

West Coast Sailors

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Friday, January 12, 2024

Sealift of Fuel: Tanker Logistics Now Key to Defense Strategy

Assured Access Not the Same as Assumed Access

U.S. defense strategists and military planners are becoming increasingly aware of a serious vulnerability: the lack of operational and reserve tankship capability. Without assured access to reliable sources of refined fuels, and the dependable means to deliver it to distant theaters of operation, advanced warfighting capabilities quickly become ineffective, sustained combat is unlikely, and deterrence value of forces deployed is diminished.

Writing for the Center of International Maritime Security or CIMSEC, the Maersk VP Stephen Carmel predicted one year ago that the US Navy would need 100 tankers to support Pacific security objectives. Calling it a crisis in operational capability, Carmel presciently assessed that to win the fight requires fuel. [Ed. Note: much of the following discussion derives from Carmel's analysis which itself relies on a study for the Center of Strategic and Budgetary Assessment written by Timothy Walton, Harrison Schram and Ryan Boone called "Sustaining

the Fight: Resilient Maritime Logistics for a New Era." Now, as the vulnerability becomes glaringly obvious, Congress has supported the development of a Tanker Security Program along the lines of the Maritime Security program. It was established, funded, and procured for at first ten tankers and then another ten in TSP 2.0. The Military Sealift Command has renewed tanker charters and issued dozens of new charters independent of TSP, and operators including SUP-contracted Patriot have won new work and acquired ships with more on the way. Tankers are the fastest growing sector of the deepwater U.S. merchant marine, and tanker qualified mariners in the highest demand. Thus, Unions have a fundamental and critical role to play in this fast developing area of the maritime labor market.

A serious conflict in the Pacific would require DoD access it can count on — know as assured access — to roughly 100 tankers. In the event of a broad conflict with China in the Pacific theater, the U.S. will likely lose reliable access to nearly all the currently relied-upon sources of oil within the region. The U.S. will then have long lines of fuel supply in increased quantities brought on by a wartime operational tempo. But there will be many other consumers competing for those same barrels in a tough market. The knock-on effects of the shocks to fuel system have to be figured in and worked around. For example, foreign refineries are not bound by the Defense Production Act where the U.S. government can simply order the fuel it needs and require that refiners supply it. Refiners may not have it or may not have it for the U.S. military in the midst of what may be a politically controversial war. This access should not be taken for granted, especially given China's deep reach and influence over the international oil market, the developing world, and the associated energy infrastructure.

The long supply chains for
continued on page 8

APL Announces 2024 U.S.-Flag Fleet Renewal

As previously reported in the President's Report in October, American President Lines has now formally announced that it will rejuvenate its fleet with new replacement vessels. The new ships will also meet new requirements for CO2 emissions.

APL has nine vessels in its fleet that are enrolled in the Maritime Security Program (MSP). MSP age limits require that older vessels be replaced in the current program before reaching 25 years of age. The new ships will be liner vessels. Last year, the company replaced the

feeder vessel *APL Gulf Express* with the 14-years younger *APL Eagle* that came from the more than 500 ships in the CMA CGM international fleet. The year before, the CMA-CGM DAKAR took the place of the aging *APL Saipan*. In 2021, the CMA CGM *Herodote* (since renamed *APL Islander*) took over for the older *APL Guam*.

Now, the company has announced a tentative schedule to renew the rest of the fleet which will include newly constructed vessels. The first two ships are to be named *President Adams* and

President Grant in February and April, respectively. Those vessels will replace the *President Truman* and *President Wilson* which are scheduled to flag-out sometime in May. Next, the company plans to bring in the *President Reagan* in June to replace the *President Franklin D. Roosevelt*, which will move into the CMA CGM international fleet in July.

Under the tentative schedule, the *President George Bush* will be flagged in under the Stars and Stripes in late July to replace the *President Eisenhower*. The *Pres-*

continued on page 11

High Speed Internet Changes Life at Sea

For the 71 percent of the planet covered by oceans, the high-speed Internet age is just beginning. In recent years, advancements in satellite communications technology have provided increasingly reliable broad-band internet access to ships at sea. At the same time, the cost of providing it has fallen. This has resulted in one of the most consequential changes in seagoing life in decades.

Satellites in low Earth orbit (LEO) — about 340 miles above the earth's surface where U.S.-based SpaceX operates its Starlink satellite constellation — is the newest and most effective

platform. It has drastically increased connection speeds and reliability because it provides high-speed, low-latency (small or no delay) across most of the world's oceans. Previously, satellite Internet at sea was provided by medium-Earth-orbit and geostationary satellites up to 35,000 kilometers (21,700 miles) above the planet. Greater distances from Earth meant much slower Internet connection speeds, limiting the service's utility. According to sources in the industry press, Starlink costs approximately one-third of traditional Internet providers in geostationary

orbit while offering 1,800 times the bandwidth.

Predictably, there is a huge increase in its use. Inmarsat, the British satellite telecommunications company established in 1979 by the International Maritime Organization (IMO) to create a satellite communications network for the maritime sector, reported a 56 percent increase in data usage by commercial maritime vessels in a single year - between 2021 and 2022. The use of computers at sea is now not limited by connection speed. This has wide-ranging implications from engineering

continued on page 11

Container Rates Jump Up on Red Sea Threats to Shipping

Short-term rates for container shipping around the world are rising due to the attacks on cargo vessels in the Red Sea.

The spot rate for shipping goods in a 40-foot container from Asia to northern Europe now tops \$4,000, a 173% jump from just before the diversions started in mid-December, Freightos.com, a cargo booking and payment platform, Bloomberg reported. The cost for goods from Asia to the Mediterranean increased to \$5,175, Freightos said, adding that some carriers have announced price-

es above \$6,000 for this route starting in mid-January. Rates from Asia to North America's East Coast have risen 55% to \$3,900 for a 40-foot container. Services from Asia to northern Europe and to the Mediterranean both cost more than twice their levels in January 2019, but are still below their peaks during the Covid-19 pandemic, said Judah Levine, head of research at Freightos.

A separate gauge of spot container rates released Thursday also showed a surge. According to the Drewry World Container Index,

rates from China to Europe have more than doubled since Dec. 21, and those from Shanghai to Los Angeles rose 30%.

The rate spike is related to slowing Suez Canal traffic, down more than 25% ships go the long way around Africa to avoid missile strikes from Yemen's Iran-backed Houthi militants. The Houthis say they are going after any vessels that have a connection with Israel although not all have been connected. Historically, shipping lines raise prices when capacity is stretched, and

continued on page 5

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

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

Organization/ General Fund

- Jill Holleman \$100
- Brandon Keopuhiwa \$25
- Herminio Huavas \$60
- James Linderman \$50
- Julie Ortiz \$25
- Venerando Ramos \$40
- Victorino Ramos \$20
- Philip Romei..... \$ 150
(In Lieu Of "Dues Increase)
- Joel Schor..... \$50
- Leo Moore..... \$100

Political Fund

- Jerwin Ablan..... \$50
- Manny Rezada \$100
- Brandon Keopuhiwa \$25
- Archie Bickford \$100
- Vincent O'Halloran \$200
- Frank Walker..... \$100
- Brendan Bohannon \$50
- Benjamin Linn \$50
- Beau Blacker \$10
- Arsenio Purganan \$50
- David Garcia..... \$80
- Sale Ugaitafa..... \$20
- Roy Tufono \$100
- Sam Worth..... \$50
- James Linderman \$50
- Julie Ortiz \$25
- Antonio Respicio..... \$10
- Ronnel Sugui \$20
- Victorino Ramos \$20
- Dave Connolly \$100
- Jesper Pfeil..... \$50

West Coast Sailors

- Martin Machado \$20

Membership and Ratings Committee

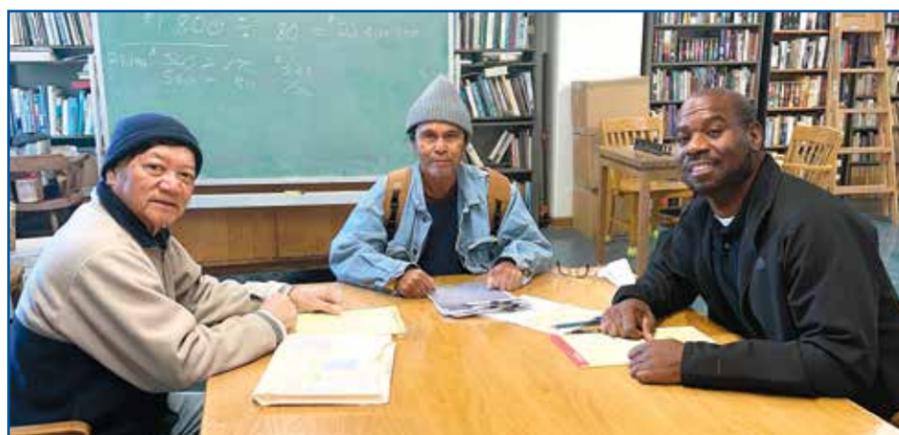
The Committee met on January 4, 2024 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
JaQuante McCoy	C-3011	30 days	O.S.	C
Grayelin Young, Jr.	C-3012	30 days	O.S.	C
Rodolfo Monopolio	C-3013	30 days	A.B.	C
John Villa	C-3014	30 days	A.B.	C
Reginald Macon	C-3015	30 days	A.B.	C
Khonesavanh Xaymountry	C-3016	30 days	A.B.	C

Ratings: Bosun Stamp

Emani Vili Bk#868

Membership and Ratings Committee's Report: Lee Bolden, B-19623, Rogelino C. Timoteo, BK33308 and Marcelo Javier, Jr., BK#4324



Membership and Ratings Committee , left to right, Marcelo Javier, Jr., Rogelio Timoteo and Lee Bolden

SUP WELFARE PLAN NOTES

SIU Pacific District Pension Plan 2023 IRS Forms 1099-R

In compliance with Internal Revenue Service regulations, the SIU Pacific District Pension Plan Administrative Office will be mailing out IRS Forms 1099-R for the 2023 tax year to all pensioners by January 31, 2024. If you do not receive your tax form within the first two weeks of February, you may contact the Plan Office at 415-764-4987 to request a duplicate copy of your form.

