



West Coast Sailors

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Monday, October 21, 2024

Congress to Take Up Major Maritime Legislation

A bipartisan pair of lawmakers will soon introduce legislation aimed at boosting the United States' civilian and defense maritime industries following the upcoming election.

Sen. Mark Kelly, (D-Ariz.) and Rep. Mike Waltz, (R-Fla.) plan to introduce their "Ships For America Act" following the November election, which they said has garnered support among maritime industry professionals, including shipbuilders, shipping companies, and Unions. Kelly, a graduate of the Merchant Marine Academy, said the 200-page bill called "Ships for America Act," has more than 200 members from both houses supporting it and will likely be introduced following the November election.

Kelly and Waltz, who is chair of the House Armed Services Readiness subcommittee, have held many meetings with industry — shipbuilding, operators, labor - to gain support for the bill.

They also were leaders in writing "Congressional Guidance for a National Maritime Strategy," released this spring, which laid the groundwork for the bill. Waltz called the document "a not so gentle nudge" to the Biden

administration and future administrations that the "strength of the Navy will be underlined by the strength of our maritime industry."

Waltz pointed to *USNS Big Horn* (T-AO-198) as evidence that U.S. shipbuilding needs immediate attention. With at least one rudder damaged and its main engine space partially flooded, the oiler was recently towed to a port in Oman for repair.

"We need to make it more cost effective to operate US-flagged vessels with some cargo preference," said Sen. Kelly. "We need regulatory reform and some financial support to the industry, like tax credits, and then building up our shipbuilding capacity to make sure that we're going to be able to have more US-flagged ships here at home, and then the workforce [shortage] issue. This legislation addresses all [of] those areas extensively," he said.

Kelly and Waltz have spent the past year publicly floating a handful of ideas that, in their view, would bolster the country's maritime industrial base, both the commercial shipping side as well as military shipbuilding. They also said they supported a maritime czar of sorts — a single individual inside the executive branch whose authorities span across maritime issues related to both the Defense and Transportation Departments.

Waltz's Florida district encompasses the city of Jacksonville, also home to a Naval Air Station Jacksonville and Blount Island Marine Corp Base. Kelly's home state of Arizona is deeply invested in defense and the senator is a graduate of the Merchant Marine Academy. He has been vocal about urging lawmakers to take action to address a national shortage in merchant mariners.

Earlier this year, Waltz and Kelly, along with signatures from more than a dozen other lawmakers, sent a letter to the White House calling on the administration to "prioritize U.S. maritime

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SUP and APL Reach Historic Agreement

Late in the last week of September the SUP Negotiating Committee reached a tentative agreement with American President Lines on new labor contract.

The five-year deal, which was subject to ratification, includes increases in base wages and other compensation.

Under the SUP Constitution, a Negotiating Committee was elected in September, held meetings to review all proposals made by the membership. A high priority was put on significant wage increase and guaranteed income to keep up with inflation and closing the income gap relative to other employers.

After a series of internal meetings, where the Committee

marshaled evidence and debated ideas, their preparations also included a joint SIU-Pacific District meeting with the Negotiating Committees of the Marine Firemen's Union and the Seafarers' International Union. The Unions together agreed on the wage priority and together crafted a range of proposals.

In bargaining, the Committee presented its proposals as a straightforward effort to attract and retain the best professional mariners, both internally and against the larger background of a nationwide qualified crew recruitment and retention crisis. At the same time, the Committee mounted a strong and ultimately successful defense against a battery of counter-pro-

ductive concessionary proposals aimed at both the General Rules but especially at each Union's Work Rules.

After multiple sessions, both sides tentatively agreed on a package that included steady increases in wages and supplemental wages. The increases compound to produce a competitive wage package at least thirty percent higher in guaranteed total compensation. After overtime is taken into account the increase is higher.

The wage disparity between employers got considerable attention via an increase in Supplemental Benefits, or vacation, first by the same percentage amounts as the other wage re-

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Aloha Again: Matson Cuts Steel On New Ships in Philly

\$1 BILLION INVESTMENT PART OF LONG-TERM DECARBONIZATION STRATEGY

On September 30, 2024 Matson Navigation Co. announced the start of construction on the first of three new "Aloha Class" containerships.

After a small ceremony at Philly Shipyard in Pennsylvania, the cutting of steel plates began, initiating the work to build the ships for delivery to Matson in 2026 and 2027.

The three new Jones Act-compliant vessels, The ships are designed for its Hawaii and China-Long Beach Express (CLX) services.

Like their sisterships, the new vessels will be equipped with dual fuel engines designed to operate on either conventional marine fuels or liquefied natural gas (LNG), as well as other "green ship technology" features, such as a fuel-efficient hull design, environmentally safe double hull fuel tanks, and freshwater ballast systems. While the earlier ships required some modification to operate with LNG, the new ships

will be delivered LNG-ready.

The first vessel is expected to be delivered in the fourth quarter of 2026 with subsequent deliveries in 2027. The ships are designed for its Hawaii and China-Long Beach Express (CLX) services.

"Our existing Aloha Class ships are among the fastest, most efficient vessels in the Matson fleet," said Matt Cox, chairman and chief executive officer. "And like their sisterships, these three new vessels will help Matson achieve its 2030 greenhouse gas emissions reduction goal while also providing additional capacity and speed benefitting our Hawaii service as well as the CLX."

Matson has set corporate goals to achieve a 40 percent reduction in Scope 1 greenhouse gas (GHG) fleet emissions by 2030 and net-zero Scope 1 GHG emissions by 2050.

With a carrying capacity of 3,600 TEU,* the 854-foot Aloha Class vessels are designed to operate at speeds in excess of 23 knots in support of Matson's service hallmark — fast and reliable delivery of goods.

The three new *Aloha* Class ships will replace three vessels currently deployed in Matson's Hawaii and CLX services. Philly Shipyard is a leading U.S. commercial shipyard constructing vessels for operation in the domestic Jones Act trade lanes. Prior to Matson's first two *Aloha* Class ships, the shipyard delivered four newly built Jones Act containerships for Matson between 2003 and 2006.

"Today we celebrate not only the beginning of production, but also the return of Matson to Philly Shipyard for our third project together," said Steinar Nerbovik, Philly Shipyard's President and CEO. "We are thrilled to build these next vessels which are expected to help Matson achieve its 2030 greenhouse gas emissions goal, an initiative well-aligned with our commitment to people and planet."

Matson plans to name the three new containerships *Makua*, *Malama*, and *Makena*.

Founded in 1882 as a Hawaii-focused business, Matson *continued on page 7*

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari..... BK#2251
- Hannu Kurppa BK#3162
- Gunnar Lundeborg.....BK#4090
- Vince O'Halloran..... BK#2463
- James Clay BK#4794
- Mike Worth BK#3629
- Terrence Lane BK#4107
- Mike Dirksen..... BK#2739
- Teofilo Rojas BK#3194
- Leo Moore..... BK#6492

Organization/General Fund

- Robert Hubbard \$10
- Venerando Ramos \$50
- Abraham Krula \$15
- Nassal Surian..... \$50
- Lisa Stelpstra \$50
- Ronald Reed \$25
- James Linderman \$33.33
- Robert Leeper \$300
- Jose Cervantes \$10

Political Fund

- Antonio Respicio..... \$40
- William Williamson \$100
- Eric Weintraub \$80
- Nassal Surian..... \$50
- Archie Bickford \$100
- Jason Tenorio..... \$30
- Dave Connolly..... \$200
- James Linderman \$33.34
- Robert Leeper \$300
- Brendan Bohannon \$50
- Gil Manipon \$40
- Bruce Thompson \$100
- (In Memory Of Charlie Russo)
- Dale Gibson \$50
- Manny Rezada..... \$50
- Ed Barraca \$50
- Arman Deblois \$40
- Jerwin Ablan..... \$50
- Adian Minty \$50
- Joshua Dickey \$100
- Vince O'Halloran \$200

West Coast Sailors

- Nassal Surian..... \$50
- James Linderman \$33.33

Membership and Ratings Committee

The Committee met on October 3, 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
Abdulla Mused	B-19808	1 yr.	A.B.	B
James Douglas	B-19809	1 yr.	A.B.	B
Nassal Surian	B-19810	1 yr.	A.B.	B
Donald Gates	B-19811	1 yr.	O.S.	B
Jeff Wurzel!	C-3055	30 days	O.S.	C
Elliott Arcia	C-3056	30 days	A.B.	C

Ratings: Bosun Stamp

None

Membership and Ratings Committee's Report: Jesus Hermosillo, Bk#5885; Aaron Wiebe, Bk#3657 and Marc Cris R. Calairo, Bk#4819.



The October Membership and Ratings Committee meeting at SUP Headquarters on October 3: from left is Marc Calairo, Jesus Hermosillo, and Aaron Wiebe.

Coast Guard Revokes Gulf Coast Academy Approvals

Mariners who took training at the Gulf Coast Maritime Academy near Tampa, FL should be aware of this notice: An investigation by the Coast Guard has revealed that between January 2018 and November 2023, GCMA failed to provide proper instruction in all Basic Firefighting, Basic Firefighting Refresher, Basic Firefighting Revalidation, and Standards of Training, Certification, and STCW Basic Training courses. These courses require live firefighting, which was not conducted

at the school. The impacted courses did not meet the requirements contained in their approvals so they are not Coast Guard-approved and certificates issued for these courses are invalid. Due to numerous deficiencies identified by Coast Guard auditors found at the school, the National Maritime Center (NMC) withdrew approval letters for all courses. The USCG allowed for a limited time validity until the course could be retaken, but that ended on October 1.

SUP WELFARE PLAN NOTES

Major Dental Work for Active Participants

All participants regardless of their plan should get an estimate from your dentist before the services are started on major dental work. Work must be approved by your dental plan. If work is approved by your plan, you will know in advance what your payment obligations will be.

Work that is not approved by your plan will not be paid by your plan or the SUP Welfare Plan.

If you are enrolled in an HMO Dental Plan, you must go to your HMO dentist for treatment to be covered by your Plan. The SUP Welfare Plan cannot reimburse you for services by dentists who are not your HMO dentist. You can change your HMO dentist, but you must do so by contacting your HMO Plan.

