

West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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SAN FRANCISCO, CALIFORNIA

Wednesday, December 14, 2022

Congress Passes Marad and Coast Guard Bills as Part of Big NDAA

House and Senate lawmakers are set to approve but have not yet cleared the annual National Defense Authorization Act, an \$868 billion defense spending bill for Fiscal Year 2023 with numerous maritime provisions. The NDAA is an annual bill that establishes defense priorities and sets guidelines for military-related spending. Among many other items, the 2023 NDAA calls for full funding of the Maritime Security Program, full funding and enhancements to the Tanker Security Program and further tightening up of the Jones Act waiver process.

It is a gargantuan bill, and the Coast Guard and Maritime Administration authorization are attached, something that U.S. Senator Maria Cantwell (D-Wash.), Chair of the Senate Committee on Commerce, Science and Transportation, successfully negotiated to include.

The Coast Guard Authorization Act of 2022 authorizes \$18.9 billion for fiscal year 2023. Sen. Cantwell introduced the bill with Ranking Member Sen. Roger Wicker (R-Miss.) and Subcommittee Chair Sen. Tammy Baldwin (D-Wis.) in September 2022. The bill authorizes funding for ships, aircraft, health care and

other benefits to support Coast Guard members and their families. The NDAA also provides a 4.6% pay increase for Coast Guard members.

The bill aims to crack down on illegal fishing and forced labor with new coordination between government agencies. It is focused on reducing sexual assault and harassment at sea, tightening oversight and investigations and expands penalties among many other things. It will attempt to improve the Military to Mariners Program as well as mariner credentialing easing transition of veterans joining the maritime workforce, in part by requiring federal officials to outline current regulations and simplify documentation requirements for veterans. It will attempt to improve mariner credentialing for everyone else as well, streamlining a difficult process so critical to accessing family-wage jobs in the maritime industry.

The U.S. Maritime Administration (MARAD) Reauthorization Act authorizes \$1.6 billion for the Maritime Administration to invest in the maritime workforce, strengthen maritime infrastructure and expand research and development into new technologies to advance fleet sustainability and innovation. Sen. Cantwell and Ranking Member Wicker introduced the legislation in June, 2022 and the Committee passed the bill on June 22, 2022.

"This bill makes critical investments in America's maritime workforce, shipyards and port infrastructure that are key to keeping our supply chains moving," said Sen. Cantwell when introducing the legislation. "It will create a new innovation center to explore cleaner fuels and new technologies to boost resilience of our maritime fleet and ensure the U.S. maritime industry remains competitive well into the future."

The \$1.6 billion authorizes:

1. \$750 million — Port Infrastructure Development Program

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Government Imposes Railway Labor Contract

To shield the economy from a holiday disruption, President Joe Biden called on Congress to avert a "crippling" railway work stoppage, and Congress responded. Within days, Congress voted to impose a contract between rail companies and their workers. Separate legislation to address sick leave, a major sticking point in negotiations, failed.

The Biden administration helped broker the deal that was approved by some unions and opposed by others. It includes pay increases and sets more flexible hours, but without additional sick leave component. Four of the dozen Unions affected by the contract voted against it. Railroads and airlines are covered under the Railway Labor Act, which authorizes emergency Congressional action. The President's signature then compels all 12 unions to accept the deal.

Leaders in both parties expressed reluctance to

intervene and some progressive Democrats were deeply frustrated about being called on to override the will of rail workers. The threat of economic damage was routinely cited as a motivating factor. Still, the imposition of contract terms is controversial, consequential, and undermines the collective bargaining process. Greg Regan, President of the Transportation Trades Department of the AFL-CIO, called it a violation and identified the highly profitable railroad employers as the cause of the trouble: "Let's be clear: the blame for this violation rests entirely with the freight railroads. At any moment, they could have chosen to grant a sick leave policy to their workforce. We are faced with an undeniable truth that freight railroads have shaped themselves into modern day robber barons. By recklessly prioritizing profits over people,

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Warnock Wins, Sinema Flips Switch In Divided Congress

Sen. Raphael Warnock won the Georgia runoff and secured his Senate seat for six years beginning in January. The victory delivered to Democrats another midterm win in a year when the party was expected to face much stronger headwinds. After losing the House, it was a win for President Biden, who would have an easier time getting his judicial nominations approved in a 51-49 Senate.

Biden has spent the first half of his presidency with a 50-50 Senate, which has given swing Democrats like Sens. Joe Manchin of West Virginia and Sen. Kyrsten Sinema of Arizona the power to push through the president's agenda or upend it. "Manchin is a good person, but he has different views, and he represents a different constituency than most of us do. Same with the senator from Arizona," Biden said.

Then on December 9, the senator from Arizona, announced that she is leaving the Democratic

Party to register as an independent. Sinema, an unapologetic moderate, said: "In a natural extension of my service since I was first elected to Congress, I have joined the growing numbers of Arizonans who reject party politics by declaring my independence from the broken partisan system in Washington and formally registering as an Arizona Independent."

Sinema's move is unlikely to change the power balance in the Senate. Before the defection, Democrats had a 51-49 majority, including two other independents who caucus with them, Sens. Bernie Sanders of Vermont and Angus King of Maine. "We understand that [Sinema's] decision to register as an independent in Arizona does not change the new Democratic majority control of the Senate, and we have every reason to expect that we will continue to work successfully with

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New England Governors Wrong on Jones Act

U.S. Maritime is Not the Cause of High Energy Prices

The American Maritime Partnership (AMP) is telling the governors of six New England states that they're wrong to blame high winter energy prices on the Jones Act.

"Higher energy prices in the region are the culmination of years of policies and commercial decisions that have decreased reliability and increased costs for New England consumers," AMP President Ku'u'haku Park wrote in a Nov. 29 letter.

"The Jones Act is not the cause of New England's higher energy costs and a Jones Act waiver would not reduce costs for New England consumers."

Park was responding to a letter that the governors of Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont sent earlier this year to US Energy Secretary Jennifer Granholm.

In the letter, the six requested "suspension of the Jones Act for the delivery of [liquefied natural gas (LNG) to New England] for a portion or all of the winter of 2022-2023." They implied that a blanket waiver of the Jones Act would benefit New England consumers by allowing access to lower priced do-

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

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

Organization/General Fund

- Jeffer Bagio \$50
- Abraham Acosta..... \$50
- Dominador Hugo \$50
- Thor Erikson..... \$25

Political Fund

- Ryan McLaughlin.....\$400
- Archie Bickford \$100
- Gonzalo Sarra..... \$50
- Ronildo Dimatulac..... \$50
- Paul Purugganan \$50
- Jeffer Baguio \$50
- Ed Barraca \$10
- Abraham Acosta..... \$100
- Dieg Rizan \$60
- Austin Gahan \$10
- Robin Colonas \$50
- Jennifer Corner \$25
- Ronnel Sugui \$20
- Israel Hopeau \$20
- Antonio Harris..... \$10
- Mike Koller..... \$100
- Rico Ecalnir..... \$100
- Joe Mantanona \$50
- Dominador Hugo \$100
- Benjamin Linn \$150
- Duke Maringer..... \$100
- Anna Lena Von Machui \$100
- Dave Connolly \$200

SUP Meetings 2023

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

SUP HQ	SUP Branches
January 9	January 17 *
February 13	February 21*
March 13	March 20
April 10	April 17
May 9	May 15
June 13*	June 20*
July 10	July 17
August 14	August 21
September 11	September 18
October 10*	October 16
November 13	November 20
December 11	December 18

*Denotes Tuesday meeting due to holiday

West Coast Sailors

- Abraham Acosta..... \$50
- Dominador Hugo \$10
- Thor Erikson..... \$25

Final Departures

Mohamed Elmobdy, Book No. 1892. Born in Egypt in 1972. Joined SUP in 1989. Died on November 10, 2022. (Pensioner)

Mitch Laskosky, Permit No. 19723. Born in Montana in 1990. Joined SUP in 2020. Died on November 16, 2022. (Active)

Frederick Anderson, Book No. 3787. Born in Oregon in 1938. Joined SUP in 1966. Died on November 3, 2022. (Pensioner)

Membership and Ratings Committee

The Committee met on December 1, 2022 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Zbigniew Kaczor	Bk#3188	6 yrs.	A.B.	
Diomedes Vigo	Bk# 869	6 yrs.	A.B.	
Gonzalo Sarra	Bk#7538	6 yrs.	A.B.	
Rico Ecalnir, Jr.	Bk#1901	6 yrs.	A.B.	
Aiman Mused	B-19737	1 yr.	O.S.	
Brandon Hubbard	B-19738	1 yr.	O.S.	
Taylor Weisbarth	C-2950	30 days	O.S..	
Darnel Bruno	C-2951	30 days	O.S.	
Muad Ali Ghalib	C-2952	30 days	O.S.	
Jordan Nguyen	C-2953	30 days	O.S.	
Dominador Hugo, Jr.	C-2954	30 days	A.B.	

Ratings: Bosun Stamp

Jesus Hermosillo BK#5885

Membership and Ratings Committee's Report: Paul Fuentes, BK#2239, Sam Worth, B-19320 and Luis Abea, C-2908



Aboard the *President Eisenhower* in Oakland is AB Octavio Ortega, bosun Jennifer Corner, AB and delegate Scott Oliphant, AB James Pierce, and AB Haiden Isberto.

Photo: Roy Tufono

CMA-CGM Rakes It In: Profits Up, Outlook Down

CMA CGM said it expects a pullback in shipping markets to accelerate in the fourth quarter due to high energy prices and flagging consumer spending, and this will reduce its profitability following an earnings surge in the past year.

French-based CMA CGM, one of the world's largest container lines, reported on Friday a net profit of \$7.0 billion for the third quarter, up from \$5.6 billion in the year-earlier period.

However, the net profit was down from \$7.6 billion in the previous quarter, while core earnings also fell slightly from the second quarter, with CMA CGM noting an easing in spot freight rates as shipping demand softened.

