

Senators Demand Changes for Crew in Naval Shipyards

Connecticut Sens. Richard Blumenthal and Chris Murphy are demanding that the U.S. Navy change its policies on deploying personnel to dry-docked vessels after an investigation found that shipboard conditions had contributed to the suicides last year of three sailors aboard the USS *George Washington*.

“The Navy’s recent report on the April 2022 suicides of three members of the USS *George Washington*’s crew exposes significant failures of our collective responsibility to care and provide for the men and women who volunteer to defend our nation,” they wrote in a Jan. 5 letter to U.S. Secretary of the Navy Carlos del Toro. “To that end, the Navy must go further than the recommendations in the report and reform requirements governing the shipyard lives of sailors.”

As contributing factors in the tragedies, which all took place in the space of seven days, naval investigators cited:

1. weeks-long interruptions in electricity, heating, air conditioning, and hot water;
2. the absence of “welfare and recreation services,” such as television;
3. a lack of quiet places to sit; and
4. round-the-clock shipyard operations.

Many sailors reportedly opted to sleep in their cars than stay aboard the ship.

Lack of mental health resources was also cited: sailors in that ship told investigators they had to wait months to see a mental health professional.

“The Navy must immediately reform regulations to establish ‘un-waivable’ requirements for manning, screening, and access to mental health care during long periods of shipyard maintenance,” Blumenthal and Murphy concluded. They said sailors with duty on ships undergoing maintenance for the entirety of their tours should be provided permanent housing ashore.

As the letter implies, ships are meant for sea and keeping seagoing crew aboard in sub-optimal working and living space while in the shipyard presents special hazards. Shipowners, ship managers, their agents, and crew would do well plan ahead to ease the hardship or avoid it altogether.

Note: the SUP recognizes that conditions in shipyards and at sea are sometimes unacceptable, and has routinely advocated for reform, including to some of the conditions that led to the tragic events in the USS George Washington. We remain dedicated to achieving those contractual improvements to our work and living spaces by regulation, legislation, collective bargaining, and/or the grievance procedure. We also maintain member and family support resources such as 24-hour crisis hotline, confidential counseling, legal services, suicide prevention, among other things at the Uprise Health employee assistance provider (EAP). Uprise can be contacted at 866 949 3645. The website is uprisehealth.com/members and the access code is SUP. Anyone experiencing a mental health emergency can call the National Suicide and Crisis Lifeline at 988.

Veterans and members of the military can select Option 1 to speak with a VA staffer.

China Lifts Covid Controls: Travel Resumes, Cases Surge

Amidst a growing surge of COVID-19 cases, China removed most travel restrictions. The strict COVID zero tolerance policy was jettisoned almost overnight. Chinese ports of entry reopened to foreign travelers - including seafarers - without any quarantine period or testing on arrival. The new policy will take effect on January 8.

“China will adjust the cargo-only policy at ports of entry and gradually resume entry and exit of passengers by land and water and provide greater convenience for Chinese and foreign crew change in China,” said Chinese Foreign Ministry spokesperson Hua Chunying on Tuesday. “Those with no issues to report in their health declaration who have been given regular customs inspection and quarantine clearance can enter China without being subject to quarantine.”

For more than a year, China’s ports have operated on a “closed-loop” model, walled off from the rest of the country by COVID-19 restrictions. After a wave of public protests in November, the national approach to the disease changed as Beijing quietly but quickly loosened its strict quarantine and public health policies.

There were strong indications, however, that suggest that the disease is rapidly sweeping the country. The government officially maintains that the



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Supreme Court to Rule on Strike Protections

The Supreme Court heard arguments in January in a high-profile case that potentially threatens workers’ right to strike and the effectiveness of the National Labor Relations Act (NLRA). Justices took up the case after an appeal by Glacier Northwest, a construction outfit, after a lower court sided against them and for a Teamsters Local in a labor dispute case. At issue is an elemental question on the damage to perishables specifically and economic harm in general.

In 2017, after the expiration of a collective bargaining agreement between Glacier and Teamsters Local 174, the union went on strike. Some Teamster drivers working for Glacier were in the process of delivering mixed concrete when the strike was called and left the job midway and returned the trucks to a company facility to participate in the strike. Glacier says the mixed concrete became unusable (though the trucks were unharmed). Glacier later filed a lawsuit against the union and argued this was intentional destruction of property not protected by the union’s right to strike. The Washington State Supreme Court disagreed, finding that, while “employees must take reasonable precautions to protect an employer’s plant, property, and products...economic harm may be inflicted through a strike as a legitimate bargaining tactic.”

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NLRB Issues Two Pro-Union Decisions

The National Labor Relations Board, now with a majority of members appointed by Democrats, has issued two significant decisions that unions have been seeking for years.

One would give new remedies to workers harmed by unfair labor practices. The other would make it easier for workers and their unions to define the scope of their bargaining unit.

The first decision makes employers liable for a range of losses suffered by employees in ULP’s who whether Union or not have been fired or harmed for engaging in lawful union activity. Under the National Labor Relations Act, employers who unlawfully terminate employees are required to make those employees “whole.” Until now, the NLRB had defined “make whole” to include only reinstatement and lost wages. In its new decision, the NLRB recognized that those remedies on their

own seldom make an employee “whole.”

Where appropriate, the Board will now order that the employer pay for direct and indirect losses that are a reasonably foreseeable result of the discrimination. These losses—if they can be tied to the discriminatory action—could include late fees on credit cards, the cost of purchasing health care, lost investment income, immigration paperwork and visas, and the financial consequences of losing housing or vehicles.

“Employees are not made whole until they are fully compensated for financial harms that they suffered as a result of unlawful conduct,” said NLRB Chair Lauren McFerran in a statement announcing the new rule. To obtain financial relief for fired workers, the NLRB’s General Counsel will be required to provide evidence that the compa-

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

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

Organization/ General Fund

- Leo Moore..... \$100

West Coast Sailors

- Thomas Tynan\$30
- Victor Frazier\$5
- Philip Coulter..... \$10

Political Fund

- David Fadoul \$100
- Michael Thomsen \$100
- Roy Tufono \$100
- Scott Oliphant \$50
- Steve Swinson \$25
- Dave Connolly \$200
- Danilo Perez \$50
- Norman Teruya \$25
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- Benjamin Garman \$100
- Milton Caballero \$20
- Sam Worth..... \$50
- Lee Bolden \$50
- Vince O’Halloran \$200
- Arthur Garrett \$100
- Arnold Impat..... \$50
- Manny Rezada \$50
- Antonio Respicio \$10
- Jonathan Pampilon \$100

Final Departures

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

Membership and Ratings Committee

The Committee met on January 5, 2023 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Erik Thunstrom	B-19739	1 yr.	A.B.	B
Muafa Ali Quraish	C-2955	30 days	A.B.	C
Saleh Saeed Ahmed	C-2956	30 days	O.S.	C
Kinyta Lewis	C-2957	30 days	O.S.	C
Arnold Impat	C-2958	30 days	A.B.	C
Nicholas Reed	C 2959	30 days	A.B.	C

Ratings: Bosun Stamp

David Rowland	BK#3208
Marc Dulay	BK#2761

Membership and Ratings Committee’s Report: Janan Johair, #4829, Kim Dulay, #2762 and George Babbín B-19666.



Saher Ali, BK#3822 after six years of seatime under SUP contract, was awarded top seniority by the Membership and Ratings Committee in October.

Tax Fairness Act Would Restore Union Dues Deduction

Early reviews of Donald Trump’s tax returns released by Congress recently confirms that the former president was using enormous business losses to reduce his annual tax liability, in some cases all the way down to zero.

While one of Trump’s main businesses was found guilty of criminal tax fraud earlier this month, Trump himself has so far not been accused of doing anything illegal with his taxes and personal accounting.

But the topic has raised questions about the fairness of the U.S. tax code and tax regulations, which number in the millions of words and in the case of Trump proved effectively unenforceable.

Reviving a bill from last year, maritime labor and national unions from every sector of the economy are pushing Congress to reinstate a federal income tax deduction for workers’ union dues.

The unions noted that the Tax Fairness for Workers Act (H.R. 2549/S. 1157) “would deliver direct cash tax benefits

to millions of middle-class Americans, help increase union membership, and strengthen labor unions’ capacity to negotiate for increased wages, better benefits and safer healthier workplaces.”

The 2017 Tax Cuts and Jobs Act during the Trump Administration eliminated the longstanding tax benefit for unreimbursed workplace expenses.

The unions noted, “This policy would further boost burgeoning community-based worker organizing efforts at a time when Americans overwhelmingly approve of labor unions and union activity is rapidly rising. . .Americans appreciate that union members working collectively will deliver higher wages, lifesaving benefits, safer working conditions, job security, dignity and respect. Enacting this tax benefit also will deliver significant indirect benefits to non-union workers. Quite simply, the rising tide of union power lifts all workers.”

This bill has some bipartisan support but faces considerable opposition.

NLRB Issues Two Pro-Union Decisions

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ny’s actions provoked the financial harm and that it was direct or foreseeable. The agency can also collect penalty payments when companies illegally demote workers, cut their wages, or retaliate in other ways. NLRB General Counsel Jennifer Abruzzo, who was appointed by President Biden, had recommended that the Board adopt the new ruling.

The second ruling modifies the framework for determining the appropriate bargaining unit. In the decision, the Board reaffirmed its long-standing principle that employees in the petitioned-for unit must be “readily identifiable as a group” and share a “community of interest.” The prior administration’s NLRB had made it easier for employers to add employees to

the bargaining unit with the goal of diluting support for the union and making it easier to defeat the organizing drive. The current Board went back to the rule that employees will not be added to a proposed unit unless they share an “overwhelming community of interest” such to mandate their inclusion. “The Board’s task in assessing the appropriateness of bargaining units is to ensure that workers enjoy—in the words of the National Labor Relations Act—‘full freedom of association,’” McFerran said.

These decisions may also function as a deterrent against ant-union actions by employers. In any case, they represent a significant step forward for employee rights after years of decline.

SUP Meetings 2023

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

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

*Denotes Tuesday meeting due to holiday



ROBOT RAISE: in the highly automated port of Ashdod, Israel, no workers are needed for a driverless container crane to lift a driverless container, chassis, and truck. Look out below!