Verification of Receipt of Pension Benefit Payments

The SIU Pacific District Pension Plan annually sends out forms to pensioners at the beginning of each year asking them to verify that they have received their monthly benefit payments for the previous calendar year. If you are a pensioner and you have not submitted your Verification form to the Plan Administrative Office, please do so at your earliest opportunity. The office address and fax number are below:

**SIU Pacific District Pension Plan, 730 Harrison St, Suite 400
San Francisco, CA 94107, Fax: 415-495-6110**

SUP and SIU-PD Benefit Plans Administrative Office New Staff Email Addresses

New email addresses that provide greater security are now in effect for SUP Welfare Plan and SIU Pacific District Benefit Plans staff members. Please make note of the new email addresses listed below. Phone contact information has not changed.

Michelle Chang, Administrator michelle@marinerbenefits.org,

Patty Martin, MPP & 401(k) Plans, Death Benefits patty@marinerbenefits.org

Gina Jew, Claims gina@marinersbenefits.org

Michael Jacyna, Eligibility michael@marinerbenefits

Anna Marie Espersen, SIU-PD Supplemental Benefits

annamarie@marinerbenefits.org

Derek Chang, SIU-PD Supplemental Benefits, Contributions

derek@marinerbenefits.org

Dan Gaipa, SIU-PD Pension Plan dan@marinerbenefits.org

Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net

SUP Welfare Plan 730 Harrison Street Suite 415, San Francisco, CA 94107

Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495

SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991

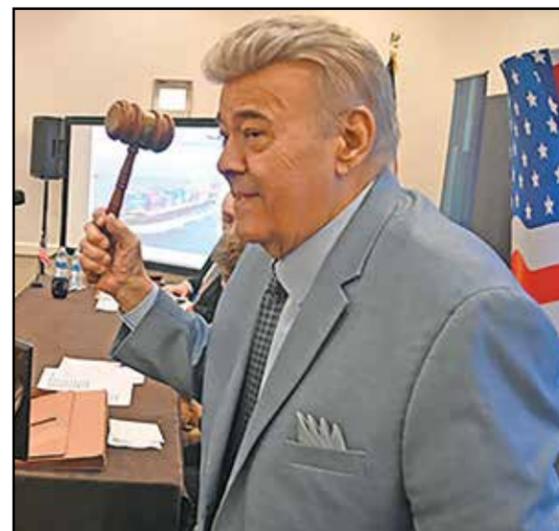
Seafarers Medical Center 415-392-3611

SIU President Emeritus

Mike Sacco Crosses the Bar

Seafarers International Union President Emeritus Mike Sacco died on Dec. 29, at the age of 86. Tributes and condolences came from throughout organized labor and across the maritime industry.

SIU and MTD President Dave Heindel said in the announcement of Mike's death that he "had shrewdly navigated the MTD through so many decisive points" that it would be impossible to list them all. He "dedicated 65 years of his life to supporting the U.S maritime workforce." Heindel said.



AFL-CIO President Liz Shuler and Secretary-Treasurer Fred Redmond released a statement that read in part: "The AFL-CIO mourns the passing of our brother and friend Michael Sacco, the longest-serving president in the history of the SIU and a beloved champion for generations of merchant mariners and America's working families. His steadfast service as SIU president and president of the Maritime Trades Department, AFL-CIO, brought security and stability to the Seafarers, a successful merger with the National Maritime Union, and solidarity with the numerous maritime trade unions. In November 1991, Mike was elected to the AFL-CIO Executive Council, beginning his distinguished tenure as its longest-serving member.

Shuler and Redmond said "Mike Sacco was a trusted mentor and leader to his members, a dear friend of the AFL-CIO, and an inspiration to the entire labor movement. While our hearts break today for this loss, the legacy of Mike's service to the SIU and trade unionism will live on forever." Sacco was a strong defender of the Jones Act.

"On behalf of the ITF and the Maritime Union of Australia, I extend the deepest sympathies and condolences to Mike's wife Sophie, his family, friends and our SIU brothers and sisters at this demanding time," said ITF President Paddy Crumlin. "What a character Mike was. You could take the man out of Brooklyn, but you couldn't take Brooklyn out of the man. Charismatic, tough, determined, a great and inspirational leader with a sense of humor that always seemed to sum up the situation perfectly. He will be greatly missed."

After serving in the U.S. Air Force, Sacco shipped with the SIU in 1958 aboard U.S.-flag merchant vessels, coming ashore in the 1960s to work in a succession of union posts, including patrolman, port agent, and headquarters representative. Sacco served as president of the SIU's Atlantic, Gulf, Lakes, and Inland Waters (AGLIW) for nearly 35 years, beginning in June 1988. He also worked as president of both the Seafarers International Union of North America (a federation of autonomous unions that includes the SIU AGLIW) and the Maritime Trades Department (MTD) throughout the same period.

Final Departures

No SUP deaths reported this month.

West Coast Sailors

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MARAD Chief Pounds Table to Recruit and Retain Mariner Workforce

During recent remarks delivered at an annual meeting of the American Bureau of Shipping, U.S. Maritime Administrator Ann Phillips emphasized the critical role of U.S. Merchant Mariners.

In a wide-ranging address that spelled out the administration's multi-faceted pro-maritime strategy, Phillips spent significant time discussing American crews and also touched on the global manpower challenge.

Phillips said in part, "I have done a lot of international engagement over the last few months, meeting with leaders from the IMO, the UK, Vietnam and Korea. In all of these engagements the one consistent throughline that everyone spoke about was the critical nature of the mariner workforce and, more to the point, the mariner workforce shortage. For our part, the Maritime Administration is...working to...help recruit, train, and retain mariners by reducing barriers to entry."

She added, "I am beginning to focus more keenly on quality of life for all mariners. Salaries for entry-level merchant mariners are at an all-time high. However, despite the competitive pay, our industry continues to grapple with a mariner shortfall. While most acutely felt in the efforts to recruit and retain women – who are woefully underrepresented at about 8% of the maritime



Maritime Administrator Ann Phillips

community — the downward trend in the number of mariners across all demographics, demands our atten-

tion. With that in mind, over the next several months I am going to focus on quality-of-life issues."

"I truly believe that to attract today's workforce we must change the 'way we have always done it.' Mariners who want careers and families can indeed have both if a pathway is mapped out in an effective family policy and embraced by industry and labor."

The administrator also provided an update on the agency's work to develop a formal national maritime strategy, as directed by the Fiscal Year 2023 National Defense Authorization Act. Phillips said. "MARAD, working with numerous stakeholders from across government, industry, labor, academia, and other partners will identify the commercial sealift requirements to meet our nation's future economic and security needs, identify shortfalls and challenges... such as our strained workforce and the modest presence of U.S.- flag commercial ships in international trade."

Moreover, Phillips said the agency "has developed a five-year strategic Mariner Workforce Development Plan to recruit, train, and retain merchant mariners.... We are close to a release date on this report, and it will be posted on MARAD's website."



The Matson operated Ready Reserve Ship *Cape Horn* activated from San Francisco in late December on a mission voyage to the Far East. From left is AB and delegate Christian DeMesa, Marino Macadan, Gilbert Bio, AB Jamie McKeller, AB Damon Collins, Jaquante McCoy, Kevin Gain, and bosun Marc Calairo, gathered on the boat deck before departure.

MMP President Don Marcus Ties Mariner Shortage to Wages and Working Conditions

Much attention is being devoted to a problem described in the industry as "a shortage of mariners." It is more appropriate to call it a "shortage of mariners willing to work for less."

The reality, says MM&P President Don Marcus, is that today's mariners, both licensed and unlicensed, are required to work in austere and isolating conditions for less money than they could earn in comparable jobs ashore.

"Quality of life, respect, and working conditions are a large part of the disincentive to embark on or continue a career at sea," he writes in a widely viewed and distributed editorial published by gCaptain.

All maritime employers, both foreign and domestic, are aware of the fact of that wages, benefits, living conditions, and length of seagoing tours of duty are unsatisfactory, he writes.

But "rather than deal with this reality, maritime employers around the world are doing what they have always done: seek out lower cost labor wherever it might be

found."

Hence, the flag-of-convenience system, which was developed shortly after the Seamen's Act of 1915, which protected seamen's rights and conditions — at a cost to U.S.-flag employers.

Recent examples include the attempt to launch a U.S. Virgin Islands second registry in the United States, and a demand by a U.S.-flag tanker executive that his company have the option of sourcing foreign labor.

"A young person today has good reason to balk at a career at sea when the terms and conditions of employment are inferior to what can be had ashore, and when the national flag industry itself is under constant attack," Marcus says.

"Without a national maritime policy supported by Congress and extending to training, shipbuilding, tax and cargo incentives, and bilateral trade agreements connected to the economic as well as the military needs of our country, this crewing 'crisis' will continue."

New Year's Message from the Maritime Administrator to U.S. Flag Mariners

Thursday, December 28, 2023

As we find ourselves in the home stretch of another trip around the sun, I want to pause and take the time to reflect on how your efforts make MARAD incredibly successful year in and year out.

Thank you!

I am amazed by the unwavering dedication and tremendous work ethic displayed by the crews of our US Flag Fleet Vessels, especially those at sea today, far from friends and family, supporting America's Armed Forces and critical supply chains.

MARAD's mission to foster, promote, and develop the maritime industry to meet the nation's economic and security needs could not be met without you, mariners who are willing to take a career path that has you at sea for long periods during which "telework" is not an option like it is for so many others. I appreciate your hard work, the service you provide to our nation, and thank you for answering the call to be our crew members for critical missions. I hope you and your fellow mariners take pride in your many accomplishments. Know that our agency is focused on continuing to grow the fleet to create a stronger and safer career pathway for you.

I know this message may find you far from home, and I hope you'll find some time upon your return to recharge, reset, and reflect. In the meantime, however you choose to — and are able to-celebrate the new year, please keep safety at the forefront.

Lastly, I want to extend my heartfelt thanks to you all for your contributions. As we look forward to the new year, I am confident that the MARAD Team - and especially our US Mariners aboard US Flag ships serving our nation at sea - will continue to achieve new heights and overcome any challenges presented by the ever-evolving global picture.

