” but without any real intent to collect and consider data on the availability of domestic maritime vessels. Further, the second Jones Act waiver gave the domestic maritime industry very little time to respond to the non-availability assessment. Providing the industry with 20 minutes to respond falls far short of the duties your

Meanwhile, in the U.S. Senate, Sen. Roger U.S. Senator Roger Wicker (R-MS), the ranking member of the Senate Committee on Commerce, Science, and Transportation, has also sent a letter to DHS Secretary Alejandro Mayorkas condemning the decision.

Wicker's criticism said the decision was “novel and problematic.” In the letter he questions the legality of the waivers based on the same unprecedented retroactive market MarAd survey of non-availability of American — which is required under U.S. law (46 U.S.C. §501(b) Section 501).

“It appears that DHS superficially consulted with DOT simply to “check the box” but without any real intent to collect and consider data on the availability of domestic maritime vessels,” Wicker wrote.

He also raised concerns about short period of time in which the industry was given to respond to the non-availability assessment in the case of the second waiver for a U.S.-sourced LNG cargo transhipped via the Dominican Republic. The second waiver was requested on a Saturday granted the following day.

“Providing the industry with 20 minutes to respond falls far short of the duties your department owes to upholding the law, protecting the U.S. maritime industry, and serving the best interests of the American public,” the letter states. These points closely follow the real-time objections of maritime labor and industry.

department owes to upholding the law, protecting the U.S. maritime industry, and serving the best interests of the American public.

Beyond the problems with the way your agency conducted this process, the content of the waivers merits severe scrutiny. The first Jones Act waiver is particularly troublesome. The agency granted this waiver despite statements from the Department of Energy, FEMA, Army Corps of Engineers, and Coast Guard that there was a sufficient supply of diesel fuel on the island. Additionally, the Puerto Rico Resident Commissioner and Port Director both publicly commented that there was an adequate supply of diesel and no problem with the availability of Jones Act vessels. American vessel operators confirmed this fact in reporting U.S. vessel availability when surveyed. The consequences of your slipshod assessment has harmed American businesses and workers and served to favor foreign entities.

The U.S. Merchant Marine is vital to our economic security and defense readiness. The issuance of these waivers sets a dangerous precedent and sharply erodes the strength of our domestic maritime industry. Both waivers were issued for vessels that had already left port and were in route to Puerto Rico, sending a direct signal to foreign companies that our current political leadership is willing to suspend traditional norms and bipartisan support for the American maritime industry during times of crisis. Based on your recent decisions, Jones Act waiver requests will inevitably increase in frequency as foreign companies undoubtedly recognize the superficial processes taken by this Administration related to U.S. industry availability and inevitably seek a profiteering advantage when the United States experiences a humanitarian disaster.

When reviewing future Jones Act waiver requests, I urge you to consider the implications of unnecessary waivers, abide by the law, and put the domestic maritime industry ahead of foreign competition.

SUP BRANCH REPORTS

HONOLULU

October 2022

SHIPPING: The following jobs were dispatched for the month:

1 Bosun Steady, 2 AB Day steady, 2 AB Watch steady, 1 AB Maintenance, 1 Ordinary, & 4 USNS AB.

There were 25 Standbys Jobs dispatched for the month.

REGISTERED: 8 A-Cards, 18 B-Cards, 7 C-Cards, and 3 D-Cards.

SHIPS CHECKED: *USNS Charlton, Manulani, Lurline* (Stanchions are being looked into), *Kaimana Hila, Mahimahi, Manoa, Maunawili* (Washdowns take place "leaving last US Port and from departure of last foreign port", see section 16 of General rules. Good job to the gang for explaining this fact to the new Chief Mate.), *Matsonia, DK Inouye, Manukai*, and the Paint & Rigging Gang

AGENTS REPORT:

An "Atta Boy" to the APL negotiating

committee for a job well done. The pension and other gains will have a positive impact for years to come, and with no concessions.

I took part as a panelist for a public round table discussion to help explain the Jones Act in practical terms, answer questions, and debunk the demonizing myths that have been perpetuated by groups like Grassroots Hawaii, and others that seek to weaken or eliminate the Jones Act.

I also attended the Hawaii Port Maritime Council meeting, where we had the opportunity to hear from congressional candidate Conrad Kress, a pro Jones Act Republican, running against U.S. Maritime nemesis Ed Case for Hawaii's 1st congressional district. We were surprised how well-versed Mr. Kress is on the Jones Act, and the negative implications that would come if it were to be eliminated or weakened.

If you have six months or less before your documents expire. You need to get started on the renewal process. If you need help? Come in and let's go over it together.

**Fraternally Submitted,
Patrick Max Weisbarth**

WILMINGTON

October 2022

Shipping: Bosun: 4; AB/W 7; AB/D 8; OS/ STOS 1; GVA/GUDE 0; Standby: 38

Total Jobs Shipped: 58

Registrations: A 21, B 34, C 9, D 10

Ships Visited: Starting to make regular visits to the vessels as time permits here in LA. Also, in contact by phone and email.

AGENTS REPORT

Making regular visits to the ships. I advise all members sailing to periodically keep in contact with your respective branch agents.