Major Dental Work for Pensioners

Pensioners who need major dental work should also get an estimate from their dentist before beginning the treatment. Your dentist should be able to advise you of the projected cost so you can decide if you want to proceed with the services. You may need medical or vision services during the fiscal year so you will want to decide where the \$2,000.00 maximum will benefit you the most.

Flu Season

October is usually the beginning of the Flu season. Your health plans provide flu shots with no payment due from you in most cases. Be sure to check with your doctor to see if any other immunizations are recommended or you need updates on previous inoculations.

Michelle Chang, Administrator michelle@marinerbenefits.org,

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

Gina Jew, Claims gina@marinerbenefits.org

Michael Jacyna, Eligibility michael@marinerbenefits

Derek Chang, SIU-PD Supplemental Benefits,

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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

New Transcom General Reaffirms Need For U.S. Sealift

Air Force Gen. Randall Reed assumed leadership of US Transportation Command from Gen. Jacqueline Van Ovost on Oct. 4.

TRANSCOM is one of 11 combatant commands in the Department of Defense. It provides support to the other 10 US combatant commands, military services, defense agencies and government organizations.

"When crisis strikes, the ability to move comes first [and] when America calls, TRANSCOM moves out," said Secretary of Defense Lloyd J. Austin III during the change-of-command ceremony. "Day in and day out," Austin said, "TRANSCOM sustains our forces worldwide. This department cannot keep America safe without you."

On any day, TRANSCOM has more than 30 ships, 100 railcars, and 1,500 trucks delivering cargo. Every two minutes, it has planes taking off or landing worldwide, hauling supplies, refueling aircraft, or moving patients.

Reed, the 15th commander of TRANSCOM, was previously deputy

commander of Air Mobility Command. He has held a variety of joint, headquarters, and base-level positions, including assignments in strategic airlift, special operations air refueling, and joint logistics spanning Operation Desert Storm to Operation Allies Refuge.

During his confirmation hearing in September before the Senate Armed Services Committee, Reed underlined the importance of the US-flag fleet to his ability to fulfill his new role.

"It is critically important that we maintain a viable U.S.-flagged sealift capability to support Department of Defense needs," he testified. "[T]here is no way that I can do my mission without the commercial industry," Reed said, adding that he is committed to growing the size of the fleet and increasing the number of American merchant mariners.

Final Departures

William Hoffman, Book #5553. Born in Pennsylvania in 1927. Joined SUP in 1948. Died September 13, 2024. (Pensioner)

SUP Meetings 2024

HQ

November 12*, Tuesday

December 9, Monday

*Tuesday meeting due to holiday

Branches

November 18, Monday

December 16, Monday

West Coast Sailors

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At sea aboard the *Adm Callaghan* is the SUP activation crew consisting of from back left Zaldy Mateo, Eric Williams, Gerald Durham, Bill Peavey, Jack Walker, MFOW Mario, and in front from left is Luis Abea, bosun Haz Idris, Jason Tenorio, and Terrell LeBeouf

Sea Basing Here to Stay: USN Takes Delivery of ESB

The U.S. Navy took delivery of its newest Expeditionary Sea Base (ESB) ship, showing a continued commitment to the tactical effort called “sea basing.” The ESB ships were initially called the Mobile Landing Platform (MLP) and the MLP Afloat Forward Staging Base (AFSB), respectively. However, in August 2017, upon arrival in the U.S. 5th Fleet Area of Responsibility, ESB 3, *USS Lewis B. Puller*, was re-designated from USNS and commissioned as a USS.



USS Robert E. Simanek

received the nation’s highest military decoration from President Dwight D. Eisenhower in 1953 for shielding fellow Marines from a grenade during the Battle of Bunker Hill.

“From christening in May 2024 to delivery, it has been an exciting time for those who spend each day preparing this ship to support our fleet. The ESB ship class is a highly flexible platform used across various military operations,” said Tim Roberts, Strategic and Theater Sealift program manager at Program Executive Office (PEO) Ships.

The delivery of the *USS Robert E. Simanek* by General Dynamics NASSCO represents the ongoing modernization of the U.S. Navy’s fleet. Previous ships in the ESB class include the *USS Lewis B. Puller* (ESB 3), *USS Hershel “Woody” Williams* (ESB 4), *USS Miguel Keith* (ESB 5), and *USS John L. Canley* (ESB 6). With the *USS Hector A. Cafferata Jr.* (ESB 8) already under construction, the Navy continues to expand its ESB fleet.

Alaska Fishing Industry Fished Out

Falling revenue and rising costs have hit Alaska’s fishing industry hard, according to a new study by NOAA Fisheries. In an economic review requested by fishermen and processors, NOAA found that profitability dropped by half from 2021-23, and wholesale prices dropped by a quarter in 2022-23. This left the Alaskan seafood industry with a total direct loss of \$1.8 billion in 2022-3 and the loss of about 38,000 jobs.

“For many Alaskans the decline of their seafood industry affects their pocketbooks, presents food security concerns, and impacts their way of life, sense of place, community, and identity,” NOAA noted. “In the face of evolving climate-driven impacts to ecosystems and fisheries in the region, these recent market disruptions undermine the capacity of the industry and associated fishing communities.”

Alaskan fishermen face many problems, including declining consumer demand; reduced purchasing by retailers, who had backstock to clear out of their freezers in 2022-23; competition from Russian

fishermen, who catch the same products on their side of the EEZ line and undercut U.S. suppliers on price; and lingering economic effects of the pandemic. These impacts have meant plummeting dockside prices for many species and regions. Many Alaskan fishermen ended the 2023 season with little or no profit.

Processing plants have buckled under the same pressures: facilities have been sold to new owners, temporarily closed or shut down in fishing-dependent communities across Western Alaska, like False Pass, Chignik, King Cove, Alitak and St. Paul. These realignments have left many fishermen without a buyer for their catch.

Fishermen also have to contend with the near-collapse of many target species populations. In Western Alaska, Chinook salmon and chum salmon runs fell off by more than 80 percent in 2022. The lucrative snow crab fishery was devastated by a marine heatwave in 2018-21, leading to a fishery closure in 2022. This has left those crabbers high and dry,

SUP Election 2024-2025

Instructions for Candidates

As per Article XII of the SUP Constitution, all members nominated for elective office at the September coastwise meetings and who desire to become candidates for the 2025-2028 term of office shall have their acceptance in the office of the Committee on Candidates at Headquarters (450 Harrison Street, San Francisco, CA 94105) prior to midnight Wednesday, October 14, 2024.

The acceptance shall be by letter which shall be dated and shall contain the following: a) The name of the candidate; b) His/her home address and mailing address; c) his/her membership number; and d) the title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent. No one may be a candidate for more than one office apart from the positions of the Trustee of the SUP Building Corporation and delegate to the SIUNA Convention. Nominees who fail to comply herein with shall be regarded as having declined the nomination.

Candidates for office may request and require the Union to distribute campaign literature at the candidate’s request, provided that the candidate makes such request at least five working days prior to the intended date of mailing and/or distribution and provided that the candidate pay the actual cost of mailing and/or distribution at the time of each request. The cost of mailing and/or distribution shall be at the hourly rate of the Office and Professional Employees International Union (OPEIU) Local 29.

Campaign literature that the candidate requests to be mailed must be ready for mailing; stamped and envelopes stuffed and sealed; or flyers stamped, folded and sealed. Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the *West Coast Sailors* that will be published in November.

The statements and photos should be sent to the special editor of the *West Coast Sailors* prior to November 10 for inclusion in the special election supplement. Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8 1/2 x 14) on a first-come, first-served basis.

The secret mail balloting for officers for the 2025-2028 term will begin on December 1, 2024, and end on January 31, 2025. Depending on the recommendation of the Impartial Balloting Agent, we expect the ballots will be counted on January 31, 2025. The Committee on Election will turn to at Headquarters at 0900 on October 16 to verify the receipt of nominee acceptances, the findings of the Committee on Candidates on the initial eligibility of the candidates, review the recommendations of the Committee on Constitution, select, and recommend for membership approval an Impartial Balloting Agent and otherwise prepare the ballot. The Committee’s report will be acted upon at the November coastwise meetings.

Report of the Committee on Candidates

SUP 2024-2025 ELECTION NOMINEES

September 19, 2024

In accordance with established SUP election procedure and the SUP Constitution, the following members were nominated for regular officers of the Union at the September Headquarters and Branch meetings. As per Section 5(3)b of Article XII, of the SUP Constitution, the names of nominees appear as they do on the membership records at Headquarters.

President/Secretary-Treasurer

David Connolly #4792
Matthew Henning #5887

San Francisco Business Agent

Roy Tufono #3281
Sam Worth #3660

Vice President/Asst. Secretary-Treasurer

Dale Gibson #3027
Matthew Henning #5887
Robert Morgan #6519
Roy Tufono #3281
Sam Worth #3660

Building Corporation Trustees

Saher Ali #3822
Reid Barlow #19527
Elisabeth Bishop #19341
David Connolly #4792
Berit Eriksson #1899
Benjamin Garman #3046
Matthew Henning #5887
Isnin Idris #885
Roy Tufono #3281
William Williamson #3651
Sam Worth #3660

Seattle Branch Agent

Brendan Bohannon #5755

Wilmington Branch Agent

Leopoldo Martinez #19362

Honolulu Branch Agent

Nick Manessiotis #6549
Patrick Weisbarth #3644

SIUNA Convention Delegates

Reid Barlow # 19527
David Connolly #4792
Matthew Henning #5887
Roy Tufono #3281
Sam Worth #3660

The Committee has determined the above nominees are members in good standing and otherwise eligible for office under the Constitution based on all information presently available to the Committee. This notice shall be posted in each hall and published in the WCS. Each nominee will be notified of their nomination. Nominees have until October 14th to notify the Committee of their acceptance of the nomination. If no notice is given, the nomination is declined.

In Solidarity,



opc#29-all-cio

COC: Eric Wientraub Bk#3648, Ronald Reed Bk#3188, Robert Reed Bk#3203, Gabriel Moreno, Jr. B-19533, Damon Collins B-19680, Kristopher Brown C-2994).