West Coast Sailors

Published monthly by the Sailors Union of the Pacific (an affiliate of the Seafarers International Union of North America, AFL-CIO), Headquarters, 450 Harrison St., San Francisco, CA 94105. Phone: 415-777-3400. FAX: 415-777-5088. Dispatcher: 415-777-3616. Website: www.sailors.org. Periodicals’ postage paid at San Francisco. (USPS 675-180). Printed by Dakota Press Co., a Union shop. POSTMASTER: Send address changes to West Coast Sailors, 450 Harrison St., San Francisco, CA 94105.

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Chevron Lifts First Venezuela Exports In Complex Deal

U.S. oil company Chevron Corp is sending two oil tankers to Venezuela, one of which will load the first cargo of crude destined for the United States in nearly four years, according to a person familiar with the matter and shipping data.

Venezuela has long been on the list of U.S. trade sanctions, but as part of a complex deal with the Biden Administration, a ship loaded Venezuelan crude and a second delivered diluents to aid in the oil blending process.

The U.S. last month issued a six-month license to Chevron authorizing it to take an expanded role at four Venezuelan oil joint ventures that produce, process and export oil, and to bring their oil to the United States. That license will restore some of the oil flows that were shut by the sanctions, and was one of the first steps in the plan to incentivize the Venezuelan government to work with opposition leaders on a presidential election in late 2023.

Some analysts said the new oil flows could set the stage for additional concessions by the administrations of Venezuela's Socialist President Nicolas Maduro and U.S. President Joe Biden.

That would allow the second largest U.S. oil producer Chevron to return in part to its historical role in Venezuela's oil production and processing over time.

"The main scenario is to expect the license will become more flexible as political talks progress," said Francisco Monaldi, a Latin American energy expert at Rice University's Baker Institute. "The United States seems to be following a strategy of carrots in a row: Maduro will have to comply with steps in the negotiation."

"There might be new licenses, not out of promises but out of verifiable changes," added Fernando Fernandez, a Venezuelan lawyer and expert in sanctions.

Washington officials have said further easing of Venezuelan oil sanctions could come with a reinstatement of excluded political candidates and election observers.

The Bahamas-flagged tanker Caribbean Voyager is set to take the first Venezuelan export oil to the United States, and the Marshall Islands-flagged UACC Eagle is sailing to Venezuela's Jose oil port to discharge naphtha for the joint venture Petropiar. The cargoes are the first under the U.S. Treasury Department's Novem-



ber license allowing Chevron to expand its operations in Venezuela.

The Biden administration previously had authorized European oil companies to receive Venezuelan crude to recoup pending debt, removed individual sanctions on some Venezuelans, and released relatives of Venezuela's first lady who were convicted of drug trafficking charges.

Chevron earlier this year had requested a broader license that would allow it

to take operational control of its joint ventures in Venezuela, but Washington opted for a limited authorization set to be scalable as political talks progress. "What Chevron was granted is a bit far from what it requested, but it could be modified," said Jose Ignacio Hernandez, Venezuela's former attorney general. Chevron also faces "enormous compliance demands" by Washington in its financial dealings with PDVSA, he said.

Retailers Lose Appetite For Ship Management

Big U.S retail companies are moving away from using chartered ships to try to fix pandemic-triggered disruptions, especially as supply chain problems ease and congestion clears at ports.

Costco Wholesale Corp., Home Depot Inc. and Party City Holdco Inc. are some of the companies that have pulled back from ship charters amid plentiful space on container ships and fast-slumping ocean-shipping rates.

A representative for Home Depot said it stopped using chartered vessels earlier this year as space opened up in global shipping. Richard Galanti, Costco's chief financial officer, said the retailer took a \$93 million charge in the most recent quarter, mostly related to reducing the company's ship chartering.

"We are still using it for some parts of the country that makes sense," Mr. Galanti said. "But we have downsized it and taken the associated write-off." This means the chartering initiative cost Costco in the long run.

Importers rushed to secure space on chartered ships during the Covid-19 pandemic as consumer spending surged

and supply-chain snarls at ports and rail yards delayed cargoes and led to product shortages. Shipping demand was so great in 2021 that even the nation's biggest importers struggled to secure space on ships. Those that found space paid such a premium, with spot-market rates rising 10-fold to \$20,000 or more to send a container from Asia to the U.S. West Coast, that some retailers found chartered ships an affordable alternative.

That strategy had mixed results at best. Party City started booking space on chartered vessels in mid-2021 in advance of Halloween, its busiest time of year, said Bruce Dzinski, Party City's director of international transportation. Massive container ship backups at the neighboring ports of Los Angeles and Long Beach made some shipments too late for Halloween. Party City continued to use chartered ships for 20% to 25% of imports during the first half of 2022, this time routing cargoes through the Port of NY/NJ. But the company switched back to regular container services this year as it was easier to secure space and as shipping rates fell.

The average cost of sending a container from Asia to the U.S. West Coast reached \$1,403 by the first week of December, according to the Freightos Baltic Index, down from \$14,924 at the same time last year.

Rates to charter ships, which were close to fully booked up early in 2022, have also declined. The cost in November of chartering a ship capable of carrying the equivalent of 4,000 containers was \$25,000 a day, according to shipping data company Alphaliner, a drop of 71% compared with 2021. "There is a huge amount of uncertainty," said Jan Tiedemann, a lead analyst at Alphaliner. "There are not many deals happening at all."

Jon Monroe, a shipping industry con-

sultant, said companies trying to run their own vessels also face numerous complications, including securing berth space at ports and the logistics of returning empty containers to Asia.

German discount grocer Lidl committed heavily to the strategy by launching its own shipping line, Tailwind Shipping Lines, in July, to serve its chain of more than 12,000 stores across 31 countries, and it continues to run that operation.

Most other companies, like Home Depot and Costco, who are still chartering, have relied on third-party companies to operate chartered ships. Costco leased space aboard seven ships, each one capable of carrying about 1,000 containers, on contracts that ran for up to three years.

Weak Demand, Blank Sailings Signal Tough Year For Container Shipping

Container rates have stabilized at much lower levels than in the pandemic past, but the economic outlook forecast is for more stormy weather.

Some estimates suggest that liner shipping will be a small fraction of 2022's enormous profits.

The Shanghai Containerized Freight Index (SCFI) was down the most since the onset of the pandemic, and could go below the psychologically important 1,000 point mark for the first time since 2020 while the contract-focused China Container Freight Index (CCFI) was down 4.3%.

Drewry's composite World Container Index, published in January, fell slightly but it is 21% lower than the 10-year average of \$2,695, indicating a return to more normal prices.

"Unless we get a strike on the US West Coast, we remain on track to revert to full normalization by the end of 2023-Q1," analysts at consultancy Sea-Intelligence predicted in their latest weekly report. "This means that we see sharply dropping demand combined with a significant injection of capacity due to reduced bottlenecks."

Sea-Intelligence expects to see more blank sailings, but for now they are appearing insufficient to stem the decline. Adding insult to injury for the carriers, 2023 will begin to see deliveries of the

sizeable orderbook, based on orders made during 2021. Data from Alphaliner shows fresh deliveries of containerships for 2023 and 2024 are expected to hit a decade high, more than double that of 2016 to 2022 average levels.

Weak demand underlies the problem. The latest data reveals that carriers blanked more than six times the number of sailings on the main Asia to US West Coast corridor leading up to Chinese New Year as they did in the equivalent period of 2019. It could be worse: current data only counts blanked sailings announced before January 6, with the New Year arriving on January 22.

"This really does demonstrate the low level of demand gripping the industry at present," said Peter Sand, Xeneta's chief analyst. "In a normal year, we tend to see very few blanked sailings in the run-up to this major Chinese holiday as shippers stock up on their inventories. So, this is a worrying development for carriers and, no doubt, a bad omen of what's to come for the year ahead."

Carriers have essentially given up efforts to raise freight rates and have opted to secure cargo volumes in anticipation of the dip post holidays with Chinese factories shutting down earlier than usual," analysis carried by consultancy Linerlytica this week suggested.

Feds Reject Oakland Ballpark Funding

While the A's and City of Oakland have yet to reach a development agreement for the Howard Terminal ballpark project, both sides now seemingly face a significant setback.

As first reported by the San Francisco Chronicle, a hopeful \$180 million "Mega Grant" from the U.S. Department of Transportation will not be awarded to the project's offsite infrastructure needs.

It was a long shot at best: use federal funds designated for transportation projects to fund a billion-dollar luxury real estate deal with a ballpark attached.

Oakland was aiming to get federal funding through recent legislation to secure essentials needed for the projected ballpark neighborhood improvements. Instead, it will get none.

"We knew it wasn't a very likely thing, but nevertheless, it was appropriate for us to apply and try all avenues, and we did," said Oakland City Council member Dan Kalb said.

That leaves Oakland well short on funding to pay for things like roads, overpasses, sewer and other basic amenities that the current neighborhood already needs upgraded, ballpark or not.

That's a significant setback in the overall funding, according to Nola Agha, professor of sport management at the University of San Francisco. Agha said there are other options for the A's to revise their funding plans or relocate to the Coliseum property and stick with their "rooted in Oakland" plan instead of leave for another location such as Las Vegas as the A's have suggested in the past.

Oakland already has reportedly secured some monies to bridge the cost gap, but with time and inflation, the exact figures and percentages remain a moving target. Meanwhile, Oakland, one of the few deepwater ports on the U.S. West Coast, languishes for lack of investment, struggling to avoid becoming a maritime backwater.

Yacht Sinks Tanker: NTSB Says Bad Lookout to Blame

Two crews not maintaining proper lookouts led to the collision between a yacht and a tank vessel near Nassau, Bahamas, the National Transportation Safety Board this month. The collision resulted in the sinking of the tank vessel and nearly \$7.9 million in damages.

The motor yacht *Utopia IV* and tank vessel *Tropic Breeze* were transiting the Northeast Providence Channel on Dec. 23, 2021, when the two vessels collided. The *Tropic Breeze*'s engine room flooded, and the vessel sank in deep water in 25 minutes. The seven crewmembers abandoned ship and were rescued by a Good Samaritan vessel. Three of the 12 crewmembers on the *Utopia IV* were injured.

Before the collision, the captain of the *Utopia IV* was conning the vessel while the bosun navigated and kept a bridge log. On the *Tropic Breeze*, the master and an able seafarer were on watch on the bridge.

The captain of the *Utopia IV* left the bridge shortly before the collision to go below. The bosun, who was not credentialed as a watch officer and was not allowed by regulations to conn the vessel alone, was left performing watchstanding duties by himself and logging navigational data.

At 11:00 p.m. Eastern time, the bow of the *Utopia IV*, traveling at about 20 knots, struck the transom of the *Tropic Breeze*

from directly astern.

