

West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Wednesday, November 15, 2023

Daring Rescue Saves Surfer Swept to Sea

On October 18, 2023, a surfer on a motorized foil board in waters near the Golden Gate, set out for one last run. He was swept out to sea.

In some of the strongest currents in the world, he was quickly abeam Mile Rock outside San Francisco Bay. In the cold water sea, limbs become heavy, dexterity and cognition declines, and even breathing becomes difficult within minutes. Without a life vest, reliable propulsion, or communication, the odds on survival get long in this unforgiving watery domain. For the mariners that work there, it was another day at the office.

The first call came to SUP sailors aboard the Pilot Boat *Drake*, on offshore pilot duty standing by to board and disembark pilots on oceangoing ships. The Coast Guard's Vessel Traffic Service notified that an outbound pilot on a ship reported a possible person in the water approximately one mile east of the Main Ship channel markers No.'s 7 and 8. The *Drake*, on station with an SUP crew of four, snapped into action. Capt. Mark Hargus sounded the general alarm and Capt. Aidan Minty set an easterly course inbound and pushed the throttles down.

Cold water sea conditions make limbs heavy, dexterity and cognition declines, and even breathing becomes difficult in minutes.

A few minutes later the pilot on another outbound ship, this time the U.S.-flagged and SUP-crewed Matson container ship *Mahimahi*, fixed the location of the person in distress, called it in. Crew tossed two life rings with water lights attached near the victim. Night was falling and in the gathering gloom offshore, the water lights proved crucial.

Back on the *Drake*, charging at full ahead through the swell, the crew worked together to establish and maintain contact with the Coast Guard confirming their emergency response. Capt. Minty kept radio contact with outbound pilots Capt. Jon Olmstead and Capt Will Benedict. Knowing that a helicopter was being scrambled, Minty steered on an interception point based on communications with the pilots but also his unique knowledge of the peculiarities of current on the ebb tide. He posted a lookout, and the crew ordered readiness of recovery gear, and first aid equipment.

In only 18 minutes, *Drake* arrived on scene, near the water lights, having transited the entire channel. Lookout Blair Sjoberg, had sighted the life ring lights but staring into the gloom — no surfer. Suddenly Sjoberg heard a whistle and pointed. Hargus steered on the whistle direction and the barely visible victim was reported in the water more than 100 yards away from the lights. Along with Minty and Hargus, Capt. Dave Minard, maneuvered the *Drake* for rescue by stern ladder well, grasped the surfer and helped him aboard.

Assessing the exhausted victim, they hustled him below. In the accommodation spaces, crew removed wet clothing and helped don dry clothes, but signs of extreme shock and hypothermia were unmistakable. Victim was pale, clammy, confused and spoke with slurred speech. Soon he began vomiting, shaking, and

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Maritime Unions Slam Second Register Scheme

A broad coalition of American maritime and transportation unions, including the SUP, has registered strong opposition to a proposal to promote the operation of U.S.-flag vessels with foreign crews. The proposal, part of a report issued by the Hudson Institute, would create a second U.S.-flag ship registry to allow vessel owners to bypass the hiring of American maritime workers.

The Union leaders all urged the Biden Administration and the Congress to put American maritime workers first, and to “soundly reject this proposal to create a second United States-flag registry that will be little more than a flag of convenience.” At its core, the idea is an outsourcing of American maritime jobs, they said. “We instead

urge Congress and the Administration to work with us to strengthen and expand the United States-flag fleet in order to create jobs for America's maritime workforce and to further enhance America's economic, homeland and military security.”

As noted by the unions, “The overall report released by the Hudson Institute contains a number of recommendations that we oppose and which we believe will adversely affect the efficient implementation of existing U.S. maritime policies and the operation of U.S.-flag vessels. In addition, the proposal fails to identify solutions that would increase or incentivize the carriage of cargoes by U.S.-flag, U.S.-crewed vessels, a core tenet of ensur-

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Unions Power Election Wins

Joe Biden trails in the polls and has a low approval rating, but his party won big in 2023.

On November 7, in off-year elections, the incumbent Democratic governor in Kentucky — a state President Joe Biden lost by 26 points — handily won reelection. In Virginia, Democrats not only rebuffed Virginia Gov. Glenn Youngkin's bid for total control of the state legislature by keeping the state Senate — they flipped the state House, too. And the party held a state Supreme Court seat in the nation's largest Electoral College battleground of Pennsylvania.

None of these wins guarantee success for the party in 2024. Biden is losing to former President Donald Trump according to recent polls, and Democrats are not favored to hold their Senate majority. But the results on Tuesday — taken together with a string of special elections throughout the year where Democratic candidates outperformed Biden's vote shares in districts across the country — serve as a powerful counterpoint to

the party's doom-and-gloom over the president's poll numbers.

Democrats' victories won't make those polls go away, but they should prompt a rethinking of the current political moment, with a year to go until the next general election.

The AFL-CIO issued a statement that declared victory for the candidates unions supported, candidates “who will fight for us and stand up to wealthy corporate interests and extremists.” Across the country, “thousands of union volunteers engaged in deep discussions with fellow workers... That's the heart and soul of the labor movement's political mobilization: one-on-one, face-to-face engagement on the issues that matter most to working people. As a result of those conversations, union member enthusiasm and engagement helped deliver key victories in critical races.

Labor's pronouncement that working people pushed pro-worker candidates over the finish

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CMA CGM Revises Outlook to Partly Cloudy

Rodolphe Saadé, the chief executive of French container line CMA CGM, says the shipping industry shouldn't panic over a sharp retreat in earnings.

The head of the world's third-largest liner company said in an interview that he expects the weak growth in global trade to continue through 2024. But Saadé said the profits are off the record highs from the Covid-19 pandemic and returning to normal.

“Most probably 2024 will be pretty much the same as the second half of '23, provided [there is] no exceptional crisis,” Saadé said.

“We expect more tension in the months to come,” he said. “We see that the demand is not as strong as before, we see crisis around the world, and this is having an impact on the shipping business.”

Some of the world's largest ocean carriers made tens of billions of dollars during the pandemic,

when shipping demand soared and freight rates skyrocketed. Some carriers like CMA CGM plowed those profits into seaport terminals and air cargo, trucking and warehousing operations. They also leaned on their big cash stockpiles to order a record number of new containerships that now are headed to sea after the red-hot Covid-era demand has evaporated.

Combined net profits for container shipping lines in the second quarter fell to \$8.9 billion, down \$54 billion from the industrywide earnings the same quarter last year, according to industry analysts. Freight rates are down between 48% to 67% from a year ago, and CMA CGM has been among those feeling the impact. Its second-quarter profits of \$1.3 billion were down 83% compared with 2022. Saadé said he expects the second half of 2023 will be weaker than the first half of the year, facing headwinds through 2024. It comes as

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Hannu Kurppa BK #3162
- Gunnar Lundberg.....BK#4090
- Vince O'Halloran.....BK#2463
- James ClayBK#4794
- Alexander Earle..... BK#1885
- Paul PuruggananBK#3880
- Mike Worth BK #3629
- Terrence LaneBK#4107
- Duane NashBK#2437
- Mike Dirksen.....BK#2739

Organization/General Fund

- Jeffrey Titco \$10

West Coast Sailors

- Ronald Reed \$50
- Haiden Isberto..... \$50
- Carl Schou \$10
- Elijah Bernal..... \$10

Final Departures

No SUP deaths reported this month.

Political Fund

- Julian Torre \$10
- Ronald Reed \$50
- Vincent O'Halloran \$400
- Archie Bickford \$100
- Nils Dobszinsky..... \$17
- Brian Mccarthy \$100
- Haiden Isberto..... \$50
- Waylon Robert..... \$10
- Cesar Runatay \$50
- Kathleen Healey \$50
- Clinton Sieber..... \$20
- Matt Henning..... \$50
- Timothy Tynan..... \$50
- David Mercer \$100
- Napoleon Ramon..... \$30
- Dave Hampton \$20
- Dave Connolly..... \$100
- Rico Ecalnir..... \$20
- Raymond Tavai..... \$30
- Patrick Weisbarth \$50

SUP Meetings 2023

These are the dates for the regularly scheduled 2023 SUP meetings:

SUP HQ	SUP Branches
December 11	December 18
*Denotes Tuesday meeting due to holiday	

Membership and Ratings Committee

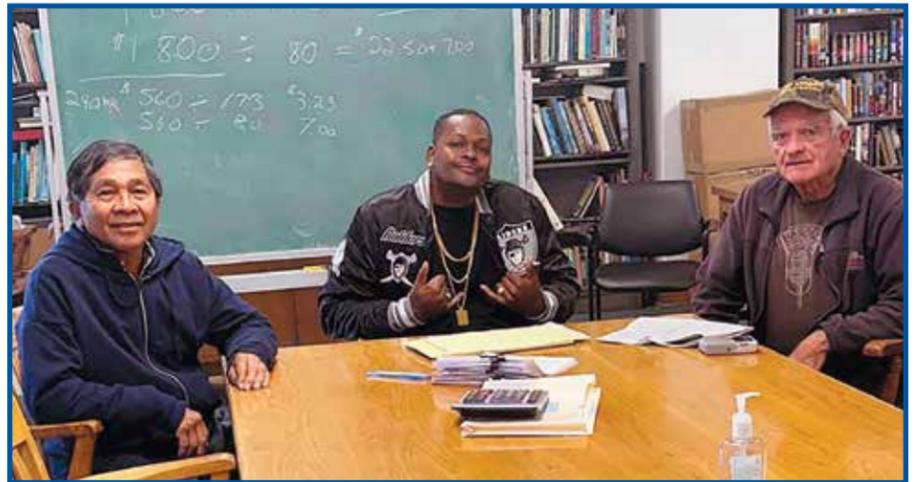
The Committee met on November 2, 2023 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Frantisek Fignar	BK#2263	6 yrs.	A.B.	A
Ronald Brito	BK#5770	6 yrs.	A.B.	A
Almario Sison	B-19775	yr.	A.B.	B
Jeric Lance DeJesus	B-19776	1 yr.	O.S.	B
Mikko Rex Relajo	B-19777	1 yr.	O.S.	B
Mohamed Suwaileh	B-19778	1 yr.	A.B.	B
Carey Floyd	B-19779	1 yr.	A.B.	B
Jerome Pope, Jr.	B-19780	1 yr.	O.S.	B
Sheldon Reodique	C-2998	30 days	O.S.	C
Webster Urbano	C-2999	30 days	A.B.	C
William Roth	C-3000	30 days	O.S.	C
Zachary Robert	C-3001	30 days	O.S.	C
Gabriel Torres	C-3002	30 days	A.B.	C
Ian Fleming	C-3003	30 days	O.S.	C

Ratings: Bosun Stamp

None

Membership and Ratings Committee's Report: Mike Smith, BK#13502; Zaldy Mateo, BK#6546 and Philip P. Coulter, BK#4824.