SUP ELECTION 2024-2025 — COMMITTEE ON CANDIDATES
The SUP 2024 member Committee on Candidates met at SUP HQ on September 19 to review and certify the nominations for the SUP 2024-25 Election. From left is Gabe Moreno Jr., Damon Collins, Election Coordinator Martha Vizcarra, Robert Reed, Ron Reed, Eric Wientraub, and Kris Brown. (See report above).

Ships For America: Sweeping New Maritime Program to be Introduced in Congress After Election

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defense.” The letter called on the president to establish an interagency maritime policy director, designate maritime infrastructure as critical infrastructure, invoke the Defense Production Act (DPA) for shipbuilding, and develop a whole-of-government maritime ‘de-risking’ strategy to reduce dependency on Chinese maritime infrastructure and industry.

Waltz, appearing with Kelly on the U.S. Naval Institute’s and the Center for Strategic and International Studies’ Maritime Security Dialogue webcast, pointed to USNS Big Horn (T-AO-198) as evidence that U.S. shipbuilding needs immediate attention. With at least one rudder damaged and its main engine space partially flooded, the oiler had to be towed to a port in Oman for repair. Big Horn is the only oiler assigned to the Abraham Lincoln Strike Group operating in the Middle East, he said. “Only carriers and submarines are nuclear-powered” and as such don’t require refueling during a deployment. “The rest need to be refueled. Those aircraft [aboard carriers] have to be refueled. And, by the way, you have to stop to refuel” Aegis destroyers if not done by specially built tankers with trained mariners while ships are underway.

Waltz said operations in the Persian Gulf and Red Sea where Iranian-backed Houthis are attacking commercial shipping and Navy vessels show the nation needs “a maritime fleet we can depend on” during a crisis.

Both said the United States does not have a fleet that size now or the crews to man those ships. Waltz added operating in the Pacific means factoring in time, distance and the sustainability of naval, ground and air forces in a conflict there.

Waltz cited logistic concerns in a conflict with China over Taiwan or Philippines. “We don’t have a backup” after the initial delivery of forces. “What is Day 30 going to look like; what is Day 180 going to look like?”

“We basically don’t build ships anymore,” Waltz said. “The Chinese navy is growing, doing it on the back of its commercial shipbuilding industry,” which is “heavily subsidized.” Kelly said the bill would build “up our shipbuilding capacity to ensure we have more U.S.-flagged ships at home and the workforce” to build, repair and crew them.

China has 5,500 merchant ships, about half the world’s total, Kelly said. “The lack of [American] commercial shipbuilding order affects the supply chain” for Navy ships like submarines.

To revitalize shipbuilding and officer and crew U.S.-flagged and owned ships workforce issues of recruiting, training and retention must be addressed, both said.

Turning wrenches” as a lifelong career should not be looked down on, Waltz said. “There’s kind of an amazing middle ground” in the trade skills like welding, electrical work and more that lead to “six-figure jobs in your 20s and no debt” for four years of college study, Waltz said. The possible sidelining of 17 USNS support ships for lack of trained mariners highlights the need to incentivize careers at sea, Kelly said. He added the bill would more closely align international and Coast Guard regulations on licensing mariners, as well as offer financial and tax incentives to retain them.

Bipartisan ‘Ships for America Act’ Building Support in Congress, Say Sponsors

A comprehensive bill to restore U.S. shipbuilding capacity, build back its shipyard workforce and crew those ships with American mariners will soon be introduced in both houses of Congress with strong bipartisan support, the chair of the Senate Armed Services Airland subcommittee said Wednesday.

Sen. Mark Kelly (D-Ariz.), a graduate of the Merchant Marine Academy, said the 200-page bill called “Ships for America Act,” has more than 200 members from both houses supporting it and will likely be introduced following the November election.

Kelly and Rep. Mike Waltz (R-Fla.), chair of the House Armed Services Readiness subcommittee, have been meeting “with industry – shipbuilding, operators, labor” to gain support for the bill.

They also were leaders in writing “Congressional Guidance for a National Maritime Strategy,” released this spring, which laid the groundwork for the bill. Waltz called the document “a not so gentle nudge” to the Biden administration and future administrations that the “strength of the Navy will be underlined by the strength of our maritime industry.”

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Waltz added operating in the Pacific means factoring in time, distance and the sustainability of naval, ground and air forces in a conflict there.

“What do you think [the Chinese] are going to go after” if fighting began over Taiwan or the Philippines, a U.S. treaty ally, in the South China Sea. “We don’t have a backup” after the initial delivery of forces.



Some of the ships assigned to the *USS George Washington* strike group sailing in formation in 2024.

“What is Day 30 going to look like; what is Day 180 going to look like?”

The war in Ukraine, now in its third year, provides the lesson that this is a 21st-century reality, Waltz said. He added prolonged warfare, if carried out in the Pacific, requires restoring and building dry docks and ship repair facilities for Navy and commercial ships.

Previewing the bill, Kelly said, “we’re not suggesting repeal the Jones Act.” The 1920 law requires cargo carried between U.S. ports be done by U.S.-built ships that are owned and operated by domestic firms and crewed by U.S. citizens.

He said the bill aims to make “it more cost-effective to operate U.S.-flagged vessels with some cargo preferences.” He added, “we need regulatory reform and some financial support like tax credits” to restore shipbuilding capacity and ship ownership.

Both noted Chinese shipyards have orders for 1,500 ships to deliver in a year, while the United States will deliver five from its 20 yards. Hyundai in South Korea has orders for 50.

“We basically don’t build ships anymore,” Waltz said. “The Chinese navy is growing, doing it on the back of its commercial shipbuilding industry,” which is “heavily subsidized.”

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“Turning wrenches” as a lifelong career should not be looked down on, Waltz said. “There’s kind of an amazing middle ground” in the trade skills like welding, electrical work and more that lead to “six-figure jobs in your 20s and no debt” for four years of college study, Waltz said.

The Apprentice School at HII’s Newport News Shipbuilding was held up as an example of investing in training new workers in the skilled trades the yards need.

The possible sidelining of 17 USNS support ships for lack of trained mariners highlights the need to incentivize careers at sea, Kelly said. He added the addition of new training ships for the U.S. and state maritime academies “are very important” for the next generation of mariners in mastering 21st-century operations at sea. He added the bill would more closely align international and Coast Guard regulations on licensing mariners, as well as offer financial and tax incentives to retain them.



PROJECT 2025 PROPOSES REPEALING THE JONES ACT

Project 2025 proposes seriously repealing or substantially reforming the Jones Act. Without the Jones Act, domestic waterborne commerce would be controlled by foreign vessels, threatening our economic competitiveness and national security.

The Jones Act remains the single most powerful tool to empower our domestic maritime workforce and sustain domestic maritime services through times of peace or conflict.



TTD

Su Does It Again: IAM and Boeing Reach Tentative Deal

A tentative deal has been reached to end the five-week-long strike at troubled aircraft maker Boeing, the union announced to its 33,000 striking members early Saturday. The Biden Administration's Acting Labor Secretary Julie Su, once again played a pivotal role.

The deal still needs to be ratified by a majority of the rank-and-file membership of the International Association of Machinists before it can take effect and workers can return to work. Rank-and-file members had already nearly unanimously rejected a previous tentative agreement, precipitating the first strike at the company in 16 years. But the union statement said that the new offer is worthy of being put to the membership for a vote.

The union said the offer will increase wages 35%, increase company contributions to the members' 401(k) plans, but will not restore the traditional pension plan that was taken away from union

members 10 years ago. Many union members had expressed anger over the loss of the pensions.

The union credited Secretary Julie Su with brokering the deal in indirect talks between the union and management. Su had also negotiated the end of a strike by the International Longshoremen's Association at dozens of ports on the East and Gulf Coasts earlier this month after a three-day walk-out earlier this month, and was a key part of ILWU negotiations last year. Su had only recently become involved in the Boeing strike.

Thirty-three thousand Boeing workers walked off the job in September: a month later they remained on strike. The International Association of Machinists and Aerospace Workers (IAM) and Boeing management appeared dug in for the long haul with little progress reported. Another seventeen thousand were set to be laid off as supply chains back up.

Most of the striking workers are em-

ployed at Boeing facilities in Washington state and Oregon. IAM members at Boeing last went on strike in 2008. The workers have said management has not made good on wages or taken into account concessions made in past negotiations, including especially the loss of their pensions about 10 years ago. The pay of mid-ranking IAM workers at Boeing is now roughly the same as that of non-unionized Amazon delivery drivers — about \$20 an hour.

The bitter strike that has plunged the planemaker further into financial crisis as it has been forced to raise cash to meet obligations. It announced a window for up to \$25 billion in stock and debt offerings among other financial maneuvers.

Workers and industry whistleblowers, in addition to pressing for fair wages and benefits, say there are deep-rooted safety and management issues within the company. Ed Pierson, a whistleblower on 737 MAX construction, blamed

management. "There's a lot of problems in these factories, and they're pressuring employees to take shortcuts. They're not providing adequate training. They're having quality control issues," he said. "All this stuff has been going on for years."

Top Washington state Congressional Democrats added pressure on Boeing to pay "wages and benefits that acknowledge the essential and irreplaceable work" of workers said U.S. Senator Maria Cantwell in a letter to the company that was co-signed by Senator Patty Murray and Representatives Adam Smith and Rick Larsen. Rep. Pramila Jayapal called on Boeing before a large crowd in Seattle she demanded Boeing to "give you the contract that you deserve, so that we can get back to building quality planes, so that you can get back to doing your jobs," she said. "Let's make Seattle Boeing town again!"



On the Deck of *Cape Orlando* in Oakland is SUP OS Esther Gonzales, OS Kate Goering, and bosun Phil Coulter.

Disaster Narrowly Averted By Tampa Pilot

A skilled Tampa Bay harbor pilot's expertise prevented a cargo ship from crashing after it experienced a critical mechanical failure 200 feet from the dock. In mid-September, the Maersk *Tyndall* suffered engine failure near a container berth at Port Tampa Bay, leaving the ship unable to reverse as it approached the dock. Ken Sears, a veteran harbor pilot, was on the bridge of the ship, which was carrying almost 100,000 tons of cargo as he performed what is normally routine job.