None of the watchstanders on the *Utopia IV* or *Tropic Breeze* reported seeing the other vessel on radar. According to the report, it is likely none of the watchstanders had looked at the radar in the 12 minutes before the collision.

During the voyage, the *Tropic Breeze*'s automatic identification system was inoperative due to a power issue. If the unit was working, *Utopia IV*'s watchstander could have detected the *Tropic Breeze* before the collision and the *Tropic Breeze*'s system would have been able to identify the yacht's position as it approached from astern.

NTSB investigators concluded that if either vessel had kept a proper lookout, they likely would have detected each other and could have taken action to avoid the collision.

The NTSB determined the probable cause of the collision was the *Utopia IV*'s wheelhouse crew not maintaining a proper lookout and therefore not identifying the tank vessel they were overtaking. Contributing was the *Tropic Breeze*'s bridge team also not maintaining a proper lookout. "A proper lookout by suitably trained crewmembers is required by the Convention on the International Regulations for Preventing Collisions at Sea, 1972 and is essential in determining the risk of collision," the report said.



Utopia IV (left) and *Tropic Breeze* (right) pictured before the collision. (Sources: Rossinavi (left); Captain Chris Knowles (right))



Tugs positioned alongside the *Sandy Ground* to hold her in position during the transfer of passengers (NYPD Special Ops)

Engine Fire Forces Ferry Evac in NYC

An engine room fire aboard one of the Staten Island Ferries in New York City caused a mid-harbor evacuation of nearly 900 people during the rush hour commute on December 22. Officials from New York City praised the response of the crew and passengers reporting only a few minor injuries.

The New York City Fire Department got an emergency call shortly after 1700 reporting an engine room fire on the 4,500 ton *Sandy Ground*. The vessel was in underway in New York harbor between the Battery in Manhattan to the St. George Terminal on Staten Island. The NYFD said it was a collaborative response of police, fire, the U.S. Coast Guard and maritime industry. Adding to the challenge was bad weather conditions: high winds with gusts over 40 m.p.h. and periods of heavy rain made things difficult. "The crew had already put CO2 into the engine hold as would be the policy to do," said Deputy Assistant Chief Frank Leeb. "Our main objective was to secure the vessel and to start getting the passengers offloaded onto other boats."

Passengers said crew had moved people away from fire area and ordered everyone to put on lifejackets. By the time the responders reached the scene, the passengers had been gathered into a few areas and the decision was made to evacuate the ferry. The tugs and another ferry

were used to hold the *Sandy Ground* in position while the ferry was used to create a sheltered area.

M.E.B.A. Secretary-Treasurer Roland Rexha said "We are beyond proud of our Staten Island Ferry crew for their rapid, lifesaving frontline actions."

"A decision was made to use other ferries to offload the passengers, as that was a safer alternative than putting them on to fire or police boats," said Leeb. A fleet of small ferries operated by NYC Ferry, Hornblower, and New York Waterway responded to offer assistance and facilitate the transfer. Witnesses said the crews formed a human chain to transfer the passengers across to the private ferries which then shuttled them to the terminal on Staten Island.

"This was not a lucky event. This is years and a long time of preparation and training," said Leeb afterwards. "The crew acted as the crew was supposed to act."

The *Sandy Ground* is the second of three new ferries built by the Eastern Shipbuilding Group for New York City. The vessel entered service on June 17, 2022. It is part of a vital transit system in New York that makes more than 100 trips per day across the harbor with approximately 70,000 passengers.

Speculation on the source of the fire centered on a possible oil leak in the engine room.

Maryland Bans Cell Phones During Piloting

After a distracted pilot ran the boxship *Ever Forward* aground in Chesapeake Bay last March, the Maryland Board of Pilots has decided to enact a rule change that forbids on-duty pilots from using their phones.

"The job of a state-licensed pilot requires absolute attention and focus on the job of safety piloting, navigating maneuvering, anchoring docking or undocking a vessel," board chairman Sandy Steeves told local media in a statement.

Maryland banned texting and driving in 2013, but it had still been technically legal to "text and pilot" merchant ships while in state waters. Last year, one pilot's ill-timed decision to use a phone put the containership *Ever Forward* aground on an oyster bank, where the vessel stayed for a month as salvors worked to free her.

Ever Forward departed Seagirt Marine Terminal in Baltimore on the evening of March 13, 2022, with a licensed Maryland senior pilot on the bridge. The 12,000 TEU

vessel was outbound, headed for Norfolk, in mild, clear weather.

At 1930 hours, the master left the bridge, leaving the pilot with the third officer, an AB and a cadet. At 2017 hours, as *Ever Forward* approached a turn in the channel, the pilot — distracted by his phone — gave no orders to make the course change. The third officer reminded him of current speed, but the pilot did not notice. The vessel had overshot her turn by a full minute at full ahead by the time he became aware that something was amiss. He ordered urgent maneuvers to avoid a grounding, but it was too late.

Investigators reviewed the vessel's Voice Data Recorder and found pilot phone use for about half of the 126 minute time

period between leaving the berth and running aground.

"Had Pilot 1 refrained from drafting email correspondence, and placing and receiving personal or non-urgent professional calls, it is possible he would have maintained better situational awareness and properly executed the turn in a timely manner, avoiding the vessel grounding," the Coast Guard concluded.

The Association of Maryland Pilots and the Maryland Board of Pilots did not have cell phone policies at the time of the grounding. The U.S. Coast Guard does not have formal regulations on cell phone use, though it "strongly recommends vessel owners and operators to develop and implement effective operational policies."

1000 DNV Ships Hacked With Ransomware

The major ship classification society DNV is confirming that a recent ransomware cyber attack on its fleet management software has impacted around 1,000 ships.

The cyber attack was discovered on the evening of Saturday, January 7, on its ShipManager fleet management and operations platform, forcing the class society to shut down the software's IT servers.

DNV now confirms that 70 customers and a total of 1,000 vessels are affected by what it says was a ransomware attack. There are no indications yet that any other software or data by DNV is affected. .

"DNV experts are working closely with

global IT security partners to investigate the incident and to ensure operations are online as soon as possible." DNV said in an update.

According to DNV's website, more than 7,000 vessels owned by 300 customers use its ShipManager port and crew management software. The ShipManager platform manages technical, operational and compliance aspects of ship management data, including planned maintenance system (PMS), shipping procurement, ship safety management systems (QHSE), crew management system, hull integrity management, and other things.



Boxship *Ever Forward* with tugs, barges and crane during lightering operations during the month-long effort to refloat the grounded ship. (USCG)

SUP MFWO Holiday Lunch



SUP members celebrate the end of 2022: Marcelo Javier leads the cheer at the head of table.



SUP President Emeritus and pensioner Gunnar Lundeberg held forth and the band played on



SUP Vice-President Matt Henning with the brothers Dulay and family



SUP pensioner Mike Worth and family gathered at MFWO HQ at 240 Second Street for the SUP/MFWO holiday party.



Left, MFWO President Anthony Poplawski

Below, Professor Capt. Dr. Colin Dewey, SUP able seaman, easily connected theory to reality SUP-style.



Long-time SUP member Mike Smith in SUP holiday attire, black jeans, hickory shirt, hoodie.

Biden Sends Bradley Armor to Ukraine: Tanks Could be Next

The U.S. and Germany will send infantry fighting vehicles to Ukraine, the two countries announced on Thursday, decisions that could pave the way for the West to give Ukraine what it really wants — Western tanks.

The White House announced that it plans to send Ukraine the Bradley Fighting Vehicle, a tracked armored combat vehicle that carries an auto cannon and a machine gun. Germany, meanwhile, will provide its Marder Infantry Fighting Vehicle. The announcements come a day after France said it will send its AMX-10 RC armored fighting vehicles, a highly mobile, wheeled system built around a powerful turret-mounted GIAT 105mm gun.

Sending the latest infantry fighting vehicles to Ukraine could pave the way to supplying the more powerful Western tanks, something U.S. and European allies have so far been reluctant to do.

Those could include Germany’s Leopard tanks or even the U.S. Army’s M1 Abrams, said experts and the officials, who spoke on condition of anonymity to talk about ongoing discussions.

Western tanks — as opposed to less powerful wheeled vehicles with smaller main guns — would be a game-changer for Kyiv, which already operates Soviet-era tanks from its own inventories and others provided after the invasion by European nations. A Leopard or Abrams is more mobile, accurate and has longer range compared with the old Soviet tanks. They are also more effective at protecting troops than the older tanks or even the Western infantry fighting vehicles as Ukraine continues to suffer large losses on the battlefield.

Indeed, while President Volodymyr Zelenskyy

on Wednesday thanked France for the AMX-10, he urged other allies to provide tanks and other heavy weapons. “There is no rational reason why Ukraine has not yet been supplied with Western tanks,” he said.

The 50 Bradleys are part of a large aid package worth at least \$3.8 billion. Another \$682 million in military financing will go to Eastern European countries to allow them to buy American weaponry and military equipment. Ukraine will also receive \$225 million in military financing.

Bradleys are designed to work in tandem with the Abrams, providing a “complementary” capability, said retired Lt. Gen. Ben Hodges, a former commander of U.S. Army Europe.

The Bradley alone would be a significant capability boost for Ukraine. The U.S. has already sent more than 2,000 combat vehicles, including hundreds of mine-resistant vehicles and Humvees that Kyiv has used to push through Russia’s defenses. But the U.S. Army’s gold standard infantry fighting vehicle, the Bradley, is a faster, better-protected update to the M113 armored personnel carrier.

In addition to the 25mm Bushmaster chain gun, it is also armed with two TOW antitank missiles and a 7.62 coaxial machine gun.

“The Brad (or [Infantry Fighting Vehicle]/[Cavalry Fighting Vehicle]) is NOT a tank, but it can be a tank killer,” tweeted retired Lt. Gen. Mark Hertling, also a former commanding general of U.S. Army Europe. The Bradley is also considered to be a less escalatory choice than the Abrams for an administration still concerned about provoking Moscow. But it will be lethal on the battlefield, particular-



U.S. Army personnel prepare to unload Bradley Fighting Vehicles from rail cars as they arrive at the Pabrade railway station, Oct. 21, 2019, 31 miles north of Vilnius, Lithuania. | Mindaugas Kulbis/AP Photo

ly when paired with Kyiv’s Soviet-era tanks, Hodges said.

“A big part of combined arms warfare is that you have protected infantry that can move alongside tanks, keep up with them, and that’s part of what combined arms is all about: infantry armor artillery,” Hodges said. “By having your infantry moving along with them, that makes it that much more lethal.”