Wishing you and your families a Happy New Year filled with prosperity, good health, and continued success.

— Rear Admiral, Ann C. Phillips,
U.S. Navy (Ret.), U.S. Maritime Administrator

SUP Meetings 2024

HQ

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

*Tuesday meeting due to holiday

Branches

- January 16, Tuesday
- February 20* Tuesday
- March 18, Monday
- April 15, Monday
- May 20, Monday
- June 17, Monday
- July 15, Monday
- August 19, Monday
- September 16, Monday
- October 21, Monday
- November 18, Monday
- December 16, Monday

Building and Maritime Trades Still Have to Test for Pot

This year California employers will be barred from asking workers about their use of cannabis outside of work. They are also prevented under a new law from discriminating against them because of cannabis use. Maritime and construction workers are the exception.

Two bills signed by Gov. Gavin Newsom aimed to strengthen the state's legal cannabis industry by updating outdated laws. Assembly Bill 2188, which Newsom signed in 2022, prohibits employers from using the results of hair or urine tests for marijuana — which can detect traces of cannabis for days or weeks — in their decisions to hire, fire or penalize workers.

This is an important precedent since hair tests can go beyond the scope of previous disclosure requirements.

Newsom said at signing that “rigid bureaucracy and federal prohibition continue to pose challenges to the industry and consumers.” California NORML, a nonprofit organization that advocates for consumer rights related to cannabis, sponsored AB 2188. In its argument supporting the bill, the organization said hair or urine testing for marijuana does not detect actual impairment, a fact the federal government has acknowledged. “Studies indicate that metabolite tests for past use of marijuana are useless in

protecting job safety,” the group said.

The exceptions under the AB 2188 are workers in the building and construction industry and for job applicants and employees in positions that require a federal background investigation or clearance, such as mariners subject to the authority of the United States Coast Guard. California Chamber of Commerce opposed the laws, saying that employers risk liability when they “take legitimate disciplinary measures” and must be able “to keep their workplace safe by disciplining employees who arrive at work impaired,” the group said.

But AB 2188 does not prevent em-

ployers from using other tests to detect impairment, such as blood tests. SB 700 accounts for employers' rights to ask about an applicant's criminal history, but the employer may not discriminate against an applicant when it finds information about past use of cannabis related to criminal history unless otherwise permitted by law.

In 1996, California became the first state to legalize marijuana for medicinal purposes, and the state's voters legalized its recreational use in 2016. Recreational use of marijuana is now legal in 24 states and Washington, D.C.

Sound of Waves Could be Compass and GPS for Albatross

By Samantha Patrick,
courtesy of Maritime Executive

New research suggests that the greatest seabird of them all, the wandering albatross, may navigate long distances by the ultra-low frequency sound of waves.

Wandering albatrosses can travel more than 5,000 nautical miles in a single foraging trip, though, and we don't know much about how these birds use mid- and long-range cues from their environment to decide where to go. Although there has been a lot of research into how seabirds choose their flight paths and find food. They seem to use their sight or sense of smell to assess local conditions. For the first time, however, a team of researchers at the University of Liverpool and headed by marine biologist Samantha Patrick found that the albatross may use sound to determine what conditions are like further away.

Animals cover astonishing distances when they are looking for food. While caribou, reindeer and wolves clock up impressive mileage on land, seabirds are unrivaled in their traveling distances. Wandering albatrosses (*Diomedea exulans*) fly the equivalent of ten times to the Moon and back over their lifetimes.

Previous research has shown that seabirds not only seek information about where to find food, but how to do so efficiently. The sense of sound may be crucial. The study looked at how these birds respond to a very low-frequency type of sound called infrasound, which can travel for thousands of miles. While it's typically inaudible to humans, some animals can hear infrasound. When waves crash together or against coastlines, they create a frequency of infrasound called microbarums. This was the type of infrasound the study looked at.

Also known is that areas of high wave activity can be associated with upwellings — where fish

are brought to the surface. Infrasound could provide information about where these areas are, and inform birds of good foraging patches.

Efficient foraging is particularly important for large seabird species like the wandering albatross, which have a wingspan of nearly 12 feet. Their size means they rely on wind to take off and fly efficiently, unlike smaller birds such as puffins, which flap their wings up to 400 times a minute. High wave activity also indicates strong winds. Given we know that wandering albatrosses depend on wind to fly efficiently, the study suggests that infrasound could give them a long-range cue for where optimal foraging conditions may be.

Infrasound is also generated when waves crash against coastlines, and many coastal seabirds use the coast to select their flight paths and find their way back to their breeding colonies. So, infrasound could reveal the location of static features like coastlines, giving seabirds important information across long distances.

Despite the potential of this cue for seabirds, the paper (published in PNAS) is the first evidence that seabirds may respond to infrasound, which is monitored globally through a network of sensors installed by the Comprehensive Nuclear-Test-Ban Treaty Organization (CTBTO). This system was installed



Wandering Albatross

to detect nuclear tests, but its byproduct is huge amounts of data which scientists can use. We combined the CTBTO's records with our own GPS tracking data from 89 wandering albatrosses to compare microbarums and the birds' movements.

The study isolated data that showed how these albatrosses appeared to make decisions about where to go next, choosing direction with the loudest infrasound. This suggests the birds could use infrasound to find food or

to minimize the energy they use on their travels.

Weather changes driven by climate change, and the damaging effects these are having on seabirds as well as many other plants and animals, are well documented — making it harder for them to find food, for example.

As humans alter ocean habitats, infrasound may help birds adapt by aiding them to find food, even as stocks diminish. Or human activity, such as more noise, could mask this kind of essential information, with harmful consequences for wildlife. Either way, understanding how and why seabirds use infrasound will help scientists understand its importance in the climate crisis.

Samantha Patrick is a Reader in Marine Biology at University of Liverpool.

This article appears courtesy of The Conversation and may be found in its original form The Conversation

Final Load of Fuel From Red Hill Departs Hawaii

The U.S. Navy's legacy risk of petroleum pollution at Pearl Harbor is ending with the draining of the last of the cargo in Red Hill Bulk Fuel Storage Facility. The final tanker carrying jet fuel from the vast underground tank farm has departed, delivering the last of the Navy's strategic fuel supply to the Philippines.

In November 2021, the WWII-era Red Hill facility suffered a 19,000-gallon fuel spill, which 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.

In the political outcry that followed the spill, Hawaii's congressional delegation signaled that it would attempt to force Red Hill's closure via legislation. Rather than continue the fight, Secretary of Defense Lloyd Austin signaled that the military would support defueling the aging site in March 2022. Preparatory repairs took more than a year, and the tank farm's final fuel transfer began in October.

On Wednesday, the tanker Yosemite Trader departed the Red Hill fuel pier in Pearl Harbor, carrying the last of the tank farm's contents on a voyage to the Philippines. The Pentagon's plan for the fuel supply is to redistribute it to multiple locations around the Pacific, placing it where it might be needed for a contingency. About 40 percent went to Subic Bay; the rest was relocated to tank farms in Hawaii and California. The decision means that the central naval base in Oahu will have somewhat less fuel available for power projection across the expanse of the Pacific.



Eerie Laguna Beach Blue Wave

An eerie blue glow was seen on some beaches of Southern California in early January. Bioluminescent microalgae creates the natural blue glow when the ocean water is stirred up by waves, wind or any other disturbances.

Nate Jaros, senior director of fish and invertebrates at the Aquarium of the Pacific told KTLA that the microalgae, called a dinoflagellate, is also associated with a red tide which is visible during the day and creates a blue glow when churned up at night.

“They've been happening every night and it seems like it's getting brighter and brighter like it's been showing up in more beaches the last few nights,” nature photographer Mark Girardeau, who runs the website Orange County Outdoors, told USA TODAY on Thursday.

Bioluminescence, a chemical reaction most commonly seen in marine organisms, causes light to emit from living things. When these organisms are moved by waves or the paddle of a kayak or canoe, the light becomes visible. Most marine and land organisms' bioluminescence appears blue-green, however, some land species, such as fireflies, beetle larvae, and even mushrooms, also glow yellow. Blue surf tumbling ashore at Laguna Beach.



Maritime Hostilities Continue Unabated in Mideast Waters

U.S. and Britain Strike Back At Houthis

The U.S. and UK finally conducted airstrikes on Houthi rebel positions in Yemen. The long-awaited counterstrike came after two months of harassment and 27 attacks on shipping in the Red Sea.

The strikes hit more than a dozen Houthi military targets like air defense systems and weapons depots, U.S. officials told the AP.

The airstrikes were the first retaliatory attack since the Houthis began firing on merchant shipping in November. Britain and the United States have repeatedly warned the Houthis to cease its attacks to no avail. After the last final warning, Houthi fighters launched a large strike on commercial shipping with two dozen drones and missiles.

"[The] defensive action follows this extensive diplomatic campaign and Houthi rebels' escalating attacks against commercial vessels," President Joe Biden said. "These targeted strikes are a clear message that the United States and our partners will not tolerate attacks on our personnel or allow hostile actors to imperil freedom of navigation in one of the world's most critical commercial routes."

The White House had support from the Netherlands, Canada, Bahrain, and Australia, and acted "in accordance with the inherent right of individual and collective self-defense, consistent with the UN Charter."

USN Repositions Amphibs in Mideast

The two U.S. Navy amphibious warships, deployed to the Red Sea to deter Iranian-allied Houthi rebels, have withdrawn to the Mediterranean while attacks by Houthi forces continue unabated.

Since the beginning of the Israeli operation in Gaza, Houthi rebels have seized one Israeli-linked merchant ship and launched more than 100 drones and missiles at more than 30 vessel targets in the Red Sea, including U.S. Navy warships.



USS Bataan

Saudi Arabia has reportedly asked the White House to not strike Houthi launch sites, for several reasons. The Houthi movement is closely tied to Iran's Islamic Revolutionary Guard Corps, and it receives substantial financial and material support from Iran. Attacking Houthi units on the ground could scuttle ceasefire talks between Saudi leaders and Houthi forces, and simultaneously set back Saudi attempts to normalize relations with Iran. The Houthis can also retaliate by launching missiles at Saudi oil infrastructure, and have done so in the past.