Like its competitors, the company said in a quarterly statement that higher energy prices related to the war in Ukraine. Compounded by weakening consumer demand it said that the shipping mar-

ket had become overheated during the COVID-19 pandemic.

CMA CGM, based in Marseille and privately controlled by the founding Saade family, said its energy costs had increased by \$822 million year-on-year in the third quarter. Its soaring profits over the past year drew calls from the French government for CMA CGM to help cushion inflation pressures. CMA CGM responded with shipping discounts for cargoes to France.

The group has used its huge earnings to support an investment spree, including acquisitions in media, logistics and the buying of a stake in Air France-KLM, among other businesses.

CMA CGM also owns American President Lines and APL Marine Services operating U.S.-flag ships in the Maritime Security Program and under SUP contract.

WISHING YOU A VERY MERRY CHRISTMAS

& HAPPY NEW YEAR



SUP WELFARE PLAN

PATTY MARTIN, WILMA ALDAY, MICHAEL JACYNA,
GINA JEW

SIU-PD PENSION & SUPPLEMENTAL BENEFIT FUNDS

ANNA ESPERSEN, DAN GAIPA, EDITH LEROUX,
BRIAN FARMER, DEREK CHANG

SEAFARERS MEDICAL CENTER

RUSLANA BOYCHUK
NORMA AMBRIZ



MICHELLE CHANG, ADMINISTRATOR

West Coast Sailors

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Going Once... Feds Auction Off California Wind Leases

The U.S. Bureau of Ocean Energy Management has announced the results of the first-ever wind energy lease auction for the deep waters off the coast of California. Five companies bid a total of \$757 million to secure five lease areas of 60-80,000 acres each.

In addition to the cash bids, the lease sales included a 20 percent credit for bidders who commit to spending on workforce training programs for the floating offshore wind industry or the domestic supply chain. These credits add up to another \$117 million in investments in the U.S. economy. "Today's lease sale is further proof that industry momentum — including for floating offshore wind development — is undeniable," said Secretary Deb Haaland. "A sustainable, clean energy future is within our grasp."

The winning bidders are all known players: the EDP/Engie joint venture Ocean Winds, Irish developer RWE, Norwegian oil major Equinor, Danish developer Copenhagen Infrastructure Partners and privately-held U.S. renewables company Invenergy. All filed bids under the names of local LLC subsidiaries.



The winning bids ranged in price from \$130 to \$174 million, with the highest bid going to a prime floating-wind site off Humboldt Bay. Copenhagen Infrastructure Partners (CIP) placed the winning bid for that site, adding to its portfolio on the East Coast — including the first-to-market development Vineyard Wind.

"The future of offshore wind is floating, and we are proud to have taken this first important step in building an attractive floating offshore pipeline off the US West Coast," said CIP Senior Partner Torsten Smed. Equinor, a pioneer in floating wind, said that

its lease in the Morro Bay area has the potential for up to two gigawatts of generating capacity - enough to power about 750,000 homes.

"The US West Coast is one of the most attractive growth regions for floating offshore wind in the world due to its favorable wind conditions and proximity to markets that need reliable, clean energy," said Molly Morris, President of Equinor Wind US.

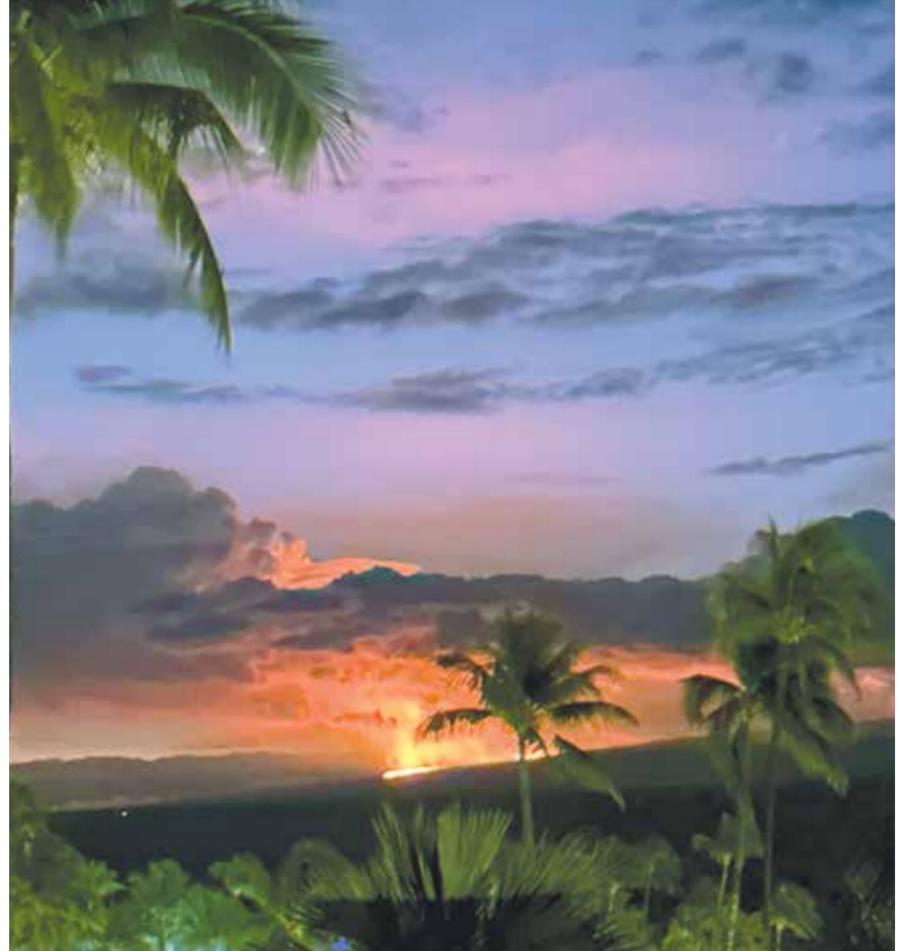


USNS Dahl In Resolute Dragon 22

United States Naval Ship *Dahl* (T-AKR 312) enters Kushiro Port, Japan, during exercise Resolute Dragon 22, on Sept. 26, 2022. Resolute Dragon 22 is an annual exercise designed to strengthen the defensive capabilities of the U.S.-Japan alliance by exercising integrated command and control, targeting, combined arms, and maneuver across multiple domains. The *USNS Dahl* is operated by Patriot Contract Services and crewed on deck by the SUP. *(U.S. Marine Corps photo by Cpl. Alpha Hernandez).*



Sailors lower a Medium Tactical Vehicle Replacement onto an Improved Navy Lighterage System during exercise Resolute Dragon 22 in *Dahl* at Kushiro Port, on Oct. 5, 2022. *(U.S. Marine Corps photo by Cpl. Alpha Hernandez)*



Mauna Loa Erupts in Hawaii

Hawaii's Mauna Loa volcano, the biggest active volcano on Earth, has begun erupting for the first time since 1984, according to the U.S. Geological Survey.

The volcano has been spewing lava and ash since about 11:30 p.m. local time on Sunday November 27. People on the Big Island have long feared another eruption that could possibly send burning lava through residential areas. So far the lava has largely been contained within the summit area and isn't threatening communities below, the USGS said. Still, locals should be prepared for the lava to possibly move toward them. Authorities opened shelters on the island as a precaution.

The USGS said past Mauna Loa eruptions were dynamic in the early stages, with the lava rapidly changing direction. Volcanologists haven't predicted how long this eruption will last, but Mauna Loa's last eruption in 1984 lasted for around three weeks.

Volcanologists had said they expected Mauna Loa to erupt again and threaten residents on the Big Island. Over the past 3,000 years, Mauna Loa has erupted roughly every six years, experts said. Half of the eruptions on record stayed within the summit area, while the rest sent lava spewing down toward residential areas. Until the eruption began Sunday, Mauna Loa's quiet period was the longest on record, according to the National Park Service.

The USGS said in September that it had

recorded dozens of earthquakes beneath Mauna Loa but that this didn't indicate that magma was moving toward the surface. Earthquakes can be an early sign that an eruption could happen in the following days or months.

Lava from the 1984 Mauna Loa eruption broke down levees and nearly reached Hilo, the island's biggest city. The lava stopped about 4.5 miles outside Hilo in part because dense vegetation slowed the lava's advance. The lava burned everything in its path, but no one died as a result. During Mauna Loa's 1868 eruption, one of Hawaii's deadliest disasters, 77 people died because of the subsequent tsunami and landslides, according to the National Park Service.

The Hawaiian islands began to form more than 70 million years ago because of a roughly 200-mile-long hot spot deep in the earth that melted rock, officials said. When melted rock, or magma, rises to the surface, it causes volcanic eruptions like this one.

The Hawaii Emergency Management Agency said that about half of all recorded Mauna Loa eruptions have been confined to the summit area. Update: Authorities in Hawaii determined at press time that the volcano had stopped erupting after 12 days of activity, sparing lives and homes. For more information visit: <https://hawaii-county-volcano-hazards-hawaii-countygis.hub.arcgis.com>.

MEMORABLE SHIPS OF THE PAST

Gold Rush Shipwreck Found Off Cape Flattery

Steamer Went Down with 325 lives and 200 pounds of gold

A team of private-sector explorers have discovered the wreck of the lost paddle-wheel steamer *SS Pacific*, which went down near the entrance to the Strait of Juan de Fuca in 1875.

On November 4, 1875, *SS Pacific* got underway from Victoria, British Columbia, bound for San Francisco on a regular run with an estimated 275-400 people on board. She was carrying unticketed passengers, including children, and the precise count is not known. Among those aboard were a prominent timber baron, Sewell Moody, and Captain Otis Parsons, owner of a fleet of steamers on Canada's Fraser River. She also had an assortment of commercial cargo, including 200 pounds of gold from B.C.'s mining boom.

As *Pacific* rounded Cape Flattery, she encountered the 1,000-tonne sailing vessel *Orpheus*, which was headed inbound for Nanaimo. At about 2130, in rain and darkness, the mate aboard *Orpheus* mistook *Pacific's* lights for the lighthouse at Cape Flattery. He turned *Orpheus* to port and cut across *Pacific's* bow, and the steamer struck *Orpheus* on the starboard side. It was a glancing impact, and *Pacific* raked down the length of the sailing ship's hull.