Washington and Kyiv have been talking for months about heavier armor. Identifying which units or storage facilities have the right vehicles available for export, along with some concerns over advanced optical and communications equipment included in newer models, have been the sticking points.

For Ukraine, Bradleys and Western tanks can’t come soon enough. Zelenskyy said Tuesday that Russia is planning a second mobilization for a major new offensive early this year. And last month, Gen. Valeriy Zaluzhnyi, Ukraine’s top military leader has said Russia could make a push to take Kyiv as soon as January.

Ukrainian officials have been begging for hundreds more tanks, infantry fighting vehicles and howitzers to help repel Russian attacks, particularly strikes on cities and civilian infrastructure.

The Bradley’s logistical requirements are “terrifically less burdensome than, say, those associated with an M1 [tank],” one of the U.S. officials said. “Our M1s would be a logistics burden that we would not want to put on [Ukraine] until they and we were confident they were ready.”



An MSC LMSR offloads Bradley Fighting Vehicles in Europe, headed to the front in Ukraine.

China Lifts Covid Controls: Infections Surge

continued from page 1

case rate is low, and its published COVID fatality rate is in the single digits per day for a nation of 1.4 billion; however, social media and independent reporting suggest that hospitals and morgues are having difficulty keeping up with the pace.

But after China was criticized by public health experts and epidemiologists for publishing data that routinely showed deaths in the single digits in recent weeks — figures they said grossly underestimated the impact the virus had on the Chinese population — authorities released revised

numbers. Now comes the official estimate that since the government stopped the zero tolerance controls in December there have been roughly 60,000 COVID-related deaths. It is significant because it is the first major accounting of the Omicron toll sweeping the nation and represents a significant upward revision. But experts say the toll is still vastly underestimated, in part because Chinese authorities are counting COVID deaths only if there is no other underlying condition.

The impact on seaports and ships remains to be seen, but early indications

suggest that infection rates are having an effect on all stages of the China supply chain. Some manufacturers are slowing production or returning to the use of closed-loop, quarantined staffing policies. Top car manufacturer BYD has had to cut production by a third, and vice president Lian Yubo told CNN that “20% to 30% of our employees are sick at home.”

As an indication of the difficulties on the ground, a recent CNBC poll of 340 leading American importers found that about 60 percent are having challenges getting their orders filled and delivered — despite the fact that the congestion that plagued ocean freight this year has effectively ended.

How it affects China shore leave, as well as joining and disembarking crew is also unsettled. According to some reports, some Chinese government agencies, but not the federal government, have confirmed that crews from foreign flagged ships are included in the relaxed restrictions. The rules for crew changes reverted mostly to pre-pandemic dropping the requirement for local approvals and testing for all crewmembers. Disembarking crew are still required to take a test 48 hours before leaving the prior port and should remain in that country if they test positive, but with a negative test, they will be permitted to enter China without

quarantine or other restrictions.

They are also reporting that surveyors and other functions will also be permitted to resume. Since March 2020 most of those functions were suspended at Chinese ports or the surveyors faced strict quarantines after coming off a foreign ship.

The shipping industry is welcoming the changes and travelers are expected to rush to schedule trips, but many western officials remain skeptical of China’s COVID reporting. In China’s third most populous province, Henan, for example, it is believed that 90 percent of the population or more than 88 million people have had at least one of the variants of COVID-19. Many countries are reinstating testing requirements for people inbound from China. Health officials are believed to be downplaying the severity of the cases while reports continue to emerge of overcrowded hospitals and limited medical supplies in parts of China.

It appears that in almost all circumstances U.S. crews will require Chinese visas, and as with Japan, the practical reality of shore leave may be at odds with advertised open door policies.

Shipping companies are seeking answers to questions raised by the SUP and other maritime unions toward a safe and equitable resolution of these and other post-pandemic matters.



SUP Celebrates Dr Martin Luther King, Jr. Day



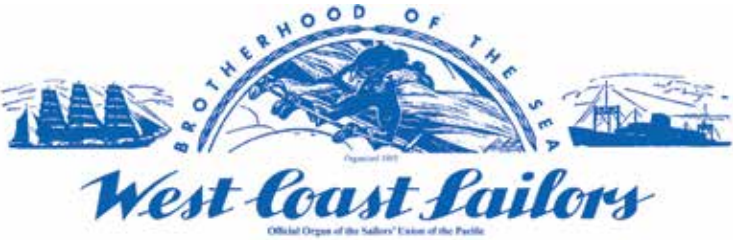
Dr. Martin Luther King Jr. marching in Atlanta, Georgia's Scripto Corporation manufacturing plant strike. Scripto was one of the United States' most popular pen and pencil manufacturers. In November 1964, Scripto workers left site demanding more equitable pay for skilled and non-skilled workers. The strike ended in January 1965. MLK Jr. and the other strikers are carrying signs that say "Scripto. Inc. Employees ON STRIKE for a living wage Local 754 Int. Chemical Workers Union"

King was also a labor leader and he was killed supporting a strike of sanitation workers in Memphis. He spoke many times on the fate of the oppressed was in the intertwining of social and economic justice as a "unity of purpose." Below is an excerpt from his speech before the AFL-CIO on December 11, 1961.

"This unity of purpose is not an historical coincidence. Negroes are almost entirely a working people. There are pitifully few Negro millionaires and few Negro employers. Our needs are identical with labor's needs: decent wages, fair working conditions, livable housing, old-age security, health and welfare measures, conditions in which families can grow, have education for their children, and respect in the community. That is why Negroes support labor's demands and fight laws which curb labor. That is why the labor-hater and labor-baiter is virtually always a twin-headed creature, spewing anti-Negro epithets from one mouth and anti-labor propaganda from the other mouth.

The duality of interests of labor and Negroes makes any crisis which lacerates you a crisis from which we bleed. And as we stand on the threshold of the second half of the twentieth century, a crisis confronts us both. Those who in the second half of the nineteenth century could not tolerate organized labor have had a rebirth of power and seek to regain the despotism of that era, while retaining the wealth and privileges of the twentieth century.

...I look forward confidently to the day when all who work for a living will be one, with no thought of their separateness as Negroes, Jews, Italians, or any other distinctions. This will be the day when we shall bring into full realization the dream of American democracy, a dream yet unfulfilled. A dream of equality of opportunity, of privilege and property widely distributed. A dream of a land where men will not take necessities from the many to give luxuries to the few. A dream of a land where men will not argue that the color of a man's skin determines the content of his character... The dream of a country where every man will respect the dignity and worth of human personality — that is the dream. And as we struggle to make racial and economic justice a reality, let us maintain faith in the future. At times we confront difficult and frustrating moments in the struggle to make justice a reality, but we must believe somehow that these problems can be solved."



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In Memoriam Final Departures of SUP Members Reported in 2022



Frederick Anderson, Book #3787. Born in Oregon in 1938. Joined SUP in 1966. Died on November 3, 2022. (Pensioner)

Nicholas Brown, Book #5608. Born in Ohio in 1929. Joined SUP in 1951. Died in Los Angeles, California, March 28, 2022. (Pensioner)

William Bruce, Book #5732. Born in Massachusetts in 1945. Joined SUP in 1970. Died in Washington, August 3, 2022. (Pensioner)

Eugene Campedel, Book #4798. Born in California in 1948. Joined SUP in 1991. Died on September 5, 2022. (Pensioner)

Joseph Castege, Book #4590. Born in California in 1924. Joined SUP in 1947. Died in San Jose, California, December 2, 2022. (Pensioner)

Edward Y. Ching, Book #4710. Born in Hawaii in 1927. Joined SUP in 1957. Died in Honolulu, Hawaii, March 20, 2022. (Pensioner)

Alexandros Chrysanthis, Book #4736. Born in Greece in 1930. Joined SUP in 1967. Died on September 22, 2022. (Pensioner)

Romulo Dalit, Permit #19166. Born in the Philippines in 1948. Joined SUP in 2007. Died in Washington, June 21, 2022. (Pensioner)

Jay Dillon, Permit #18406. Born in West Virginia in 1956. Joined SUP in 1990. Died in Gulfport, Mississippi, May 11, 2022. (Pensioner)

Mohamed Elmobdy, Book #1892. Born in Egypt in 1972. Joined SUP in 1957. Died in California, April 29, 2022. (Pensioner)

Roberto Garcia, Book #2957. Born in California in 1933. Joined SUP in 1977. Died in Concord, California, December 19, 2021. (Pensioner)

Koon K. Goo, Book #2589. Born in Hawaii in 1919. Joined SUP in 1942. Died on February 21, 2022. (Pensioner)

Ruben Guerra, Book #2961. Born in Texas in 1931. Joined SUP in 1957. Died in California, April 22, 2022. (Pensioner)

John Henry, Book #5820. Born in Oregon in 1946. Joined SUP in 1967. Died in Oregon, May 31, 2022. (Pensioner)

James Kern, Permit #18977. Born in Pennsylvania in 1939. Joined SUP in 2001. Died in Pennsylvania, February 22, 2022. (Pensioner)

Richard Kingsbury, Book #3123. Born in New York in 1931. Joined SUP in 1954. Died in New York, April 22, 2022. (Pensioner)

Mitch Laskowsky, Permit #19723. Born in Montana in 1990. Joined SUP in 2020. Died on November 3, 2022. (Active)

James Lawson, Book #3985. Born in Oklahoma in 1928. Joined SUP in 1945. Died on July 28, 2022. (Pensioner)

Gus Leveroni, Book #4003. Born in Italy in 1928. Joined SUP in 1945. Died in San Mateo, California, October 14, 2022. (Pensioner)

Gary McDevitt, Permit #18066. Born in California in 1949. Joined SUP in 1990. Died in Thailand, March 30, 2022. (Pensioner)

Randy B. Midson, Book #6450. Born in California in 1943. Joined SUP in 1960. Died on January 31, 2022. (Pensioner)

Ray C. Monday, Permit #17641. Born in Louisiana in 1956. Joined SUP in 1981. Died on November 15, 2022. (Pensioner)

Hernando Muelle-Ospina, Bk #6233. Born 1929. Joined SUP in 1979. Died in California, June 29, 2022. (Pensioner) No dues card found

Manuel Rodriquez, Book #3130. Born in New Mexico in 1933. Joined SUP in 1951. Died in Bullhead City, Arizona, August 6, 2022. (Pensioner)

Jose E. Rojas, Permit #15076. Born in Honduras in 1944. Joined SUP in 1967. Died on June 21, 2022. (Pensioner)

Hank Suhr, Book #7432. Born in Germany in 1933. Joined SUP in 1962. Died on June 24, 2022. (Pensioner)

Kenneth Thueringer, Book #8766. Born in Washington in 1964. Joined SUP in 2003. Died in Auburn, Washington, February 20, 2022. (Active)

Michael Villegas, Book #864. Born in the Philippines in 1944. Joined SUP in 1993. Died on February 8, 2022. (Pensioner)

Graves Selected as House T&I Chair

Congressman Sam Graves (R-MO) has been selected to serve as Chairman of the Transportation and Infrastructure Committee in the 118th Congress.