Maersk Stops/Starts/Stops Red Sea Transits

A spokesperson for Maersk said in late December that the company it would resume shipping operations through the Red Sea. Maersk had announced last week that because of the attacks by Houthi rebels, it would reroute ships to go around Africa via the Cape of Good Hope "to ensure the safety of our crew, vessels, and customers' cargo." The company's decision to resume operations in the Red Sea came after news that the U.S. and several other nations were launching a security force, Operation Prosperity Guardian, to protect merchant ships. After fresh attacks, the Company reversed course.

Other shipping companies have said they are also evaluating when to resume using the route. The Houthis have been attacking ships using drones and short-range ballistic missiles. The alternative route, around the Cape of Good Hope, adds about 3,500 nautical miles to the journey. In a statement, Maersk said that with the security initiative underway, "we are preparing to allow for vessels to resume transit through the Red Sea both eastbound and westbound."

The company did add, however, that despite the security measures, "the overall risk in the area is not eliminated at this stage." Those words proved presie.

Houthis Ignore Warnings; Launch Drone

Boat Attack

Western coalition verbally threatened "consequences" for harassing and targeting shipping, but Yemen's Houthi militants soon launched a suicide drone boat attack in the Red Sea.

Container Rates Rise on Red Sea Threats to Shipping

continued from page 1

add surcharges for the extra time it takes to deliver the goods and during busier-than-normal periods of the year.

At the turn of the new year, the number of Suez transits was down 28% from a year earlier, according to figures released Wednesday by the International Monetary Fund. That's about 3.1% of global commerce diverted away from the Red Sea. The IMF called the Red Sea a "systemically important" shipping lane that handles more than 19,000 vessel transits a year. For cargo owners seeing their freight costs rise, the risk is that spot rates will stay elevated and apply to new long-term

contracts, which are often negotiated between March and May. Most ocean freight moves on rates set in these contracts.

The impact goes beyond the container sector. Oil tanker markets have also seen some gains, shipbroker Braemar wrote in a research report, mostly for vessels hauling refined fuels like gasoline and diesel. Earnings for ships hauling refined fuels from the Mediterranean to Japan via the canal have climbed from about \$8,000 a day in early December, to \$26,000 this week.

"Any route involving the Red Sea is red hot," the Braemar analysts said.

The drone boat was carrying a payload of explosives and made it about 15 miles before it exploded, Pentagon spokesman Vice Adm. Brad Cooper told reporters. He said that it approached to within visual range of American warships and nearby commercial vessels before it detonated in plain view. The intended target vessel was not known, but Cooper said that the boat headed directly from Yemen towards the sea lanes, "clearly with the intent to do harm." With technical support from their supporters in Iran, the Houthi rebels have some experience in drone boat technology. Years before Ukraine's exploits on the Black Sea made suicide drone boats famous, the Houthis were attacking Saudi ships with unmanned speedboats laden with powerful explosives. In the most prominent example, a Houthi boat hit and damaged the Saudi frigate Al Madinah in January 2017. This is the first such use of the weapon since then.

It was also the first attempted Houthi attack after a "final warning" from Western partners. The UK, one of the signatories, explicitly warned of the possibility of military action. Other co-signers of the warning included Australia, Canada, Japan, Denmark, Germany, Italy, the Netherlands, New Zealand and Singapore. Bahrain, the host of U.S. 5th Fleet and one of America's closest allies in the Middle East, was the only nation from the region to join the statement.



Chemical Tanker Struck by Iranian Drone in Indian Ocean

A chemical tanker operating in the Indian Ocean was struck by an Iranian attack drone on December 23, a Pentagon spokesperson said. The news was first reported by CNN.

"The motor vessel *Chem Pluto*, a Liberia-flagged, Japanese-owned, and Netherlands-operated chemical tanker was struck at approximately 10 a.m. local time (6 a.m. Greenwich Mean Time) today in the Indian Ocean, 200 nautical miles from the coast of India, by a one-way attack drone fired from Iran," the official said in a statement. "There were no casualties and a fire on board the tanker has been extinguished," the spokesperson said.

India's coast guard said there were 20 Indian crew members, and one Vietnamese, on board at the time of the attack. After conducting damage assessment and repairs on its power generation systems, *MV Chem Pluto* headed to Mumbai with a coast guard patrol vessel escort. Another chemical tanker operating in the southern Red Sea reported a "near miss" Saturday from an attack drone, a spokesperson for U.S. Central Command said. The attacks in the Indian Ocean are remarkable due to their distance from the main hostilities in the Red Sea.

In the southern Red Sea, two "anti-ship ballistic missiles" were fired from Houthi-controlled areas of Yemen but did not hit any vessels, and the USS Laboon, a Navy destroyer, shot down four aerial drones that were heading toward it. The Pentagon said that more than 20 nations have so far signed on to Operation Prosperity Guardian, the maritime coalition formed to protect merchant ships in the southern Red Sea.

Indian Commandoes Chase Pirates Off Bulker

The Indian Navy intercepted the bulk carrier *Lila Norfolk* early on January 5, and an elite team of marine commandos boarded the vessel to "sanitize" the ship. The pirates fled the ship and the crew of the bulker was reported safe.

The *Lila Norfolk* alerted the UK Maritime Trade Organizations that five or six armed individuals were boarding the vessel. The large 170,000 dwt bulker registered in Liberia was sailing from Brazil bound for Bahrain. It was in a position 460 nautical miles to the east of Eyl, Somalia at the time the incident was reported. The Indian Navy said crew operated the ship from the secure citadel.

Ukraine Strikes Russian Landing Ship In Occupied Crimea

A Ukrainian missile struck a Russian warship in the port of Feodosia in southeastern Crimea on December 26. Ukraine's Air Force released a statement saying that it had destroyed the landing ship, Novocherkassk.

ITF Issues Call to Protect Seafarers

With the continuation of attacks on commercial ships in the Red Sea, the International Transport Workers' Federation is calling for the safety of seafarers to be paramount.

"We acknowledge the steps taken by a number of leading shipping companies — including Maersk, Hapag Lloyd, and MSC—to stop using the Red Sea, and many vessels have been rerouted to avoid putting seafarers' lives at risk," the ITF said in a statement.

"We welcome the news that BP and oil tanker group Frontline have temporarily halted traffic through the Red Sea."

"We recognize the Red Sea route including the Suez Canal is a critical part of the global supply chain and that taking the alternative route around the Cape of Good Hope extends the journey by over 3,000 nautical miles — potentially adding weeks to the time seafarers will be at sea."

"Rerouting will have a significant impact on tours of duty in the global supply chain, but most importantly it will reduce the risks to seafarers that the Red Sea currently brings."

"The primary concern of the ITF is the safety of seafarers," said ITF General Secretary Stephen Cotton.

"Seafarers move the world." "We applaud companies that are rerouting their vessels."

The SUP is part of the ITF through the Seafarers International Union of North America and is one of the nearly 700 transport unions in 147 countries that belong to the ITF.

Holiday Celebrations San Francisco HQs



Wilmington



SUP and MFOV gang outside the Holiday Party at the Wilmington Branch.



In San Pedro California, Mark Hurley, Jesse Martinez, Duane Nash, Dale Gibson, MFOV member Mike Pasquale on December 16th participated in a wreath laying ceremony at the U.S. Merchant Marine Veterans Memorial.

Seattle



Left, Greg Smith, Norm Christensen Greg Shauf, "Chicken Joe" Ginez, Paul Purugganan, Charles Steurer, MFOV Frank Kirby, Norm Christianson, Brendan Bohannon, Sandy Earl, Vasily Mironchuk

Honolulu



Left to right front: Mike Dirksen, Patrick Weisbarth, Ethan Tavai, Manny Rezada. 2nd row: Jayar Rezada, Mike Shimojo, Preston Lau. Back Row:Kamakakai Lau, Kaihoku Lau, Aaron Wong.





Confined Space Entry Kills Eight In One Week

Despite decades of warnings, research, and training, enclosed space accidents remain a persistent cause of death in shipping. In the first week of December, three crewmembers and five shore workers died in confined spaces aboard ships, according to InterManager, a trade association for ship and crew management.

Since 1996, the maritime industry has recorded more than 300 confined space deaths. At the root of the problem is that in addition to the risks of confined spaces in general, the cargoes themselves carried by many ships can deplete oxygen, displace air, or emit hazardous fumes. Unless the atmosphere is tested, the danger may be undetectable until someone enters a space and discovers they can't breathe.

"No one should lose their life doing their job," says InterManager Secretary General Kuba Szymanski. "This is an industry-wide issue that everyone in the

shipping community must work together to resolve. It's not enough to blame seafarers and offer additional training."

Szymanski said that accident investigators must delve deeper into why people make the decisions they do and "examine what external factors impact those decisions." He further noted that "unrealistic time pressures to conduct high-risk tasks such as tank cleaning" are frequently a factor in confined space deaths.

Situational awareness is one-thing, but a fully developed sense of systems safety will begin even before the ship is built. "Naval architects and ship builders must work harder to 'design out' hazardous spaces where possible," Szymanski said.

The International Maritime Organization is now reviewing its confined space safety regulations with the goal of finalizing additional protective measures in 2024.