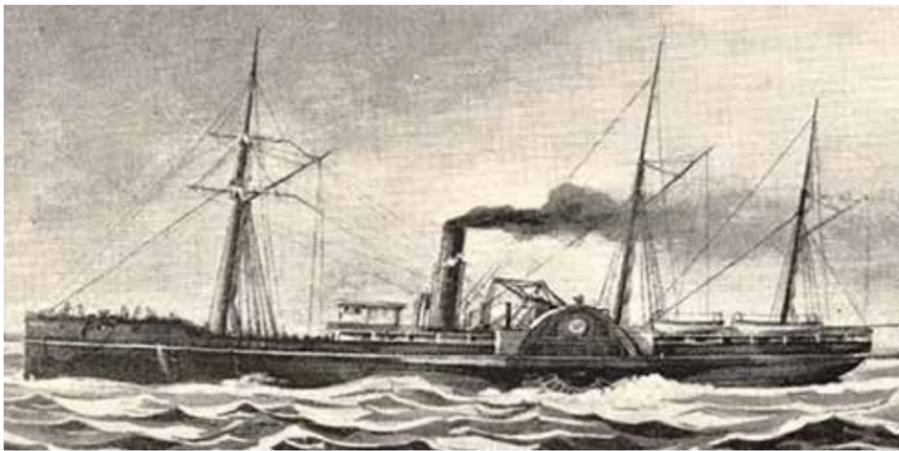
Pacific's crew initially thought that their vessel was unharmed by the collision, but within a few minutes, the vessel began to list to port. The passengers made for the lifeboats in a rush, and within an hour, the ship capsized and slipped below. All survivors who made it off the ship went into the water, and all but two died of hypothermia or drowned in the hours that followed. Passenger Henry F. Jelly and

ship's quartermaster Neil Henley managed to stay afloat on debris for several days after the collision, and they survived the cold wet weather long enough to be rescued by passing vessels.

The long-lost wreck of the *Pacific* has inspired treasure hunters for decades with the promise of millions of dollars' worth of gold. Nearly 150 years after the sinking, Seattle-based entrepreneurs Jeff Hummel and Matt McCauley say that their team has located the ship's remains, and they have secured a court order for salvage rights.

The *Pacific* was found both through a stroke of luck and analytical ingenuity. Local fishermen happened to trawl up coal every now and again at a site off Cape Flattery, and the wreck hunters (in a company called Rockfish) had samples analyzed in a lab. It turned out to match up with the mine that supplied *Pacific's* bunkering coal. After that lucky discovery, a careful and lengthy sidescan-sonar survey process made multiple passes and revisiting promising sites to narrow down the list. The decisive moment came when they located two round depressions in the sediment, which turned out to be the steamer's paddlewheels. A remote operated vehicle later confirmed the wreck's identity.

Company director Jeff Hummel told Seattle's KIRO radio station that the wreck is an "absolute time capsule" in excellent condition, and that the team expects to find lots of well-preserved historical artifacts. The team has plans to recover items from the ship and put them on display at a museum in Seattle; they will also engage with descendants of the vessel's lost passengers and crew, who may have legal rights to some artifacts.



Sketch of sidewheeler *SS Pacific*

UK Port Settles With Dockers

The operators of the Port of Felixstowe, the UK's largest container port, and Unite, the Union, confirmed that dockworkers at the port have accepted a new two-year contract avoiding further strikes. Both sides welcomed the deal with the union calling the terms significant and Hutchinson Ports owners of Felixstowe noting it was the earliest that the annual pay review had been settled and cleared the way for the stevedoring contract negotiations with shipping lines.

Unite had staged two strikes against the port, each lasting eight days, in August and September effectively closing the port's container and Ro-Ro operations. Approximately 1,900 dockworkers and other employees struck primarily for higher wages. Major shipping lines diverted ships mostly to ports on the European

continent planning to transship containers after the strikes but some vessels found themselves stuck at the dock in the UK during the strikes.

The union demanded a pay increase that exceeded the rate of consumer inflation in the UK which was then about 10 percent. Felixstowe offered a seven percent increase which the union said was effectively a pay cut due to the rate of inflation. After the second strike, however, the union said it was optimistic that the dispute could be resolved through negotiations.

Unite reports that the terms of the two-year agreement called for a seven percent wage increase retroactive for 2022 and an additional one-off payment of £500 (\$619). For 2023, the wage increase rises to 8.5 percent plus a further one-off payment of £1,000 (\$1,240).

U.S. Hospital Ship Treats Own Crew In Accident

More than a dozen personnel were dumped into the water in a small boat mishap involving the hospital ship *USNS Comfort*, the U.S. Navy confirmed in a statement Tuesday.

On Monday evening, during a lightering transfer to bring medical personnel from Wharf de Jeremie, Haiti back to the hospital ship, heavy swells prompted the crew to attempt to retrieve the boat using the ship's crane, 4th Fleet told USNI News. During hoisting, the boat tipped, releasing 19 people into the water.

With help from the Coast Guard cutter *Harold Miller*, all of the individuals from the boat were recovered and returned to *USNS Comfort*. Two Navy sailors were injured in the fall, but since *Comfort* is a hospital ship, treatment was close at hand. Both were provided with care aboard the ship and are expected to fully recover.

Comfort has paused its personnel lightering operations until its crew determines the safest alternatives for making the transfers, the Navy said in a statement.

USNS Comfort arrived off Jeremie, Haiti on Sunday for the final stop of a medical-assistance tour. The ship's medical crew was scheduled to provide care to local residents on the wharf throughout the week, including general care, pediatric care and dental and optometry services.

The town of Jeremie was hit hard by the 7.2-magnitude earthquake that struck the region in 2021. The quake killed at least 3,000 people and injured 12,000 more. The U.S. provided disaster relief assistance in the aftermath, rescuing hundreds and distributing food supplies for thousands. *USNS Comfort's* port call in Jeremie is part of the ongoing follow-up and relief effort for the region.



He illegally fired 786 seafarers in March on a pre-recorded Zoom call, a breach of UK laws on consultation and notification.

He outsourced the work of long-time employees to foreign competitors doing exactly the same work!

He said he knew he was breaking the law as he was doing it and would do it again!

The votes are in!

HE IS THE

WINNER 2022

WORLD'S WORST BOSS



PETER HEBBLETHWAITE
P&O Ferries CEO



MSC Intervenes in Seattle Shoreside Cold-Ironing Dispute

The world's largest container carrier, Mediterranean Shipping Co., recently got involved in a jurisdictional dispute between the IAM and ILWU on "cold ironing." The issue, though mainly confined to Seattle, has emerged as a key issue in ongoing contract talks with the International Longshore Warehouse Union representing 22,000 dockworkers at US West Coast ports. MSC filed a motion last week with the National Labor Relations Board urging SSA Marine, the terminal operator, to assign tasks at the Port of Seattle's Terminal 5 to the International Longshore and Warehouse Union, according to Bloomberg.

The International Association of Machinists and Aerospace Workers has also claimed jurisdiction over the work connecting moored ships to shore-based electricity while docked, the process known as "cold ironing."

The MSC suit says that the threat of "economic action" against SSA would damage its operations. "That threat directly implicates MSC, because it is MSC's vessels that call T5 and would be at the center of this dispute," the Geneva, Switzerland-based carrier said. The dispute in Seattle is among the main reasons that contract negotiations for all West Coast

dockworkers have stalled.

Much is involved in cold-ironing operations, including ship retro-fits. The ILWU and the Pacific Maritime Association — which acts as a broker for more than 70 companies, including SSA and MSC -- have been negotiating a new contract for dockworkers across California, Oregon and Washington since May 10. The ILWU has been working without a contract since their previous pact expired July 1.

The ILWU and the PMA declined to comment when asked about the filing and SSA and MSC didn't respond to requests for comment. The parties have repeatedly vowed to avert disruptions and shipping delays similar to those that plagued the last contract talks and only ended after the Obama administration intervened nine months later in 2015.

But jurisdiction, which refers to what sort of jobs the union's members get to perform at the ports, has been among the main sticking points in the current talks — and some still see no resolution in sight.

After sending SSA a letter in September, MSC's Oct. 25 filing asks the labor board to grant its motion to intervene so it can express its preference that the ILWU perform the cold ironing work.



SUP *Watson* crew in Pearl Harbor: AB Kevin Gonzalez, OS Mike Pellom, OS Turale Nelson, AB Matthew Stelpstra, AB Thai Hoang, AB Abdullah Musah, AB Jose Rallos, Port Agent Patrick Weisbarth, and Bosun Fernando Riganon.

Favorable Forecast for Hawaiian Economy

The Hawaiian economy is expected to grow in the next two years, according to the latest state assessment. The state Department of Business, Economic Development and Tourism forecast for the local economy was bright. "Since the last DBEDT economic forecast in August of this year, the state's economy has remained firm, with improvements in major indicators," Mike Mc-Cartney, the agency's director, said in a statement. "We are optimistic for the future of our economy."

Previously the state had made significant downward revisions for the next two years based on high inflation, along with rising interest rates intended to curb inflation, that would push down Hawaii economic growth to 1.7% in 2023 and 2.1% in 2024. But now the state's numbers indicate 2.6% in this year, and higher in 2024 and 2025.

The agency said in its latest assessment that the stable outlook is partly driven by a decreasing rate of consumer inflation, continued strong recovery in tourism, rising state tax collections and continued improvement in labor market conditions. On the downside, the national economy is likely to enter a recession in early 2023, and

local construction activity and home sales are declining, according to DBEDT. "The main drag is the U.S. economy," Eugene Tian, the state's chief economist, said in an interview. Hawaii's construction and real estate industries are being hurt by rising interest rates, which make it more costly to finance construction and buy homes.