Graves has served as the Committee's Ranking Republican Member for the last four years and has been a strong proponent for U.S.-flag shipping. The House Transportation and Infrastructure Committee is critically important to U.S. maritime labor including the SUP, given its jurisdiction over legislation and regulations pertaining to the U.S. Merchant Marine (i.e. Jones Act, cargo preference, etc.), ocean shipping, and America's ports and waterways.

In addition, the committee conducts oversight of key agencies such as the

U.S. Coast Guard, the Maritime Administration, and the Federal Maritime Commission. Graves said that he was "looking forward to working across the aisle to develop other key authorizations for our transportation and infrastructure systems, including a Federal Aviation Administration reauthorization, a pipeline safety bill, a Coast Guard bill, and the next Water Resources Development Act,"

The new Ranking Member of the Committee, Rep. Rick Larsen (D-Wash.), offered his congratulations and said: "Sam has a well-deserved reputation for serious policy-making and good faith bipartisanship, and I look forward to a fruitful partnership in the 118th Congress."

Don't Mess With Seattle's Working Waterfront

By Herald Ugles
Special to *The Times*

Seattle's Longshore workers move more than 25 million metric tons of cargo through the Port of Seattle each year. As a critical gateway for the global supply chain and for providing access to foreign markets for goods we make and grow here at home, it is no surprise that 40% of all jobs in our state are dependent on trade activity in some way, making Washington the most economically trade dependent state in the country.

Just as important, many trade related jobs create economic opportunities for historically underserved communities and communities of color. As an example, Longshore workers are more diverse than the population as a whole, and we welcome folks seeking low-barrier pathways to economic prosperity.

These jobs and market access rest on billions of dollars in taxpayer and private investments to create the infrastructure necessary to support this trade activity.

Current plans to expand the U.S. Coast Guard's Base Seattle put that investment, market access and our jobs at risk. Among the three alternatives that would displace containerized cargo capacity on the waterfront, one would take much of the Port of Seattle's existing terminal capacity offline by consuming up to 54 acres of Terminal 46, and two others would occupy enough capacity on both T46 and/or T30 to make cargo operations there extremely inefficient. Worse, much of this irreplaceable infrastructure would be dedicated to non-water dependent uses like car parking.

Terminal 46 in particular has better access to Interstate 90 and Interstate 5 than any other marine port of entry in the Northwest Seaport Alliance network. The berths at T46 are naturally deep and easy to approach for larger docking vessels. The two freight berths at T46 represent 25% of the Port of Seattle's ship-berthing capacity.

In the past, T46 has also been examined for use as a cruise terminal, but the current three existing cruise berths are not yet at full capacity, so they still have room to grow.



The SUP gang during port prep getting ready for arrival into Qingdao China. (L-R): Bosun Cosme Bigno, ABs: Giorgio Pompei, Giancarlo Thomae, Jovan Hodges, Alan Oneal, Jaczak Waldemar.



Some of the 7,000 containers at Seattle's Northwest Seaport Alliance's Terminal 46, where containers sit ready to be picked up and filled, or filled and waiting to be loaded onto ships. *Steve Ringman / The Seattle Times*

Cargo container ships will start calling at T46 early next year, representing the best use of that marine industrial land not just for International Longshore and Warehouse Union (ILWU) 19 workers, but for many Washingtonians who rely on the terminal to facilitate a variety of import and export activities.

T46 is currently being used as a United States Department of Agriculture storage yard by farmers in Eastern Washington and for overflow containers from other terminals. As an important food export facility, changes to these terminals could hit our state's agricultural producers the hardest. Inflationary pressures on food prices are driving record levels of international food insecurity. Now is not the time to impose higher costs on transporting food to an increasingly hungry planet by destroying fully functional and extremely limited berthing space.

Other land uses for this same area have been considered by city leaders, but wisely reoriented to preserve functionality of critical freight corridors in South Seattle. A plan for additional stadium development ultimately resulted in construction of the new Climate Pledge Arena, which has revitalized Lower Queen Anne and surrounding neighborhoods. The best regional economic use of water-adjacent industrial lands with rail access continues to be marine cargo transport.

Every lost acre of terminal space results in 3,500 fewer containers being moved each year. As working families in Washington state also grapple with higher prices for basic subsistence goods, we must not fracture our local supply chain. If we want to help families fight inflation, we must protect our domestic link to global marketplaces still under pressure from the impacts of COVID-19 and global conflicts.

And we need to preserve our working waterfront to meet emerging needs. T46 has been examined as an option for offshore wind energy loading, unloading and assembly. Washington is poised to lead the world in clean energy investment, but only if we're able to maintain capacity to transport clean energy components. We shouldn't undercut Seattle's ability to play a lead role in realizing a more sustainable energy future for all Washingtonians.

Our city's working waterfront is foundational to our economic and cultural fabric. It has been a catalyst for city prosperity in moments of optimism, and an important economic ballast during times of uncertainty. Even in the face of the global pandemic, which caused record spikes in demand, and devastating supply chain shortages, our port infrastructure continued to support waterfront industrial activities.

We support the Coast Guard's national security mission, but we also support important domestic priorities of shared economic prosperity, living wage job opportunities for Washington families, and a vision for our city's waterfront that strikes the right balance between these priorities.

To preserve what we have worked so hard to build we must ensure that any plans to redevelop Base Seattle results in no net loss of container cargo space at the Port of Seattle, that water adjacent land is used for water dependent activities and that we protect the jobs that working families need now more than ever.

Without major modifications, proposed alternatives for expanding Coast Guard Base Seattle would have unnecessarily negative impacts on irreplaceable freight infrastructure resulting in the permanent loss of these functions and the jobs associated with them. Longshore workers want to work with the Coast Guard, the Port of Seattle, the Northwest Seaport Alliance and other stakeholders to rethink and redesign the current proposals to find a better balance to meet all of our community's needs.

Herald Ugles is the president of International Longshore and Warehouse Union Local 19.

This opinion piece first appeared in *The Seattle Times*.



A Matson photograph ca 1959 of the Royal Hawaiian Hotel on Waikiki Beach in Honolulu, Hawaii.

Ready Reserve Force Vessels
PATRIOT CONTRACT SERVICES
(Admiral Callaghan, Cape Orlando, Cape Taylor, Cape Texas, Cape Trinity, Cape Victory and Cape Vincent)
and MATSON NAVIGATION COMPANY
(Cape Henry, Cape Horn, Cape Hudson)
Effective January 27, 2022

SUP Full Operating

Status (FOS) 27 Jan 23

	Monthly Wage	Daily Wage	OT Rate	Supplemental Monthly	Supplemental Daily	Pension	MPB
Bosun	\$6001.84	\$200.06	\$46.04	\$3481.07	\$116.03	\$20.00	\$11.99
AB	\$4776.64	\$159.22	\$39.29	\$2770.44	\$92.34	\$20.00	\$11.99
OS	\$3288.43	\$109.62	\$23.49	\$1907.29	\$63.57	\$20.00	\$9.83
GVA/GDA	\$3856.38	\$128.55	\$23.49	\$2236.70	\$74.55	\$20.00	\$10.78

SUP ROS 27 Jan 23

	Monthly Wage	Daily Wage	OT Rate	Supplemental Monthly	Supplemental Daily	Pension	MPB
Bosun	\$1862.13	\$266.01	\$45.59	\$124.14	\$17.74	\$20.00	\$11.94
GVA/GDA	\$1143.57	\$163.37	\$23.25	\$76.24	\$10.89	\$20.00	\$11.94

Unlicensed personnel shall earn fifteen (15) days of supplemental wages for each thirty (30) days employed in FOS and two (2) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company. The Hourly Overtime Rates above shall be paid for all work performed in excess of eight (8) hours on any day, Monday through Friday, and for all work performed on Saturdays, Sundays and holidays, in FOS and ROS



SUP PRESIDENT'S REPORT

WASHINGTON UPDATE

As the West Coast Sailors reported in December, a huge amount of year end legislation issued forth from the last days of the 117th Congress, as Democrats funded various spending initiatives and the government itself before a Republic majority takes over the House of Representatives (more on that later). And on December 29, President Joe Biden signed a \$1.7 trillion federal spending bill. Now, after Republicans in the majority struggled to elect a leader, the chaotic start to the 118th Congress is prelude to turmoil and instability and probably more messaging than legislation. Before that look ahead a quick update on recent labor and maritime achievements is appropriate.

Maritime Security Program: The final legislation fully funded the Maritime Security Program (MSP) and Tanker Security Program (TSP) for Fiscal Year 2023. Other than the Jones Act itself, cargo preference, and the National Labor Relations Act, there is little of greater consequence to our Union than MSP.

NLRB: The law also included \$25 million of new funding for the National Labor Relations Board (NLRB) after ten years of flat-level funding. The agency's past lack of funding has led to major staffing shortages and endless delays that hobbled Board enforcement. The NLRB has lost 30 percent of its workforce in the last 12 years, which hurts union cases. AFL-CIO President Liz Shuler hailed the additional agency money as good for labor.

NDAA: Another piece of legislation, that established important maritime industry provisions, was the National Defense Authorization Act (NDAA). It authorized \$857.9 billion in defense spending for Fiscal Year 2023. There are many maritime-related provisions in the NDAA, funding hundreds of programs and some with direct impact on our jobs. It also incorporated the Coast Guard and Maritime Administration (MARAD) authorization bills, which notably including reforms to prevent sexual assault and sexual harassment in the maritime industry, among many other things.

Jones Act Waiver reform: The legislation also reforms the Jones Act waiver process in response to two unlawful waivers recently granted for diesel and LNG shipments to Puerto Rico. Specifically, the new law gives MARAD the sole authority to make a non-availability determination, mandates that all waiver requests be made public, establishes a 48-hour holding period after publication, prohibits any ship with goods on waterways from obtaining the waiver, and requires a presidential determination that the waiver is needed for national defense.