SUP November Membership and Ratings Committee Zaldy Mateo, Phil Coulter, and Mike Smith. Photo Roy Tufono

Halls to close — Holiday Schedule

SUP hiring halls will be closed in observance of the following contract holidays:

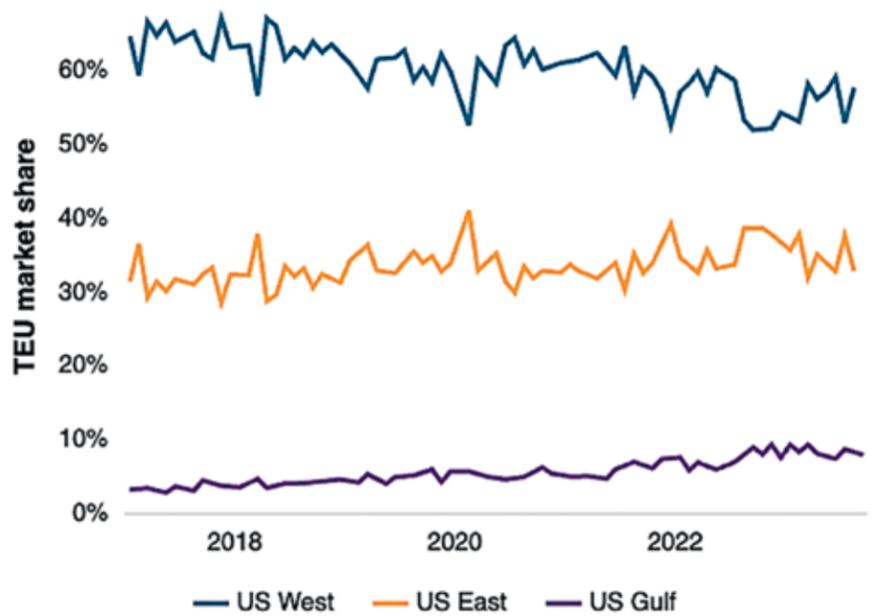
- Thanksgiving Day — Thursday, November 23
- Christmas Eve* — Sunday, December 24
- Christmas Day — Monday, December 25
- New Year's Eve* — Sunday, December 31
- New Year's Day — Monday, January 1, 2024

January 2 is 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.

Coastal share of US imports from Asia (PIERS)



Source: PIERS, S&P Global

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The chart shows the market share of U.S. import from Asia by U.S. coast.

West Coast ports showed recent gains as the confidence of retailers and other importers returned after ratification of the International Longshore and Warehouse Union contract in late August.

You are cordially invited to the

Sailors' Union of the Pacific

and

Marine Firemen's Union

Holiday Luncheon

for our Pension & Welfare Plan
Participants and Invited Guests

Friday, December 15, 2023
11:30am to 2:30pm
SUP Hall
450 Harrison Street
San Francisco, CA 94105

Dave Connolly
President/Secretary-Treasurer
Sailors' Union of the Pacific

Anthony Poplawski
President/Secretary-Treasurer
Marine Firemen's Union

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Dave Connolly,
President/Secretary-Treasurer
Editor

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

Matson has a Good 3Q Despite Headwinds

Matson, Inc. reported on October 30, 2023 net income of \$119.9 million, or \$3.40 per diluted share, for the quarter ended September 30, 2023. Net income for the quarter ended September 30, 2022 was \$266.0 million, or \$6.89 per diluted share. Consolidated revenue for the third quarter 2023 was \$827.5 million compared with \$1,114.8 million for the third quarter 2022.

CEO Matt Cox said "Matson's Ocean Transportation and Logistics business segments continued to perform well despite a challenging business environment and relatively difficult economic conditions impacting the U.S. consumer. He noted that the "China service experienced solid freight demand despite the muted peak season in the Transpacific trade lane but generated lower year-over-year volume and freight rates, which were the primary contributors to the year-over-year decline

in our consolidated operating income.

Cox was generally positive about the trade however saying that "in the Transpacific marketplace, we continue to see a reduction of deployed capacity in light of lower volumes as a result of lower consumer demand for retail goods. Absent an economic 'hard landing' in the U.S., we expect trade dynamics in 2024 to be comparable to 2023 as consumer-related spending activity is expected to remain stable." Whatever happens in the economic background Cox claimed that the Company expects to "continue to earn a significant rate premium to the Shanghai Containerized Freight Index reflecting our fast and reliable ocean services and unmatched destination services."

The domestic trade lanes had lower year-over-year volumes in Hawaii, Alaska and Guam compared to the year ago period. The year-over-year decline in

Hawaii volume was primarily due to lower general demand. In August, Maui experienced a significant economic disruption from devastating wildfires. According to UHERO's most recent economic report, tourism to the island may not fully recover in the next several years, and the rebuilding of homes and businesses may take many years. In the near-term, Matson expects economic growth in Hawaii to moderate as tourism and visitor arrivals slowly rebound from the effects of the Maui wildfires. The year-over-year volume declines in Guam and Alaska were primarily driven by lower general demand and lower seafood volume, respectively.

In China, the Company's container volume in the third quarter 2023 decreased 1.3 percent year-over-year. The decrease was primarily due to CCX volume in the third quarter 2022. That service was discontinued in the third

quarter 2022. In Guam, the Company's container volume in the third quarter 2023 decreased 1.9 percent year-over-year primarily due to lower general demand. In the near-term, the Company expects continued improvement in the Guam economy with a low unemployment rate and a modest increase in tourism from low levels.

In Alaska, the Company's container volume for the third quarter 2023 decreased 9.1 percent year-over-year due to (i) lower export seafood volume from the Alaska-Asia Express service, lower northbound volume due to lower retail-related demand and lower southbound volume due to lower domestic seafood volume. In the near-term, the Company expects the Alaska economy to continue to benefit from low unemployment and increased energy-related exploration and production activity as a result of elevated oil prices.

Auto Workers Win Tentative Deals With The Big Three

General Motors became the last of the country's three largest motor vehicle manufacturers to announce a tentative agreement with the United Automobile Workers union in late October. The agreements, which must be ratified by UAW members, contain many of the same or similar contract terms, including a 25 percent wage increase and the possibility of cost-of-living wage adjustments.

The agreements would raise the top UAW wage over four and a half years from \$32 an hour to more than \$40 an

hour. They would also set the new starting hourly wage at over \$28. Before the strike, the starting wage was around \$17 an hour — less than workers earn in some nonunion auto plants around the country. Also important is the restoration of major benefits that UAW members were forced to give up during the 2008 recession, including cost-of-living allowances, a three-year wage progression, an end to wage tiers, and improvements to retirement benefits.

The agreements include some commitments by the companies to expand

or reopen Midwestern factories that employ unionized workers. The union also said it had achieved a core demand in its negotiations with GM: putting battery plant employees under the UAW national agreement. This provision guarantees that the battery plant workers can bargain collectively as the industry shifts to electric vehicles.

The UAW called it "a historic tentative agreement" that "paves the way for a just transition and wins record economic gains for autoworkers." "Now, our strike has

delivered," said UAW President Shawn Fain. "These agreements set us on a new path to make things right at the Big Three and across the auto industry."

"This is a testament to the power of employers and employees coming together to work out their differences at the bargaining table in a manner that helps businesses succeed while helping workers secure pay and benefits they can raise a family on," said President Joe Biden in a statement. He called the deals, "a testament to the power of unions."

Social Security COLA to Rise 3.2% in 2024

The cost-of-living adjustment for Social Security in 2024 will be 3.2%, compared with 8.7% in 2023, the Social Security Administration said in October. This translates to an average increase of about \$59 a month for recipients.

In 2023, Social Security recipients received the highest COLA in more than 40 years amid rising inflation. The average COLA over the last 20 years is 2.6%, according to the nonpartisan Senior Citizens League. "Inflation is an emotional issue for retirees, who may feel they are on a fixed income — whether that's true or not," said Rob Williams, managing director of financial planning at Charles Schwab. "Inflation has been moderating, which is good news for retirees. We don't see inflation going back to the hyperinflation of the '70s."

COLA is not so much a raise as an adjustment that helps the roughly 67 million Social Security beneficiaries catch up with inflationary pressures. Inflation was lower this year than last year, which means the COLA is also lower.

The COLA announcement comes as Social Security is facing a funding shortage if no action is taken.

Social Security is an important benefit for older Americans. It represents roughly one-third of an average retiree's total income, according to Mike Lynch, managing director of applied insights at Hartford Funds. And the Social Security Administration found that about half of the senior population lives in households that receive at least 50% of their family income from Social Security benefits, and

about a quarter of older households rely on Social Security benefits for at least 90% of their family income.

"Retirees can rest a little easier at night knowing they will soon receive an increase in their Social Security checks to help them keep up with rising prices. We know older Americans are still feeling the sting when they buy groceries and gas, making every dollar important," said AARP Chief Executive Jo Ann Jenkins.

Some other adjustments that take effect in January of each year are based on the increase in average wages. The maximum amount of earnings subject to the Social Security tax — known as the taxable maximum — will increase to \$168,600 from \$160,200.

"Social Security's COLA is great news for beneficiaries. It will help them keep up with rising costs. Unlike Social Security, the value of private savings — like 401(k)

s and IRAs — erodes over time. Most pensions aren't adjusted for inflation, either. Social Security is the only form of retirement income that keeps up with inflation," said Kathleen Romig, a senior policy analyst at the nonpartisan Center for Budget and Policy Priorities.

The increase will result in an average of \$59 more per month in Social Security income, according to AARP. Social Security's current average monthly benefit is \$1,789, according to the Senior Citizens League.

"Although a smaller bump this year, this boost in benefits can help retirees better meet their day-to-day needs given rising inflation. It may even allow them to reduce how much they need to withdraw from their investment portfolio, which can be especially beneficial in down markets," said Katherine Tierney, a senior retirement strategist at Edward Jones.

AFL-CIO Calls NLRB Joint-Employer Rule "Win For Working People"

The National Labor Relations Board has finalized a new set of guidelines broadening the criteria for determining joint-employer status as defined by the National Labor Relations Act.

In adopting the new standard, the final rule effectively supersedes the prior 2020 rule, which was implemented during the previous administration. The 2020 rule made it easier for actual joint employers to avoid a finding of joint-employer status because of the rule's higher threshold. The implications of joint-employer status are substantial for employers. When an entity is deemed a joint employer, it may become obligated to engage in negotiations with a union representing jointly employed workers.

Additionally, it could be held jointly and severally liable for any unfair labor practices committed by the other employer involved, and might be susceptible

to labor picketing that would typically be considered unlawful. The expansive definition of joint employment within the updated rule aligns with the NLRB's vigorous pro-labor approach during the Biden administration. The NLRB has set December 26, 2023, as the effective date for the new rule to come into effect.

AFL-CIO President Liz Shuler called the new NLRB final rule "an important win for working people across this country." She said, "when workers negotiate for fair wages and working conditions, companies shouldn't be able to hide behind a subcontractor or staffing agency to deny us what we've rightfully earned...The rule is about basic common sense. The right to collectively bargain is nonexistent if the company that has the power to change workers' terms and conditions of employment isn't negotiating with workers."



Aboard the *Mokihana* in Honolulu is AB's Cirilo Sajonia, McKevin Dulay, Bosun Saher Ali, AB Lymel Gador, AB Dmitri Seleznev, Honolulu Branch Agent Patrick Weisbarth, AB James Salera and OS Faisal Zain. Photo Roy Tufono

Lights, Camera, Agreement! Actors Strike Ends

The Screen Actors Guild-American Federation of Television and Radio Artists (SAG-AFTRA) negotiating committee announced reaching agreement with the Alliance of Motion Picture and TV Producers (AMPTP) in a unanimous vote late on November 8, 2023. The tentative agreement comes after a four month shutdown, which when combined with a separate writers' strike - paralyzed the entertainment industry and disrupted numerous major films and TV shows.