Private construction reductions will be partly offset by government projects, but Hawaii's main economic driver, tourism, is expected by DBEDT to maintain its rebound. The industry is on pace to welcome about 9.3 million visitors this year, and arrivals are projected to hit 9.8 million in 2023, followed by 10.2 million in 2024, and then top the record of 10.4 million by about 100,000 in 2025. Visitor spending, meanwhile, already has reached record levels in part because of inflation. Inflation in Hawaii, which the federal government estimates based on an assessment of consumer product prices on Oahu, is on pace to rise 6.5% this year. DBEDT expects the rate to fall to 3.1% in 2023 and then reach a more historically normal level of 2.3% in 2024.



The President Coolidge

The *President Coolidge* (ex-Cracker State Mariner) in Genoa Italy in November of 1962 as part of the APL's round-the-world service.



Aboard the *President Coolidge* in 1963 is present day pensioner Don Bohle (center, no shirt) with two other unidentified members of the SUP deck gang.



Chevron Gets Conditional Deal to Lift Banned Venezuelan Oil

The Biden administration will let Chevron export oil from Venezuela after years U.S. sanctions. The action may slightly improve constraints on the global oil supply — at a time when EU sanctions on Russian oil exports have disrupted the international oil trade.

In a complex, independently-negotiated deal between Venezuela's "Unitary Platform" opposition, the regime of President Nicolas Maduro, and the UN, the White House has agreed to grant Chevron a license to resume operations at its existing oilfields in Venezuela. The U.S.-based oil major has several joint ventures in the country, but was forced to abandon all of its operations in Venezuela two years ago due to the imposition of U.S. sanctions on Venezuela's socialist government.

The new license is contingent on negotiations between the Maduro regime and its opposition, and it will be reviewed after six months. The license requires that the profits of the oil sales can only go towards repaying debts that Venezuelan state oil

company PdVSA owes to Chevron. It is structured with reporting requirements to make sure that the earnings do not pass into the hands of the Maduro regime.

In addition, the deal provides for unfreezing about \$3 billion in sanctioned Venezuelan state bank accounts located overseas. The money is earmarked for humanitarian relief, and it will be administered with UN oversight.

The decision is timely from a market supply standpoint. Upcoming shipping restrictions on Russian oil could force Russian producers to curtail up to 1.4 million barrels a day of production, according to the IEA. Venezuelan barrels could modestly reduce the supply crunch — but the White House insists that the decision is not about the oil. "This action is not being taken in response to energy prices, this is a limited license. As we have said in the past, this is about the regime taking the steps needed to support the restoration of democracy in Venezuela," a Biden administration official said.



Aboard Chevron Shipping Company's newest tanker *Utah Voyager* at the Richmond Long Wharf in December is Bosun Matt Frazier, AB's Anna Lena Von Machui, Joseph Hilario, Roland Cantina and machinist Wilbert Juaton.

Photo: Matt Henning

Holiday Celebrations: Honolulu and Wilmington



Christmas tree ships were often broken out from reserve status for the primary purpose of delivering trees to Hawaii. With a tree denoting such status lashed to the foremast, the *Kauai* arrived in Honolulu in Christmas past.



The brothers Weisbarth squared off at the digital shooting gallery. Ikena beat Manukai, 4704 to 3456. Re-match scheduled for next year.



The whole Hawaiian SUP and MFOW family gathered at last for a Christmas celebration. *Mele Kalikimaka* is the thing to say.



MFOW Agent Harold "Sonny" Gage, Elisabeth "Lucy" Bishop, Lourdes Macias and Grant "Eli" Wegger at the MFOW SUP Christmas Party in Los Angeles.



Lourdes Macias and Leopoldo "Leo" Martinez outside the Wilmington Hall in Los Angeles.



SUP pensioner Jose McDonald at the party with Dale Gibson, Michael Gill & Lucy Bishop.

U.S. Navy Concludes Iranian Drone Hit Tanker

On Nov. 15, the explosive-laden aerial drone attacked the commercial tanker Pacific Zircon at approximately 7:30 p.m. in the Northern Arabian Sea, tearing a 30-inch-wide hole into the ship's stern while subsequently penetrating and damaging internal compartments. The UAV's explosive impact also damaged a shipboard boiler, potable water tank and life raft.

"The Iranian attack on a commercial tanker transiting international waters was deliberate, flagrant and dangerous, endangering the lives of the ship's crew

and destabilizing maritime security in the Middle East," said Vice Adm. Brad Cooper, commander of U.S. Naval Forces Central Command, U.S. 5th Fleet and Combined Maritime Forces.

An Israeli official had also blamed Iran for the strike on the Pacific Zircon tanker managed by Israeli-controlled Eastern Pacific Shipping. The company said there was minor damage to the hull but no injuries or spillage of the gas oil cargo.

Iran's Nournews, which is affiliated with the country's top security body, blamed Israel for the attack.



The tanker Pacific Zircon underway in the English Channel.

(David Potter, Reuters)



Initial point of impact of the Shahed-136 unmanned aerial vehicle on the M/T Pacific Zircon.



U.S. Central Command said put a Navy ordnance team on board and collected samples and debris and said the investigation "reveals that it was a Shahed-series one-way attack drone" that hit the vessel, identifying it as Iranian-made.

US National Security Advisor Jake Sullivan said there "is no justification for this attack" it is "the latest in a pattern of such actions and broader destabilizing activities" on the part of Iran.

He warned the action threatens international shipping, commerce and the "freedom of navigation through this crucial waterway."

"This unmanned aerial vehicle attack against a civilian vessel in this critical

maritime strait demonstrates, once again, the destabilizing nature of Iranian malign activity in the region" General Michael "Erik" Kurilla, commander of US Central Command, said in a statement.

An Israeli official said "It's not an attack against Israel," who spoke on condition of anonymity. "It's the same thing they usually do in the Gulf, trying to disrupt stability and mainly influence World Cup events."

The weapon and the target fit the pattern of attacks linked to Iran in the past. On July 30, 2021, an armed drone attacked a cargo ship named Mercer Street off the coast of Oman, killing two. That ship was associated with an Israeli billionaire.

Steerage Stowaways Roll Rudder Dice: 11 Days at Sea

After a dangerous ride, three stowaways were discovered atop a tanker's rudder when the vessel arrived in Spain's Canary Islands on Monday. They were taken to a local hospital and treated for exposure and dehydration. A routine patrol spotted the three migrants on the top edge of the rudder less than two feet above the water.

Spain's maritime rescue service, Salvamento Maritimo, reports that the migrants who were believed to be Nigerians were discovered aboard a tanker that arrived at Las Palmas, the capital of Gran Canaria, one of Spain's Canary Islands off northwestern Africa. The 51,000 dwt tanker Alithini II was completing an approximately 2,700 nautical mile trip that had begun on November 17 in Lagos, Nigeria. The tanker, which is registered in Malta, had been at sea for 11 days.

Organizations focusing on the migrant

crisis in Europe highlight that this is an ongoing situation with thousands of people fleeing from northern and western Africa, however, most of them are attempting to cross the Mediterranean. Spain's Interior Ministry calculates that nearly 12,000 people have reached the Canary Islands in 2022 mostly in small boats.

Migration advisor to the government of the Canary Islands, Txema Santana, retweeted the picture above. "The survival odyssey is far beyond fiction. It is not the first and it will not be the last. Stowaways do not always have the same luck."

Canary Islands media recently reported two other recent rudder stowaway cases in ships from Lagos. Three migrants were found on the rudder of another tanker in October 2020, and another four were atop the rudder of a Norwegian tanker when it arrived in Las Palmas for a bunker stop.



Three stowaways sitting on top of the tanker's rudder awaiting rescue.

(Salvamento Maritimo)

Reports indicated that they had hidden in the steering gear room above the rudder during the 10-day trip.

Stowaway migrants are usually sent back to their country of origin at the cost of the shipping company.

ITF Demands Nigeria Free Unjustly Accused Tanker Crew

The government of Nigeria has detained the 26-person crew of a Marshall-Islands-flagged tanker for three months on allegations that include "making a false report of a pirate attack." The crew of the VLCC Heroic Idun — most of whom are nationals of India or Sri Lanka — have been detained since August.

The story began on Aug. 8 at an anchorage off Port Harcourt, Nigeria, when the crew of the Heroic Idun — while waiting to load a cargo of crude at Akpo oil field — noted a small boat approaching with its AIS turned off.

Fearing a pirate attack in the making, the master reported his concerns to the shipowners and the International Maritime Bureau and left Nigerian waters for the waters of Equatorial Guinea.

What followed was a convoluted series of events that remains uncertain today. Nigerian authorities asked their counterparts in Equatorial Guinea to detain the

Heroic Idun and its crew until the Nigerian Navy could arrive. Nigeria eventually took custody of the ship, and returned it to Port Harcourt where members of the crew were removed and imprisoned ashore. They are still being held, the ITF says, "in appalling conditions." Interrogated without legal representation, in some cases for as long as 14 hours at a time, some have contracted malaria and typhoid fever.

A trial has been scheduled for Jan. 10 in Port Harcourt.

"These seafarers have been subjected to lengthy detentions and unfair legal action apparently because of a mix-up," said ITF Seafarers' Section Chair Dave Heindel. "Nigeria must recognize the complete lack of evidence in this case and free the crew immediately."

SUP is a member of the ITF along with about 700 other transport unions in 150 countries.

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Social Security Benefit Strategy: Questions Answered

For most Americans, Social Security represents a significant source of retirement income. In fact, the Social Security Administration (SSA) reports that Social Security benefits make up about 33% of retirees' income. Many people think when to start taking Social Security is a straightforward decision — and not surprisingly, a lot of them choose to take it as soon as possible. However, being strategic about taking social security can help you optimize future payments

When can I collect Social Security benefits?

To collect, you need to be 62 or older and have paid into Social Security through your payroll deductions for a minimum of 10 years. But just because you can collect payments immediately doesn't mean you should. Your personal strategy to get the most out of Social Security should depend on many factors and more on that to follow.

How much are Social Security payments?