Cargo preference: The NDAA also beefs up enforcement of cargo preference law by requiring MARAD to issue a final rule to ensure civilian agencies are complying with the 50 percent minimum requirement on government-impelled cargo that must be transported via a U.S.-flagged vessel.

Veteran recruitment: It also includes the Military to Mariners Act, to improve the application and credentialing process for veterans transitioning to join the maritime industry. It requires federal officials to outline current regulations and simplify documentation requirements for veterans. It also authorizes a study to improve merchant mariner processing and credentialing.

Looking ahead, some legislation that will help labor got started that, although it will face uphill battles in the near term, lays the groundwork for the future. To be specific the

Union Dues Tax Deduction: called the Tax Fairness for Workers Act (HR 2549/S. 1157) was introduced to restore the federal income tax deduction for Union dues paid and "would deliver direct cash tax benefits to millions of middle-class Americans, increase Union membership, and strength labor's ability to negotiate for increase wages, better benefits and safer workplaces.

More Jones Act Strengthening: called the Close Agency Loopholes to the Jones Act, (HR 9548) introduced by Rep John Garamendi (D-CA) would end nearly 50 years of loopholes that disadvantage American workers, known as letter rulings. The legislation would repeal all the anti-Jones Act decisions made by U.S. Customs and Border Protection since 1972. Among many other provisions, the legislation would close the vessel equipment, lifting operations, and installation vessel loopholes, thereby preventing vessels with cranes and similar equipment from moving building materials into place to construct offshore energy development in the United States' Exclusive Economic Zone at sea while skirting the Jones Act. It would close the paid out, not unladen loophole, preventing vessels transporting and installing undersea cable between the mainland United States and fixed points like offshore platforms on the Outer Continental Shelf and skirting the Jones Act. Close the decommissioning loophole, thereby preventing vessels decommissioning offshore platforms on the Outer Continental Shelf from skirting the Jones Act. It would Allow Jones Act operators to appeal decisions - known as letter rulings - by U.S. Customs and Border Protection that undermine the Jones Act.

Incremental improvements to maritime law do not materialize out of thin air. They came about by the hard work of continuous advocacy, over years and months. It's ironic that these advancements come just as the House appears profoundly dysfunctional. Looking ahead we can expect debt ceiling standoffs, threats of government shutdown, absurd and damaging proposals to the Jones Act and fights over military funding. Will maintain a proper lookout and persistently press our pro-maritime agenda.

MATSON NAVIGATION

Basic LNG Marine Fuel Training: Matson Navigation Company has begun a power conversion project to operate with LNG fuel in three of its ships: the Aloha-class *Daniel K. Inouye* and *Kaimana Hila*, and the CV2600-class *Manukai*.

In accordance with U.S. Coast Guard policy (Policy Letter 01-21), all seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board ships subject to the IGF Code shall hold a certificate in basic training for service on ships subject to the IGF Code.

That standard is met with an in-person, instructor-led, two-day Basic LNG Marine Fuel training course that is International Maritime Organization (IMO) STCW/IGF Code-compliant and is a Coast Guard-approved Basic IGF Code Operations Course. IGF Code is an abbreviation for the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels.

The STCW endorsement for Basic LNG Marine Fuel training will be required for dispatched unlicensed crew on those ships once converted to LNG and is not required for all the other non-LNG ships. Matson management will contract with United States Maritime Resource Center (USMRC) to conduct initial Basic LNG Marine Fuel training at West Coast locations to assist in developing a pool of rotary union members to serve on the LNG ships when they leave the shipyard.

The first modification project — the *Daniel K. Inouye* — is expected to be completed in summer of 2023; the post-shipyard crew will be required to hold the appropriate STCW LNG endorsement. The initial training dates and locations will be held as follows:

- February 13-14, 2023 — At the OCC Conference Center, 500 12th Street, Suite 105, Oakland, California.
- February 16-17, 2023 — At the Renaissance Long Beach Hotel, 111 East Ocean Boulevard, Long Beach, California.

Additional Los Angeles and Honolulu courses are under consideration for April 2023. Seattle has been proposed by the Unions as an additional future site.

The Union is required to facilitate the scheduling six candidates for each of the above February classes. Again, only six initial slots will be available in each location. In addition to filling out the USCG application CG-719B trainee candidates must be U.S. citizens and:

- Possess all required mariner documents to ship in the individual deck ratings (Able Seafarer Deck, Ordinary Seaman) aboard Matson ships.
- Be otherwise eligible to ship on a Matson vessel (not in do-not-hire status).

Once Headquarters receives the applications for training, the Union will select candidates based on the following:

- Location of training and location of applicant.
- Laid-off crew who have registered to return to the Daniel K. Inouye.
- Seniority (starting with A, B, C or D classification, then registration date, then registration card serial number).

The Union will provide the head count of trainees to the company by February 3, 2023.

The short-term goal is to ensure adequate qualified crew for Daniel K. Inouye post-conversion. To build and maintain capacity for all three ships in the long-term we expect the training will become available through the Andrew Furuseth School of Seamanship for all qualified members (at Training Resources Maritime Institute or with another provider).

Members wishing to crew up the post-conversion *Daniel K. Inouye* in the summer 2023 sign up on a list at each hall and fill out a training application (available in halls or on website at www.sailors.org) immediately and write in "Basic LNG Marine Fuel Training" selecting either Oakland or Long Beach in February, or Honolulu or Long Beach in April. Submit the training application via email to berittrainingrep@sbcglobal.net, or matt@sailors.org or any SUP agent by email or in person or by regular mail to SUP Headquarters, 450 Harrison Street, San Francisco, CA 94105, as soon as possible.

Random Drug Testing Restrictions: On December 7, a restriction to ship claim was lodged in Oakland aboard Lurline for the roughly four-hour delay between ship's arrival and completion of random drug test sampling. The claim was denied on board and reported to the Union.

The Coast Guard and DOT testing rules under 46 CFR 16.230 require minimum of 50% of company employees to participate in unannounced random testing. The SUP opposed this program from the outset, but it has been a federal government requirement for roughly 30 years, and by nature allows for little flexibility. Once a ship is designated for testing it must follow strict protocol or fall out of compliance.

The lawful intervention of government authority takes precedence and preempts the secondary matter of scheduling third party drug testing management contractor, in this case Anderson/Kelly, who in turns manages its own collection contractors. In this case, management provided evidence service order on arrival with sufficient advance notice. Taken together they overcome the Section 18 pre-condition of payment of a restriction that is made within "the exclusive control of the Company." A government mandated restriction is definitively outside exclusive control of the Company, and a third-party contractor that doesn't perform as promised falls in a similar category.

So, the claim is no good and not a surprise given past efforts. But management acknowledged the burden on the crew and an uneven procedure in different ports. Matson agreed to put pressure on the contractor to begin sampling as close as possible to arrival time to ensure that all was being done to protect shore leave.

CHINA REOPENING

Reopening: Despite a surge of COVID-19 cases, China is preparing to reopen its ports of entry to foreign travelers - including seafarers - without any quarantine period or testing on arrival. The new policy is scheduled to take effect on January 8. The United States policy at present is to test passengers on flights originating in China.

A Chinese Foreign Ministry spokesperson said that China will adjust the cargo-only policy at ports of entry and gradually resume entry and exit of passengers by land and water and provide greater convenience for Chinese and foreign crew change in China, and that those with no issues to report in their health declaration who have been given regular customs inspection and quarantine clearance can enter China without being subject to quarantine.

SUP President’s Report continued

For more than a year, China's ports have been on a closed-loop model, walled off from the rest of the country by COVID-19 restrictions. But now the entire national approach has quickly shifted. after a wave of public protests. As Beijing relaxed its strict quarantine, testing and other public health policies, it appears that the disease is now rapidly sweeping the country with inadequate vaccinations. The government numbers are low and suspicious; published COVID fatality rate is in the single digits per day for a nation of 1.4 billion. Various non-official outlets have reported overwhelmed hospitals and morgues.

The impact on seaports remains to be seen, but infection rates — rather than quarantining — are now influencing all stages of the China supply chain. Some manufacturers are slowing production or returning to the use of closed-loop, quarantined staffing policies.

Visas: In March of 2020, as the first wave of the pandemic hit, China stopped issuing all visas, including crew visas, with historic impact. Now, as China begins to open and SUP crews fly in and out due to the LNG conversion work in a Chinese shipyard, and in light of the government restoration of shore leave there, (see discussion below), the visa process is again relevant. Until December 20, China would not accept anything but new visas, notoriously difficult to gain even before the pandemic. But in late December the Union was advised that older unexpired visas issued prior to 2020 were acceptable provided they held at least six months of validity and the passport held a minimum of two consecutive blank pages.

Chinese visas are an important component of the LNG repowering project. Urge all hands to apply for visas and copy the Union to help protect our work.

China Restrictions to Ship: Matson’s Director of Offshore Labor Relation Danny Defanti announced on January 9, that the Company agent in China confirmed that Chinese Immigration and Customs government authorities on January 8, 2023 reinstated shore leave for crew with a valid (un-expired) Chinese visa in their passports. However, Matson’s COVID policy continues to prohibit shore leave in China. Crew without a valid visa will continue to be restricted and RTS claims are not payable without one. Crew with a valid (unexpired) Chinese visa shall, effective 0001 Sunday January 8, 2023, be eligible for payment of all RTS claims while in port in Ningbo and Shanghai. Unanswered questions on how the policy will work in the practical application are abundant. As we work to resolve them, the SUP and the other members of the Pacific District as well as the licensed unions have registered again our general objection to all restrictions in all ports, especially in light of the easing or lifting of restrictions by foreign governments. Will keep the membership informed.

CHEVRON SHIPPING CO.

Several proposals and many communications for impending negotiations with Chevron have been registered with the Union. Each of these are under the full consideration and preparations. We expect bargaining to begin on or about January 23, 2023 and will keep the membership informed. The contract expires on January 31, 2023.

APL MARINE SERVICES

2022-2024 Agreement books: The new 2022-2024 APL Agreement books have been edited, printed, and bound for the use of the membership and agents. They each contain the General Rules, the SUP Work Rules, the SUP Shipping Rules, the SUP Maintenance Agreements, and Appendices A, B, C and E. SUP HQ sent boxes to each of the Branches and can provide more if necessary. Delegates take note: add the new Agreement book to your permanent ship’s file, maintain it intact, and see that it gets passed on to the next delegate.