Actors have been calling for better pay and safeguards on the use of AI. SAG-AFTRA said in a statement that the contract agreement is valued at over \$1 billion and has "extraordinary scope," including significant pay increases, "unprecedented provisions for consent and compensation that will protect members from the threat of AI," and a "streaming participation bonus." The tentative deal also includes pension and healthcare improvements and compensation boosts for background performers, according to SAG-AFTRA.

The Union said full details of the tentative agreement—which must be ratified by members—won't be released until it is reviewed by the SAG-AFTRA National Board. "We also thank our union siblings—the workers that power this industry—for the sacrifices they have made while supporting our strike and that of the Writers Guild of America," SAG-AFTRA added.

The Union's chief negotiator Duncan Crabtree-Ireland told Reuters that the three-year contract would "make a long-term difference for the future of our members in this industry", he said, adding that the deal included a new "streaming participation" bonus, and more protections against their images and voices being replicated by artificial intelligence. The Union said the strike would officially end on November 9, 2023. Fellow committee member Shaan Sharma told the New York Times he had mixed emotions because not all of the Union's demands were met. "You can be happy for the deal overall, but you can feel a sense of loss for something that you didn't get that you thought was important," he said.

AMPTP said it was pleased to have reached the tentative agreement and "looks forward to the industry resuming the work of telling great stories." It said the deal gave Sag-Aftra "the biggest contract-on-contract gains in the history of the union." In addition to increased pay and AI guarantees, Sag-Aftra has called for increased

royalties and higher contributions to actors' pension and health plans.

Negotiations between the AMPTP and the actors union resumed in late September but fell apart soon after. The union's demand for a share of streaming revenue for a bonus pool led to a stalemate with studios and the AMPTP walked away.

SAG-AFTRA represents about 160,000 members and has been on strike since July 14, causing major disruption and knock-on effects for those in all branches of the film and TV industry. The combination of the actors' and writers' strikes is estimated to have cost the California economy more than \$6.5bn (£5.3bn) so far, according to Deadline. Los Angeles Mayor Karen Bass welcomed the "fair agreement", and said the strikes had impacted "millions" in Los Angeles and throughout the country. Although Hollywood's star actors earn millions of dollars, many lesser-known performers often struggle to get by, particularly amid rising inflation and industry changes.

Liz Shuler, president of the AFL-CIO, praised SAG-AFTRA's tentative deal, writing on social media that "workers stood up to Hollywood executives and held their ground to reach this agreement."

A Look Astern

The SUP and Hollywood Star in Liners of the Past



Clark Gable and Lady Silvia Ashley, newly married, arriving aboard the Matson passenger ship *S.S. Lurline* in 1949.

Photo: Matson Navigation Lines

Low Water at Panama Canal Stalls Ship Transits

The red and green dots are ships at anchor on both sides of the Panama Canal as draft and transit restrictions due to drought force delays.

The Panama Canal Authority has made severe cuts to the number of transits allowed to ensure safe passage of ships through the Canal. A drought has choked the famous chokepoint that carries 3% of all global maritime trade.

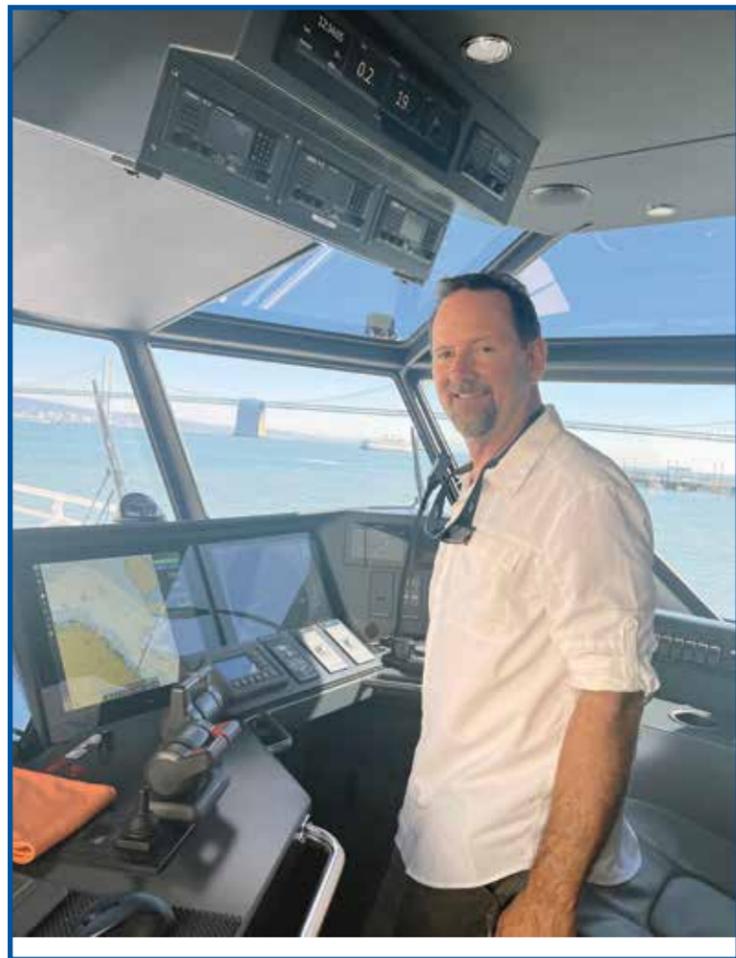
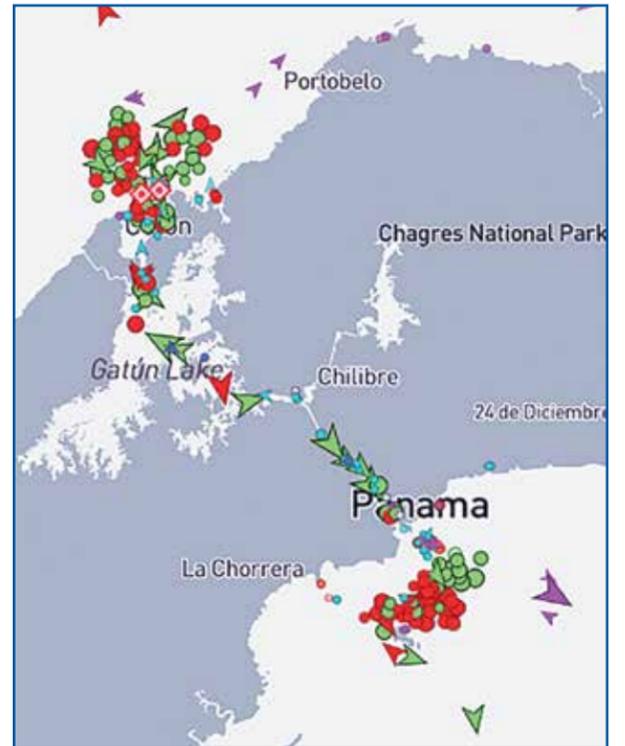
Following the driest year on record, officials began cutting both daily transit volumes as well issuing draft restrictions across the canal. The new reduced number of transits will see number of voyages cut to just 18 a day eventually. Usually there are about 40 transits a day. Recently, as many as 112 ships waiting to transit the canal, some 22 above the average 90 vessels recorded over the last seven years. It has been worse: in August this year there were about 160 ships waiting to cross.

Many shippers and shipowners have now decided to take alternative routes, aware of how ships willing to pay a premium expedited scheduling will take up the limited slots.

"Wait, spend, or sail around South America? These are the tough choices currently facing shippers looking to move goods between the US and Asia," commented Judah Levine, head of research at online box booking platform Freightos.

The Canal's slot booking process favors large shipowners and could lead to inflationary pressures for consumers, observed Panama-based dry bulk operator Sagitta Marine, according to Sam Chambers writing for Splash 24/7.

Container companies and large gas carriers have an easier time passing the costs on, leaving dry bulk owners "hung out to dry", said Thomas Zaidman, Sagitta Marine's managing director. "This is effectively sidelining the myriad of smaller ships carrying cargoes that keep the lights on, the local economy functioning and people fed in developing countries," he said.

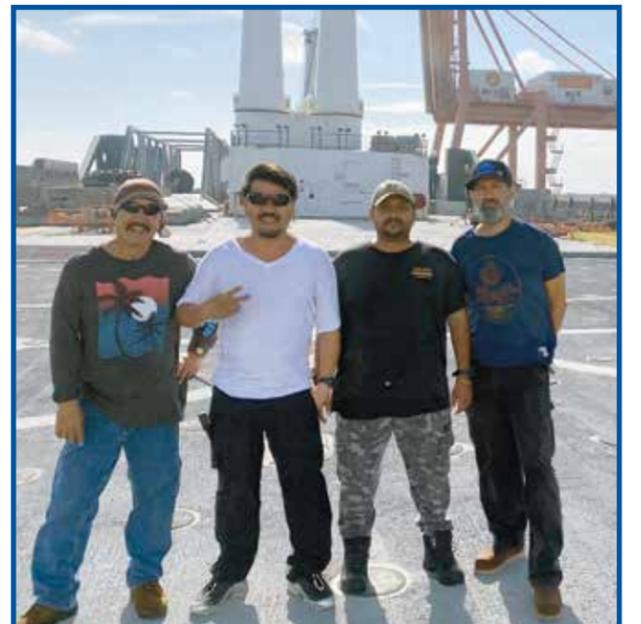


Senior pilot boat operator Steve Ross at the helm of new state of the art pilot boat *Golden Gate* in San Francisco. Ross has safely operated pilot boats in San Francisco Bay and offshore for more than three decades.



The newly built pilot boat *Golden Gate* arrived in San Francisco in early September.

SUP on the Flight Deck in Jacksonville



SUP deck gang reports for duty on board *USNS Pilillaau* in Jacksonville. From left is AB Arnedo Paredes, bosun Xerxes Cunanan, AB Muad Ghaleb, and AB Jason Alonzo.

Ready Reserve Ship Departure Delayed by Protesters

PUBLISHED NOV 5, 2023 8:43 PM BY THE MARITIME EXECUTIVE

The U.S. Coast Guard is investigating a small band of protesters who breached a fence and attempted to prevent the departure of a military sealift vessel at the Port of Oakland.

At 0830 on Friday morning, Sector San Francisco received a report that a demonstration was underway at a quay at Port of Oakland's outer harbor, next to the berth of the sealift ship Cape Orlando. One hour later, watchstanders learned that several of the protesters had breached the fence surrounding the pier. Some of the demonstrators staged a sit-in, others attempted to handle the ship's mooring lines and some climbed the vessel's pilot ladder and simply held on. Several Coast Guard boat crews and boarding teams were dispatched to assist the Coast Guard Investigative Service (CGIS) and local law enforcement, aiming to remove the protesters from the pier.

Oakland police eventually moved the demonstrators away from the ship, but three people remained on the vessel's pilot ladder. The Coast Guard boarding team

eventually assisted them off the ladder on Friday afternoon. According to Sector San Francisco, the protesters who breached the fence and trespassed aboard the Cape Orlando are under investigation for potential violations of federal law. Many of the demonstrators captured the events on video and shared the proceedings on social media.