Your benefits are based on the payroll taxes you and your employers pay. Those taxes come out of your earnings, so the higher your earnings, the greater your benefits. Even for top earners, however, the benefits are relatively moderate. The maximum Social Security benefit as of 2022 was about \$3,345 a month at "full retirement age"* — more about that below. Get an estimate of what your benefits will be long before you apply for them. One of the best ways to do this is to contact the Social Security Administration via a local office.

Factors that can affect your strategy.

Your best Social Security strategy will depend on the following:

Your health status: How many years do you think you'll collect benefits?

Your savings: Can you spend from savings while letting your benefits continue to increase?

Your marital status: Can you claim benefits under your spouse's or former spouse's earnings?

Other retirement income: What other sources of guaranteed, cost-of-living adjusted income will you have?

Your retirement age: How long do you plan to work and how much will you earn?

How can I increase my Social Security benefits?

The easiest way to increase your monthly payment is to delay collecting. You won't get 100% of your benefits unless you wait until your "full retirement age" to claim. If you retire at 62 there is a reduction of benefits. After your full retirement age, your benefits will keep increasing by 8% a year for each year you wait until you turn 70. Full retirement age is based on your birth date. If you were born in or after 1960, for example, your full retirement age is 67.

But there are other potential ways to increase your benefits as well.

If you're married. You and your spouse should coordinate your claims to maximize the benefits. Whether you claim at the same time or use a split strategy to claim at different ages, it usually makes sense for the higher earner to wait longer to collect.

Over time, the higher earner's increases will be worth more.

If you're divorced and haven't remarried. You may be eligible to claim benefits on your ex's earnings record if you were married at least 10 years.

If you're a surviving spouse. You can claim survivor benefits as early as age 60 if your spouse's earnings qualified for Social Security. You also have the option to switch to your own benefits when you reach age 62 or older, if that strategy makes sense for you.

If you've started taking Social Security before full retirement age. If you decided to let the benefit continue to grow, return to work, or don't need the money for another reason. Here are 2 ways you can undo your decision, to some extent:

Withdraw your application and pay back what you received. You can do this if it's been less than a year since you filed for benefits.

Suspend your benefits once you've reached full retirement age. This is your option if it's been over a year since you filed. Your benefit amount will increase every year until you turn 70 or start to collect again.

Some of these strategies can be complicated and some — like withdrawing your application—can only be done once, so you want to make sure you get them right. A financial advisor can run different scenarios to help you understand the potential implications.

What else affects my Social Security payment?

These things that can decrease Social Security Benefits:

Taxes: Retirees with moderate or higher incomes will likely end up paying federal taxes on some portion of their benefits. According to the SSA, about 40% of the people who get benefits pay taxes on them.* And some states tax Social Security benefits too.

Medicare deductions: If you're claiming Social Security and also apply for traditional Medicare, the premiums from Medicare Plan B will be deducted from your Social Security payments.

Certain pensions: If you received a pension from a government entity or another organization that didn't withhold Social Security taxes, your benefits could be reduced. This could also affect any spousal benefits you might claim.

Earnings if you keep working: Depending on your age, if you're working and also collecting Social Security, your benefits can be decreased if you earn over the set limits.

How much can I earn while on Social Security?

Once you've reached full retirement age, you can earn as much as you want with no penalties.

Before your full retirement age, you can earn up to \$19,560 per year (as of 2022) without having your Social Security payments reduced. Bad news: If you earn over this limit, your benefits will be cut. Good news: When you reach full retirement age, any withheld benefits will be returned to you in the form of higher monthly payments. If you're within the calendar year when you'll achieve full retirement age but haven't reached your birthday month yet, the earnings limit is much higher: \$51,960 for 2022.

Source: [vanguard.com](https://www.vanguard.com)

UNION-MADE GIFTS

Shipping gifts this year? Make sure to ship using a union carrier like the U.S. Postal Service or UPS.

APPAREL AND ACCESSORIES

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- NATURALIZER SHOES
- TIMEX WATCHES

BEAUTY PRODUCTS

- AVON
- CARESS SKIN CARE
- DOVE BEAUTY PRODUCTS

GAMES

- BARREL OF MONKEYS
- THE GAME OF LIFE
- MONOPOLY

STOCKING STUFFERS

- BIG LIGHTERS
- JELLY BELLY CANDIES
- SEE'S CANDIES

BOOK & STATIONERY STORES

- GREENLIGHT BOOKSTORE
- RMCNALLY JACKSON
- YOURS TRULY, BROOKLYN

COMIC BOOKS

- IMAGE COMICS
- SEVEN SEAS ENTERTAINMENT
- TENDER CLAWS

SPORTS EQUIPMENT

- AMERICAN ATHLETIC
- LOUISVILLE SLUGGER
- STANDARD GOLF

WINE AND BEER

- BUDWEISER
- CK MONDAVI
- MICHELOB



AFL-CIO



SUP PRESIDENT'S REPORT

MATSON NAVIGATION

As reported in the West Coast Sailors, Matson Navigation signed a purchase agreement with Kvaerner Philly Shipyard to build three new Aloha-class container ships. The ships will be qualified for Jones Act cargo carriage from the U.S. West Coast to Hawaii and Guam. The announcement came with deployment plans in the China-Long Beach Express (CLX) service. The Company also said that three older and smaller ships on that run will be deployed to Matson's Alaska service. The 3,600 TEU ships are reported to cost \$330 million each, run on LNG fuel, and be financed by cash from operations, Capital Construction Fund financing, and debt.

At the same time, the Company will shortly begin a major LNG repowering project in China for as many as four ships, the *Daniel K. Inouye*, *Kaimana Hila*, *Manukai* and *Matsonia*. As with the new builds, the LNG fuel operations may require new training and STCW endorsement for SUP deck crew, but both the requirements and details of the training are unclear at this time. Will keep the membership posted.

APL MARINE SERVICES

APL's Director of Labor Relations, Michael LaBonte responded to inquiries around Japanese COVID shore leave policy in October, leaving some questions still open. We know the Japanese government has based its policy of a definition of "fully vaccinated" that is slowly becoming the standard: a minimum of three shots, the first two as part of the initial package, followed by a third shot within six months. Assuming no symptoms, proof of such vaccination will be required but without testing or quarantine on arrival. Ships may be cleared in total in advance based on timing of last port of call and on the vaccination records of crew. The U.S. Embassy in Japan published a notice on this topic and the website of Japan's Ministry of Foreign Affairs is maintaining that position. Will keep the membership informed on changes or further clarification from APL. The booster shot is not officially required by either Matson or APL but urge all hands to get it.

CHEVRON SHIPPING COMPANY

Members are reminded that impending negotiations for a new contract with Chevron Shipping Company will rely in part on membership input. Urge all hands to consider practical improvements to the working issues aboard Company ships, and to submit written proposals to the Union well in advance of the mid-January meetings. The existing contract, which covers all three departments, expires on January 31, 2023.

COAST GUARD REAUTHORIZATION

The Don Young Coast Guard Reauthorization Act cleared the Senate recently, and along with the Marad reauthorization there are many provisions that are relevant to us. Coming in at more than 5000 pages, there is a lot to sift through. But as of today's meeting, the NDAA component (National Defense Authorization Act), known as the defense bill, is still being negotiated and may not reach resolution before the Christmas break. If it doesn't overall government funding is in jeopardy and only a continuing resolution will prevent a government shutdown. Much of the legislation is in its finished form however, and will be signed by President Biden, which allows some preliminary analysis. Some highlights relevant to members are the following items:

- \$318 mil for in status quo funding for the Maritime Security Program
- \$120 mil authorization for TSP and expanded to 20 ships in 2024 (10 for 22/23)
- Final Cargo Preference rule improvements must be issued 270 days after enactment
- Jones Act Waiver Reform
 - Explicitly gives MARAD (not DHS) the sole authority to make non-availability determinations
 - Minimum 48 hour waiting period after request is published to issue the waiver (p. 1761)
 - Waiver must identify actions that could be taken enable capacity of national defense requirements
 - Vessel specific basis for every waiver - no blanket waivers
 - Prohibits waivers for ships already at sea with a covered Jones Act cargo if it landed at a US port.
- Commissions a national maritime strategy study within one year and with Union input.
- Creates Capital Construction fund for foreign trades
- Creates Sense of Congress on Merchant Marine "It is the sense of Congress that the United States Merchant Marine is a critical part of the national infrastructure of the United States, and the men and women of the United States Merchant Marine are essential workers."
- Study on modernizing the merchant mariner credentialing system
 - A new digital system must be enacted within 2 years of the passage of the bill
- Study on reducing Coast Guard backlogs for merchant mariner credential processing
- Jones Act Enforcement Study on any changes to Jones Act enforcement within 1 year of date of enactment
- Sexual Abuse and Sexual Harassment provisions
 - Allows for denial or revocation of credentials/license for sexual offenses
 - 5 year lookback for convictions of a sexual offense
 - reponderance of the evidence standard for Coast Guard investigation
 - Includes Administrative Law Judge review of CG investigations
 - Video and audio surveillance required on all ships that do not carry

passengers and has more than 10 crew with 2 years to install cameras on all "passageways on to which doors from staterooms open. Equipment shall ensure the visibility of every door..."

- Prohibits use of surveillance video in "labor action" against a crew member or any employment dispute unless it's used in a civil or criminal action
- 5-year retention requirement of all data

Previous reports have noted these changes in the offing. Maritime labor including the SUP has been united in our efforts to favorably influence each of them. Exact implementation is an open question. Will keep the membership advised.

CALIFORNIA LABOR FEDERATION

At the Executive Committee meeting of California Labor Federation's Executive Committee meeting in Los Angeles on December 6, 2022, the election scorecard was reviewed by the Vice-Presidents. The Federation won about two-thirds of its 15 targeted state races and was the single deciding factor or heavily influenced nearly every other contest in which it chose to compete. Except against the forces of unlimited dark money, the Federation is among the most powerful political forces in the nation's most populous state. Under new Secretary-Treasurer Lorena Gonzalez, a former member of the Assembly and Sacramento insider, continued success is likely. Gonzalez is developing new metrics and tools to evaluate politicians who actually hold working class values and don't need to judge the political value of a pro-Union position before voting.