He said, "honestly, most days, people don't notice the pilots. You might not know that we're on board, might not even know the profession exists." But the ship lost power, and Sears quickly directed two tugboats to slow the ship, avoiding a potential collision with nearby vessels and cranes. It was a tense and sudden

maneuver but "...I was able to eventually get the ship speed under control and the angle away from the dock to where nothing was in danger," he said. "It all happened within seconds..."

Harbor pilots, often working unnoticed, play a crucial role in maritime safety. While extreme attention on flagrant disasters is understandable, not enough attention and recognition is given to skilled mariners that routinely prevent disasters. "People don't realize we're out here every day ensuring ships dock safely," Sears noted. His swift actions averted a major accident, highlighting the professionalism and expertise of all American mariners. "It's easy for this kind of thing to fade into the background, and it's only when there's a disaster, are we really reminded of what is at stake," Sears said.

Holiday Shipping: Imports Soar in Port of Long Beach

Due in part to the short strike at U.S. East Coast ports and strong retail ordering in the runup to the holiday season, the Port of Long Beach has posted its busiest quarter ever. Workers moved 2.6 million TEU over the course of the three months ending September 30.

The level of activity continued last month, Long Beach's busiest September ever. Longshoremen, mariners, truckers and others moved 829,499 TEU last month. August was even busier, with an all-time port record of more than 910,000 TEU.

Even though the port has been busy, it still has ample capacity to handle America's demand for East Asian consumer goods, officials say.

"We have plenty of room across our terminals as the peak shipping season drives a record amount of cargo through this critical gateway for trans-Pacific trade," said Port of Long Beach CEO Mario Cordero. "We are anticipating continued growth through the rest of the year as retailers stock the shelves for the winter holidays."

Loaded import containers - primarily on the transpacific trade lanes - made up more than half of Long Beach's volume in September. Loaded export boxes ac-

counted for just over 10 percent of the total, and outbound empties made up the balance. The throughput of the Port of Oakland, is roughly 50% exports and is a larger export port.

Full import and outbound empty containers were up 25 percent and 30 percent respectively (year-on-year). In Long Beach, loaded exports dropped by 12 percent over the same period. It has long been observed as an ironic indicator of the vast consumption of the United States economy, that a major export of the country is empty containers.

Consumer confidence remains strong in the United States, and the National Retail Federation expects a great holiday sales season. The NRF predicts that winter holiday spending will increase by as much as 3.5 percent this year, reaching just shy of a trillion dollars, thanks to a strong economy.

"The winter holidays are an important tradition to American families, and their capacity to spend will continue to be supported by a strong job market and wage growth," said NRF President and CEO Matthew Shay. "The economy remains fundamentally healthy and continues to maintain its momentum heading into the final months of the year."



Aboard the *APL Eagle* in the Persian Gulf is from left delegate Chris Bartolo, Mused Nasser, Cirilo Sajonia, Bosun Ali Ghaleb, Sherwin Bongyan and Steve Fuentes.



AFL-CIO Endorsements and Recommendations:

U.S. President: Kamala Harris

California Labor Federation ENDORSEMENTS



United States Representatives in Congress

District Candidate

- 1 No Endorsement
- 2 Jared Huffman (D)
- 3 Jessica Morse (D)
- 4 Mike Thompson (D)
- 5 Mike Barkley (D)
- 6 Ami Bera (D)
- 7 Doris Matsui (D)
- 8 John Garamendi (D)
- 9 Josh Harder (D)
- 10 Mark Oesaulnier (D)
- 11 Nancy Pelosi (D)
- 12 Lateefah Simon (D)
- 13 Adam Gray (D)
- 14 Eric Swalwell
- 15 Kevin Mullin
- 16 Evan Low (D)
- 17 Ro Khanna (D)
- 18 Zoe Lofgren (D)
- 19 Jimmy Panetta (D)
- 20 No Endorsement
- 21 Jim Costa (D)
- 22 Rudy Salas (D)
- 23 Derek Marshall (D)
- 24 Salud Carbajal (D)
- 25 Raul Ruiz (D)
- 26 Julia Brownley (D)

District Candidate

- 27 George Whitesides (D)
- 28 Judy Chu (D)
- 29 Luz Rivas (D)
- 30 Laura Friedman (D)
- 31 Gil Cisneros (D)
- 32 Brad Sherman (D)
- 33 Pete Aguilar (D)
- 34 Jimmy Gomez (D)
- 35 Norma Torres (D)
- 36 Ted Lieu (D)
- 37 Sydney Kamlager (D)
- 38 Linda Sanchez (D)
- 39 Mark Takano (D)
- D) 40 Joe Kerr (D)
- D) 41 Will Rollins (D)
- 42 Robert Garcia (D)
- 43 Maxine Waters (D)
- 44 Nanette Barragan (D)
- 45 Derek Tran (D)
- 46 Lou Correa (D)
- 47 Dave Min (D)
- 48 No Endorsement
- 49 Mike Levin (D)
- 50 Scott Peters (D)
- 51 Sara Jacobs (D)
- 52 Juan Vargas (D)

United States Representatives in Congress

U.S. Senate

Adam Schiff (D)

Ballot Measure

Proposition 2: \$10 billion school facilities construction bond **Recommend: Support**

Proposition 3: Repeals ban on same-sex marriage in Constitution

Recommend: Support

Proposition 4: \$10 Billion Climate Resiliency Bond

Recommend: Support

Proposition 5: Lowers vote threshold to approve local bonds **Recommend: Support**

Proposition 6: Prohibits mandatory prison labor **Recommend: Support**

Proposition 32: \$18/hr minimum wage **Recommend: Support**

Proposition 33: Local Rent Control **No Recommendation**

Proposition 34: Restricts spending by health care provider **No Recommendation**

Proposition 35: Permanent MCO Tax for Medical Funding **No Recommendation**

Proposition 36: Increases felony charges for certain crimes **No Recommendation**

Washington State Labor Council Endorsements



U.S. Senate - Maria Cantwell

- 1st CD- Suzan DelBene
- 2nd CD - Rick Larsen
- 3rd CD - Marie Gluesenkamp Perez
- 5th CD - Carmela Conroy & Jacquelin Maycumber
- 6th CD- Emily Randall
- 7th CD - Pramila Jayapal
- 8th CD - Kim Schrier
- 9th CD - Adam Smith
- 10th CD - Marilyn Strickland

Ballot Measures

- OPPOSE** Initiative 2109
- OPPOSE** Initiative 2117
- OPPOSE** Initiative 22124

Hawaii State AFL-CIO

U.S. Senate: **Mazie Hirono**
U.S. Congress' District II: **Jill Tokuda**



The SUP deck department aboard the newly repowered Matson containership *M/V Manukai* in Oakland is from left Marc Dulay, Donal O'Sullivan, delegate Mike Haslam, Bosun Jonathan Kaisa, Tom Tynan, and Rey Clores.

Dali Lawsuits Begin With Giant DOJ Claim

The U.S. Justice Department filed a civil lawsuit against the owner and operator of the containership that destroyed the Francis Scott Key Bridge in Baltimore. The suit seeks more than \$100 million in damages.

The claim targets Grace Ocean Private Limited, the owner of the Singapore-flagged *M/V Dali*, as well as the operator, Synergy Marine Pte Ltd.

The incident occurred on March 26, 2024, when the DALI lost power and crashed into the bridge, resulting in the deaths of six construction workers and injuries to two others. The collision and subsequent collapse also obstructed the federal Fort McHenry shipping channel, blocking access to the Port of Baltimore and disrupting key transportation and defense infrastructure.

According to the Justice Department,

the tragedy was "entirely avoidable." The claim alleges that the *Dali's* electrical and mechanical systems were improperly maintained and configured.

The document details a series of failures, including power losses and malfunctioning safety features, that led to the collision.

The filing states, "The ship's owner and manager — who now ask the Court to limit their liability to less than \$44 million — sent an ill-prepared crew on an abjectly unseaworthy vessel to navigate the United States' waterways."

A preliminary report from the NTSB revealed that the DALI, with two pilots on board, lost electrical power and propulsion as it neared the bridge. It also found the ship had two electrical failures while in port the day before the accident.

Crazy Russian Plan to Ship LNG By Submarine Called A Bluff

Media sources have reported a Russian plan to design nuclear-powered submarines to export liquefied natural gas LNG from the Arctic to Asia. The idea is to get under the sea ice with LNG cargo.

Russia has a shortage of ice-strengthened ships to battle thick Arctic ice, an obstacle for its new Arctic LNG 2 project that started production of sea-borne LNG last December. The project has been sanctioned by the United States over Moscow's war in Ukraine. But although the first cargoes with the super cooled gas were shipped in early August, it has yet be delivered to the buyers.

Mikhail Kovalchuk, a close associate of President Vladimir Putin and director of the Kurchatov Institute, Russia's leading nuclear research facility, presented the submarine project at an industry conference in St. Petersburg last week, according to the event's official website. "This is about the creation of a fundamentally new class of vessel capable of becoming an alternative to 'traditional' gas carriers, which in Arctic conditions are unable to navigate all year-round without icebreaker escort," the Offshore Marintec Russia 2024 website said.

It cited Kovalchuk, who held talks in the Kremlin with Putin on Sept. 24, as telling the conference: "The creation of underwater nuclear-powered gas carriers has been discussed for a long time, since the early 2000s. Now we (the Kurchatov Institute) and Gazprom have started designing one, and this work will move forward."

A Russian news outlet said the scheme would cut the time it takes to navigate the Northern Sea Route from 20 days to 12 and said the submarines would be able to carry around 180,000 tons of LNG, in line with a conventional Arc 7 ice class gas carrier. The planned submarines would be 360 meters long and no more than 70 meters wide, it said, and would be powered by RITM-200 nuclear reactors.

Some experts doubt the feasibility of the submarine project. Alexander Nikitin, a former Russian Navy officer and nuclear expert at the Vilnius-based Bellona Environmental Transparency Center, said Russia lacked the capabilities to build, service and crew such a submarine.

Nikitin said people fall for this stuff. But given the situation "it's unlikely," he said, calling the project "a bluff."