The protest's organizers claimed on social media that the ship would deliver weapons to Israel. The Israeli military is currently engaged in an operation to eliminate Hamas, the terrorist organization that killed 1,400 Israeli civilians and military personnel on October 7. An estimated 9,500 Gazan residents have been killed during the responding aerial bombardment and ground operation, though these numbers are provided by the Hamas-controlled health authority and have not been verified. The conflict has polarized the American public, and caused many protests; the protest at Oakland was not an isolated incident. On November 4, 2023, thousands marched in San Francisco and Washington to call for a ceasefire



Demonstrators cling to the pilot ladder aboard the Cape Orlando at Oakland, November 3 (AROC)

in Gaza. U.S. Secretary of State Anthony Blinken said on November 5, 2023 that the Biden administration does not support a ceasefire, which he said would "simply leave Hamas in place, able to regroup and repeat" the October 7 attacks.

The Cape Orlando is a 21,000 dwt ro/ro cargo ship owned by the Maritime Administration and part of the Ready Reserve Force. The ship, crewed in part by SUP merchant mariners, departed late Friday for an undeclared destination.

U.S. Coast Guard Cuts Active Fleet for Lack of Mariners

The U.S. Coast Guard is cutting billets in response to workforce shortage. It is mainly making operational adjustments that try to preserve its capacity to fulfill critical missions. The agency has 10 percent fewer enlisted personnel than needed, and has acknowledged that it cannot continue to operate as before with fewer people. Rather than attempt to run all its vessels shorthanded, it will be idling some of its cutters and transferring crew to fully man the remaining active vessels.

"We cannot do the same with less. Conducting our missions is often inherently dangerous, and doing so without enough crew puts our members and the American public at increased risk," said Adm. Linda Fagan, U.S. Coast Guard Commandant.

While the agency says there will be no loss of search and rescue (SAR) capabilities, it will be reducing the number of operating vessels. Three medium-endurance cutters (WMECs) - the oldest oceangoing vessels in the fleet - will be put in layup pending decommissioning. Seven 87-foot patrol boats will also be laid up, with plans for eventual reactivation. Five of the 65-foot harbor tugs

will be put on standby in case they are needed for icebreaking, but will not be continuously manned. Last on the list, two of the 154-foot fast response cutters will head into an uncrewed overhaul period at the Coast Guard Yard.

The service will also be making cuts on shore. The Coast Guard has 44 stations and 36 aids to navigation teams (ANTs), which the agency says have more billets than needed.

Other changes that will affect employees include transfer of crews at all 23 small seasonal stations to their parent command;

and suspension of operations of six non-response boat units, with their crews being reassigned. 19 stations whose SAR response capabilities are deemed redundant will be reclassified as "scheduled mission units." In support services, some positions will be left vacant "with minimum disruption in providing customer service."

The Coast Guard noted that while the risk-based adjustments will help manage its workforce shortage, gaps will still remain, and it could call for more changes going forward. All branches of the U.S. military (except for the Marine Corps) have been struggling with recruitment and retention in a tight hiring market. The U.S. Coast Guard is short by 3,500 personnel this year, and the U.S. Navy missed its FY2023 recruiting targets by about 7,000 people. According to Adm. Fagan, COVID took a toll on recruitment, creating part of the deficit that the service is digging out of today. At the same time, the U.S. Navy said that it brought in 30,200 enlisted active duty sailors this year, about 7,500 people (20 percent) short of its goal. It also missed its target for Navy Reserve enlisted recruits by 1,000 people.

Navy's New Incentives

The Navy has made every attempt to attract new applicants. It has eased its testing standards to the minimum level allowable by law, maximized its eligible recruitment age, added a coaching program to help low-performing recruits, and launched a pre-boot camp fitness regimen for those who need

assistance meeting weight requirements. New incentives have been created to entice promising candidates, like a \$35,000 bonus for shipping out quickly. On the retention side, high-year tenure ("up or out") has been eased, and re-enlistment bonuses have been increased for in-demand ratings.

The Navy's recruiters say that they are up against a trifecta of challenges. Less than a quarter of Americans of prime recruitment age (17-24) meet the requirements to serve in uniform, according to the Pentagon. Those who do qualify have plenty of employment options to choose from, because the civilian job market is stronger than it has been in more than 50 years.

For the few who decide to apply, a new electronic medical records screening service — Genesis — has reportedly increased discovery of disqualifying medical events, making it hard for candidates to gloss over past health issues. Recruiters on the ground say that this is a real obstacle, and that applicants often walk away instead of working through a time-consuming waiver process.

The delay caused by Genesis is measurable: since it entered operation, the average time to get an applicant from first interview to signing a contract has doubled to two months, according to chief of naval personnel Vice Adm. Rick Cheeseman. With its recruiting numbers down in FY2023, the Navy is setting a higher target for FY2024: it wants to find 40,600 new enlisted personnel next year.

Recruitment shortfalls influence readiness, the Navy's leaders have warned. When ships and shore commands operate short-handed, the work is distributed to fewer people, leaving less time for rest, training and maintenance. This can have a slow corrosive effect on morale and readiness. Undermanning was one factor identified in the deadly collisions involving the destroyers USS John S. McCain and USS Fitzgerald in 2017.



MIDNIGHT IN OAKLAND: Aboard the Matson CV-2600 containership Maunawili now on the Northern Triangle run is from left AB Victor Ramos, AB Julie Ortiz, Bosun Kim Hoogendam, AB Mike Higa, AB and delegate Nick Manessiotis, and AB Elston Wong 4x8. Another early morning tie up didn't interfere with a successful COI Coast Guard inspection later that same day, SUP STYLE.

Navy Begins Red Hill Defueling at Pearl Harbor

The U.S. Navy's Red Hill Bulk Fuel Storage facility at Pearl Harbor began its final operations to discharge its entire fuel storage. It is expected to close down when finished.

In November 2021, the WWII-era Red Hill facility suffered a 19,000-gallon fuel spill that contaminated the drinking water supply for about 93,000 American soldiers, sailors and family members at Base Pearl Harbor-Hickam. At least 2,000 people reported that they were sickened by fuel in water, more than 850 sought medical treatment, and at least 17 people said they were hospitalized overnight, Hawaii's Department of Health found in a survey. At least 1,600 people have filed suit against the government for damages, and more plaintiffs are expected.

In the political outcry that followed the spill, the Pentagon was faced with a choice: It could voluntarily shut down Red Hill, or Hawaii's congressional delegation would attempt to close Red Hill via legislation. Rather than continue the fight, Secretary of Defense Lloyd Austin signaled that the military would support defueling in March 2022. The Navy through TRANSCOM and the MSC made

charter arrangements with various commercial U.S.-flag shipping companies, including Patriot, to carry out the work.

Hawaii's Department of Health required the Navy to make 253 repairs to Red Hill's systems before giving it a permit to drain the remaining 100 million gallons of fuel. When ready, the Navy will operate Red Hill as it was designed: the fuel will flow downhill through transfer pipes by gravity to a loading manifold dockside in Pearl Harbor. Rather than a fleet oiler or a warship, U.S.-flag tankers including the newly re-flagged Allied Pacific, will load the cargo. The defueling was scheduled to start in late October.

"The Navy realizes especially that they need to have the confidence of the community restored as far as their actions. So, they are very aware of the need to do this safely and with integrity and disclosing everything that they're doing," said Sen. Mazie Hirono (D-HI) in an interview with local media. "At the same time, let's make sure that we're not just dealing with the defueling but the aftermath of defueling and the closure that's still going to require resources. Defueling itself is going to be a billion-dollar process."



Pearl Harbor in Oahu, Hawaii where WWII era fuel storage facility is being deactivated.

Rep. John Garamendi, Maritime Champion, Reintroduces Legislation to Close Agency Loopholes to the Jones Act

From the Congressional Record, here is Cong. John Garamendi's speech introducing HR 5991, "Close Agency Loopholes to the Jones Act."

HON. JOHN GARAMENDI of California in the House of Representatives
Thursday, October 19, 2023

Mr. GARAMENDI. Mr. Speaker Pro Tempore, today I reintroduce the "Close Agency Loopholes to the Jones Act of 2023," which would close nearly 50 years of anti-Jones Act decisions--known as "letter rulings"--by U.S. Customs and Border Protection (CBP).

As chairman of the House Armed Services Subcommittee on Readiness and having served as ranking member of the Subcommittee on Coast Guard and Maritime Transportation from 2013 to 2018, I am committed to rebuilding the U.S.-flagged fleet including international and Jones Act vessels.

For decades, Congress has stood idly by while federal regulators chipped away at the Jones Act, allowing foreign vessels paying poverty wages to take jobs from Americans working in our maritime industry.

That must stop.

Congress always intended U.S. law to apply to any form of exploration, development, production, transportation, and transmission of energy resources under the Outer Continental Shelf Lands Act of 1953.

On January 25, 2021, President Biden's first executive order (no. 14005) directed federal agencies to maximize the use of American mariners, American-built ships, and U.S.-flagged vessels under the Jones Act. In response to my amendment enacted in the FY21 NOAA, U.S. CBP issued a headquarters ruling letter "HQ H309186" on January 27, 2021, correctly holding that the transportation of "scour protection" materials from the Port of Providence, Rhode Island to a wind project on the Outer Continental Shelf off the southeast shore of Martha's Vineyard is a coastwise activity under the Jones Act.

On March 17, 2021, the national trade association for the offshore wind industry sent a letter to the Commissioner of CBP requesting that the agency withdraw HQ H309186. In this letter, the offshore wind industry mischaracterized my September 2020 remarks from the Congressional Record as somehow supporting its request that CBP withdraw the January 27, 2021, letter ruling. On March 25, 2021, CBP issued a revised headquarters ruling letter (HQ H317289) contradicting its January 2021 letter ruling and the President's stated policy, allowing foreign vessels to construct energy projects on the Outer Continental Shelf.

To be clear, my September 2020 remarks in the Congressional Record stated that my amendment to Outer Continental Shelf Lands Act simply clarified that all forms of offshore energy development are indeed subject to the same U.S. laws that apply to the offshore oil and gas industry. That does not mean that I accept the validity of the many administrative loopholes to the Jones Act created by decades of bad letter rulings and poor enforcement by CBP. Rather, I have long held that many of the activities regulators have incorrectly allowed the offshore oil and gas industry to engage in using foreign-flagged vessels are clear violations of the plain text of the Jones Act and original Congressional intent.

It is now clear to me that the regulators at CBP are unwilling to fully implement the Jones Act, as directed by President Biden's Executive Order 14005. My "Closing Agency Loopholes to the Jones Act" would finally force federal regulators to enforce the law as Congress intended in 1920, maximizing job opportunities for American mariners,

U.S.-flagged vessels, and domestic shipyard workers. In effect, my legislation would also compel CBP to implement the President's stated policy by fully enforcing the Jones Act.

Section 312 requires foreign-flagged vessels purporting to operate under a Jones Act exemption to notify CBP and post online its legal basis for operating on the Outer Continental Shelf. Currently, CBP uses an honor system for foreign vessels operating on the Outer Continental Shelf and their legal basis for doing, which undermines the agency's ability to enforce the Jones Act properly and enables outright fraud.