Golden Bear In Portland



The SUP crew of the training ship *Golden Bear* endured many hardships in the Portland shipyard before departure. OS Jovencio Molina, OS Ryan Dejesus, AB Richard Allard, OS Russell Smith, OS Jeric Dejesus, OS Geremie Dean, Bosun Noel Itsumaru, AB Shane McCullough, AB David Bell. *Photo by OS Tony Lockard*

In Memoriam Final Departures of SUP Members Reported in 2023



Dennis Barrios, Permit No. 19667. Born in the Philippines in 1964. Joined SUP in 2019. Died January 14, 2023. (Active)

David Berger, Book No. 5723. Born in Wisconsin in 1943. Joined SUP in 1981. Died February 8, 2023. (Pensioner)

Roy Bradshaw, Book No. 5665. Born in Oklahoma in 1938. Joined SUP in 1959. Died in California, March 15, 2023. (Pensioner)

Grady Breedlove, Book No. 5668. Born in Oklahoma in 1937. Joined SUP in 1958. Died in Clearlake, California, January 3, 2023. (Pensioner)

Steven Crute, Book No. 4780. Born in California in 1962. Joined SUP in 1983. Died in Reno, Nevada, January 17, 2023. (Active)

George Jordanides, Book No. 4300. Born in Connecticut in 1937. Joined SUP in 1956. Died in Kissimmee, Florida, January 1, 2023. (Pensioner)

Arthur Kardinal, Book No. 3168. Born in Massachusetts in 1956. Joined SUP in 1982. Died in Vancouver, Wash-

ington, March 27, 2023. (Pensioner)

Yutaka Kuwatani, Book No. 3166. Born in California in 1931. Joined SUP in 1981. Died in Santa Rosa, California, April 24, 2023. (Pensioner)

Volkert Lories, Book No. 4097. Born in Germany in 1944. Joined SUP in 1966. Died in Gardnerville, Nevada, February 21, 2023. (Pensioner)

Roy Rigutto, Book No. 3139. Born in Oregon in 1921. Joined SUP in 1951. Died July 16, 2023. (Pensioner)

Edward Sabo, Book No. 7447. Born in New Jersey in 1942. Joined SUP in 1964. Died January 18, 2023. (Pensioner)

Charles Schroeder, Book No. 7427. Born in Iowa in 1934. Joined SUP in 1956. Died January 30, 2023. (Pensioner)

Lawrence Webb, Book No. 3628. Born in Washington in 1936. Joined SUP in 1960. Died February 26, 2023. (Pensioner)

Gilbert Wilson, Book No. 3635. Born in Texas in 1945. Joined SUP in 1977. Died March 11, 2023. (Pensioner)

"From every latitude and longitude the sea shall give up its dead..."

Inscription on SUP monument at Olivet Cemetery



Ivan Aivavosky, *The Black Sea*, 1881.

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As Falls the *Falls Of Clyde* So Falls The World's Oldest Tanker

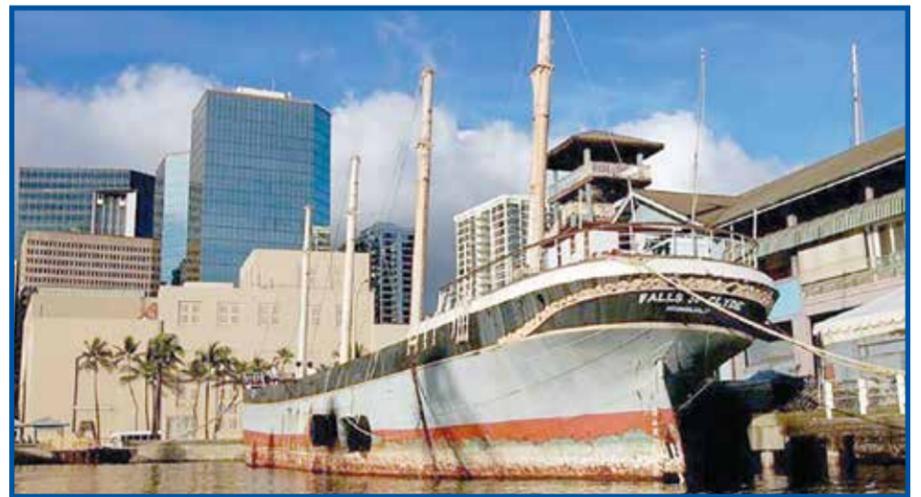
The full-rigged, four-masted, iron hulled sailing ship, the *Falls of Clyde*, may soon depart Honolulu on her final voyage.

The Hawaii Department of Transportation (HDOT) has prepared a draft environmental assessment (Draft EA) report outlining plans to remove the decaying *Falls of Clyde* from Pier 7 in Honolulu Harbor, where it has been docked since 2016. In the report, HDOT revealed plans to issue a request for proposal (RFP) for the removal of the ship, which is severely corroded, leaking and has lost its structural and watertight integrity. The current state of the 1878-built ship poses a risk of structural failure and sinking. The agency said it could threaten harbor safety and maritime operations.

The RFP for the removal of the ship comes only a month after delisting from the Hawaii Register of Historic Places. The state contends that because of significant deterioration the ship has lost the qualities of historic significance that originally led to its listing in the National Register of Historic Places in 1989. The ship had its exceptional national significance noted as the oldest surviving American tanker and the only sailing tanker still afloat in the world. Still owned by the nonprofit Friends of the *Falls of Clyde*, the state government took over the ship seven years ago due to safety concerns.

In the 346-page Draft EA, the state has analyzed the potential environmental consequences of removing the ship and presents alternatives for accomplishing the task. The report highlights that the method of removal and the ship's ultimate disposition is yet to be determined and will be up to the selected contractor. In the Draft EA, the state had outlined five potential alternatives and outcomes for dealing with the vessel: no action, drydock and repair, removal by dismantling, removal at sea by sinking and third-party acquisition.

Falls of Clyde was built in Glasgow in 1878, during a shipbuilding boom inspired by increased trade with the U.S., and she made several voyages to American ports



Sailing vessel *Falls of Clyde* at her berth in Honolulu

while under the British flag. In 1898, she was purchased by Captain William Matson of the Matson Navigation Company and reregistered in Hawaii. From 1899 to 1907, the ship was re-rigged as a bark for sailing with fewer crew, and she made over sixty voyages between Hawaii and San Francisco, carrying passengers, sugar and general cargo. She was sold San Francisco-based Associated Oil Company, which installed large steel tanks in the hull, allowing her to carry 750,000 gallons of liquid bulk. For decades, the ship would bring kerosene to Hawaii and molasses back from Hawaii to California. Since the purchase by Matson, and throughout her history with Associated, she was crewed on deck by the SUP.

Sealift of Fuel: Tanker Logistics Now Key to Defense Strategy

continued from page 1

delivering wartime energy from North American sources to the Pacific theater of operations is part of the logistical thinking that leads to the need for many tanker ships. Factoring in attrition in lost ships and crews due to combat action, especially when a tankers become a focused target, has to be accounted for. Balancing operational logistical demands in the face of attrition and the evolving availability of tankers is a dynamic planning challenge.

Then there are needs for different types of tankers for different scenarios. Larger tankers are needed to do the long-haul parts of the distribution process. These would be principally MR, or "Medium Range" tankers and would be needed in large numbers. These are ships that carry roughly 330,000 bbls of multiple types of refined product. They can be fitted with consolidated cargo replenishment (CONSOL) gear to conduct at-sea refueling of oilers which will then refuel the fleet. This capability is currently available on a few MR tankers on charter with the Military Sealift Command. But current CONSOL operations are short-duration exercises and have not been done under contingency conditions in many years. The other type of tanker needed would be smaller, shallow-draft ships in the 40,000 bbl range for intra-theater lift. These smaller tankers would be used to provide fuel to distributed forces across the Pacific.

The current crisis in tanker capability, combined with a high optempo conflict, could result in the distinct possibility that U.S. forces run out of fuel. Sufficient tanker capacity is indispensable to wartime success. It is becoming a central consideration in planning. As the National Defense Transportation Association describes it:

"If the U.S. adopted an assured access approach, it would be comprised of U.S. flagged ships owned by U.S. companies and crewed by U.S. citizen mariners — somewhat similar to the Chinese strategy (which applies to the entire nation of China, not just their military)."

Previously, military logistics planners leaned toward assumed access from foreign-flagged tonnage. This assumption betrays a lack of understanding of the international tanker market and the significant influence China now has over it, including the often-overlooked issue of actual ownership, which is not the same as flag or company. In fact, a substantial portion of European tanker fleets, flying flags normally considered non-hostile to U.S. interests, are actually owned by Chinese financial houses through sale lease back-arrangements.

Assumed access also does not address the very dynamic aspects of the tanker market and the dramatic effects current events can have on availability. The current situation affecting the global tanker markets — tight supply accompanied by high charter rates — is driven by the conflict between Russia and Ukraine. But this is but one example. A conflict with China may have even more dramatic consequences for the markets. There will be significant but unpredictable impacts on oil markets, tanker markets, and trade flows upon which to base assumptions on tanker availability. Assumed access also means assuming tanker companies and their stockholders will value the U.S. military, with whom they may have no relationship, over their commercial interests with whom they have longstanding relationships.

Tanker companies, not countries,



July 11-14 2020 – Off the coast of Southern California Military Sealift Command's long-term chartered motor tanker ship *Empire State* (T-AOT 5193) conducted connected at-sea refueling operations (CONSOL) with three MSC Combat Logistics Fleet ships.

(Photo by Sara Burford/Military Sealift Command Pacific)

ultimately own the ships and it is commercial companies that must choose a side. Part of that decision will be based on their assessment on who will "win" in the conflict. Picking the U.S. is currently far from a safe bet, at least in the eyes of international companies that will still want to preserve their commercial relationships, largely oriented toward Asia, when the conflict is over.

Assured access means the U.S. Navy or U.S. flag shipping companies own and control the ships outright. Availability is not premised on assumptions or expectations about external actors and their assets.

Assured access still comes with challenges to tanker availability. The tanker problem must be solved as a system that considers labor requirements and the demands for sustaining economies amidst a systemically disruptive conflict. Tankers require different credentials from dry cargo vessels and a container-ship officer is only qualified to sail tankers if they have the requisite endorsements which can only come from sailing on tankers. In addition, the domestic oil markets which fuel the U.S. economy must remain functional. There will also be heavy demand for tonnage to service allied economies impacted by the distortions in energy flows.

The Tanker Security Program (TSP), which provides a stipend to firms that flag tankers into U.S. flag for international trade. The program is limited to

the amount of annual funding authorized and appropriated for stipends. This program is flawed in that the stipend is too small for enrolled vessels to remain commercially viable for trading in normal markets. (The current tanker market, with historically high charter rates, is not considered "normal.") Instead, the program allows double dipping so ships can be on short-term charter to the U.S. government carrying preference cargo while still collecting a stipend. Because there are already ships under U.S. flag on short-term charter to the government, the TSP vessels will simply replace these existing vessels, collecting a windfall but adding no new capacity. The program is also not scalable, and even if all other elements work as intended, it could not produce anywhere near the needed number of ships for a major wartime contingency. The program has also yet to address other issues, such as ensuring the vessels have the necessary capability and compatibility with their intended use by the U.S. military in time of conflict. As an example, the program has not determined whether CONSOL equipment and CONSOL-trained crews will be required on these ships, creating uncertainty on funding for this capability, which then creates uncertainty within industry on the financial aspects of the decision to bid for TSP slots.