SUP and APL Reach Historic Agreement

continued from page 1

lated items, but also via the number of days. Under the terms of the deal, the Supplemental Benefit wage goes from 17 days per month to 18 days per month in 2024, to 19 days per month in 2026, and to 20 days per month in 2028. In the aggregate, the Supplemental wage rises by about 43%.

In addition, the Agreement ensures continuation of superior SUP benefits including health care and pension, a new cost-of-living adjustment, and a low-earth satellite internet connection. The deal adopts the one-person watch standard at APL that includes weekend overtime guarantee for watchstanders. It expands the applicability of the cargo rate and improves the safety shoe reimbursement to \$250.00 per year. It also recognized the hard work of the Union representatives on the ship, a member of the crew, by providing for a weekly hour of overtime for

“delegate” duties. At the same time, the Committee mounted a successful defense against concessionary proposals in both SUP Work Rules and General Rules.

Built into the agreement is an increase in the contribution rate for health care, which will rise by 3.6% based on the Medical Care Services component of the Consumer Price Index. It is structured so that there is no impact on wages and ensures for now the maintenance of present benefits.

At the regular monthly meetings in October SUP members agreed with the Committee and voted to ratify. Wage increases will go into effect retroactive to October 1, 2024.

At the outset, the SUP Committee was comprised of Ariel Odion, Michael O’Boyle, Ian Serra, and throughout by Ron Reed, Eric Weintraub, Jesus Hermsillo, and SUP officials. For more information see the President’s Report.



At the conclusion of a session of negotiations with APL management, the SIU-PD members and officials comprising the Negotiations Committee on the General Rules posed for a group photo at SUP Headquarters on September 25, 2024 in San Francisco.

Jones Act Tankers Refuel Florida After Storm

The Tampa Bay Area was hit hard by the fierce hurricane Milton. Lives were lost, housing, roads and bridges destroyed, and power lost. And life-saving critical fuel supplies fell drastically to disaster levels.

It was another case of the Jones Act to the rescue as Florida’s fuel was resupplied by a fleet of ready U.S.-flag tankers.

As soon as the U.S. Coast Guard has reopened the strategic seaport to marine traffic, the tankers came in with refined product that turned on the lights, powered the cars and trucks and emergency equipment and cranked up the air-conditioning.

It was not just Tampa or the west coast of Florida at risk. The Port of Tampa handles more than 40 percent of the state’s inbound petroleum products. But it was bad along the west coast south of Tampa. About three quarters of the Tampa region’s gas stations ran dry, and about a third were out of fuel statewide.

The Port of Tampa said in a statement that its petroleum terminals’ fuel supply remains adequate for now, and that more tankers are on the way. Most of the tank

farm terminals are already back online and distributing fuel via tank truck to resupply gas stations around the region.

Following Hurricane Milton, all of Tampa’s seven private fuel terminals lost power, forcing them to wait before restarting distribution. Power was quickly restored to all seven, and the fuel terminal operators had begun filling up fuel trucks.

Jones Act tanker companies quickly routed ships so that nearly 50 million gallons of fuel were delivered to Tampa within the first three days, with many more to follow.

“At least 18 large domestic vessels are scheduled to arrive in the coming days. One American maritime operator alone has the capacity to deliver more than 100 million gallons of gasoline starting before the end of the week depending on access to the ports,” said Jennifer Carpenter, President of the American Maritime Partnership.

The state set up three free gasoline stations around the Tampa Bay area (with a 10 gallon per person limit) and is setting up more to speed up distribution.

San Pedro Refinery to Shut Down

Phillips 66 has announced plans to close its refinery in Los Angeles, a sprawling 100-year-old facility adjacent to the San Pedro port complex. The decision takes about 140,000 barrels per day of refining capacity off the California market, and it will prompt shifts in tanker routes to replace the lost volume.

The Phillips 66 Los Angeles refinery is a pair of two 650-acre complexes connected by pipeline. The Northwest San Pedro site is next to the Port of LA; the second refinery site is in Carson, five miles away to the northeast. Both will be closed next year.

The refinery closure reduces California’s refining capacity by about eight percent. Phillips said that it would make up the difference from its other refineries, including the Rodeo Renewable Energy biorefinery in the Bay Area, alongside sources outside of its own refining operations.

The closure will affect about 600 employees and 300 contractors. Phillips 66 has two commercial developers looking at options for repurposing the properties, and noted that they are strategically located near the San Pedro Bay port complex.

According to energy shipping specialists Poten & Partners, the refinery shutdown will increase the amount of

Phillips 66 Refinery in north San Pedro



fuel that California imports from East Asian refiners. Domestic tanker capacity is nearly at full utilization, and there is no orderbook for additional U.S.-built tankers at present, so Poten believes that additional shipments from the Gulf Coast to California are unlikely. Instead, the consultancy suggests, the replacement fuel will likely come from the place with the greatest capacity to produce it at a favorable cost — East Asia.

“We will likely see more imports from longhaul suppliers in Asia to satisfy product demand from California. South Korea is by far California’s largest supplier, but Singapore and India are also regular exporters to the U.S. West Coast. China is another potential supplier of refined products to California,” noted Poten. “By the end of 2025 and into 2026, these developments could boost product tanker employment in the Pacific Basin.”

Aloha Again: Matson Cuts Steel On New Ships in Philly

continued from page 1

has a long tradition of giving Hawaiian names to its vessels serving Hawaii, and also reusing vessel names from the early 20th century. Most recently, Matson reused the names *Lurline* and *Matsonia* for its *Kanaloa* Class vessels delivered in 2019 and 2020 – the sixth and fifth vessels, respectively, to carry these historic names. Matson’s original ships named *Makua*, *Malama*, and *Makena* were all freighters commissioned by the United States Shipping Board (USSB), an emergency agency established by the 1916 Shipping Act to increase the number of U.S. ships supporting the war effort during World War I. They were purchased by Mat-



Matson ‘Aloha Class’ containership *Daniel K. Inouye*. (PRNewsfoto/MATSON, INC.)

son in the 1920s and remained active in the Matson fleet for the next two decades.

Makua (“mah-KOO-ah”) is a Hawaiian word for parent, elder, ancestor, or family. Malama (“MAH-lah-mah”) is a Hawaiian word meaning to care for or protect. Makena (“Mah-KEN-ah”) is a Hawaiian word for abundance.

Beneath the Wheel: Under the Five Bladed Screw, the Sup Crew Turns to in the Shipyard in Portland to Secure *Cape Horn* for Sea



With SUP crew Dan Sumague, bosun Chris DeMesa, and Christian Bio.

Cantwell Cites Russian Origin to Seattle Port Cyber Attack

Sen. Maria Cantwell (left) shakes hands with Lance Lyttle, aviation managing director at the Port of Seattle, at a Senate Commerce Committee hearing this week to examine aviation cybersecurity threats. (Official U.S. Senate Photo / Renee Bouchard)

Washington Sen. Maria Cantwell (D-WA) said at a congressional hearing that a Russian criminal organization requested \$6 million worth of Bitcoin from the Port of Seattle in an August ransomware attack. The Port of Seattle agreed and said the group known as Rhysida stole data in the ransomware attack. They encrypted access to some data before the port could disconnect its systems from the Internet. The combination of the attack and encryption hindered services including baggage, check-in kiosks, ticketing, WiFi and more.

Lance Lyttle, Port of Seattle managing director of aviation, said the criminal group posted a copy of eight files stolen from the port's system on its dark website Monday. Port officials are reviewing the files and others believed to have been copied by the criminal organization. At the hearing, Lyttle said the port will notify anyone whose information was compromised. He also said the Port of Seattle will not pay the ransom asking price, which was 100 Bitcoin. The Federal Bureau of Investigation (FBI) is investigating the attack.

"Sea-Tac's situation isn't unique," Cantwell said Wednesday. "Across the country we've seen troubling examples of cyber-vulnerabilities in our aviation sector." Maritime too, has had its issues. Lyttle sought to assuage concerns. "We regret any inconvenience," Lyttle said, adding that safe travel through the port was not compromised.

Since the ransomware attack, Lyttle said the port has prioritized several ways to improve its cybersecurity defenses, including improved authentication protocol and enhanced monitoring.

Cantwell said the FAA and the Transportation Security Administration (TSA)



Sen. Maria Cantwell (left) shakes hands with Lance Lyttle, aviation managing director at the Port of Seattle, at a Senate Commerce Committee hearing this week to examine aviation cybersecurity threats.

(Official U.S. Senate Photo / Renee Bouchard)

issued cybersecurity requirements for airports, airlines and manufacturers in 2023. Cyberattacks have been increasingly common throughout the country. The senator cited statistics indicating that cyberattacks on frequent flier accounts are up 166% this year. "Brittle infrastructure won't cut it," Cantwell said.

Bankruptcy Butchers: Hedge Fund Owners of Yellow Lose in Court

The bankrupt trucking company Yellow Corp. and its hedge fund owners lost a key court ruling over \$6.5 billion in debt. That's the amount that the company owes in pension funds.

U.S. Bankruptcy Judge Craig T. Goldblatt sided with pension funds over how to calculate the penalty Yellow must pay for canceling workers' retirement plans when the company shut down last year.

The ruling, issued last week, means that hedge fund MFN Partners and other shareholders will get little after Yellow finishes selling its real estate portfolio and paying the pension penalty.

The government entity Pension Benefit Guaranty Corp., which regulates retirements funds like those set up for Yellow's union workers, argued the case. The government said that other companies with traditional pension plans would be wrongly incentivized to cancel their retirement benefits if Yellow won since shareholders would pay no penalty. Yellow argued, using what appeared to be circular logic, said it was unfair to make it pay the penalty since federal grants made the pensions solvent for decades.

Multiemployer pension plans (MEPPs) to which Yellow once contributed claim

the carrier's abrupt shutdown a year ago means it's now on the hook for its allocable share of unfunded vested benefits. However, Yellow has said that the plans are fully funded now, following a 2021 pension fund bailout package (the American Rescue Plan Act). Yellow contends its exposure is a fraction of the amounts claimed, if anything.

The legislation provided pension insurer Pension Benefit Guaranty Corp. the authority to craft guidelines to make sure the money would only be used to cover plan benefits and costs. It was specifically designed to prevent employers from using

public funds to escape responsibilities such as withdrawal liability.