For this Congress, I also require in my bill that offshore energy developers on the Outer Continental Shelf pay a prevailing wage. Under current law, project developers operating in the United States'

Exclusive Economic Zone at sea can pay poverty wages, exploiting foreign workers and undermining American mariners' ability to compete for this work. After decades of failed promises, we are finally building the clean energy economy of the future. American mariners are ready, willing, and able to work in the burgeoning offshore wind industry. But they cannot be expected to compete against foreign-flag vessels paying poverty wages to workers with no legally guaranteed collective bargaining rights or labor standards.

Mr. Speaker Pro Tempore, I encourage all members of the House to cosponsor this critical and long overdue legislation.



House Passes Stopgap to Avoid Shutdown Thanks To Democrats

The House passed a temporary spending bill on Nov. 14, avoiding a looming government shutdown and ending ten weeks without a break on Capitol Hill. The bill is now headed to the Senate and White House, which are both on board with the stopgap measure, according to Senate Majority Leader Chuck Schumer.

It wasn't pretty getting there. The spending fight illustrated the chaos that reigns supreme in the chamber, as weeks of inertia and uncertainty suddenly gave way to a negotiated settlement that stirred up old resentments — and even escalated into physical confrontation.

The Capitol has looked sleepy recently, moving at a slower rhythm than the three tumultuous weeks without a speaker. But even as lawmakers moved at a more measured pace after weeks of rushing through corridors with their heads down to avoid pesky reporters, tensions continued to build as the funding deadline neared. While Speaker Mike Johnson's temporary spending bill will keep the government open into January, it has drawn the ire of the same group of hard-line Republicans who pushed Kevin McCarthy out of the speakership six weeks earlier, ostensibly for the same sin of working with Democrats to keep the lights on.

The House Freedom Caucus, an influential right-wing faction of the GOP,

announced their opposition to the bill this morning; Johnson relied on 209 Democrats to pass the measure after losing 93 Republicans. Even more Republicans opposed this continuing resolution than McCarthy's effort in September, when he lost 90 votes from his own party.

The hard-liners were quick to highlight their objections, arguing the bill serves the Democratic agenda. While some Republicans opposed to the bill appear to be giving Johnson some slack — he's only been speaker for three weeks — they're not exactly happy with the results either. As Rep. Kat Cammack (R-Fla.) put it, "We don't work for the Senate."

The vote was 336 to 95, easily clearing the two-thirds threshold required for passage. In the end, 209 Democrats and 127 Republicans joined to pass the bill. Ninety-three Republicans opposed it, as did two Democrats.

With Congress done voting possibly for the rest of the week, a break seemed likely. Johnson described it as essential for allowing members "cool off." The spending disagreements are unlikely to dissipate immediately, a fact that will bring the House back to where they started: debating appropriations levels ahead of new government shutdown deadlines in the new year that are sure to gin up another round of hard feelings.

Veterans Day Sees Merchant Mariners Honored at Tomb of Unknown Soldier

For the first time ever, World War II merchant mariners were on hand to lay a wreath at the Tomb of the Unknown Soldier in Arlington Virginia to honor the U.S. Merchant Marine on Veterans Day.

The official Veterans Day fell on Saturday November 11, 2023, the “eleventh hour, of the eleventh day, of the eleventh month” as the World War I armistice that ended “the war to end all wars” famously declared. The Tomb of the Unknown Soldier serves as a symbolic grave for all the war dead whose remains have not been found. Most sailors lost at sea in the nation’s wars are never found and so the symbol hold special significance for merchant mariners.

The U.S. Department of Veterans Affairs invited members of the American Merchant Marine Veterans (AMMV) and Union representatives to take part in the ceremony. The wreath laying ceremony was at Arlington National Cemetery during one of our Nation’s most enduring displays of respect for all U.S. veterans. At the wreath laying ceremony, U.S. Merchant Marine veterans from World War II included Pete Kurk-milis, Charles Mills, Howard Pfeifer, and David Yoho. Jack Kammerer, the Executive Director of the U.S. Maritime Administration also participated, as did President Biden.

After four decades of fighting for recognition, mariners who sailed during World War II received veterans’ status in 1988. Three years later in another first, union mariners marched in the parade from Capitol Hill to the White House with members of the U.S. Armed Services at the conclusion of the Kuwaiti War. The American Merchant Marine Veterans worked with the U.S. Department of Veterans Affairs, MARAD, Arlington National Cemetery, the Veterans of Foreign Wars, USA Maritime, the American Maritime Congress, the Transportation Institute and Gloria Cataneo Tosi to make this happen.



AMMV is a non-profit organization serving all U.S. Merchant Marine veterans. Capt. DiMattia, president of AMMV, said, “America honors all U.S. merchant mariners who served our Nation in times of peace and war, including military sealift support during World War II, the Korean War, the Vietnam War, and six Expeditionary Operations in the Middle East and Northeast Africa. Laying a wreath at the Tomb of the Unknown Soldier on Veterans Day this year is a historic first for the Merchant Marine.”

California House Races Could Swing Control to Democrats

Near the top of the ticket in California’s 2024 election is the first open U.S. Senate seat in 30 years. Long-time Sen. Diane Feinstein died in office, and Gov. Newsom’s interim appointee, Laphonza Butler has indicated that she will not seek to hold the seat in an election. That leaves in the front-runner positions Northern California Democrat Rep. Barbara Lee and two Southern California Democrats Rep. Adam Schiff and Rep. Katie Porter.

But down-ballot, voters should also pay attention to the U.S. House: California helped flip control to Republicans in 2022 (and the speakership went from Nancy Pelosi of San Francisco to Kevin McCarthy of Bakersfield, until he was deposed last month).

And despite its reputation, California is shaping up as a key battleground again next year. Both parties are spending money and resources in the state. Presently the California delegation to the House includes 40 Democrats and 12 Republicans. Republicans now hold the House majority by only nine seats.

The Cook Political Report issued in early November a scorecard that listed at least 10 of the state’s 52 congressional seats in play. It’s early, but the report says taking into account the likely outcomes in California, it’s more likely that Democrats will retake the House than keep control of the U.S. Senate.

One of the key races is the 47th District in Orange County, an open seat because Rep. Katie Porter is running for Senate. It’s a “lean Democratic” district in Cook’s ratings.

Other Democratic-held seats on Cook’s list are the 9th district represented by Josh Harder. Harder’s district includes the Port of Stockton and is a major maritime conduit

for the agricultural commodities of the Central Valley. The other toss up is the 49th District currently represented by Mike Levin. This coastal district is swing territory, covering both Republican strongholds in south Orange County to Encinitas in north San Diego County which skews Democratic. Both Harder and Levin are currently ahead in fundraising and the polls.

Seven Republican-held seats are rated as toss-ups: the 13th represented by John Duarte, the 22nd by David Valadao, the 27th by Mike Garcia and the 41st by Ken Calvert.

It’s another Democrat vs. Republican battle for Congress, but a new poll suggests that half of all Californians voters have a negative opinion of the Democratic Party, two-thirds have a dim view of the Republican Party, and as much as one third don’t like both parties. That’s up 20% from October 2020. The dissatisfaction is clear, but like or not, California will continue to have considerable influence on national politics.

Unions Power Election Win

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line, even in historically deep red states, is backed up by the facts. Union voters powered Gov. Andy Beshear’s victory last night in Kentucky, delivering another term for a leader who stood shoulder to shoulder with workers throughout his first four years in office.

“We congratulate Gov. Beshear on this tremendous win for workers and our families, and look forward to working closely with him to continue uplifting communities with good union jobs.”

In Virginia, union volunteers knocked on thousands upon thousands of doors and union members led the way to historic wins in races in New Jersey, Pennsylvania, Ohio, with close to 400 of union member candidates winning their races, including an astounding 82% who ran in New Jersey.

Going into Tuesday night, Democrats were already having a strong 2023. Compared to Biden’s 2020 victory, Democratic candidates in special elections this year had been running about 8 percentage points better, on average.

There were a couple marquee victories, too, like flipping control of Wisconsin’s state Supreme Court and stopping conservatives from trying to make it more difficult to pass the abortion-rights amendment in Ohio.

Tuesday added to the winning streak:

Kentucky Gov. Andy Beshear won re-election. Democrats held the Virginia state Senate and flipped the state House. The party was the driving force behind a ballot measure to enshrine the right to an abortion in the Ohio state constitution. And Democrats added to their Wisconsin victory by winning a similar race in Pennsylvania.

They also won by large margins. Beshear beat state Attorney General Daniel Cameron by 5 percentage points; his first victory four years ago was by less than half a point. The Ohio abortion amendment passed by 12 points. Daniel McCaffery, the Democratic candidate in Pennsylvania, won by 8.

Republicans can point to a few victories this year. They easily flipped the open governorship in Louisiana last month, and Mississippi Gov. Tate Reeves won reelection on Tuesday. But their successes were few and far between a year after also underachieving in the 2022 midterms. “Never bet against American workers,” began the AFL-CIO statement. The next election in 2024, will be another critical pivotal point in American politics, with deep ramifications on nearly every issue. It’s not lost on labor. “As we head into 2024, the most consequential election in history, working people are poised to be the difference makers in state after state,” said the AFL-CIO.



In the Mediterranean Sea is the Ready Reserve ship *Cape Texas*, activated from Beaumont, Texas and calling in European ports as the logistics lifeline in support of American allies. On the port bridge wing from left in back row is AB Giorgio Pompei, AB Giancarlo Thomae, AB Forbes Gumapac, AB Lee Bolden, OS Sheree Gooden and OS Kinyta Lewis with Bosun Emani Vili (with radio), and OS Ricardo Nazareno up front.



Captain Mark Hargus outside the wheelhouse of the Pilot Boat *Drake* at the San Francisco Bar Pilots home dock in San Francisco.

Daring Rescue Saves Surfer Swept to Sea

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struggling to keep his eyes open. Using the onboard hypothermia kit, the crew's first responder training kicked in, as they gave critical first aid.

Meanwhile in the wheelhouse Hargus transmitted position, status of victim, to the Coast Guard and its rescue helicopter. Coast Guard medical staff determined that the victim needed further treatment and evaluation and ordered an airlift from the deck of the *Drake*. Crew readied the victim for basket and hoist and at 1935, helo operations began. They concluded with the safe transfer of the victim to the chopper which immediately whooshed away.

Locating a lone swimmer in the expansive deadly waters of the Golden Gate is itself a wonder, but to maneuver to get him aboard without injury is a feat of seamanship second to none. To then treat him for hypothermia and shock and get



him safely to helicopter in less than an hour is emergency response of the finest kind. A tragic outcome was thus narrowly averted by professional mariners..

The crew of the PV *Drake*, Mark Hargus, Adian Minty, Dave Minard, Blair Sjoberg as well as the pilots, Units 10 and 59, were all commended by the Coast Guard for their lifesaving work.

Maritime Labor Slams Second Register Scheme

continued from page 1

ing an economically viable U.S. maritime industry. However, the establishment of a second U.S.-flag registry as proposed by the Hudson Institute is the most egregious proposal in the report and warrants our specific comment."

The united opposition to the ill-conceived proposal was promulgated by the SUP, MFOW, MEBA MMP, AMO and SIU, as well as the Maritime and Transportation Trades Departments of the AFL-CIO. They said, "The United States-flag deep sea fleet is the largest segment of the maritime industry providing the trained and qualified mariners needed to meet the requirements of the Department of Defense. It is these American mariners who crew the surge and sustainment vessels called into action by the Department of Defense in time of war or other international emergency and who have never, in the history of our nation, refused to respond whenever and wherever needed by our government." That commitment goes on today and the Unions noted that it is especially important now.