READY RESERVE FORCE

Back in 2021, the SIU Pacific District Unions (MFWO, SUP and SIU-AGLIW) provided total labor cost increases for unlicensed personnel to all contracted ship management companies for Option Period 2 (Years 7 and 8) of the National Defense Reserve Fleet/Ready Reserve Force (NDRF/RRF) agreements. The total labor cost increase for Year 8 (effective January 27, 2023) shall be four and one-half (4.5) percent.

The increase applies to the Patriot Contract Services-operated vessels *GTS Admiral Callaghan*, *MV Cape Orlando*, *MV Cape Taylor*, *MV Cape Texas*, *MV Cape Trinity*, *MV Cape Victory* and *MV Cape Vincent*, and the Matson-operated vessels *MV Cape Henry*, *MV Cape Horn* and *MV Cape Hudson*.

Recommend that the increases to wage and wage-related items are applied to wages and wage-related items, and that the fringe benefit increases are allocated as needed. Rates will be published in the West Coast Sailors.

SUP BANKING COMMITTEE

To facilitate routine Union administration financial operations an additional member of the banking committee is necessary to fill a vacancy. Under Article XVII of the SUP Constitution, the regular meetings of the Union are empowered to fill vacancies in this standing Committee. In addition to the normal fiduciary considerations, regular presence at SUP HQ is a practical requirement. No member of the committee may make any transfers or withdrawals as per the Constitution and the Union’s financial controls. The primary responsibility is to co-sign checks to receive and deposit money in coordination with the other members of the Committee, the controller Alice Wong, and the Union’s bank. Already serving in the role is Vice President Matt Henning, San Francisco Business Agent Roy Tufono, rank-and-filer Leo Moore (dock bosun at San Francisco Bar Pilots), and me. Accordingly, Mr. Chairman, I herewith nominate and recommend the election of brother Sam Worth to the Banking Committee.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly

Finance Committee shall be elected at today’s Headquarters’ meeting to review the finances of the Union for the fourth quarter of 2022, and report back to the membership.

In the event the Committee cannot be filled today, recommend that when the quarterly internal review is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Tuesday, February 14, 2023, at 0800.

THE YEAR AHEAD

The outlook for 2023 is good. Against ferocious economic and operational headwinds, the Union has mostly fulfilled its crewing responsibilities. It’s safe to say however that high demand for qualified mariners will persist into the new year. With a shooting war in Europe and a new cold war in the Pacific, the theme of military readiness will be repeated; activations will both expand opportunity and challenge the Union. The chaotic start to the 118th Congress is likely prelude to a vast political instability, but we will hold the line. And despite high inflation and lower rates, our trade and the companies that need our services are more recession resistant than most. That means that the economics that underpin the Union are strong. There are new opportunities for growth and representational improvements within our existing work, and there are new ships, new contracts, new bargaining units on the horizon. The SUP has come through a wicked gale, maintaining its members and institutions, its Constitution and its Shipping Rules, its fairness, grievance adjustment mechanisms, and its bargaining strength. The will of the membership to take on the work, wherever it is, is the key to our success. It’s a good time to be a Sailor: steady as she goes.

HOLIDAYS

Martin Luther King, Jr. Day: SUP Halls will be closed on January 16, 2023 in observance of Martin Luther King, Jr. Day. This great American champion is also labor’s champion, Nobel Prize laureate, and civil rights activist was assassinated in 1968 in Memphis, where he had gone to support a strike by the city’s sanitation workers. “The labor movement did not diminish the strength of the nation but enlarged it,” said King. “Those who attack labor forget these simple truths, but history remembers.”

Lincoln’s Birthday: SUP Halls will be closed on Monday, February 13, 2023, for Lincoln’s Birthday. As a result, the SUP Headquarters meeting will be held on February 14, 2023.

President’s Day: SUP Halls will be closed on Monday February 20 for President’s Day. As a result, the SUP Branch meetings will be held on February 21, 2023.

ACTION TAKEN

- M/S to elect Sam Worth to banking Committee. Carried.**
- M/S to allocate RRF increase to wages, wage related items and as necessary fringe benefits. Carried**
- M/S to elect Quarterly Finance Committee nominees Mike Worth, Tom Koppel, Ventrell Johnson, Tom Shafer and Aiman Mused. Carried.**
- M/S to concur in the balance of the President’s Report. Carried.**

Dave Connolly

Supreme Court to Rule on Strike Protections

continued from page 1

The court noted prior National Labor Relations Board (NLRB) decisions upholding strikes that resulted in loss of perishable products. The State Supreme Court concluded that the strike was arguably protected under the NLRA, and therefore the NLRB should determine whether the actions taken were reasonable. During Supreme Court arguments on Tuesday, Glacier’s lawyer argued that the Union workers conduct should not be covered under federal law in this case, just as “steelworkers can’t walk out in the middle of a molten iron pour,” “federal security guards can’t leave their posts in the middle of a terrorist threat” and “a ferry boat crew can’t drive their boat out into the middle of the river and abandon ship.” The Teamsters lawyer agreed that certain damaging activities as part of a strike are not permitted under the law (“you cannot burn down the factory”), but in this case, the union members were instructed to take reasonable precautions to avoid undue harm before joining the strike. Concrete doesn’t harden until the drums on the trucks stop turning, and the union had instructed drivers to return the trucks with the drums still spinning before they walked off the job, which they did. A concerted withdrawal of labor is

virtually the only way employees can exert economic pressure on employers in attempting to bargain collectively. If strikes could not threaten economic loss to employers, they would be useless as bargaining tools, and employees would return to the pre-Act days that lacked legal bargaining power. The NLRA protects employees’ “concerted activities” and explicitly recognizes the right to strike. The right to strike is essential to restore “equality of bargaining power between employers and employees.” The U.S. Supreme Court case is *Glacier Northwest v. International Brotherhood of Teamsters Local Union No. 174*, 21-1449. AFL-CIO President Liz Shuler said that “Glacier’s argument flies in the face of long-standing precedent and is a direct attack on the right to strike, a pillar of any democracy...” Teamsters General President Sean O’Brien said “The anti-worker case before the Court is undemocratic and disregards long-standing legal precedent. It is about corporations using the legal system to try to deny workers their inherent power. Regardless of the outcome, Corporate America will fail in such pursuits because American workers will never be broken...The right of workers to strike must be preserved and protected.” The high court’s decision is expected sometime in June.



SUP BULLETIN

DATE: January 9, 2023
TO: All Ports FROM: Dave Connolly, President/Secretary-Treasurer

RE: Basic LNG Marine Fuel Training

Matson Navigation Company has begun a power conversion project to operate with LNG fuel in three of its ships: the Aloha-class *Daniel K. Inouye* and *Kaimana Hila*, and the CV2600-class *Manukai*.

In accordance with U.S. Coast Guard policy (Policy Letter 01-21), all seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board ships subject to the IGF Code shall hold a certificate in basic training for service on ships subject to the IGF Code.

That standard is met with an in-person, instructor-led, two-day Basic LNG Marine Fuel training course that is International Maritime Organization (IMO) STCW/IGF Code-compliant and is a Coast Guard-approved Basic IGF Code Operations Course. IGF Code is an abbreviation for the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels.

The STCW endorsement for Basic LNG Marine Fuel training will be required for dispatched unlicensed crew on those ships once converted to LNG and is not required for all the other non-LNG ships. Matson management will contract with United States Maritime Resource Center (USMRC) to conduct initial Basic LNG Marine Fuel training at West Coast locations to assist in developing a pool of rotary union members to serve on the LNG ships when they leave the shipyard.

The first modification project — the *Daniel K. Inouye* — is expected to be completed in summer of 2023; the post-shipyard crew will be required to hold the appropriate STCW LNG endorsement.

The initial training dates and locations will be held as follows:

- February 13-14, 2023 — At the OCC Conference Center, 500 12th Street, Suite 105, Oakland, California.
- February 16-17, 2023 — At the Renaissance Long Beach Hotel, 111 East Ocean Boulevard, Long Beach, California.

Additional Los Angeles and Honolulu courses are under consideration for April 2023. Seattle has been proposed by the Unions as an additional future site.

The Union is required to facilitate the scheduling six candidates for each of the above February classes. Again, only six initial slots will be available in each location. In addition to filling out the USCG application CG-719B trainee candidates must be U.S. citizens and:

- Possess all required mariner documents to ship in the individual deck ratings (Able Seafarer Deck, Ordinary Seaman) aboard Matson ships.
- Be otherwise eligible to ship on a Matson vessel (not in do-not-hire status).

Once Headquarters receives the applications for training, the Union will select candidates based on the following:

- Location of training and location of applicant.
- Laid-off crew who have registered to return to the *Daniel K. Inouye*.
- Seniority (starting with A, B, C or D classification, then registration date, then registration card serial number).

The Union will provide the head count of trainees to the company by February 3, 2023. The short-term goal is to ensure adequate qualified crew for *Daniel K. Inouye* post-conversion. To build and maintain capacity for all three ships in the long-term, we expect the training will become available through the Andrew Furuseth School of Seamanship for all qualified members (at Training Resources Maritime Institute or with another provider).

Members wishing to crew up the post-conversion *Daniel K. Inouye* in the summer 2023 should fill out a training application (available in halls or on website at www.sailors.org) immediately and write in “Basic LNG Marine Fuel Training” selecting either Oakland or Long Beach in February, or Honolulu or Long Beach in April.

Submit the training application via email to berittrainingrep@sbcglobal.net, or matt@sailors.org or dave@sailors.org or via regular mail to SUP Headquarters, 450 Harrison Street, San Francisco, CA 94105, as soon as possible.

CORRECTING THE RECORD

FALSE

"It (the Jones Act) particularly hurts Hawaii, Alaska, Puerto Rico and Guam" -October 5, 2021

Forbes

Truth: Throughout the COVID-19 pandemic and recent foreign shipping supply chain crisis, American maritime has provided steady and reliable transportation service for Americans across the United States, including the non-contiguous areas of Hawaii, Puerto Rico, and Alaska.



Source: Bureau of Labor Statistics

Inflation slowed down again in December, according to government measures. The Consumer Price Index came in at 6.5% and below 6 excluding food and energy on an annual basis. That’s the sixth month in a row of downward drift, which brings some relief could be a sign that the worst of pandemic induced inflation is behind us.

Economists said that the annual inflation rate was the lowest since October 2021, driven in large part by a pullback in gas prices and airfares.

The Federal Reserve, contemplating another interest rate increase to combat inflation, took notice, especially of the more focused on a “core inflation” measure, which removes food and fuel prices to get a sense of underlying price trends. That measure ticked up on a monthly basis, but the yearly measure slowed to 5.7 percent in December from 6 percent previously.