Responding to the Federation's call for new organizing targets and legislative campaigns, I called attention to the nascent offshore wind industry and its ramifications for West Coast workers and mariners. The Federation may be equipped to serve as both advocate and coordinator of a variety of Union-related response to the demands of this important new sector. Consistent with positions the SUP has taken in the past, and in accordance with the policy platforms established by the Maritime and Transportation Trades Departments of the AFL-CIO, I urged coordination of a Union plan that ensures the manufacturing, construction, operation, and maintenance related to West Coast offshore wind farms has two essential and defining qualities: all American and all Union. Will keep the membership posted as it develops.

YEAR IN REVIEW

This year began with the Omicron nightmare, more on that in a minute. But like that wicked surge, 2022 held many surprises. A full-blown land war in Europe, for example, the outcome of the Russian invasion of Ukraine, brought heightened focus on war logistics and our SUP military readiness. The Union proved up to the test: we demonstrated real and simulated capacity in no-notice activations including the virtual crewing of all strategic sealift ships in Tabletop Breakout Exercise 2022, and the actual overseas use of the USNS *Dahl* in Exercise Cope North, *Sisler* in Exercise Cold Response, the *Red Cloud* in Exercise Balikpapan 22, the *Pomeroy* in Exercise Turbo Distribution, the *Dahl* again in Operation Resolute Dragon.

In a tough mid-term election year, the SUP worked to get pro-Jones Act and pro-U.S.-flag representative elected to Congress. We made focused contributions in key races where we could be effective in holding the maritime line. Unlike other unions, the SUP does not use any part of dues money or otherwise mandate political contributions. Accordingly, enormous credit is due to all the contributors to the SUP Political Fund. We expected a rough road for a pro-Union president and so retaining a measure of control of Congress, which converts to a defensive bulwark against the enemies of the U.S. merchant marine, was every bit as gratifying as it was necessary.

For example, this year we expected the usual Jones Act subterfuge and end-arounds. But a frontal attack on the waiver process was a surprise, so we slammed everyone for the malicious, deceptive, and illegal practice, especially as it came about in the wake of Hurricane Fiona. Not mere defense, it appears that we won improvements on this for the future in legislation (see previous item in this report). We didn't plan to face off against a sham flag-of-convenience "second register" scheme, this time using the U.S. Virgin Islands in the Caribbean, but we did and won. In the U.K., we came out swinging against P&O Ferries, helping to expose the moral depravity using of desperate international mariners as interchangeable widgets to bust the Union and replace British mariners with generations of local ties. And we stood in solidarity with our U.S. transportation brothers and sisters on the railroads during their bargaining as well as with the ILWU in its bargaining with West Coast terminal operators. At the same time, we fought against the gentrification of the Port of Oakland in a stadium real estate scam, and nationally helped secure Maritime Security Program funding, protect and expand cargo preference with new legislation, and establish and build a Tanker Security Program.

We confronted our elected representatives, regulators and policy makers, industry and mainstream media, whenever and wherever we could to get them to know and support our work. We did with our Union sisters and brothers at local labor councils, and at the AFL-CIO and the SIUNA Conventions, and many other meetings and conferences too numerous to mention. Despite the relentlessness of the attacks, we know it's working because we are still here, politically alive and fighting.

We bargained a solid agreement with higher wages and benefits at APL. At Matson, an agreement with Kvaerner Philly to build three more Aloha-class ships helps secure the future. At Patriot we reconfigured the total labor package for higher compensation for sailors in *Haina Patriot* and the *SNLC Pax* to make it more attractive and with some success. And time and again, the Union pursued and won corrections to a full range of shipboard and workplace problems through the various levels of the grievance procedure.

On benefits, the Union Trustees maintained and improved health benefits, the pen-

SUP President's Report continued

sion and the pensioner medical benefit reimbursement. We concluded a smooth internal election, and despite reduced income, we kept the Union on an even financial keel.

And of course, 2022 was another pandemic year for the Union, starting with the hellacious Omicron surge in January. The virus since has declined in both cases and severity, mainly due to vaccinations, masking, and physical distancing, but the lingering effects of infection, prevention, restrictions to ship, and operational complexity of dispatching continues today. Reasonable testing and clearance procedures, as well as our twin goals of a safe workplace and fair shore leave (or else collect re-

New England Governors Wrong About Jones Act

continued from page 1

mestic natural gas.

"We are deeply sympathetic to the need to provide relief to struggling citizens of your states," Park wrote. "The U.S. maritime industry employs tens of thousands of mariners and shoreside personnel throughout New England and they, too, are bearing the brunt of higher energy costs this winter. But blaming the Jones Act for this situation is misdirected."

Park wrote that the real causes of the high energy prices in the region are the result of:

- the lack of natural gas pipelines, the most efficient form of transportation for gas within and into New England;
- the lack of LNG storage capacity in New England, making long-term energy provisioning impossible;
- inadequate LNG receiving facilities and other infrastructure in New England; and
- the region's "risky reliance" on short-term "spot market" LNG purchases, which are more expensive, instead

of the long-term contracts traditionally employed by other LNG buyers.

The decisions made by the states over many years have left New England consumers "dependent on a fragile energy supply. LNG sells at the global market price; New England would still be subject to 'spot market' LNG prices, whether the gas that arrives is sourced domestically or internationally," Park wrote. "It is completely unrealistic to think that LNG brokers would sell LNG to New Englanders for less money than they would make on the open market; there is no 'hometown discount' for LNG."

Park noted that any savings from a waiver would be "insignificant," and that it would entail "using a foreign ship in domestic commerce, operating free of U.S. laws, avoiding taxes, and employing extremely low-wage foreign sailors."

SUP and the other maritime unions are members of AMP, a coalition that works to defend the Jones Act as well as support and strengthen the domestic maritime industry.

striction-to-ship pay) were still the guiding principles. It wasn't all sunshine: SUP sailors this year handled rough lockdowns again, dispatching runarounds again, and dealt with contradictory national, state and Company policy again. But the trust and determination of members and agents to keep our halls safe and effective – how our system of freedom and fairness survives – carried the day. It's not words that preserve our way of life. It's showing up and doing the work. Here's to a better 2023 and happy holidays to all the sailors at sea and ashore.

Dave Connolly

HOLIDAYS

SUP hiring halls will be closed on the following contract holidays, subject to certain conditions as described below:

Christmas Eve — Saturday, December 24

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

New Year's Eve — Saturday, December 31

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

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

Christmas Eve and New Year's Eve are ILWU holidays on the West Coast and therefore recognized SUP holidays aboard APLMS and Matson vessels in Pacific Coast ports. For members working under the SUP Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

Congress Passes Marad and Coast Guard Bills as Part of NDAA

continued from page 1

2. \$15 million — Maritime Environmental and Technical Assistance Program
 3. \$318 million — Maritime Security Program
 4. \$120 million — Tanker Security Program (increase in FY 2024 and 2025)
 5. \$30 million — Small Shipyard Grant Program
 6. \$112.8 million — U.S. Merchant Marine Academy
 7. \$53.7 million — State maritime academies
 8. \$15 million — Marine Highways Program
- Additionally, the Act:
1. Requires new National Maritime Strategy to help grow the maritime economy
 2. Establishes Maritime Innovation Center to spur new technological developments including green maritime fuels and ship quieting technology

3. Requires strategy to increase diversity at the U.S. Merchant Marine Academy
4. Increases oversight for facility construction and modernization of the U.S. Merchant Marine Academy
5. Improves protections for midshipmen against sexual assault and sexual harassment at sea
6. Expands grant programs to increase the number of U.S. maritime workers to help meet growing demand of offshore wind industry.
7. Requires new efforts including a strategy to improve port infrastructure resiliency and disaster preparedness.
8. Includes provisions to pursue ship quieting technology to reduce noise impact on environment, orcas
9. Requires study to evaluate the impact of tire runoff at ports on salmon populations

The NDAA is set to pass the Senate this week, but may be delayed or derailed in a divided Congress.

Georgia's Warnock Wins, Arizona's Sinema Jumps Ship

continued from page 1

her," White House press secretary Karine Jean-Pierre said.

Sinema told Politico she will not caucus with Republicans. She also said she won't attend weekly Democratic Caucus meetings, but rarely does that now.