MT *SLNC Pax* arriving in Japan with SUP tankermen on board.



SUP PRESIDENT'S REPORT

THE YEAR AHEAD

2024 is loaded with significance and consequence for the SUP. Matson plans to retrofit two more LNG-fueled containerships and put them into service, while APL will begin a fleet replacement program with six new ships intended for the Maritime Security Program. A successor contract for the expiring APL Offshore Agreement will come up in the fall at about the same time the SUP general election process begins. And just as in 2023 where time and again SUP sailors made cold steel come alive to conduct the commerce and defense of the nation, this year will be no different as members in the Ready Reserve Fleet, Pre-Positioned Fleet, and Surge Sealift Fleet, and Training Ship fleet will rally to crew both extraordinary missions and routine reliefs. In every contract with every employer there is opportunity for steady work with excellent wages and benefits. Steady as she goes and full ahead: it's a great time to be an SUP sailor.

TRUST MEETINGS

SUP Welfare Plan: Consultant Kirsten Shaffer reported positive financial results in the various benefits and accounts within the Plan. After discussion on the general shipping outlook and expected contributions relative to days worked, she projected a balanced budget going forward. Sustainability of our excellent benefits remains an issue, however, as health care providers continue to raise premiums. Kaiser, the most consequential of all providers, raised premiums to the negotiated caps, and on renewal raised the caps, giving warning of more premium hikes ahead.

Seafarer's Medical Center: SMC administrator Michelle Chang reported an expected funding shortfall to the Trustees at the December meetings. Section 32 of the SIU-PD General Rules (both APL Marine Services and Matson) requires contributing employers to pay into the trust a per manday contribution adequate to sustain the program with reasonable cash reserves. An increase of one dollar per manday was determined to be the most reasonable and sufficient option and the Union trustees agreed to move the matter to a vote. Shortly after the meeting both Matson and APLMS agreed to increase the SIU-PD Medical Center contributions for MFOW, SUP and SIU-AGLIW commercial vessel sailing and standby mandays effective January 1, 2024 by the recommended amount.

Finally, in Wilmington, the Make You Well clinic, a long-time provider for the SMC, notified the Plan before the holidays of a change in ownership. It has yet to reopen however information from the new owners is scarce. While the Plan investigates options, the Concentra Clinic in Long Beach, our standard backup clinic is serving to get the job done. There are many steps involved if a replacement is necessary but will keep the membership informed as it goes along.

SAN FRANCISCO BAR PILOTS

Numerous meetings of tough bargaining between the Union and the employer were held November and December. Proposals were exchanged, debated, and extensive communications resulted in modified proposals in an effort to reach a deal before the deadline of December 31, 2023. Despite the effort, the work failed to produce agreements for either the Dispatchers or the Marine Personnel units and so on December 21, 2023, the Union Negotiating Committees for both units agreed to a 31-day extension of the existing Agreement subject to full retroactivity to January 1, 2024. More meetings and caucuses have been held since then and bargaining continues. Will keep the membership advised.

WARTIME SHIPPING

On security matters related to the Red Sea attacks, I participated in a U.S.-flag industry security review via USA Maritime Coalition. Ship operators and Unions noted escalated risk and from that a unified position for U.S. naval escorts for American ships transiting the area emerged. Without hesitation we sail into harm's way as a matter of course, but the dedication of unarmed and innocent U.S.-flag mariners just going to work should not make us geopolitical targets of opportunity. The coalition agreed that such risk should be offset with adequate protection. The fluid situation forced the group to hold off from formal requests for now but the SUP will always advocate for the safest possible workplace, in peace and war.

More generally, even before the Russian invasion of Ukraine, the United States government had ramped up its sealift operations to resemble wartime activity. Now, as merchant ships themselves come under extraordinary attacks in the Mideast, especially the Red Sea, and as U.S. the strategic pivot to Asia continues even as U.S. to Europe shipping spikes higher, there is a corresponding surge in industry and military interest in supply chain security. All SUP employers play a role in the supply chain, and now a new era of greater reliance and focus the integrated defense logistical role of U.S. merchant marine has arrived.

This has broad long-term implications and consequences for the Union in a system where our collective performance is measured, ranked, and projected. We rank high because SUP crews are second to none, and because our agents and dispatchers work overtime to fill jobs. The many mundane tasks that crew ships is a matter of survival and competitive advantage for the SUP. Put another way, in today's tight labor market, strength begets strength, and effective dispatching makes us indispensable. Dispatching is the new organizing. As we prove yet again that our trained, vetted, professional, on-demand, scalable and renewable workforce is a national treasure.

PATRIOT CONTRACT SERVICES

On January 5, Patriot Chief Legal Counsel Boriana Farrar notified the Union that the Company will make a bid for a new Shallow Draft Tanker along the lines of the *Haina Patriot*. Management is confident that it will bring a new tanker under management and the U.S. flag for the bid, which is presently due on February 4, 2024. Farrar asked the Union to begin crafting a new comprehensive and competitive wage and benefit package towards the Memorandum of Understanding necessary to make the proposal. Will keep the membership informed as that work goes forward.

APL MARITIME

APL notified the Union on December 15, 2023 that it would transition to a bi-weekly payroll system for all U.S. mariners. Management cited the advantages gained as 1) More accurate pay and less OT errors, elimination, or reduction of the need for OT projections, faster deposit of contributions for supplemental benefits, 401k, Money Purchase Plan, and full payment of earned wages for each pay period. When articles are broken, all payoff options currently protected by the agreement still apply. Some questions remain however, and the matter is under investigation

MATSON NAVIGATION

On December 14, 2023, Matson eliminated its COVID vaccination policy as a requirement on its ships in domestic runs, including the Hawaii and Alaska service. Proof of vaccination is still required however in its ships in its China foreign service ships (CLX).

SIUNA PRESIDENT MICHAEL SACCO

On December 28, 2023, Seafarers International Union of North America President Emeritus Michael Sacco died from natural causes in St. Louis, Missouri. He was 86 years old. Mike was the longest-serving president in SIU history, having led the organization for nearly 35 years from 1988 until his retirement less than a year ago. He had a significant impact on the preservation and growth of the U.S.-flag maritime industry and recognized the importance of solidarity as well as autonomy. We salute his long leadership and will fight on in his memory.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the fourth quarter of 2022, and report back to the membership.

In the event the Committee cannot be filled today, recommend that when the quarterly internal review is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Tuesday, February 13, 2023, at 0800.

HOLIDAYS

Martin Luther King, Jr. Day: SUP halls will be closed on January 15, 2024 in observance of Martin Luther King, Jr.'s birthday which is an SUP contract holiday.

Lincoln's Birthday: SUP Halls will be closed on February 12, 2024, in observance of Lincoln's Birthday, an SUP contract holiday. Therefore SUP Headquarters meeting will be held on Tuesday February, 13.

Dave Connolly



SUP crew in Matson's geared container ship *M/V Kamokuiki* in Marshall Islands port of Kwajalein. From left is AB-Luisito Tabada, AB John Barut, AB and Delegate Terry Carter, Bosun Ernesto Lagramada,

Budget Deal on Shaky Ground; Congress Struggles to Pass Funding as Shutdown Looms

Congressional leaders have reached an agreement on a framework to avert a shutdown and keep the federal government funded until the end of the fiscal year. The agreement sets topline spending levels at \$886 billion for defense spending for the current fiscal year and roughly \$773 billion for non-defense spending. The defense figure reflects the deal reached last year by president Joe Biden and former Republican House Speaker Kevin McCarthy. The deal is new Speaker Mike Johnson's first.

Appropriators will still have to finalize the text of the deal and Congress will need to pass the bills before the first government funding deadline on Jan. 19. The agreement is likely to enrage far-right House conservatives who insisted on deep spending cuts and border restrictions as a price for their vote on a spending bill.

Johnson celebrated the deal for securing money for veterans and guaranteeing further cuts to the IRS and COVID relief funds. He conceded however that the spending levels "will not satisfy everyone and they do not cut as much spending as many of us would like," but he said the agreement puts Congress on a path to fight for more policy riders and spending

cuts going forward.

Lawmakers will have to work incredibly fast — federal cash for the departments of Agriculture, Transportation, Energy, Veterans Affairs and more expires on Jan. 19. Funding for the rest of the government, including the biggest domestic programs and the Pentagon, runs out on Feb. 2. A shutdown remains very possible, with a host of thorny policy issues for congressional leaders to work through in extremely limited time, including conservative demands to attach GOP border reforms to spending legislation and Republican ultimatums holding up Biden's separate request for more than \$100 billion to aid Ukraine, Israel and Taiwan.

Johnson also forecast partisan clashes in the coming weeks on policy issues like funding for abortion, saying in his letter that the agreement gives GOP leaders "a path" to "fight for the important policy riders" included in the funding bills House Republicans have drafted.

Rep. Chip Roy, R-Texas, a member of the far-right Freedom Caucus, criticized the agreement saying it was terrible. Roy said "We'll wait to see if we get meaningful policy riders... but 1) the NDAA was

not a good preview, & 2) as usual, we keep spending more money we don't have." Opposition from far-right Republicans means the legislation will likely need to pass with significant support from Democrats in the Republican-controlled House.

"The framework agreement to proceed will enable the appropriators to address many of the major challenges America faces at home and abroad. It will also allow us to keep the investments for hard-working American families secured by the legislative achievements of President Biden and Congressional Democrats," Senate Majority Leader Chuck Schumer and House Democratic Leader Hakeem Jeffries said in a joint statement.