"At this time in our nation's history it is imperative that our government act to ensure that our country has the trained

and qualified mariners needed by the Department of Defense. It is irresponsible to divert U.S. taxpayer dollars to support and to otherwise encourage the operation of U.S.-flag vessels that do not provide the base of employment necessary to increase and support the U.S citizen mariner base. To do so is at best a wasteful use of U.S. taxpayer dollars and at worst, dangerous disregard of America's national security requirements."

It's not the first time this dangerous idea has been floated, but in the present-day of high demand for reliable defense logistics, especially in shipping, it's hard to understand the scheme as anything except the opposite of what it purports to be – a undeserved handout to shady foreign shipping interests inimical to the security of the United States. "Why would America undermine itself with by weakening its shipping compliance laws? How could it be good for reliable supply of dedicated and trained mariners, a national maritime policy priority, by weakening its maritime employment base?" asked SUP President Dave Connolly, calling the second register sell-out a "betrayal of the loyal service American maritime workers and the U.S. merchant marine." [See President's Report for more.]

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, 2022 through December 31, 2022. 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 a trust fund. Plan expenses were \$1,103,765. These expenses included \$94,160 in administrative expenses, and \$1,009,605 in benefits paid to participants and beneficiaries. A total of 682 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 \$11,052,965 as of December 31, 2022, compared to \$13,618,313 as of January 1, 2022. During the plan year the plan experienced a decrease in its net assets of \$2,565,348. This decrease 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 (\$1,461,583), including employer contributions of \$32,717, employee contributions of \$793,992, earnings from investments of (\$2,317,497), and other income of \$29,205.

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:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. 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 SUP 401(K), who is 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 \$5.50 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.

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, 2022 through December 31, 2022. 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 \$2,748,891. These expenses included \$192,761 in administrative expenses, and \$2,556,130 in benefits paid to participants and beneficiaries. A total of 1,140 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 \$36,001,301 as of December 31, 2022, compared to \$43,356,448 as of January 1, 2022. During the plan year the plan experienced a decrease in its net assets of \$7,355,147. This decrease 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 (\$4,606,256), including employer contributions of \$1,917,441, earnings from investments of (\$6,612,273), and other income of \$88,576.

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:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of the plan assets, and
5. 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 SUP Welfare Plan Inc., 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 \$5.25 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.



SUP PRESIDENT'S REPORT

GOVERNMENT MATTERS

Shutdown Update: The SUP and the labor across the board joined last month to oppose a government shutdown at the end of the fiscal year. At the last-minute Congress narrowly passed a Continuing Resolution (CR) that temporarily kept the lights on and deferred the shutdown. The deal cost Rep. Kevin McCarthy his speakership for working across the aisle, and House Republicans, after three weeks of chaos and paralysis, finally elected Rep. Mike Johnson (R-LA) to Speaker and business resumed. But at today's meeting dual CR proposals will be voted on while the clock ticks and the government runs out of money on Friday November 17.

We know from experience the burden of the backlog that comes from even a short delay and the impact it has on Union operations. The earlier reprieve allowed some members to initiate or finish necessary Coast Guard applications. But in many ways more than credentials our work depends on a functioning government. Shutdown impact severity depends on shutdown duration but in addition to credentialing at the Coast Guard, there are contracting matters (MSC, MarAd – an area that could include member paychecks), compliance matters (Jones Act enforcement via CBP), program participation issues (without MSP stipends, for example, operators drop ships from the program), and shipyard schedules and ROS activations to consider, and much, much more. Will keep a weather eye on the proceedings. **BREAKING:** As the West Coast Sailors goes to press, House lawmakers passed stopgap measures that will defer shutdown to February. See page 6 update.

Non-Sexual Harassment: The House Committee on Transportation and the Committee on Transportation was recently asked to include a provision in the 2024 Coast Guard Authorization Act that would significantly weaken the non-sexual harassment protections now available to mariners. Specifically, the draft language would eliminate the reporting and investigation requirements and leave the sole responsibility to investigate the matter to the shipping company itself. Accordingly, we joined a letter [see November communication package] opposing the idea and demanded a workplace that is free from all forms of abuse and harassment, sexual and otherwise, independent of the convenience of the shipowner. Will advise on status as it become clear.

Driverless cars: The Union joined transportation labor including all maritime and longshore unions in expressing safety concerns around automated driving systems (ADS) and opposing their unregulated development. It's clear that ADS risks to the workplaces of police, fire, construction, sanitation, and many others is being tolerated by DOT to an extent that would never be allowed in the airline, rail or maritime sectors. In a letter to the Secretary of Transportation Pete Buttigieg labor demanded a full investigation into the ADS operators and collection of their operational data toward full transparency. [See November Communications package for the letter.]

SAN FRANCISCO BAR PILOTS

Having notified the San Francisco Bar Pilots (and the Federal Mediation Conciliation Service) of our desire to terminate the existing and negotiate a successor labor agreement, and having agreed on a beginning date, the Union opened collective bargaining negotiations on November 7, 2023. In attendance was dock bosun Leo Moore, Steve Ross, delegates Chris Auer and Geoff Knight, Vice-President Matt Henning and myself. All SUP members covered under the Agreement have been consulted and are close to the negotiation. This Committee is authorized under Article XVII Section of the SUP Constitution to negotiate a new tentative agreement subject to ratification. General outlines of bargaining, as well the meeting schedule were discussed at the first meeting and will keep the membership informed of progress.

APL MARINE SERVICES

On October 27, 2023, the Union was informed that APL will no longer require evidence of the COVID-19 vaccination at dispatch. Matson previously and recently said the opposite and still requires it. A lack of consistent policies among employers makes dispatching difficult, but members are advised that vaccination status will be determined by each Company.

CALIFORNIA LABOR FEDERATION

The California Labor Federation will hold its biennial Pre-Primary COPE Convention on December 5 in Oakland. At issue are the Federation's endorsements for the state and federal political offices and initiatives. Based on per capita membership payments to the Federation, Mr. Chairman, and under Article XIV of the SUP Constitution, I recommend and nominate SUP VP Matt Henning, San Francisco Business Agent Roy Tufono, Assistant Dispatcher Sam Worth, and myself as delegates.

SECOND U.S. SHIP REGISTRY

A Washington lobby group called Hudson Institute launched a new initiative for a second U.S.-flag register. In a second registry scheme, ship owners get the benefits of a reputable national flag and its image, without costs or compliance requirements.

The Hudson Institute paper sounds academic and patriotic, but it's a ruse for an unmistakable attack on our jobs and the foundations of the U.S. merchant marine. Creating a fake "second" flag is in the same category as the corrupt "flag-of-convenience" system, a regulatory system hopelessly compromised by its for-profit motivation. A second register is just as dishonest except here it is also Trojan horse likely to diminish the real U.S. fleet. It is designed to appear to be a full-fledged U.S.-flag operation giving it favored access to the world's largest economy and lucrative government contracts. In dangerous times, it misappropriate U.S. naval protection for bogus U.S. shipping.

The false flag allows low-standards competition but high-standards dispute settlement in pro-business U.S. courts. But mostly it allows avoidance of costly U.S. mariners, taxes, safety, environment, and labor laws. It's international double-dealing, waving the U.S. flag, while opening an irreparable hole in the Jones Act.

The purported benefit of the second register is to add controlled tonnage gaining sealift capacity to counter the Chinese threat as a matter of national security. Yet first to go in a second register would be U.S. crews, and with them the most basic of security checks — identity. Under international regulations such as ILO 185, most of the world's international mariners get seaman's papers without even rudimentary background checks - they are essentially whoever their documents say they are. Replacing American mariners with unknown and unknowable foreigners is a high-risk security gamble. Ports are borders and deliberate disregard of routine border penetration is irresponsible. American mariners are by contrast regularly screened, and their training and experience is real. They are also patriots who sail into harm's way for the United States in times of war and peace.

If more U.S. flag ships is the goal, then we share that goal, it's been part of SUP policy since its founding. Here's how that is done: the Congress of the United States decides it wants a fleet and funds it. Forget selling a diluted U.S.-flag to the lowest foreign bidder and fund instead the exponential growth of the U.S. fleet on a range of national security merits, as it has occasionally done before. If the goal on the other hand is to use a fake flag to give shipowners a new way to profit without responsibility, a new way to outsource jobs, a new way to pay poverty wages while busting Unions - we know from experience that they'll take it.

But not without a fight. The SUP rejects again even a theoretical musing on the idea, and we joined a Union statement and letter to the Maritime Administration in opposition and consistent with our previous positions. See the letter in the communications package and the November issue of the *West Coast Sailors* for more.

PROTECT YOUR WORK

October was another month of high-stakes crewing. New jobs in new ships, Ready Reserve activations, and waves of reliefs were all posted on SUP job boards. War and geopolitics pressed the U.S. government into action to meet the logistical needs of its branches, agencies, and programs. That means high demand for SUP mariners to crew the ships that move that gear and those goods. Mix in our normal commercial reliefs and turnovers, our shipyards and breakouts, our sudden quits and unfits, and the end result is that our treasured hiring hall system of rotary shipping, where members have freedom to come and go as they choose, is again put to the test. This system depends on members going to work. The work is there on the board and SUP sailors and dispatchers continue to rise to the challenge to cover every single billet.

That's good because it's serious business. Members can hold out for a particular job, and the Union avoids rules that force members to do things they'd rather not. But if sailors frequently reject what's available for what's perceived to be superior, and others join in that choosiness, the Union and the hiring hall system is put at risk. Maintaining the best wages and benefits in the industry is connected to readiness on our side of the bargain: competent sailors ready to work. The SUP will concede no billet and compromise on nothing but it is capable work that best defends jurisdiction, not the printed words in a contract, not the declarations of Union officials, nor the arguments of lawyers. If you like the way it works then ship to what's on the board. It's how you protect your work and how you keep the Union strong.

HOLIDAYS

In San Francisco, the SUP/MFOW Holiday Party in San Francisco will be held at SUP Headquarters on 450 Harrison St. starting at 1130 on Friday December 15.

In Seattle, the SUP/MFOW Holiday Party will be held at Chinook's on Fisherman's Terminal near the Hall on December 12th or 13th (Contact Branch Agent for details).

In Wilmington, the SUP/MFOW Holiday Party will be held at the Hall at 533 N.



Aboard the *President Wilson* at coffee time in Oakland on October 16, 2023, is the entire SUP crew after a Union meeting with San Francisco Business Agent Roy Tufono. From left is AB Richard Scott, AB Chris Thorsen, bosun Marc Calairo, AB Alan O'Neal, AB Edward Hervias, and AB Tom Shafer.

Photo Roy Tufono

SUP President's Report continued

Marine Ave on Saturday, December 16.

In Honolulu, SUP/MFOW Holiday Party will be held at the Aloha Lounge (on the corner of Waialae and 9th Ave, in Kaimuki) on December 9, 2023, from 12:00 to 15:00.