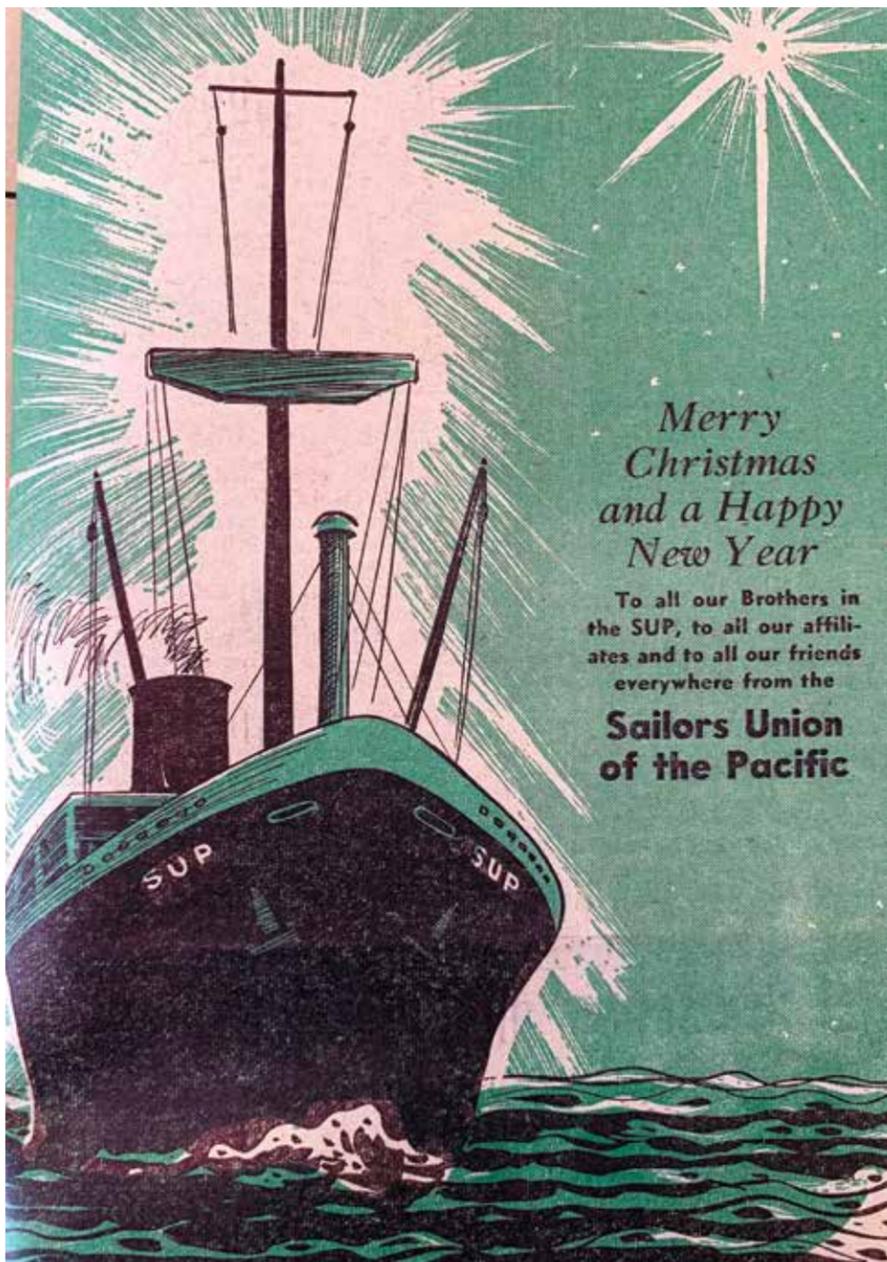
In 2018, Sinema became the first Arizona Democrat elected to the Senate in 30 years, as well as the state's first-ever female senator and the first openly bisexual senator in U.S. history. She promised to "be an independent voice for all Arizonans." But Sinema's bipartisan approach to legislating had angered many of her Democratic colleagues and constituents, particularly over the last two years, in an evenly divided Senate where any one vote could influence or derail a bill. She and fellow moderate Democratic Sen. Joe Manchin of West Virginia have been criticized of opposing President Biden's agenda by regularly holding up or objecting to parts of key legislation, as was the case with Democrats' key budget package.

In the new battleground of Arizona,

Sinema is up for reelection in 2024, but she hasn't confirmed a run. Changing her party affiliation means she won't face a Democratic primary challenger if she runs.

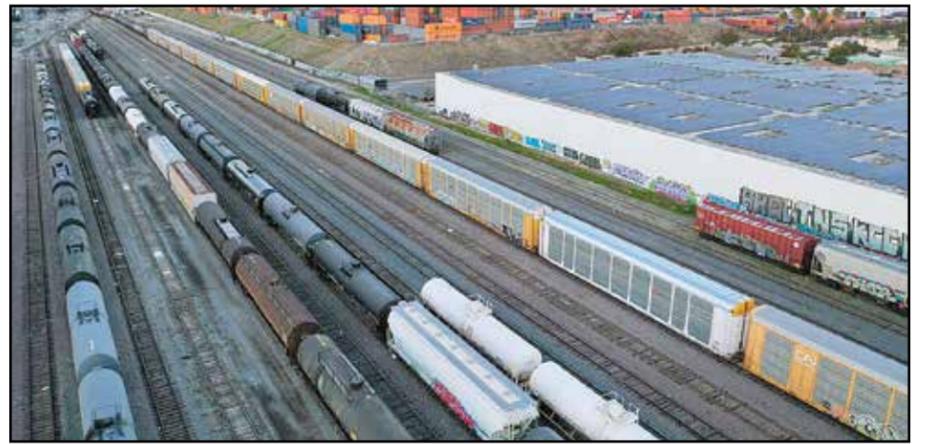
Schumer cheered the new 51-49 majority. "It's going to be a lot quicker, swifter and easier," he said, although how much remains to be seen. Sinema is expected to keep her committee assignments, and Democrats are expected to retain majority control of the committees.

In his victory speech, Warnock showed his oratorical skills as a pastor and demonstrated why he will return to Capitol Hill as a rising star. "I am Georgia," Warnock said. "I am an example and an iteration of its history, of its peril and promise, of the brutality and the possibilities. But because this is America, because we always have a path to make our country greater against unspeakable odds, here we stand together." His win in a traditionally red state that is blurring to purple also means he'll have more clout in the Senate.



From the 1954 edition of the *West Coast Sailors* comes this original artwork and holiday blessing of a stylized ship named SUP sailing at night under a strangely resplendent light in the rigging that seems part of a bright star filled sky.

U.S. Container Rates In Free Fall



In Wilmington California, the railhead terminus of the Alameda Corridor reaches both to refineries and the container docks at the ports of Long Beach and Los Angeles.

Biden and Congress Impose Contract on Rail Workers

continued from page 1

they have failed workers, customers, and consumers.”

Speaker Nancy Pelosi put together a legislative fix that would have granted seven days of sick leave in a separate bill. “After hearing from our members, we are in agreement that a nationwide rail strike must be prevented — and that more must be done to secure the paid sick leave that hard-working railroaders deserve,” Speaker Nancy Pelosi of California wrote in a letter to members of the House late Tuesday. She called for “a strong, bipartisan vote to support our legislation — which will give America’s families and businesses confidence in our economy this holiday season.” Congress acted under the Constitution’s commerce clause, which allows it to regulate interstate commerce.

Both measures passed the House on December 1, and the bill to impose the negotiated terms passed 80-15 in the Senate on the same day. Two additional Senate votes — one to add seven paid sick days, and one to extend the period during which the unions can’t strike, by another 60 days — both failed, 52-43 and 25-70 respectively. Though the sick leave bill garnered more yes votes than no votes (including six from Republicans), it still failed because it did not achieve the 60-vote threshold. “I always knew you were a socialist,” Sen. Bernie Sanders (I-Vt.) joked to Sen. Ted Cruz (R-Texas) on the Senate floor after he voted in favor of the additional paid sick leave.

At a meeting with Senators before the vote, Labor Secretary Marty Walsh and Transportation Secretary Pete Buttigieg said the only alternative to passing the rail contract as it stands was economic calamity, with food, energy, and drinking water all at risk of being sidelined. At the signing ceremony President Biden remarked “I know this was a tough vote for members of both parties,” Mr. Biden said. “It was tough for me. But it was the right thing to do at the moment. The strike that would have been possible on December 9 was averted, but the sick leave question is likely to re-surface. “There are going to be scars from this process, I don’t think that is a question,” said Greg Regan. Biden seemed to acknowledge this when he said, “I know this bill doesn’t have paid sick leave that these rail workers and frankly every worker in America deserves,” Mr. Biden said. “But that fight isn’t over.”

Because of a history of labor exploitation by railroads, and the importance of rail transportation to the national economy in the past and present, rail strikes or the threat of them have often produced interventions of government authority. The Great Railroad Strike of 1877, when work-

ers were not represented by unions, was a massive action and created enormous social upheaval. It only lost momentum when suppressed by federal troops authorized by President Rutherford Hayes. The Pullman Sleeping Car strike of 1894, which was provoked by the wage cut of famously cheap George Pullman, was set to expand into a nationwide strike when President Grover Cleveland called out the military to again put down the strike and jail the strikers. Dozens of workers died in the violence. In 1981, President Reagan fired striking air traffic controllers in a modern-day version of the struggle. And just as U.S. government has taken a role, so too has the American labor movement developed in fight to improve the lot of rail and all transportation workers.



Dispatcher’s Report

Headquarters — November 2022

Deck	
Bosun	7
Carpenter	0
MM	3
AB	12
OS.....	8
Standby S.F.	18
Total Deck Jobs Shipped	48
Total Deck B, C & D Shipped.....	33
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.....	48
Total B, C, & D Shipped-All Depts.	33
Total Registered “A”	26
Total Registered “B”	24
Total Registered “C”	8
Total Registered “D”	6

As was reported in the last edition of the WCS, at its November Executive Board meeting the Transportation Trades Department of the AFL-CIO, adopted an ambitious agenda for action in 2023. For maritime, one of the key new provisions is an initiative towards a wage determination in offshore wind construction and operation. This method of contract bidding used by the federal government on a variety of projects and contracts, sets the standard wage for a particular job in a particular industry, and helps protect labor from bidding against itself to secure the work. Here is the TTD Policy Statement toward that goal in a new growth industry:



THE PROMISE OF A CLEAN ENERGY ECONOMY MUST BE BUILT BY AMERICAN WORKERS: MAKING THE RIGHT INVESTMENTS IN OFFSHORE WIND

The emerging offshore wind industry in the United States provides significant opportunities to expand the domestic workforce in the maritime and building trades sectors to create good-paying union jobs while increasing our nation’s clean energy supply chains. During President Biden’s first week in office, his Administration announced an Executive Order of a national goal to deploy 30 gigawatts of offshore wind by 2030, which would generate enough power for more than 10 million American homes annually and lower CO2 emissions to alleviate the climate crisis. While addressing this goal, Congress and the Administration must adopt policies that support long-term investments in a domestic workforce, including building, manufacturing, crewing, and maintaining offshore wind vessels that benefit American workers and keep the U.S. maritime industry thriving.