What the deal means for maritime programs remains to be seen, but deep cuts to many military programs seem to be dodged. According to Congressional sources, much fine print is left to both

negotiate and analyze. Still, if the previously passed NDAA is unscathed, and 866 billion was the top-line back in December, it stands to reason that the Maritime Security Program, the Ready Reserve, and other sealift programs remain intact.

President Biden, in a statement, said the deal "moves us one step closer to preventing a needless government shutdown and protecting important national priorities." Senate Minority Leader Mitch McConnell, R-Ky., said he was "encouraged" by the deal. "America faces serious national security challenges, and Congress must act quickly to deliver the full-year resources this moment requires," he said on X, the platform formerly known as Twitter. Lawmakers will now have to cobble together legislation that passes Congress before money runs out for some key programs Jan. 19. Funding for the rest of government expires Feb. 2.

AFL-CIO and Microsoft Sign Historic Neutrality Agreement

Under a new agreement with the AFL-CIO, Microsoft has pledged to remain neutral if its 100,000-plus U.S.-based workers seek to unionize. "Never before in the history of these American tech giants, dating back 50 years or so ago, has one of these companies made a broad commitment to labor rights," says AFL-CIO President Liz Shuler.

Neutrality agreements take many forms but in basic terms they allow labor unions to organize without the employer opposing the union's efforts, or without committing to taking a position for or against the union campaign. Some neutrality agreements waive the right to a NLRB supervised election, and lay down ground rules for both sides during the organizing drive.

Microsoft has also agreed to work with unions to prevent jobs being eliminated by the spread of artificial intelligence. According to a recent AFL-CIO poll, 70 percent of American workers worry about being replaced by AI. "This ground-breaking partnership honors the rights of workers, learns from the advice of labor leaders as we develop technology, and helps us provide people with the skills

that will become essential in a new AI era," said Microsoft President Brad Smith.

The agreement calls for incorporating worker perspectives into the development of AI technology and lobbying Congress for policies that support the skills and needs of front-line workers. Work begins in winter 2024 with a series of Microsoft-hosted sessions with AI experts who will provide labor leaders and workers in selected sectors with information about where the technology is going and analyze the potential challenges and opportunities. The sessions will include digital resources for participants to access online.

To help build in the expertise and perspectives of workers into software development, the partners agreed a mechanism for them to directly share insights, concerns, and feedback with developers.

In addition, the two organizations will work together in Congress to support the expansion of registered apprenticeships, particularly in nontraditional tech occupations. Both partners acknowledge that AI creates an opportunity to improve jobs if it is used to enhance work rather than to diminish people's agency and responsibilities.

Two Crew Perish in Container Ship Fire in Houston

Two crew members died and a third was injured after a fire aboard a container ship at Port Houston.

The incident began around 3:30 a.m. on January 8, 2023. The Port Houston Fire Department responded to a report of a fire on board the *M/V Stride*, which was docked at the port's Barbour's Cut Container Terminal, port officials said.

The fire reportedly had erupted in the engine room of the vessel with three crew members unaccounted for, according to the Baytown Fire Department.

"[Firefighters] arrived on scene and were directed to the vessel's engine room to perform rescue operations. During the search, Baytown firefighters located the

unaccounted crew members. Regrettably, two of them were found to be deceased, while the third was alive," the Baytown Fire Department said.

The injured crew member was transported to a local hospital in critical condition. No other injuries were reported.

The fire was extinguished around 4:30 a.m. The U.S. Coast Guard and the National Transportation Safety Board said they are investigating the incident. The ship is still currently at Port Houston.

The *M/V Stride* is a 27-year-old container ship sailing under the flag of Panama. The vessel is owned by the Athens, Greece-based Danaos Corp., and has a capacity of 2,174 twenty-foot equivalent units.



On the mess deck of the Ready Reserve ship *Cape Henry* in Portland are OS Marquis Wilson, OS Diamond Payne and Bosun Robert Tomas.



The USNS *Sisler*, *Pomeroy*, and *Dahl* underway in the western Pacific Ocean. These ships are part of the Military Sealift Command's Maritime Prepositioning Force.

The ships are large, medium-speed, roll-on/roll-off ships, or LMSRs, and are among the largest and most versatile cargo ships in the world. They can carry up to 380,000 square feet of combat cargo — the equivalent of more than six football fields of wheeled and tracked vehicles -- at speeds up to 24 knots. Equipped with on board ramps and heavy-lift cranes to assist in loading oversize cargo including helicopters, M1A1 tanks and Bradley armored personnel carriers, their large capacity allows them to carry every vehicle in the joint force as well as an armored battalion of soldiers. It would require between thirty-eight and fifty-two C-17 airlift transport sorties to carry a similar load.

With capacity to be loaded or unloaded anywhere in the world with or without a dock, they are crewed on deck by the SUP

SUP Seattle Shores Up Senate Defense of Jones Act

The SUP Seattle contingent met with Senators Maria Cantwell and Jon Tester at a successful event in December, supported by the SUP Political Fund. Senator Tester is like Cantwell - a solid vote for labor and maritime. From left is active members Wil Williamson, Giorgio Pompei, Sen. Maria Cantwell, Sen. Jon Tester, and pensioners Vince O'Halloran and Mike Bailey.

Williamson recently responded to a misguided opinion piece in the Seattle Times with the following letter, also published in the Seattle Times:

Re: "Save our ferry system: A plea for help from an islander" [Nov. 29, Opinion]:

Op-Ed author Paul Bunning suggests repealing the Jones Act as a solution to Washington State Ferries woes. He called the Jones Act protectionist without explaining what the Jones Act is.

The Jones Act, otherwise known as the Merchant Marine Act of 1920, is a law introduced by U.S. Sen. Wesley Jones of Washington state as necessary for national defense to promote a merchant marine. The act requires that waterborne commerce carried

between two United States ports be carried on U.S.-owned, -crewed and -built ships. It requires owners to comply with U.S. labor, environmental and tax laws.

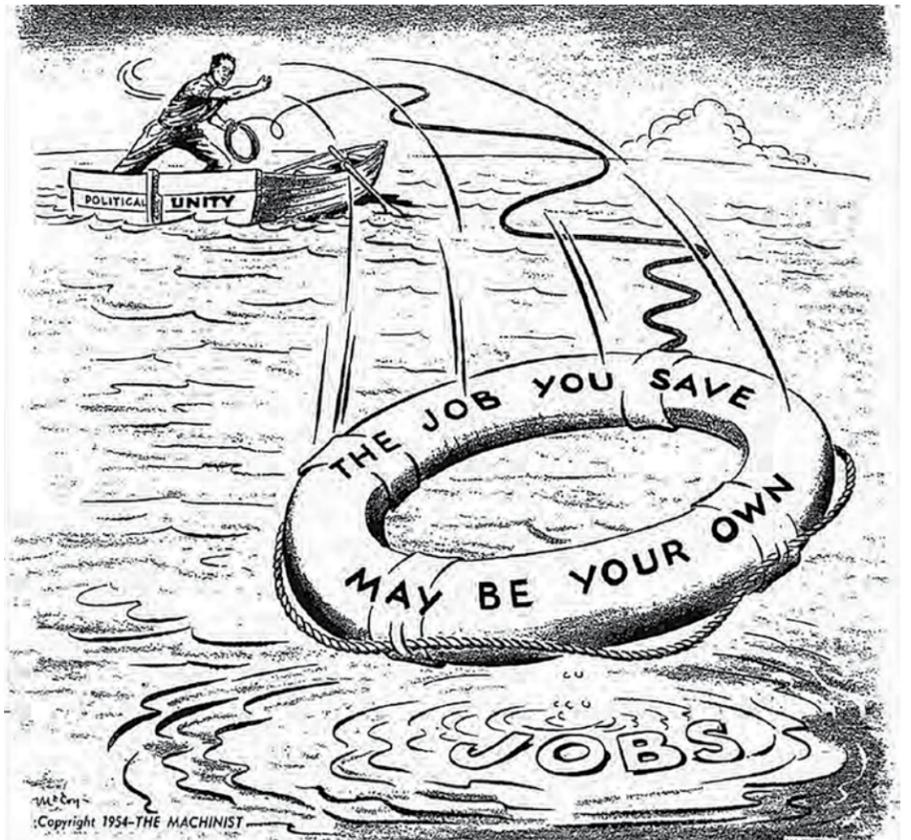
Bunning glorifies China's, Germany's and Poland's shipbuilding industries. The shipbuilding industries in those countries are subsidized not because those countries are socialist but rather because they recognize shipbuilding as vital to their national defense. Our shipbuilding industry was gutted when President Ronald Reagan ended shipbuilding subsidies in 1981, putting the U.S. at a competitive disadvantage. Talk about giving up the farm.

Current opponents of the Jones Act include foreign shipping interests, the libertarian Cato institute, and election deniers like U.S. Sens. Ted Cruz and Mike Lee. Let's strengthen our merchant marine, not gut it.

William Williamson, Federal Way



SUP members Wil Williamson, Giorgio Pempei, along with Vince O'Halloran and Mike Bailey flank U.S. Senators Maria Cantwell and Jon Tester at an event in Seattle.



High Speed Internet Changes Life at Sea

continued from page 1

and maintenance such as lube and fuel analysis, bearing analysis and vibration and infrared monitoring. No part of operations is exempt from consideration, and areas such as systems monitoring, storing and provisioning, payroll, not to mention to human interaction and crew comfort are quickly developing. Cloud computing platforms such as Google Cloud and Amazon Web Services can now be used and operated at sea.

Chris Watson, Vice President of Marketing of KVH Systems, a Starlink mobile connectivity consultant, likened commercial vessels to "digital nodes on corporate networks," generating upwards

of 20 gigabytes daily of performance data. Until recently, a lack of connectivity prohibited data from getting off the vessel until a ship docked. This severely limited the capabilities and benefits of predictive maintenance and real-time performance adjustments. "By ensuring that vessels are always connected," Watson says, "we ensure that IoT data can be transmitted from the vessel to the cloud and experts on shore where it can then support real-time responses through services such as live video chats and augmented reality for maintenance, voyage optimization, cargo management and more."