SUP hiring halls will be closed in observance of the following contract holidays:

Thanksgiving Day — Thursday, November 23

Christmas Eve* — Sunday, December 24

Christmas Day — Monday, December 25

New Year's Eve* — Sunday, December 31

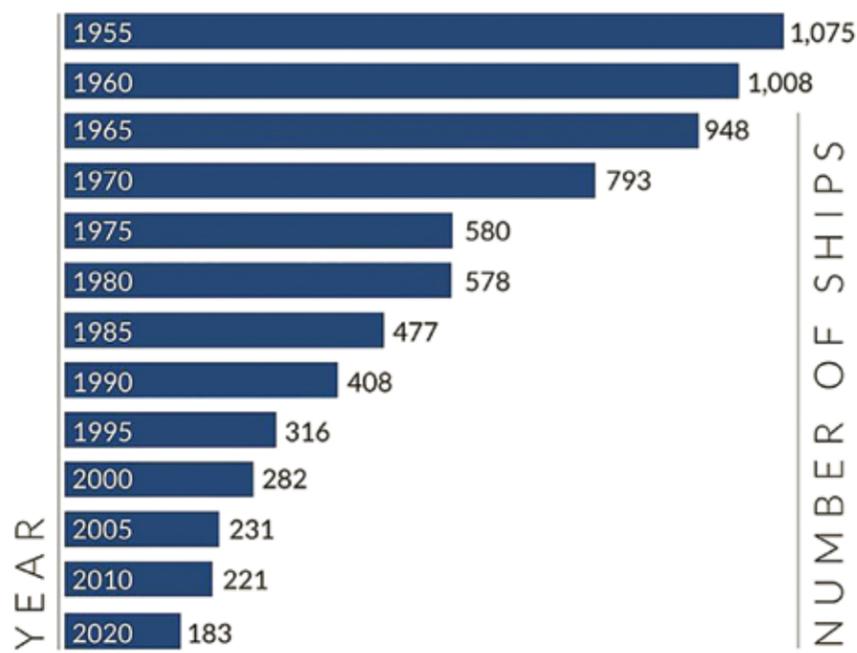
New Year's Day — Monday, January 1, 2024

In addition, January 2, 2024 is **Jack Hall Day**, an ILWU Local 42 holiday in Hawaii and shall be observed in accordance with local custom and practice. For members working under the SUP Maintenance Agreements, these holidays 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 as per SUP and ILWU contract language aboard APLMS and Matson vessels in Pacific Coast ports.

Dave Connolly

Total U.S. Flag Ships by Year



* Dates as of January 1; Vessels of 10,000 DWT or greater, includes Great Lakes carriers. Source: U.S. Maritime Administration.



The San Francisco Pilot Boat schooner *California* meets the *Mariposa*, the Matson-Oceanic steamer, built in Portland and delivered in October of 1956 on a flat calm sea outside the Golden Gate.

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.

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West Coast Sailors
450 Harrison Street, San Francisco CA 94105



October 24, 2023

ADM Ann Phillips, USN, Ret.
Maritime Administrator
U.S. Department of Transportation
Maritime Administration, West Building
1200 New Jersey Avenue, SE
Washington, DC 20590
Email: ann.phillips@dot.gov

Re: Hudson Institute's American Maritime Security Initiative

Dear Admiral Phillips:

The undersigned labor organizations are writing requesting you to take a formal position publicly denouncing the deeply flawed and self-serving maritime security "initiative" developed by the Hudson Institute. The Institute's conclusions advocating for a U.S. second registry crewed by non-U.S. citizen mariners run contrary to both the mission and every action taken by the U.S. Maritime Administration and its predecessor agency, the U.S. Shipping Board, since their establishment in 1916.

As the agency responsible to support and advocate for the U.S. merchant marine and U.S. citizen merchant mariners, we urge you to speak out. The Hudson Institute's proposed remedy to enlarge the U.S. flag fleet would effectively destroy what we have left. Not only would this initiative undermine the defense needs of our country and insult the sacrifices of thousands of U.S. citizen mariners who have supported our military in every conflict since 1775, it is clearly inimical to the aspirations and policies of President Biden's administration.

Please make an unequivocal statement condemning this initiative for exactly what it is: an attack on the defense capabilities of our nation and the American worker. We have attached a statement that the undersigned have recently released to the public on this subject.

We would be pleased to meet with you at any time to discuss this matter. As always, thank you for your consideration.

Respectfully,

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

Enclosure

ILA Sends Early Warning of East Coast Dock Strike

The leadership of the U.S.'s International Longshoremen's Association, the union representing dockworkers along the East Coast as well as far west as Houston and the Great Lakes, is warning of a potential strike next year. While the master contract for some 45,000 of the ILA's 70,000 members has 10 months left, union leaders began more than a year in advance to talk about the potential of a job action.

During an educational conference with members in the South Atlantic region and the Gulf Coast, ILA leadership plans to say "Members should prepare for the possibility of a coast-wide strike in October 2024," according to a statement issued by the ILA over the weekend.

Daggett made the ILA's position clear, saying that the ILA's officers are "hammering home" the ILA's strong opposition to automation while challenging the United States Maritime Alliance which represents the employers and local employer groups to recognize the ILA's importance and to treat them as equal partners in the negotiations. "We will not take a back seat to anyone," ILA President Daggett said during his July 2023 speech. "It's time for foreign companies like Maersk and MSC to realize that you need us as much as we need you."

Daggett is taking an unusual approach to the negotiations to replace the six-year master agreement that expires on September 30, 2024. He instructed the locals to begin negotiations more than a year before the contract's end saying the ILA wanted to resolve local issues in advance

on the master contract negotiations, unlike the West Coast contract talks where local issues contributed to the talks running 13 months. Daggett has repeatedly said there will be no contract extensions beyond the expiration date and if it goes to the wire, the ILA is ready to take to the picket lines.

The ILA strongly opposes automation and will make it a central theme of the next contract. In the past, they have been critical of their West Coast counterparts for being too lenient on automation. Daggett has frequently highlighted the need to "halt job-killing automation." He added that "If foreign-owned companies like Maersk and MSC try to replace our jobs with automation, they are going to get a painful reminder that longshore workers brought these companies to where they are today."

The ILA is also calling for a "generous contract package." Observers believe they are targeting a similar increase to the more than 30 percent achieved by the West Coast International Longshore Workers Union as well as the generous bonus package in their July 2023 contract. During the conference in July, ILA leadership highlighted that the Great Lakes District of the union had already secured a 40 percent increase in wages and benefits for its new six-year contract.

The prospects of an ILA strike are already raising concerns in the shipping communities. Last year's job actions on the West Coast and by the Canadian union for its West Coast ports had a large impact on trade.

SUP Pensioners Joins the Ranks of Retirement

Isagani Cruz	Bk#4825	11/1/2023
Paul Fuentes	Bk#2239	11/1/2023
Teofilo Roja	Bk#3194	11/1/2023

**SAILORS' UNION OF THE PACIFIC
QUARTERLY FINANCE COMMITTEE'S REPORT
FOR THE QUARTER ENDED SEPTEMBER 30, 2023**

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on October 9 2023 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

GENERAL FUND	\$ 3,333,749.11
POLITICAL FUND	19,259.34
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS	\$ 4,646,739.44

GENERAL FUND

INCOME

Dues, Initiation, Assessments	\$ 87,850.000
Interest and Realized Gain (Loss)	41,288.99
Donations - <i>West Coast Sailors</i>	205.00
Joint Committee & Hiring Hall	170,872.78
Advertising & Promotion	90.00
Miscellaneous Income	772.00
Reimbursed Administrative Expenses	29,786.04
Contributions	110.00
TOTAL INCOME	\$ 330,974.81

EXPENSE

Transportation Expense	\$ 1,588.50
Rent	23,206.12
Postage, Printing & Office	4,047.84
Telephone	5,282.80
<i>West Coast Sailors</i> Publishing Expense	11,458.10
Per Capita Taxes	15,538.00
Association Dues	1,500.00
Salaries & Payroll Taxes	240,151.25
Office Workers Pension	8,700.90
Insurance	106,752.25
Election	--
Meeting/Committee & Neg. Conference & Conv.	720.00
Investment Expense	2,315.94
Officials Pension	4,458.00
Subscription	82.00
Accounting	2,682.00
Legal	44200
Advertising & Promotion	599.97
Miscellaneous	879.95
Bank Charges	232.27
TOTAL EXPENSE	\$ 430,637.89

BUILDING CORPORATION

INCOME

Rents	\$ 150,429.13
Miscellaneous Income	1,069.48
TOTAL INCOME	\$ 151,498.61

EXPENSE

Building Services & Utilities	\$ 23,057.71
General Tax Expense	-
Office Equipment	999.83
Repairs & Maintenance	839.52
Salaries & Payroll Taxes	-
Insurance	11,071.00
Accounting	1,788.00
Legal	-
Consulting Fees	-
Advertising & Promotion	10.00
TOTAL EXPENSE	\$ 37,766.06

POLITICAL FUND

INCOME

Contributions	\$ 2,660.00
TOTAL INCOME	\$ 2,660.00

EXPENSE

Contributions	\$ 1,250.00
CA Filing Fee	-
TOTAL EXPENSE	\$ 1,250.00

NET INCOME(LOSS)

\$ 15,479.47

Committee: Mike Worth, Peter Leo, Faith Matas, Haz Idris, Phil Coulter, et al.



SUP Quarterly Finance Committee: from left is Zaldy Mateo, Phil Coulter, Faith Matas, Mike Worth and Michael O'Boyle. Photo Roy Tufono

CMA CGM Revises Outlook to Partly Cloudy

continued from page 1

ocean carriers deploy a record number of new containerships at a time of geopolitical instability and flagging freight demand.

CMA's struggles are in line with its competitors. Denmark-based A.P. Moller-Maersk in August posted a second-quarter profit of \$2.9 billion, down from \$10.3 billion in the same period last year. Orient Overseas Container Line, a Hong Kong-based unit of China's Cosco Shipping Holdings, reported operating profit for the first half of this year of \$1.1 billion, down 81% from the same period in 2022. The carrier's chairman, Wan Min, said in an August company report that the decline "has certainly been spectacular in terms of both absolute dollar value and in terms of percentage, but this is simply a reflection of just how high the freight market had risen."

Despite billions upon billions of dollars of profit, Saadé said carriers should accept that the industry is returning to normal when profits are tight. The war in Ukraine, instability in the Middle East and an economic slowdown among some of the world's largest economies, are to blame for only between 1% and 3% growth in 2024. "We see a soft market," he said, but "there is still demand." The U.S. remains a big importer, he said. "Maybe

less than during the Covid years, that is for sure, but there will still be growth. Moderate growth, but there will still be growth. This is the way we see 2024."

Shipowners and their alliance face the same problem they've grappled with in the past: over-supply of slots. Carriers continue to build adding capacity and a record number of containerships that are being delivered over the next couple of years. CMA CGM has 116 new vessels on order, according to data provider Alphaliner, second only to the world's largest carrier, Switzerland-based Mediterranean Shipping. "The issue we have in our industry is supply and demand," Saadé said. Saadé said the new ships are needed to replace older vessels, to handle future trade growth and to meet CMA's goal of becoming carbon neutral by 2050. The carrier has already deployed ships powered by liquefied natural gas and is anticipating future ships powered by cleaner fuels, such as methanol and biomethanol.

"If and when an American kid can no longer choose to go down to the sea in ships bearing the American flag, and follow that way of life, something vital will have died in the heart and character of America" — the late Lane Kirkland, merchant mariner and president of the AFL-CIO 1979-1995.