President Biden noted the report, and emphasized the role that his policies — including efforts to lower the cost of gas — have played in helping prices to climb more slowly. In remarks from the White House on Thursday, Mr. Biden said that moderating inflation “adds up to a real break for consumers, real breathing room for families and more proof that my economic plan is working.”

For consumers buying a used car, or new furniture, or appliances, the evidence that inflation is moderating brings relief. But price increases are still unusually fast across a number of goods and services, from food to car maintenance, and the key question now is how quickly and completely inflation will return to pre-pandemic levels of around 2 percent after a year and a half of rapid increases.

For the bankers on the board of the Federal Reserve, the report suggests that the slowdown in price gains that they have long expected due to interest rate increases, is finally coming to fruition. That could help ease interest rate increases which would bring another level of relief to Americans, particularly those carrying credit card debt or trying to buy a house, or pay off loans.

Levesque New APL President

A change at the helm of APL was triggered late last year by the retirement of Ed Aldridge, the long time president of CMA CGM America and American President Lines (APL). The CMA CGM Group has announced Peter Levesque, a global supply chain executive with more than 30 years of industry leadership experience, will assume the presidency of both CMA CGM America and APL upon his departure.

Levesque was president of Ports America Group and before that spent 25 years based in Hong Kong with positions in transportation, logistics and supply chain companies, including CEO of Modern Terminals Limited, CEVA Logistics and DHL.

He is also the author of *Two if by Sea*, a spy thriller intended to “shed light on the complexity and enormity of our industry, without causing the reader to become lost in the technical aspects of the business,” and of *The Shipping Point: The Rise of China and the Future of Retail Supply Chain Management*, published in 2011.

“This is an exciting time for the CMA CGM Group here in North America, and I look forward to continuing the momentum generated by Ed Aldridge and his team over the last 14 years,” said Levesque in a statement.



Dispatcher’s Report

Headquarters — November 2022

Deck	
Bosun	2
Carpenter	0
MM	8
AB	12
OS.....	9
Standby S.F.	6
Total Deck Jobs Shipped	37
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.....	37
Total B, C, & D Shipped-All Depts.	31
Total Registered “A”	20
Total Registered “B”	24
Total Registered “C”	7
Total Registered “D”	9

SUP BRANCH REPORTS

HONOLULU

December 2022

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Steady, 2 AB Day steady, 1 AB Maintenance, 1 AB Maintenance Relief, and 1 USNS AB. There were 34 Standbys Jobs dispatched for the month.

REGISTERED:
8 A-Cards, 22 B-Cards, 5 C-Cards, and 6 D-Cards.

SHIPS CHECKED: *Dakar, Herodote, Manulani, Lurline, R.J. Pfeiffer, Kaimana Hila, Manoa, Maunawili, Manukai, Mokihana, Matsonia*, and the Paint & Rigging Gang (OT issues being looked into).

AGENT'S REPORT:
2022 was another manic and tough year on many fronts. I would like to thank not only the members that stepped up to answer the call when the Union needed you. But also, the families of those members. Your sacrifices to make our organization the best is truly appreciated.

The MFOW/SUP Holiday party was, in my opinion, a huge success. MFOW agent Mario Higa worked his ass off to put everything together in a short amount of time.. I can't thank

WILMINGTON

December 2022

Shipping: Bosun: 4, AB/W 8, AB/D 5, OS/ STOS 0, GVA/GUDE 0, Standby 54. Total Jobs Shipped: 71

Registrations: A 25, B 30, C 5, D 6

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

Agent's Report:

Goodbye 2022 and Hello to a fresh start in 2023. A fresh start for all and looking to be our best selves, so come in and register for work. We need more qualified Able seaman and Ordinary seaman. If you know of anyone looking to become a sailor have them call our halls. Special thanks to all who joined at the Christmas Celebration. It was great and everyone enjoyed the festive energy. We have been able to fill jobs and standby work also. Good job to the membership for stepping up when it has been needed. Let's keep the momentum going. New APL agreements have been printed out and I will be making rounds to the APL ships that come into Port of Los Angeles making sure that each ship is equipped with a Bosuns copy and Delegates copy. They are to remain aboard for SUP Sailors. Personal copies may be requested in person. I want to remind Everyone to pay your dues on time, even ahead of time to prevent being added to the "no hire" list. Registering over the phone is convenient but it by passes our ability to look at your union books. I have a solution that nobody will like.

Coronavirus is still with us, take all necessary precautions; masks are still mandatory when in the Union Hall. Please Remember your masks. Always check to make sure your documents are up to date, don't wait till the job call to find out

Happy New Years to all.

Fraternally Submitted,
Leo Martinez, Book #19362

him enough for making it a memorable occasion.

I represented the SUP at the Hawaii Port Maritime Council meeting. With the influx of "new blood" to political offices. The council will take a "wait and see" approach to most issues facing workers in the state. One thing that unions of the council will lend support and assistance to, is closing Loopholes in the new Minimum Wage law. The Hawaii Chamber of Commerce was quick to look for ways to subvert this newly enacted law, meant to help working families.

If you have six months or less before any of your documents expire. It's time to get going on the renewal process.

Wishing all of you a healthy and prosperous new year.

Fraternally Submitted,
Patrick Max Weisbarth

SEATTLE

December 2022

Shipping: 1 Relief Boatswain (A), 1 Boatswain (A), 2 Navy Boatswain (2A), 5 AB/D (2A,B,C,D), 5 AB/W (3A,2B), 2 Navy AB (A,C), 1 Navy OS (D). Matson called for 18 Standby AB's, filled with 11 A, 2 B, 2 C, 2D, and 1 MFOW member.

Registered: 5 A card for a total of 11; 10 B card for a total of 14; 2 C card for a total of 5; 3 D card for a total of 4

Agent's Report:
Good riddance to 2022! At some times, the shipping board had so much clutter of open board jobs that it resembled the radar scope returns in the Taiwan Strait. Dispatching was frustrating and the dispatched members were subject to even more frustrating obstacles to meet various compliance issues. Just as the year ended the board cleared and things have returned to a semi-normal pace. This is due to those members that shaved time off their shipping cards and returned to work earlier than they wanted, and to members that took tubs that they normally wouldn't have been interested in. Well done everyone.

We still remain on the razors edge for qualified members though, so keep up on your documents, and keep spreading the word as a recruitment effort for the maritime industry and your Union.

Fraternally,
Brendan Bohannon
Seattle Branch Agent

VICE PRESIDENT'S REPORT

December 2022

Ships checked — January

RJ Pfeiffer — Haz Idris, delegate. Rough weather has caused minor delays, ship currently one day behind schedule. Little or no beefs. David Purganan, bosun.

CMA CGM Herodote — Jonathan Anderson, delegate. Inquiries regarding sick pay and overtime. Please refer to section 11, page 38. Jesus Hermosillo, bosun.

USNS Sisler — Frank Martin, delegate. Ship is in Bayonne New Jersey dry dock with several projects underway. Jon Clark, bosun.

USNS Soderman — Anthony Hernandez, delegate. Having issues with members picking and choosing which tropical island they work at. We need to think about our brothers and sisters and take the job on the board. Nestor Pascual, bosun.

USNS Pomeroy — Kenneth Carradine, delegate. Ship is fully crewed on the East Coast and out of the yard, prepping for Sea Trials Jan 26th. Ean Anderson, bosun.

USNS Dahl— Imani Mcghee, delegate. On the hook in Korea, things running smoothly with no beefs. Xerxes Cunnanon, bosun.

USNS Watson — Matthew Cox, delegate. After several stops along the way, ship headed for home port, Diego Garcia. Zbigniew Kaczor, bosun.

SLNC PAX — Tynan Moeller, delegate. Ship is currently in South Korea shipyard, working with management on lifting restriction to ship in yard.

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

Cape T's and V's — All ships fully crewed in ROS status in Beaumont, TX.

Cape Henry — Cody Clark, delegate. Ship has been activated for the annual pacific pathways mission. Thanks to all the members who took the job in a timely matter. Rocky Casazza, bosun.

Chevron — Contract negotiations ongoing. It's been a rough year for workers aboard chevron tankers. Reliefs haven't been on time and most ships sailing short. Working to make significant progress with management during negotiations.

We've had quite a few sailors miss out on jobs recently due to expiring or expired med certs. Your med cert needs to be valid the entire dispatch, not just when you sign on. Please make sure to renew credentials/documents six months before expiration. When you need training, fill out an application and submit it to your branch agent.

Matthew Henning

BUSINESS AGENT'S REPORT

December 2022

Matsonia — Emo Aulelaua, delegate. A relief Bosun was shipped for 3 trips for some reason he only made one trip and got off. Lucky the hall was able to dispatch a Bosun for 2 trips. If you can't stay the duration don't take the job. Saher Ali was dispatched for 2 trip relief.

Lurline — Delegate Michael Henderson time-up delegate to be elected, running smooth. Talk of going back on the China run sometime in April subject to change with Noel Itsumaru as Bosun.

RJ Pfeiffer — Norhaslan Idris delegate joined the ship in Oakland on the Northern triangle in good hands with Dave Purganan as Bosun.

Manoa — Delegate Cory Edgil. Sailed with no issues all is well top to bottom. Bosun Duke Maringer back from his trip off.

President Eisenhower — Scott Oliphant delegate sailed with no beefs working over and back with Jennifer Corner as Bosun

President Roosevelt — Abdulalah Mohamed delegate. Sailed with no beefs, working the crossing, this ships due in the shipyard in a couple of months, running smooth with Marc Calario, Bosun

President Wilson — Gabriel Moreno jr. delegate. Sailor got off in Busan unfit for duty notified the company. Hoping to get a man flown out asap with Brain Burns as Bosun.

Cape Henry — Activated this vessel last week talk of 6—8—month mission some-time in late January. Cody Clark delegate with Rocky Casazza as Bosun.

Pier#9 SFBP — Big Mike Koller delegate upriver traffic open but due to obstructions daylight transit only. Leo Moore Dock Bosun.

Worked in the front office and helped out with dispatching.

Roy Tufono



The Ready Reserve ship *Cape Henry* activated with a full crew on annual extended Pacific Pathways mission. From left is OS Mousa Moqbel, OS Cortlen Naylor, AB Joseph Balerite, Bosun Rocky Casazza, OS Efrain Vego, AB Alis Saeed, AB Ali Ali, AB Edgar Juluat, and AB and delegate Cody Clark.