The goal was to keep other contributing employers from using the bailout as a way to exit the plans. Handling the financial burden returns the pension to health and makes them fully funded. But removing liability could have created a mass exodus from the plans, PBGC claimed. In other words, in cynical reversal, the point of the legislation was used by hedge funds to try subvert the purpose of the legislation.

Judge Craig Goldblatt's Friday opinion sided with the workers, the PBGC, and the pensions.

Cape Horn Performs in Super Garuda Shield

The Ready Reserve Forces *M/V Cape Horn*, arrived in the port of Banyuwangi Indonesia to offload equipment in support of Super Garuda Shield 2024. The ship departed from San Francisco in July, calling in Tacoma, Honolulu and Japan before arriving in Banyuwangi. Operated by Patriot Contract Services for the Maritime Administration and chartered to the Military Sealift Command, the ship is crewed by the SUP on deck with bosun Langston Holmberg running the show.

Super Garuda Shield, one of the largest multinational exercises in the Indo-Pacific region, works build the U.S.-Indonesia Defense Cooperation Agreement. Capt. Benjamin Day, the ship's master, said: "This is not a typical commercial route."

Oversight of the offload in Indonesia was conducted by a detachment of the U.S. Army's 835th Transportation Battalion, out of Okinawa, Japan. Within two days, the ship unloaded approximately 313 pieces of equipment and containers. SUP crew combined with military personnel to get all gear offloaded on time and on schedule.

Cape Hudson is a 750-foot-long roll-on, roll-off container vessel with four decks of cargo space. The ship can accommodate 186,000 sq. ft. of cargo, which equates to about 4.3 acres of space that can equal roughly 38,000 tons of cargo. It is part of the *Cape H*-class of ships that include *MVs Cape Horn* and *Cape Henry*. Despite its massive presence, the ship has a relatively shallow draft, which allows for access to smaller hard-to-reach ports. With its significant cargo capacity and multimodal capabilities, the *Cape Hudson* ideal for the charter.

According to Day, his experience on commercial container ships differs from these types of ships and missions. "These ships are a lot different than what I'm used to," said Day, who has more than six years of experience with the *Cape H*-class ships. "Doing



this type of mission is fun because the cargo is different, you're lashing it differently; it takes a broader skill set."

Military vehicles are staged near Military Sealift Command chartered ship *MV Cape Hudson* (T-AKR 5066) during an offload of equipment in support of exercise Super Garuda Shield 2024, at the Port of Banyuwangi, Indonesia.

The RRF is a subset of vessels within the U.S. Maritime Administration's (MARAD) National Defense Reserve Fleet ready to support the rapid worldwide deployment of U.S. humanitarian aid and military forces.

Military Sealift Command chartered ship *MV Cape Hudson* (T-AKR 5066) arrives at the Port of Banyuwangi, Indonesia, to offload equipment in support of exercise Super Garuda Shield 2024, Aug. 13. (U.S. Navy photo by Grady T. Fontana)



The *Cape Horn* arriving in the port of Banyuwangi, Indonesia with cargo in support of the military training exercise known as Super Garuda Shield.



The *Cape Horn* offloading in Banyuwangi



SUP PRESIDENT'S REPORT

APL

On September 9, the elected SUP Negotiating Committee met at SUP HQ to prepare for bargaining. Ian Serra, Ariel Odion, Eric Weintraub, Michael O'Boyle, Ron Reed, and Jesus Hermsillo, and together we reviewed proposals and options, coordinated with the MFOW and the SIU Committees, and developed a unified plan. Chief among the Union goals was income – income less variable and more reliable – guaranteed income, income to address disparities, and especially higher income, income to beat inflation and pay a fair wage.

The Committee made its demands to the Company in the form of a proposal road-map that would make APL the favored employer of members. Management agreed with this concept, but also had a takeaway agenda. The Committee rejected those ideas, defended our proposals, and held the line. In tough bargaining the Committee hacked out incremental gains, and as the Unions left the table on September 26th, a solid but mostly normal package was in sight. Later that night management had second thoughts, and responding to Union arguments invited us to propose added terms based on a completely new economic package. On September 27, 2024 a tentative agreement was reached. Here it is:

On the term of agreement, the uncertainty of the past two two-year contracts was tossed out in favor of five year of job security, aligning with Maritime Security Program which is the economic foundation of the work.

On wages, the percentage increases on the base wage, the supplemental wage, the overtime wage and other rates in the first year are **five and three-quarters percent (5.75%)** on ratification, then **5.5%** in 2025, and **3%** in 2026, **3%** in 2027, and **3%** in 2028. That compounds to **21.92%** for the term, but the package also provides for **three (3) additional vacation days** (or supplemental benefits) going from the existing **17 for 30 to 18 for 30** in the first year, **19 for 30** in 2026, and then **20 for 30** in 2028.

This increase in vacation is more powerful than it appears, and as a major pay element deserves a closer look. Call it vacation but it's more than a period of paid days off. Sailors shipping off the board take time off according to their needs. More accurate is the term "supplemental benefits" – or even better a "supplemental wage" - which helps us focus the vacation rate as just another form of compensation. It is calculated by multiplying the ratio of days, such as 17 for 30, by the supplemental benefit base wage. That base, which is different than the regular base wage, also rises by 5.75% in the first year just like the base wage, but when the number of days rise, the supplemental base wage multiplies by not only by the 5.75% but by another 6% because of the new higher multiplier (18 for 30 vs. the old 17 for 30). So the two elements of the uplift in the supplement wages (percentage increase and multiplier) combine for about a 12% increase in the first year alone (\$99.85 to \$111.87 per day). When it gets to 20 for 30 the compounded supplemental wage goes up by 43% from what it is today (from \$99.85 to \$143.21 per day).

But that's on the supplemental wage alone. What effect does that have on total compensation? Not as quite as dramatic because it is a weighted average between the base and the supplemental base, but it still yields an increase significantly higher than 5.75%. To get the increase of what used to be known as the "going up the gangway wage" or more accurately today the "guaranteed aggregate base wage," – that's before overtime – you increase the daily base and the supplemental base by the 5.75%, then add in the 6% additional increase from the factor increase of 18 for 30 to the supplemental wage. Then you add that new supplemental base wage to the new base wage. Then you compare the new combined total in 2024 with the existing (prior to ratification) 2023 total. **For the AB that works out to be an aggregate guaranteed total base wage increase of 8.2% in the first year, and about 30% over the five years.** (Take the existing AB rate of \$161.45 plus 5.75% which adds \$9.28 per day to the new rate of \$170.73; now add 5.75% to the \$99.85 existing daily supplemental rate or up \$12.02 per day to get \$111.87; now add both increases together for an aggregate \$21.30 per day increase; now compare that \$21.30 increase to previous aggregate total of \$261.30 or 21.30/261.30 to get the 8.2%).

It goes up from there since there is also the guaranteed raise in the overtime rate of 5.75%. Then add the guaranteed overtime hours for watchstanders. They both drive up total compensation beyond the 8.2% guaranteed aggregate base wages increase.

This package elevates the latest internet technology from a privilege to a right. A continuous connection via low earth satellites with the full range of internet capabilities, such as video calls and eventually streaming, should bring some normalcy to our irregular working lives, but not as a Company perk or amenity that can come and go depending on the whims of management. It is now a collectively bargained condition protected by labor law.

It also recognizes the hard work of the delegate with a new minimum overtime guarantee of one hour per week. It raises the safety shoe reimbursement to \$250.00 per year. It expands the cargo rate in some cargo handling situations. It protects the 1500 KO with an explicit but standard definition of necessary work. It has the first ever COLA in an APL Agreement, responding to the pandemic inflationary experience, this package beats inflation now and protects against it in the future with a new Cost of Living Adjustment.

Separate from the agreement but related to the discussion a clarification on gangway security watches in foreign and domestic ports confirmed existing conditions. It will help assign crew hours, protect overtime, and may result in additional work for both crew and in U.S. ports for additional standbys.

This agreement quietly but critically maintains the best health care benefits in the industry at no cost to members. (APL costs rose 3.6% according to the medical care services component of the CPI.) But of prime consequence to total compensation at APL is the establishment of the one-person watch since watchstanders will now be paid overtime for all hours worked on Saturdays, Sundays and holidays. This comes

as a basic structural improvement, a gain on its own terms, not a concession. It also helped unlock the supplemental wage increase that now sets a high bar for Matson but just as importantly it rectifies a long-standing pay disparity where everyone on the ship except watchstanders made overtime on the weekends. This contract fixes that.

Sailors have been clear about this problem: they take daymen jobs and decline watchstander jobs. Dispatchers scramble to fill them but the income disparity between watchstanders at APL versus both Matson and the daymen works against our strength as a Union. This contract makes the jobs more equitable and widens their appeal.

Sailors and the Union will continue the fight for what is due to them, hour by hour, line by line, ship by ship. These increases by contrast are locked-in, continuous, and universal. They deliver real income security now, more directly, more consistently, more durably, and at a far higher rate than the outcomes of even the best of clarifications or grievances. Overall, the membership demand for cast-iron economic security, for income not subject to the whims of management, is squarely met and won here on an even playing field. The Committee said the significant wage increases, the additional vacation days, and the guaranteed overtime hours exceeded our goals and Mr. Chairman, on their behalf, I move for ratification.

MATSON NAVIGATION

Matson announced it had cut steel on September 30, 2024, for the first of three new Aloha-class vessels. This new wave of Aloha-class ships built in Philadelphia represent a \$1 billion dollar investment in U.S.-flag shipping. The ships are designed for its Hawaii and China-Long Beach Express (CLX) services. The three new Aloha Class ships will replace three vessels currently deployed in Matson's Hawaii and CLX services. Philly Shipyard is well-known to the SUP and is a leading U.S. commercial shipyard in the domestic Jones Act trade lanes. Prior to Matson's first two Aloha-Class ships, the shipyard delivered four newly built Jones Act containerships for Matson between 2003 and 2006. Matson plans to name the three new ships *Makua*, *Malama*, and *Makena*.