Major Hack Attack at Australian Ports

The Australian government said November 11 that it was coordinating a response to a cybersecurity incident that forced ports operator DP World Australia to suspend operations at ports in several states.

A DP World Australia spokesperson told Reuters on Saturday that operations at impacted ports were not yet restored. A statement said the company was "working around the clock to restore normal operations safely" after the breach was detected. The Australian Federal Police said they were investigating the incident, but declined to elaborate. The National Cyber Security Coordinator Darren Goldie, appointed this year in response to several major data breaches, said the "interruption" was "likely to continue for a number of days and will impact the movement of goods into and out of the country".

DP World Australia, part of Dubai's state-owned ports giant DP World, operates four container terminals in Australia in Melbourne, Sydney, Brisbane and Western Australia's Fremantle.

According to DP World, in the Asia Pacific region it employs more than 7,000 people and has ports and terminals in 18 locations.



Dispatcher's Report

Headquarters — October 2023

Deck	
Bosun	5
Carpenter	0
MM	3
AB	18
OS.....	10
Standby S.F.....	0
Total Deck Jobs Shipped	36
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.....	36
Total B, C, & D Shipped-All Depts.	29
Total Registered "A"	20
Total Registered "B"	33
Total Registered "C"	8
Total Registered "D"	18

SUP BRANCH REPORTS

HONOLULU

October 2023

SHIPPING: The following jobs were dispatched for the month: 5 AB Day steady, 1 AB Day emergency replacement, 3 AB Watch steady, 1 AB Watch Return, 2 AB Maintenance steady, 1 AB Maintenance Relief, 1 USNS AB, 1 USNS Ordinary, and 1 RRF OS/GVA. There were 17 Standby Jobs dispatched for the month. **REGISTERED:** 6 A-Cards, 15 B-Cards, 2 C-Cards, and 6 D-Cards.

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

Agent's Report:

There have been incidents where members have submitted documents and/or medical certificate renewals with ample time for the process but did not pay attention to emails from the USCG. I cannot stress how important it is to remain vigilant while going through the renewal process. Check your emails, including your SPAM or JUNK folders. You can also check the status of your documents by going online to: homeport.mil/missions/merchant-mariners/mariner-application-status. Don't assume because you handed it in, that it's a done deal. S#*t happens, and you don't want to be the one with your okole hanging out when it does.

We unfortunately find ourselves scrambling to find MSC trained ABs. It doesn't

help that capable/qualified Sailors are being declined by some really "ticky tack" medical problems, often cleared earlier by their personal physicians. We're here to work. When sailors are "Fit for Duty" that should be the end of it. To all our Brothers and Sisters out there patiently waiting for their relief we genuinely appreciate you. For those on the beach, if you're available, we need you!

The SUP, along with some of the other Maritime Unions attended a meeting with the Hawaii State Energy Office. The main topics discussed were what it is we do and what we can bring to Hawaii's "Clean Energy Initiative." If anything, it was a good moment to explain to them the importance of the Jones Act.

The SUP/MFOW Holiday celebration will be held at the Aloha Lounge (on the corner of Waiialae and 9th Ave, in Kaimuki) on December 9, 2023, from 12:00 to 15:00. The lounge will be closed to the public so we can hold our event. Because the Aloha Lounge will be closed to the public we hope to make it a family friendly event. The MFOW is working on games and activities for the kids, and more information is coming.

As always. If you have six months or less before your documents expire get started on the renewals. If you need help, let me know.

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

WILMINGTON

October 2023

Shipping: Bosun: 3, AB/W 8, AB/D 6, OS/STOS 0, GVA/GUDE 0. Standby: 40. Total Jobs Shipped: 57

Registrations: A 22, B 24, C 6, D 4.

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

Agent's Report:

With the situation thickening in the Middle East. The SUP has been called upon to once again deliver the goods. We thank those who have taken the dispatches to far off places. To those who deny these critical jobs, I would like to remind the membership of shipping rule #9. We are trying our best to avoid having to enforce this rule. But with the shipping board getting longer, and members capable of, and yet unwilling to take the available jobs, exercising this rule would

not be too far out of reach. These rules were set in place to ensure the survival of our union, and to honor the contracts that those before us fought to hold, maintain, and gain. We urge all sailors, sitting on the beach, not registered to come in and register. ABs without patriot training, coming and filling out an application to be trained. Again, a special thanks to all those who answered the call. APL is no longer requiring Covid vaccination. I know many sailors, who dropped off sailing because they didn't want to get the Covid vaccination. SUP Wilmington branch will host this year's Christmas party on December 16 in MMP Hall. As usual double check, documentation, expiration dates and dues are paid.

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

SEATTLE

October 2023

Shipping: 1 Boatswain (A); 2 AB (B); 1 AB/W relief (B). Matson called for no Standby AB's.

Registered: 7 A card for a total of 8, 4 B card for a total of 11, 2 C card for a total of 6, 5 D card for a total of 4.

Agents Report:

As a reminder to all hands, politics, personal beliefs, and preferred ports of leisure shouldn't play a role in deciding whether to do our duty. We are supported and able to feed our families in times of peace so that we are available in times of war and national emergency. Over many years I have had cargo in the holds of my ships that I would have preferred not to deliver, but that is not up to me or our Union. When applying for our original document we made an oath to faithfully and honestly, according to our best skill and judgment,

and without concealment and reservation, perform the duties required of us by the laws of the United States.

We are American Union sailors. That's country first, then you go home and vote away the administration with policies you disagree with. That's Diego Garcia instead of Saipan to support your Union, future work, and national security. That's two weeks less time home than you planned so to fill the billets of our contracts.

This year's Pensioners Holiday Dinner will be held at Chinook's by the hall on Fisherman's Terminal. I'm still trying to nail down the date with their management, but it will be either the 12th or 13th of December. Call me for an update for the time.

**Fraternally, Brendan Bohannon
Seattle Branch Agent**

VICE PRESIDENT'S REPORT

October 2023

Ships checked — October.

I represented the SUP at the monthly MTD and Alameda Labor Council meetings this month. With several more activations happening the past month registration lists are short. If you know any AB's interested in joining, please send them our way.

If your documents are close to expiring you have waited too long, please stay on top of expiration dates. If you have questions, ask, we are here to help.

Matson Mokihana — McKevin Dulay, delegate. Inquiries regarding necessary work & 3pm KO. Bunker barges, crane operations, tie up/let go are examples of necessary work. General maintenance and sanitary are not necessary work. Saher Ali, Bosun.

APL Eagle — delegate to be elected. Recently a member's luggage was lost on the flight to UAE. It is very important to file a lost luggage claim right away with the airline. Ali Ghaleb, bosun.

USNS Red Cloud — Alex Sapien, delegate. The ship is in RAV status in New Jersey shipyard, one bosun, one AB, and one OS. The expected yard period is 2-3 months. Jeff Nicholas, bosun.

USNS Dahl — Dominic Metz, delegate. Two crew members waiting on reliefs to clear medical, then reliefs will be caught up. Perciverando Quiteles, bosun.

USNS Watkins — Jose Cervantes delegate. The ship is fully loaded after stay in Charleston, South Carolina. Crew is eager to make their voyage to pre-positioned location. John Lucia, bosun.

California Voyager — Rolando Cantiga, delegate. In and out of Richmond Long Wharf, with no beefs. Chevron employees report that relief issues are fading. Bosun, Mat Frazier.

Mississippi Voyager — Landon Lopes, delegate. Ship in Veracruz, Mexico. Chevron Security Officers deemed the port unsafe, and crew restricted to ship for 4-day port stay. Ron Gill, bosun.

Utah Voyager — Ken Speas, delegate. Inquiries regarding Chevron payroll. Chevron recently changed payroll companies which has caused some issues for the crew. Vic Mariano, bosun.

Cape Henry — Ship in Portland dry dock. RAV status with 2 OS's and 1 Bosun. Ben Linn, bosun.

Cape Horn & Hudson — Both ships currently docked in San Francisco, ROS status. Most likely one of the ships will be activated in January. Dennis Sumague and Dennis Solijan.

Admiral Callaghan — There was recently a security breach by protestors in the port of Oakland. A few protestors were originally arrested but later released. Haz Idris, bosun.

SFBP: Contract is set to expire at the end of the year. Negotiations will start 11/28.

Matthew Henning

BUSINESS AGENT'S REPORT

October 2023

President Eisenhower — Oak#56 Antonio Harris delegate sailed for Yokohama with no beefs, Looking at APL schedule ship departs Jakarta for Singapore shipyard end of November expect 42 days duration. Crew already preparing, plenty of work ahead of us. Nothing We Can't Handle. Robert Tomas as Bosun.

President Wilson — Oak#56 Edward Hervias delegate we sailed for Yokohama with no beefs, looking forward to another trip. All is good top to bottom, departments working well together, Great gang getting the work done SUP style. Marc Calario as Bosun.

President Cleveland — Oak#56 delegate Dimitrios Kolymparis sailed for Yokohama, Good deck gang, full turnover but majority of crew worked ship before. Jesus Hermsillo as Bosun.

President Kennedy/ President Roosevelt — Checked with both ships — little or no beefs.

Mokihana — McKelvin Dulay delegate In and out on this schedule short stay, No std-by's, Men are maxed out STCW hrs. This is when std-by's are needed. Saher Ali as Bosun

Mahimahi — Marc Dulay delegate short stay, sailed with no issues, last trip in Los Angeles one of our own walked down the gangway, did a Houdini and disappeared. Ship sailed shorthanded to Honolulu where the job was filled. Still searching for missing man. Remoni Tufono, Bosun.

Manulani — Oak#62 Middle Harbor Terminal. Mark Relajo relieved Aaron Wiebe as delegate ship sailed for Honolulu with no issues continuing on the Northern triangle running smooth with David Gracia as Bosun.

Maunawili — Oak#62, Nick Manessiotis delegate good stay no issues sailed for Honolulu, All is well top to bottom, great group of guys on the Northern triangle everyone's happy with Kim Hoodgendam as Bosun.

Kamokuiki — Terry Carter delegate. Maston called the crew back for Kamokuiki to activate for 7 days, joined in Singapore. Prepped layup and shifted to layberth. Ernie LaGramada as Bosun.

Cape Orlando — Oakland berth #20. Activated within 72 hours sailed for Seattle after loading supplies the ship sailed for undisclosed destination.

San Francisco Bar Pilots — Pier#9 SFBP Chris Auer delegate Negotiations on the horizon to start meeting with the bar pilots, Leo Moore as Dock Bosun.

When filing supplemental benefits with your local Agent the following is required: 1. Discharge. 2. Address to send check. 3. DOB. 4. Full SS#. 5. Cell Phone. Allow 7-10 days for delivery. Reminder Union dues can be paid over the Phone to Headquarters, includes a \$5.00 convince fee. First Thursday of Month the Rating & membership committee meet to determine candidates for upgrades in Seniority. Please send only copies of your discharges after this process is completed, we shred all paperwork. Check with Agent for the upcoming LNG training. Shipping is still good, keep close track of documents MMC, Medical Certificate is a dispatch killer — average 60 day turn around. If docs are less than 8 months of expiring, recommend you start the renewal. Bear in mind Government shut down is still looming.

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

Roy L. Tufono