The labor movement, shipping companies, and senior military officials have long sounded the alarm regarding the decline of the U.S. merchant marine vessel fleet and workforce vital to our national security and energy independence. Maritime unions collectively represent the vast majority of United States Coast Guard (USCG) licensed and unlicensed American maritime personnel who work aboard commercial vessels of all types and are among the most highly trained and qualified mariners in the world. American trade unions continue to manage state-of-the-art apprenticeship programs and job training facilities. Our nation’s maritime unions already possess the infrastructure necessary to provide prestigious vocational training to operate the vessels required to develop and maintain offshore wind farms. As such, offshore wind developers should work proactively with representatives of maritime labor to ensure necessary investments are being made to create a robust supply of mariners to meet project capacity as further domestic offshore wind projects come online. Congress and the Administration must enact legislation to support policies in the offshore wind sector that benefit American workers from top to bottom; otherwise, we run the risk of building our nation’s clean energy infrastructure to the benefit of foreign “flags of convenience” ship owners that undercut American jobs.

To that end, we urge Congress to require the Department of Labor to develop a wage determination study to establish a domestic ‘prevailing wage’ applicable to merchant mariners on vessels engaged in wind energy projects on the Outer Continental Shelf. All mariners aboard vessels operating in the Outer Continental Shelf as part of a wind energy project should receive fair compensation comparable to what American mariners receive. We applaud the historic agreement between North America’s Building Trades Unions (NABTU) and Ørsted that expands union jobs and sets the offshore wind industry on the right track by ensuring projects are done safely and with the best-trained workers. It is time for federal lawmakers to implement legislation to ensure that workers who crew, operate, load and unload cargo, and provide maintenance to new vessels in the emerging domestic offshore wind industry have the same worker protections.

Policy Statement No. F22-08
Adopted November 10, 2022

SUP BRANCH REPORTS

HONOLULU

November 2022

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Steady, 3 AB Day steady, 7 AB Watch steady, 1 AB Watch Relief, 2 Temporary AB, 1 AB Maintenance, 1 USNS AB, and 2 USNS Ordinary. There were 30 Standbys Jobs dispatched for the month. **REGISTERED:** 8 A-Cards, 25 B-Cards, 6 C-Cards, and 6 D-Cards.

SHIPS CHECKED: *USNS Watson*: I was able to visit the crew while the ship was at Pearl Harbor. The Old Man went out of his way to tell me what an outstanding crew this ship has. Lots of clarifications to go through and will look into all. Fernando Rigonan, Bosun; Thai Hoang, Delegate. *Manulani*: An ongoing issue with cargo planners placing a diesel generator too close to the house. Leaving the crew to suffer breathing in diesel fumes at all hours. Payment for travel days being looked into. Mark Littlejohn, Bosun; Paul Harsaney, Delegate. *Lurline*, *R.J. Pfeiffer*, *D.K. Inouye*. Bureaucracy put us in a situation to pierhead 2 additional ABs aboard this ship. You would think the country that is literally holding your passport, would allow you to enter their country. Manny Roxas, Bosun; Ronnel Sugui, Delegate, Kaimana Hila. *Manoa*, *Maunawili*, *Manukai*. Lots of issues with an "Off the Board" relief Chief Mate trying to make a name

for himself. I guess by doing Sailor's work. If you want to be a Sailor, then join SUP. Otherwise, keep your hands off our work! Also, as per the Matson SQE. Anyone can stop to a job, if there are obvious safety issues that need to be addressed. Especially if the job is not a pressing issue. Ham Parone, Bosun; John Rezada, Delegate. *Matsonia* and the Paint & Rigging Gang all running with few, if any beefs. *Mahalo* Delegates for doing your jobs well

AGENTS REPORT:

When it comes to COVID and dispatching? Nothing has changed. You must be fully vaccinated in order to work any Standby, P&R, or shipboard job with Matson. As well as APL, and most Patriot jobs. If you recall, in August of 2021 the Maritime Unions lost an arbitration case concerning vaccine mandates stating that private companies have the right to implement vaccination policy as they see fit. As things stand right now, to work for Matson, you must be fully vaccinated. No exceptions.

The MFOW/SUP Holiday party will be held at Dave and Busters on 12/11/22 from 15:00-18:00. An "Atta Boy" goes to MFOW Agent Mario Higa for being able to find a spot for all of us. If you have 6 months before your documents expire. Get started on the renewal process.

Finally, I want to wish all of you *Mele Kalikimaka*.

Fraternally Submitted,
Patrick Max Weisbarth

WILMINGTON

November 2022

Shipping: Bosun, 2; AB/W, 11; AB/D, 4; OS/ STOS, 6; GVA/GUDE, 0; Standby, 51. Total Jobs Shipped: 74.

Registrations: A 25, B 34, C 7, D 6.

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

AGENT'S REPORT

Matson has requested that Agents do Covid testing weekly to visit CLX ships. I will make the testing as time permits me. Also, we have received notice that some of the membership have not been turning in Medical slips for sign-on Physicals. Sign-on Physical slips are always issued. If you lose the one that was issued, contact me before walking into the clinic (Make You Well & Concentra). Always check, read the contracts before trying to get payments on unpayable items. Stick to the contracts. Seek advice if you disagree with something that has been redlined. Makes us look bad when you argue payable when it is not. I am happy to assist.

Coronavirus is still with us, take all necessary precautions; masks are still mandatory when in the Union Hall. Please Remember your masks. Remember to attend your monthly union meetings and participate by showing up at the union meeting to vote on issues that affect us all. We need a quorum to be able to vote. Participate and make your voice heard. Always check to make sure your documents are up to date and dues are paid, don't wait till the job call to find out.

Happy Holidays to all.

Fraternally Submitted,
Leo Martinez, Book #19362

SEATTLE

November 2022

Shipping: 2 Navy Boatswain (2B), 2 AB/W (2A), 1 AB/TA (B), 3 Navy AB (A, B, D), 1 Navy OS (C) Matson called for 22 Standby AB's, filled with 14 A, 7 B, and 1 C.

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

Agents Report:

Pfeiffer Clarification — Members have the right to return to their port of engagement no matter their seniority.

Is it me, or have drivers & traffic in Washington gotten worse since COVID? With the snow, forget it. If snow is forecast in the Western Washington region, I will be moving job call to noon on those days to help accommodate the traffic challenges and make it a safer commute for all. One more thing to raise the blood pressure before a sign-on physical is not needed. I will be checking the area forecast daily but please call and let me know if you have snow in your area so I can adjust and keep things above board.

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

Fraternally,
Brendan Bohannon
Seattle Branch Agent

VICE PRESIDENT'S REPORT

November 2022

Ships checked —December

Matson Lurline — Jose Duran, delegate. Restricted to ship on arrival in Oakland until next morning for Coast Guard random drug screen. Noel Itsumaru, bosun.

CMA CGM Herodote — Jonathan Anderson, delegate. Inquiries regarding work from 1500-1700 while in port. Necessary work; stores, docking, bunkering, crane ops, etc. Work that can be paid at the OT rate is general maintenance such as sanitary and chipping/painting.

USNS Sisler — John Relajo, delegate. Crew prepping ship for shipyard 12/28 shipyard. Jon Clark, bosun.

USNS Pomeroy — Kenneth Carradine, delegate. Ship is in Bayonne Dry Dock and deck gang doing a great job. Ship was activated in early December back to FOS and will leave drydock by end of year. Ean Anderson, bosun.

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

USNS Watson — Quoc Thai-Hoang, delegate. After a successful port stay and visit from Agent Weisbarth in Pearl Harbor, she departed for Saipan. Fernando Rigonan, bosun.

Haina Patriot — Ship laid up for three weeks and then re crewed. If a crew member returns to the ship that was on board when laid up, there is a \$100 bonus per day paid to the member. Vance Dickens, delegate.

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

Cape Horn — Ship will activate in January for 4-6 month mission. We will need AB's to step up and take the job. Rocky Casazza, bosun.

Utah Voyager — Anna Lena Von Muchi, delegate. Mat Frazier, bosun. Starting to receive proposals for upcoming negotiations, must be in writing. Please email me with any proposals.

At this time last year, the Omicron variant surged, and several ships had to lay up with members testing positive while on board. It's imperative we do our best to prevent the spread of COVID in our halls and on our ships. Please wear your face masks while in the hall and distance yourself from other members. If you haven't received a booster in over six months, I would recommend you do so. Flu shot as well. Happy holidays.

Matthew Henning

BUSINESS AGENT'S REPORT

November 2022

Manoa — Delegate John Crockett on the Northern triangle winter weather starting to set in to be expected this time of the year. All is well from top to bottom Duke taking trip off. In good hands with Gerry Marshall as Relief Bosun.

Matsonia — Cosmo Bigno delegate in and out of Oakland we sailed for Long Beach with no issues. Mark Relajo taking trip off as Bosun for the holidays. Alan Peightal was dispatched as relief Bosun.

Lurline — Michael Henderson delegate on the Southern triangle routine with the Gang. In good hands and running smooth with Noel Itsumaru as Bosun.

RJ Pfeiffer — Matson schedule has this vessel back on the Northern triangle starting in the middle of December always subject to change.

Mahimahi — Arrived in Oakland middle of November Gang paid-off and the vessel went into long term lay-up. Talk of activating hearing sometime in April subject to change.

President Eisenhower — In at Oakland #58 Scott Oliphant delegate after a good trip back plenty of work the crossing over and back weather permitting with Jenifer Korner as Bosun.

President Roosevelt — Chris Bunheirao delegate sailed for Yokohama. We are schedule for the Singapore shipyard this trip sometime in December. Marc Calario as Bosun.

President Wilson — Schedule for shipyard period in Singapore late January after the Roosevelt.

President Truman — Suitcase parade in this ship Bosun and 4 ABs shipping is good during the holidays get it while its good.

Cape Henry — Activation planned for January.

Cape Hudson/Cape Horn — Remaining in ROS status in SF

San Francisco Bar Pilots, Pier#9, Big Mike Koller delegate. River traffic reopen to Sacramento and Stockton day light only for due to obstructions in the channel. Leo Moore Dock Bosun.

If your Documents are less than 6 months old it is time to start the renewal process. Reminder: the Rating & Membership Committee meet the 1st Thursday of the Month. Send only copies of your Discharges, they will be shredded after up-grading process.

Worked in the front office helped out with dispatching. I Would like to Wish our Brothers and Sisters a Merry Christmas and a Happy New Year.

Roy Tufono

Holiday celebration pictures on page 6