Matson management also advised the Union that it had increased its discretionary safety shoe subsidy for members working in Matson ships. Effective in September, the Company's Safety Shoe Program will increase from \$125.00 per year to \$250.00 per year. The program functions via a voucher request for reimbursement. See any SUP agent for handling.

Matson also announced the activation of the M/V Kamokuiki, the geared container and bulk ship, for tramp operations in the western Pacific. A new crew joined in Malaysia and the ship is expected to run for at least a year.

SUP ELECTION

In accordance with Article XII of the SUP Constitution, the SUP Committee on Candidates met on September 19 to review the lists of members nominated in the coastwise September meetings. They generated the previous report read to the membership and attached to the minutes.

As per Article XII of the SUP Constitution, all members nominated for elective office at the September coastwise meetings and who desire to become candidates for the 2025-2028 term of office shall have their acceptance in the office of the Committee on Candidates at Headquarters (450 Harrison Street, San Francisco, CA 94105) prior to midnight Wednesday, October 14, 2021.

The acceptance shall be by letter which shall be dated and shall contain the following: a) The name of the candidate; b) His/her home address and mailing address; c) his/her membership number; and d) the title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent. No one may be a candidate for more than one office apart from the positions of the Trustee of the SUP Building Corporation and delegate to the SIUNA Convention. Nominees who fail to comply herein with shall be regarded as having declined the nomination.

Continued on next page



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SUP President's Report continued

Continued from previous page

Candidates for office may request and require the Union to distribute campaign literature at the candidate's request, provided that the candidate makes such request at least five working days prior to the intended date of mailing and/or distribution and provided that the candidate pay the actual cost of mailing and/or distribution at the time of each request. The cost of mailing and/or distribution shall be at the hourly rate of the Office and Professional Employees International Union (OPEIU) Local 29.

Campaign literature that the candidate requests to be mailed must be ready for mailing; stamped and envelopes stuffed and sealed; or flyers stamped, folded and sealed. Candidates for office are entitled to submit a photograph and a statement of 100 words or less regarding Union issues for publication in a special election supplement to the West Coast Sailors that will be published in November.

The statements and photos should be sent to the West Coast Sailors prior to November 10 for inclusion in the special election supplement. Each candidate may also post campaign material on a bulletin board to be set up in each SUP hall for that purpose. The candidate shall be allotted space for one legal-size page (8 ½ x 14) on a first-come, first-served basis.

The secret mail balloting for officers for the 2025-2028 term will begin on December 1, 2024, and end on January 31, 2025. Depending on the recommendation of the Impartial Balloting Agent, we expect the ballots will be counted on January 31, 2025.

The Committee on Election will turn to at Headquarters at 0900 on October 16 to verify the receipt of nominee acceptances, the compare it against the findings of the Committee on Candidates on the initial eligibility of the candidates, and to review the recommendations of the Committee on Constitution. The Committee is also charged to review and recommend for membership approval an Impartial Balloting Agent and to otherwise prepare the ballot. The Committee's report will be acted upon at the November coastwise meetings. Mr. Chairman, I recommend you call for nominations for the Committee on Election, and if there are vacancies they be shipped from the prior Committee or off the deck as necessary.

PATRIOT CONTRACT SERVICES

SNLC Pax: Senior Patriot management informed the Union on September 26, 2024 that its contract as operator of the shallow draft tankship SNLC Pax would not be renewed on October 1, 2024. This ship has operated with SUP crews for nearly a decade as wages and benefits have steadily improved. It has provided contract experience in the government-chartered tanker market and has made the SUP competitive on other bids. Thanks are due to all the Pax sailors over the years who helped build our reputation for professional excellence and reliability.

Management requested continuous manning through October during the turnover and suggested a pass-through agreement was favored by the shipowner Schuyler Lines where the SUP would crew the ship benefits would be paid to another entity. The SUP and MFOW agreed to the extension but declined the pass-through and signed a short-term extension which also confirmed an August wage increase of seven (7%) percent.

USNS Seay and Pililaau: On September 26, the Union was notified by Military Sealift Command (MSC) that the agency anticipates exercising Option Period 2 with

Patriot Contract Services (PCS), under contract N3220523C4031 for the operation and maintenance of the USNS Seay and USNS Pililaau. The anticipated period of performance is November 1, 2024, through October 31, 2025. The notification was provided to the Union as a collective bargaining agent and served as written notification of a forthcoming contract modification as required under FAR 22.1010(a)(2). Wage increases in the 3% range for this contract as well as for the M/T Allied Pacific which will be reported on in this report and in the West Coast Sailors once finalized.

SEAFARERS MEDICAL CENTER

The administrator of the Seafarers Medical Center informed the trustees that she had reached an agreement with the American Family Care Urgent Care (AFC) as a second facility in the Los Angeles area to provide medical services for dispatched MFOW and SUP members beginning October 15, 2024. Members are advised to present their yellow dispatch slips the Branch Agent Leo Martinez, for access the full range of services at AFC. That includes annual exams, sign-ons, drug screenings and Coast Guard 719k physicals. Concentra continues as a medical clinic option in the area as well for all services. See the Wilmington Branch Agent's report for more information. The address and contact information for the new clinic is:

American Family Care Urgent Care
24329 Crenshaw Blvd, Suite A
Torrance, CA 90505
Phone: (310) 868-8100
Hours: 8 a.m. to 8 p.m. seven days a week

HOLIDAYS

Veteran's Day: SUP Halls will be closed on November 11, 2024, for Veteran's Day is a national and contract holiday. Hiring Halls will also be closed on November 28, 2024 for Thanksgiving Day.

Dave Connolly

VICE PRESIDENT'S REPORT

September 2024

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

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

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

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

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

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

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

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

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

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

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

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

Matt Henning



Aloha Ukelele — Matson Lines Menu Cover by Frank McIntosh, 1930's

VOTE
November 5, 2025
Choose Those
Who Favor Labor

APLMS/SUP WAGE AND OVERTIME RATES

Effective October 1, 2024

Maritime Security Program

(APL EAGLE, ISLANDER, OCEANIA, PRESIDENT CLEVELAND, CARTER, GRANT, ADAMS, BUSH, REAGAN, WILSON)

Rating	Wages Monthly	Wages Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily	Money Purchase Pension Daily
Bosun (Bosun/AB)	\$7,262.41	\$242.08	\$7,484.30	\$4,490.58	\$149.69	\$25.00
A.B.	\$5,121.84	\$170.73	\$5,593.58	\$3,356.15	\$111.87	\$25.00
A.B. Watchstander/Daystander	\$5,121.84	\$170.73	\$5,593.58	\$3,356.15	\$111.87	\$25.00
O.S. (STOS)	\$3,880.07	\$129.34	\$4,390.30	\$2,634.18	\$87.81	\$18.51

OVERTIME RATES

The hourly overtime rate for all ratings:	10/1/24	10/1/24
except the Ordinary Seaman (STOS)	\$41.80	Money Purchase
Ordinary Seaman (STOS)	\$31.37	Pension Plan
		Daily

CARGO RATES

The hourly cargo rate for all ratings:

Straight Time Hours	\$31.37
Overtime Hours	\$51.64

SHORTHANDED (Section 7 SUP Work Rules)

Bosun	\$71.35
A.B.	\$53.76
STOS	\$40.33

STANDBY RATES (Section 43 SUP Work Rules)

Bosun		
Straight Time Hours	\$39.92	\$25.00
Overtime Hours	\$65.62	
A.B.		
Straight Time Hours	\$38.25	\$25.00
Overtime Hours	\$63.03	

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun		
Straight Time Hours	\$35.33	\$25.00
Overtime Hours	\$58.80	
A.B.		
Straight Time Hours	\$33.36	\$25.00
Overtime Hours	\$56.20	

DECK PORT WATCHES (Section 55 SUP Work Rules)

Bosun		
Straight Time Hours	\$47.58	
Overtime Hours	\$71.38	
A.B. and STOS		
Straight Time Hours	\$35.84	
Overtime Hours	\$53.76	

FUEL OIL SPILL CLEANUPS

Straight Time, all ratings	\$25.54
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SUP Officers' Wages

Consistent with the full disclosure intent of Article XV, Section 3 of the SUP Constitution and following the ratification of APL wage increases, the following table reflects the Union officer wage scale as required by the Section 1 of the same article of the Constitution.

Weekly Wages for SUP officers effective October 1, 2024:

President/Secretary-Treasurer	\$2,113.75
Vice President/Assistant Secretary-Treasurer	\$1,974.22
Branch Agents	\$1,974.22
Business Agent	\$1,938.83

Benefits: Medical and dental coverage (SUP Welfare Plan); four weeks vacation per year, participation in the SIU-Pacific District Pension Plan and a \$100 per week auto allowance. SUP officials can contribute to the SUP 401(k) Plan. No contributions are made for SUP officials to the SUP Money Purchase Pension Plan.



Dispatcher's Report

HQ September 2024

Deck	
Bosun	4
Carpenter	0
MM	1
AB	24
OS	5
Standby S.F.	7
Total Deck Jobs Shipped	41
Total Deck B, C & D Shipped	31
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.	41
Total B, C, & D Shipped-All Depts.	31
Total Registered "A"	19
Total Registered "B"	30
Total Registered "C"	7
Total Registered "D"	18

Govt Says All Fed Projects Need Strong Labor Standards

President Biden has signed a landmark executive order that directs all federal agencies to adhere to "a clear list of labor standards" when awarding dollars for government funded-projects.

It calls for voluntary union recognition, neutrality with respect to union organizing, and prioritizing programs that have pro-worker, pro-union provisions. It directs federal agencies to look favorably on projects that offer prevailing wage standards, project-labor agreements and other equitable compensation practices such as equal pay and pay transparency.

"President Biden and Vice President Harris continue to fight to make sure that investments in our country create good-paying union jobs with benefits that support our families and give us

a path to the middle class," said AFL-CIO President Liz Shuler. "This executive order helps ensure that people who work on government-funded projects are fairly paid, have a safe workplace and the opportunity to join a union."

The executive order gives government agencies the tools to make sure that federal investments in everything from clean energy to semiconductors come with high labor standards that benefit workers and taxpayers.

Biden signed his "Good Jobs Executive Order" at a union training center in Ann Arbor, Mich., just hours after the U.S. Labor Department reported payroll employment in the country had grown by 142,000 in August.