Also, I am here to assist and happy to do so but please only use my personal line and accounts for emergencies. Jobs are posted normally for everyone to see in the hall. Your documents have expiration dates on them.

I am always happy to help. But at appropriate times.

I would also like to thank the membership for making the last two meetings held in Wilmington productive and had a quorum.

Coronavirus is still with us, take all necessary precautions; masks are still mandatory when in the Union Hall. Please Remember your masks.

Always check to make sure your documents are up to date and dues are paid, don't wait till the job call to find out.

**Fraternally Submitted,
Leo Martinez, Book #19362**

SEATTLE

October 2022

Shipping: 1 AB/W Emergency Trip Off (D), 1 AB/TA (B), 1 GUDE (B). Matson called for 2 Standby AB's, filled with 9 A, 5 B, 5 C, and 2 D.

Registered: 12 A card for a total of 16; 5 B card for a total of 18; 2 C card for a total of 9; 1 D card for a total of 9

AGENTS REPORT:

Pfeiffer has finished her turn in the Alaska trade and is back on the Northwest Triangle run. The gang is pleased to have missed the brunt of winter in the Bering Sea and is looking forward to Hawaii.

Now that *Mahi* is on the shelf, Standby work will be tightening up a bit, but it still looks like plenty to go around. Seagoing jobs are starting to stack up again with the holidays approaching. Please make job call if you are ready to go to work.

Masks are required in the hall, job call is still outside, and vaccination continues to be required on our contracted ships.

**Fraternally,
Brendan Bohannon
Seattle Branch Agent**



The SUP membership at the meeting in Honolulu in October after a unanimous vote in favor of the new APL Agreement.

VICE PRESIDENT'S REPORT

October 2022

Ships checked — November

Matson Lurline — Jose Duran, delegate. In and out of Oakland with a successful COI. Great job by all crew. Noel Itsumaru, bosun.

USNS Sisler — John Relojo, delegate. All cargo off loaded and ship is currently on the East Coast with plans of shipyard in December. Juancho Gutierrez, bosun.

USNS Pomeroy — Noel Matthews, delegate. Ship is in Bayonne Dry Dock and deck gang doing a great Job. Ship is scheduled to complete RAV early January then load up and head to Korea. Jeff Nicholas, bosun.

USNS Dahl — Kinyta Lewis, delegate. Completed successful military exercises Kushiro Japan, ship departed Kushiro 10/12. Xerxes Cunanan, bosun.

USNS Watson — Quoc Thai-Hoang, delegate. Special thanks to AB Carradine, Stel-pstra, and Hoang for there excellent crane operations skills. Fernando Rigonan, bosun.

PAX — Ben Linn, delegate. Ship left Kwajalien, Marshall Islands to the MSC pier Yokohama, Japan undergoing much needed generator/pump maintenance.

Cape T's and V's — All ships fully crewed in ROS status in Beaumont, TX. Looking for a couple OS's to relieve members who time is coming up. Great opportunity to gain union seniority and deck maintenance skills.

Cape H's — All three ships in ROS status, docked at pier 50 San Francisco. Several successful activations this year, with more to come likely in December or January.

Chevron — Contract expiring at end of January, please email or mail all proposals ASAP for upcoming negotiations.

Reminder to all members, when you renew your MMC you must take BST. We have had a lot of members recently renew their MMC on their own with no BST and others with no AB endorsements at all. Just simply renewing your mmc will NOT renew all your endorsements. Please ask your branch agent for assistance and apply for training before taking it on your own.

Matthew Henning

BUSINESS AGENT'S REPORT

October 2022

Manoa — John Crockett delegate. Weather change up for winter on the Northern triangle. COI in Oakland revealed member without proper endorsements in his MMC. Company called the hall for his replacement. Duke Maringer as Bosun.

Lurline — In and Out Oakand#62. Mike Henderson delegate. Sailed with no beefs officially on the Southern triangle. Phil Coulter got off due to family emergency and relieved by Noel Itsumaru as Bosun.

Matsonia — Delegate Cosmo Bigno running smooth top to bottom working steady. Nice to be off the China run. Southern triangle through December. In good hands with Mark Relojo as Bosun

MahiMahi — Due to arrive in the middle of November discharging cargo in Oakland then shift to Alameda Pier#3 for long-term lay-up always subject to change.

RJ Pfeiffer — In and Out Oakand#62. Was on the Tacoma Alaska run. On the Northern triangle through the ending of December.

President Wilson/Cleveland — Checked in with both of these ships scheduled for shipyard repairs in November.

RRF Fleet Pier#50 — **Cape Hudson** — ROS in SF. Saher Ali as Bosun.

Cape Horn — ROS in SF. Ernie Lagramada as Bosun

Pier#96 San Francisco — **Cape Henry** is scheduled to activate in late January. Steve Fuentes as Bosun.

Pier#9 -SFBP — Delegate Big Mike Koller over coming some issues with deckhand schedules with vacation one boat operator resigned filling his slot with temporary position. Leo Moore as Dock Bosun.

Check your Documents if you are less than 6 months it is time to renew. Last thing you want is to be ready to ship and everything is expired.

Worked in the front office and helped out with dispatching.

Roy Tufono



At the same meeting, SUP Branch Agent Patrick Weisbarth administered the oath of obligation under the SUP Constitution.