Watson argues that Internet connectivity ensures a happier crew with higher

retention, Watson states, "Connection with home is the number-one welfare concern of seafarers and makes a huge difference to crew when choosing a company to work for." Being able to access news, sports and entertainment and interact with loved ones back home boosts the mental health of crews at sea. And surely delivers hundreds of news stories, movies, TV shows, music and karaoke, social videos, sporting events and stats, and documentaries without impacting vessel communications is a benefit. It has revolutionized life ashore and will do the same at sea. Initially, operators and crews alike approve of the change.

But the jury is still out on the overall

impact on crew well-being. The well-known social ills of constant connectivity can't be ignored. The same debates triggered by round-the-clock connectivity ashore may soon spread to sea. Possible distraction or an unhealthy over-focus on social media seem to be legitimate considerations.

This article is adapted in part from an article by Dr. Mia Bennett is Assistant Professor of Geography at the University of Washington and published in Maritime Executive on January 8, 2024



APL Announces Huge 2024 U.S.-Flag Fleet Renewal

continued from page 1

ident Monroe would flag-in sometime in October and the *President Kennedy* would be removed from the fleet in November. Finally, the tentative schedule targets the arrival of the *President Johnson* in November with no word yet on the disposition of the *President Cleveland*.

In all cases, the new ships are expected to assume the Maritime Security Program chits from the outgoing vessels. M.E.B.A., MM&P, SIU, SUP and MFOV mariners will continue to crew the replacement ships under the existing agreements with APL.



Dispatcher's Report

Headquarters — December 2023

Deck	
Bosun.....	4
Carpenter	0
MM	6
AB	18
OS.....	7
Standby S.F.....	17
Total Deck Jobs Shipped	52
Total Deck B, C & D Shipped.....	40
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.....	52
Total B, C, & D Shipped-All Depts.	40
Total Registered "A"	25
Total Registered "B"	38
Total Registered "C"	2
Total Registered "D"	16

SUP BRANCH REPORTS

HONOLULU

December 2023

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Relief, 2 AB Day steady, 3 AB Day Relief, 4 AB Watch steady, 1 AB Watch Relief, 1 AB Maintenance, 1 AB Maintenance Relief, 4 USNS AB, and 2 USNS Ordinary.

There were 19 Standbys Jobs dispatched for the month.

REGISTERED: 12 A-Cards, 16 B-Cards, 3 C-Cards, and 7 D-Cards.

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

Agent's Report:

The Holiday party went very well. I would like to Mahalo Aunty Jackie for allowing the SUP and MFOW for shutting the Aloha Lounge down to the public so we could hold our party, Preston Lau for securing the musicians to entertain

us. Mario and Beth Higa for setting up games and prizes for the kids. Finally, to all of those who brought appetizers and desserts to help enhance an already delicious menu. Your efforts really helped to make it a great party.

I attended the Hawaii Port Council meeting. The council donated \$1000.00 to the MariMed Foundation. The MariMed Foundation is a Non-Profit organization that runs a maritime training program. If a candidate passes their training and evaluation, they try to help that candidate secure what they need to work in the industry.

Please check your documents. If you have six months or less before they expire? Get going on the renewal process.

Wishing you and your Ohana a healthy, happy, and prosperous new year.

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

WILMINGTON

December 2023

Shipping: Bosun: 2 AB/W, 11 AB/D, 5 OS/STOS, 2 GVA/GUDE, 0. Standby: 33. **Total Jobs Shipped:** 53.

Registrations: A 31, B 22, C 5, D 8.

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

Agent's Report:

Hey Sailors of the Union! As you sail through the challenges ahead, remember that each hurdle you overcome is shaping your story. Your hard work keeps the maritime industry strong. Embrace change for growth and adventure. Your unity is the foundation of our union, giving strength to every member. Let your love for the sea inspire you and stay as resilient as the ocean tides. Together, we're charting a course toward a brighter future.

It is essential to show respect to every-

one. Union officials have a lot to do. When you come in with your concerns or problems, we will gauge the importance and just like when we pull up to a pilot station, get in line. Have patience and leave issues non-union related at the door. We're all adults and should treat everybody with the proper respect we all expect. Documentation is an ongoing issue: make a cover letter/sticky note and write down all expiration dates so every time you look at your documentation, you will know and be prepared to start renewal. With sicknesses rising, mask mandates may go back into effect. Please, if you are sick come with a mask. Make sure you take a COVID test, and it is negative before coming to the hall.

**Fraternally Submitted,
Leo Martinez, Book #19362
Wilmington Branch Agent**

SEATTLE

December 2023

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

Registered: 2 A card for a total of 8, 8 B card for a total of 16, 2 C card for a total of 6, 3 D card for a total of 3

Agent's Report:

After being extended and shuffled around *Maunalei* had a yearend clean pay-off and is laid up in Seattle at T 23. Matson called for Standbys to prepare for deep layup, and she is expected to go back into service late April or early May. If you are at work now and planning ahead, *Maunalei* will need a full gang when activated, so don't let your doc renewals, drug screens, and physicals fall out of view.

The Seattle Branch is pursuing a \$200k budget request in the Washington State Legislature to fund the Seattle Jobs Initiative. This program is designed to assist and train uncredentialed people who are looking to make a career at sea, but do not have the means to pay for entry level credentials. Graduates will be BST, VPDS trained, and it offers wrap around support to cover the costs of MMC issuance, TWIC and CG-719K fees. Beyond that, while

enrolled in the program, food per diem, travel and childcare assistance can also be granted.

As we all know, it has become cumbersome and extremely cost prohibitive for people to get started in our industry, and this program is exactly what is needed to bolster the number of available crewmembers. If the request is funded the Seattle Branch will refer uncredentialed walk-ins to this program, and if you know a Washington resident that wants to go to sea and falls below the \$75,000 poverty level, please send them my way and I will refer them to SJI.

Seattle Branch Political Director Waylon Robert and SUP member Giorgio Pompei have done an amazing job networking and putting all the pieces together to make this opportunity a success. If you are interested in supporting this and helping to secure these monies let me know and I will put you in contact with Brother Robert who will work with you to get a letter off to our legislative leaders.

**Fraternally,
Brendan Bohannon
Seattle Branch Agent**

VICE PRESIDENT'S REPORT

December 2023

Ships checked

APL Eagle — Hussein Ali, delegate. Please make sure to check with what Captain has down for your departure date. No major beefs. Ali Ghaleb, bosun.

APL Cleveland — Igor Likhterman, delegate. Clarification on arrival. If the ship arrives before 8am the 12x4 and 4x8 watch KO at noon if they have stood all or any part of their watch. Jesus Hermsillo, bosun.

USNS Red Cloud — Alex Sapien, delegate. The ship is in RAV status in New Jersey shipyard. Crewing up for activation. Rory Alexander will relieve Jeff Nicholas as bosun.

USNS Watkins — Jose Cervantes delegate. Wilmington shipped some reliefs. Bosun is due in January. John Lucia, bosun.

Utah Voyager — Ken Speas, delegate. Inquiries regarding 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. Schedule to depart Portland end of January and back to ROS status in San Francisco. Robert Tomas, bosun.

Cape Orlando — Roiden Isberto, delegate. Ship is FOS and soon to complete mission. Crew did an outstanding job. A few inquiries regarding staterooms, otherwise no major beefs. Langston Holmberg, Bosun to be relieved by Dennis Sumague.

Cape Hudson — At home dock in San Francisco. Cape Horn activated for 4—month mission immediately. Dennis Solijan, bosun.

Admiral Callaghan — Oakland dock. Standbys shipped to assist with line handling. Haz Idris, bosun.

SFBP: Negotiations still ongoing, agreement extended to January 31st, 2023.

— Matthew Henning

BUSINESS AGENT'S REPORT

December 2023

President Cleveland — Oak#56 Delegate Dimitrios Kolymparis, sailed for Japan with no issues working steady, weather permitting staying busy with Jesus Hermsillo as Bosun.

President Wilson — Oakl#56 - Delegate Edward Hervais. Ship sailed for Yokohama with no complaints about the food or the overtime. Running smooth with Marc Calario as Bosun.

President Truman— Oak#56, SSA terminal, Delegate to be elected big turn over with half the deck department had their time-up and the other half quit or took a trip-off. Caused a last minute scramble to dispatch a crew.

President Eisenhower — Singapore Shipyard Antonio Harris delegate last reported repairs are scheduled to be completed by next month but there's still a ton of work to be completed. Scuttlebutt says sailing mid-February, always subject to change. Scott Oliphant as Bosun.

Mokihana — Oak#62 Delegate Philip Coulter sailed for Los Angeles short stay still on whale dodging schedule, Matson called Std-by's for crew members maxed out STCW hours. Saher Ali, Bosun.

Mahimahi — Tom Tynan, delegate in at Oakland#62. Company called for std-by's crew members maxed out STCW hours. Sailed for Los Angeles with no issues. Isnin Idris as Bosun

Manulani — Delegate Mark Relajo relieved by Ben Ashton relieved him of the sheets. No issues. On the steady Northern triangle run in good hands with Austin Gahan as Bosun.

Maunawili — Oak#62. Delegate Rico Eclanir was in and out of Oakland on short stay. Aailed for Honolulu with no issues. Ship scheduled for Shanghai shipyard sometime in late February. Kim Hoodgendam, Bosun.

Kamokuiki — From Marshall Islands Kwajalein called the delegate Terry Carter. Slow loading of cargo for Honolulu. Expecting Seattle and then lay up in San Francisco sometime in the ending of February. Ernie Lamagrada, as Bosun.

RJ Pfeiffer — Matson called for a crew to activate along with 4 std-by's to turn-to the next day. Sailing for Honolulu, delegate to be elected at sea. John Crockett, Bosun.

Golden Bear — Noel Isumaru, bosun. Crew joined in Portland to take ship back to Vallejo.

Cape Horn — Damon Collins delegate Matson called for a crew to activate the Cape Horn the crew was dispatched and turn-to ship sailed for an undisclosed mission Marc Calario as Bosun.

SFBP— delegate Chris Auer delegate ongoing Negotiations with the Pilots continue. Leo Moore dock bosun.

LNG training classes are now available twice a Month. See your local Agent where are registered for available classes.

— Roy L. Tufono

SUP Pensioners Joins the Ranks of Retirement

No Retiremens reported this month.