SUP BRANCH REPORTS

HONOLULU

September 2024

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

There were 7 Standby Jobs dispatched for the month.

REGISTERED: 5 A-Cards, 17 B-Cards, 6 C-Cards, and 5 D-Cards.

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

Agent's Report:

There are more than a few guys stuck on the beach because they are waiting for the NMC to process their Docs. Please get started early on your docu-

ment renewal. Six months should give you enough time to get what you need. Comon 09/13/24, and then were locked out the next day. Their main negotiation proposals are for safer nurse to patient ratio levels (there are roughly 100 unfilled vacancies for permanent RNs'), and stronger language in their contract to address this issue going forward. Inexperienced "Travel" nurses are scabbing out the fulltime union nurses. We plan to walk the line with our OPEIU local 50 Sisters and Brothers every chance we get. Also brewing, is a potential strike of UNITE HERE Local 5 members against the Hilton Hawaiian Village Resort.

Attended the Hawaii State AFL-CIO and Hawaii Port Maritime Council Meetings. Discussed support of state and federal candidate endorsements for the November 5th elections..

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

WILMINGTON

September 2024

Shipping: Bosun, 3; AB/W, 11; AB/D, 5; OS/ STOS, 5; GVA/GUDE, 0. Standby: 44 Total Jobs Shipped: 67

Registrations: A 24, B 26, C 2, D 8.

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

Agent's Report:

Attending union meetings is crucial for several reasons. It fosters a sense of community and solidarity among members, reinforcing collective strength in negotiations and workplace issues. These meetings provide vital information about ongoing contracts, policies, and rights, ensuring members stay informed and engaged. Moreover, participation allows individuals to voice concerns, share ideas, and influence decisions that affect their workplace. Active involvement enhances accountability and transparency within the union, promoting a democratic process.

Ultimately, attending meetings empowers members to advocate effectively for

their interests, contributing to a stronger, more unified workforce dedicated to achieving better conditions and benefits. If you are local or just in town and there is a meeting, please attend.

On Tuesday, October 15, we will begin using a new clinic alongside Concentra, called AFC Urgent Care. We hope this option alleviates any concerns about visiting Concentra. While we will be utilizing AFC Urgent Care, we will continue to work with Concentra as well. The new clinic is aware of the need for efficient time management to ensure you can get in and out quickly and go to your ship.

Thanks to the Seafarer's Medical Center team for their assistance in this process.

As always keep track of your expiration dates, dues and monthly news.

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

SEATTLE

September 2024

Shipping: 1 Boatswain (A); 2 AB/W (A, C); 1 AB/D (B); 1 Standby Boatswain (C); 16 Standby AB (8A, 1B, 5C, 2MFOW).

Registered: 6 A card for a total of 14; 3 B card for a total of 12; 3 C card for a total of 6; 2 D card for a total of 3.

Agent's Report:

If you are renewing your MMC remotely (not at REC) please check in with Berit or me before you submit the application to the Coast Guard to insure all required supporting documents are included with

your application. For the Coast Guard to accept applications, all forms need to be scanned and attached in a PDF format. If you are unable to do this at home, please bring your application to the hall and I will scan and submit it on your behalf. Renewing is a slow process, and you need it to go as smoothly as possible without delays.

**Fraternally,
Brendan Bohannon
Seattle Branch Agent**

BUSINESS AGENT'S REPORT

September 2024

APL Eagle — Delegate Chris Bartolo. All is well aboard, routine with the hard working gang getting the work done. The weather's starting to cool down, working steady. Sending our full support to the SUP Negotiating committee meeting with APL this month. Ali Ghaleb as Bosun

President JQ Adams — delegate Eric Bell via email says ship enroute for the anchorage area just outside of Shanghai. Expecting schedule delay to allow other reflagged vessels in to the EX-1 service. Still a shortage of tools & equipment which is very frustrating but getting the work done. Back from his trip off is Mike Henderson, Bosun.

President Reagan — Antonio Harris delegate. Doing a good job as delegate and following negotiations. Maintaining a high standard on deck for our freshly minted vessel. The President Reagan is currently on the EX-1 route replacing President Roosevelt. The gang working with the other departments. Cosme Bigno, Bosun.

President Kennedy — Delegate Robert Tomas. Delayed Oakland arrival due to engine failure. Diverted to anchorage, repairs made, shifted dock. Michael Ruan, Bosun.

President Wilson — In at Oak#56 SSA terminal. Delegate Ventrell Johnson. Ship sailed for with no issues and due to arrive in mid-October to discharge cargo in Yokohama and Naha before deflagging. Kris Skorodynski as Bosun

President Cleveland — Valeriy Goncharov delegate due in Oakland and expecting suitcase parade as majority of the gang's time is up. Cory Edgil, Bosun.

Kamokuiki — delegate Jose Ysern. Matson called for a crew to fly to Malaysia. After boarding the vessel the crew found and battled a cockroach infestation. Union objected and ship was fumigated and other steps taken. Crew dealing with it but not a good condition for a ship. Yvette Cavan Bosun.

Manukai — Ningbo shipyard Mike Haslam delegate in the shipyard the gangs working hard, making good all is well last we heard trying to sail middle of September subject to change running smooth with Jonathan Kaiser as Bosun

Mokihana — In at Oakland #62 Marc Relajo delegate Matson called for std — by due to maxed STCW hours which happens often. Sailed for Los Angeles with no issue, routine with the gang on the southern triangle ships rumor lay-up in December subject to change. Remoni Tufono as Bosun.

Mahimahi — Richard Kahalewai, delegate. Matson call back in Tacoma after 50 day layup, all returned but one. Ship expected to return to the southern triangle run. Noel Itsumaru, Bosun.

Manoa — Jerry Komoto delegate. In at Oakland#62 for a short stay then sailed for Los Angeles with no issues, all is well on the southern triangle with John Crockett as Bosun.

RJ Peiffer — Running out of Seattle on the Tacoma to Alaska run.

SFBP — Pier#9. Delegate Chris Auer. Station Boats training in full swing through summer. Weather conditions will change ahead. Members with 200 ton licenses and boat handling experience as well as other have opportunity. Steve Ross, Dock Bosun.

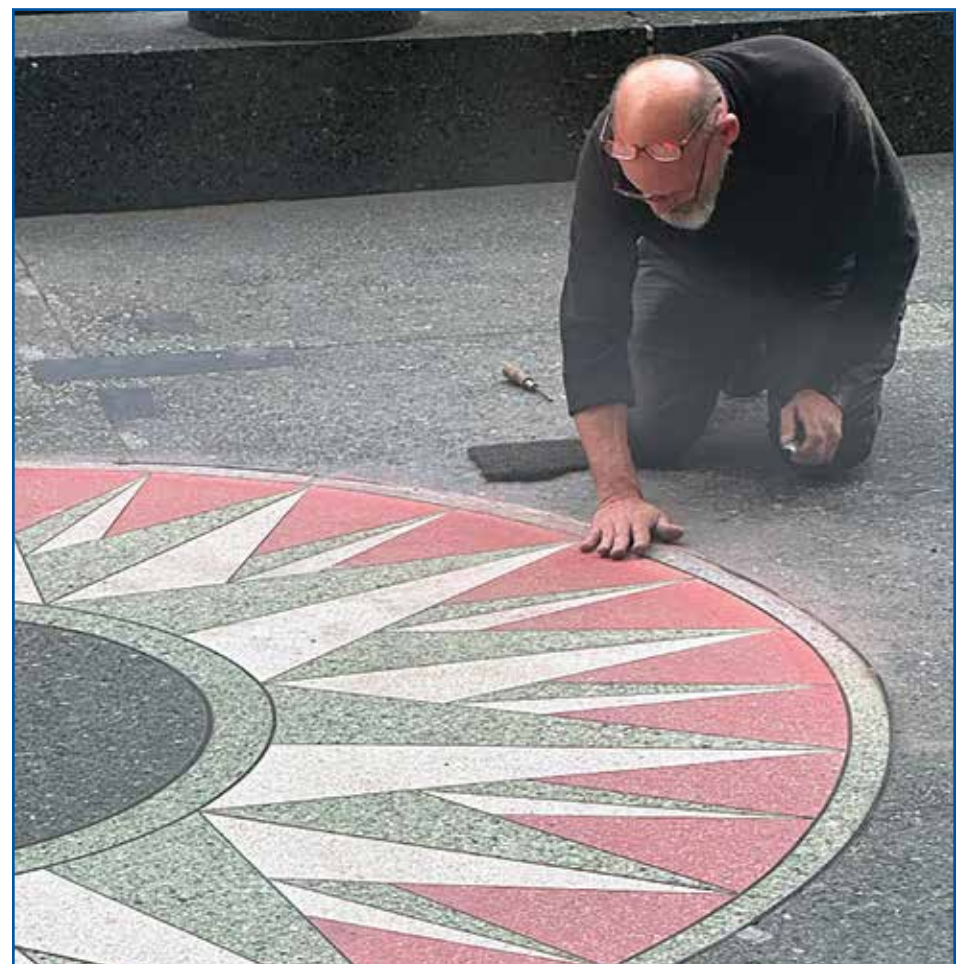
LNG Training available monthly see your local agent to submit an application to training coordinator Berit Eriksson. If your Documents are Less than 6 months it's time to start the renewal process, Especially your Medical Certificate. Minimum turnaround time is 90 days if the application is filled out correctly. Sometimes much longer. No one knows your business better than you don't get stuck on the Beach.

Shipping is outstanding for Commercial and Government vessels, and jobs go hanging. It's important that members remember that those numbers on the shipping board are people, your Union Sister or Brother, waiting to be relieved. Members need to step up and take those jobs especially if they have military training or even commercial vessels are hard to fill at times. Step up, fill the job and not be yourself that number on the shipping board waiting to be relieved.

When upgrading your seniority. Please send only Copies of your discharges the rating and membership committee meet 1st Thursday of the Month.

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

Roy L. Tufono



SUP bosun Ron Reed repairing the compass rose terrazzo outside SUP Headquarters in San Francisco. Photo Roy Tufono

VICE PRESIDENT'S REPORT

Please turn to page 10