

West Coast Sailors

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Friday, October 13, 2023

Maritime Security Experts Say Navy Sealift Depends On Domestic Carriers

The Pentagon needs to enlist more domestic carriers to provide guaranteed and essential logistical support for Navy operations, or sealift. That is the clear message delivered by several speakers at the second annual Maritime Security Conference, held in New York in October by the local chapter of the Navy League.

"Assured access" rests on "assured partnerships" embedded in contractual commitments featured in a host of modest-size subsidy programs open to US-flagged commercial carriers, said Dion Nicely, CEO of Schuyler Navigation Co. Schuyler Lines, a US-flagged carrier, is enrolled in subsidy programs that speakers said should be expanded.

The increasing need for additional, reliable sealift capacity results from heightened geopolitical risks that the Navy must address, specifically in the Pacific, said Sam Norton, president and CEO of Overseas Shipholding Group. Some OSG tankers backstop Navy operations.

Moreover, having this critical, often supplemental supply chain capacity, provided by US-flagged commercial ships, underpins the Navy's strategy designed to deter potential adversaries, Norton

said. Projecting maritime readiness, hence visibility, is almost as important as employing the essential sealift capacity itself, he added.

The Navy "can't rely on (chartering in) the world (foreign-flagged) fleet in time of adversity," said Kevin O'Hara, managing director, AMA Capital Partner. It provides financing and advisory services for both US and foreign-flagged carriers.

Sealift supporters were heartened by the Maritime Administration last year inaugurating the Tanker Security Program. TSP enlisted US-flagged tankers available to deliver vital fuel to Navy ships during their extended operations.

OSG's Norton disagreed with opponents' argument that it is self-serving for participating carriers to emphasize the critical importance of expanding US supplemental sealift programs. He said that this "pure market-driven argument is a fool's errand. The commitment to the US fleet is unwavering. Our ships will be there," Norton said.

By Ira Breskin, a senior lecturer at State University of New York Maritime College in the Bronx, NY and author of *The Business of Shipping* (9th edition, 2018), a primer that explains shipping economics, operations and regulations.

Maersk Signs Deal With Starlink

Maersk has announced plans to install SpaceX's Starlink satellite internet on its fleet of more than 330 owned containerships.

The agreement comes after MOL, another major container line, also signed up with Starlink. Maersk had a successful pilot phase where crew members on more than 30 Maersk vessels successfully tested the Starlink technology with "very positive" feedback. Roll-out is expected to be complete in Q1 2024.

Starlink's services will enable

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President Biden Walks The Line

Politicians sometimes show up at picket lines. But President Biden has now done something new. He is the first sitting president ever to appear on picket line in support of striking workers. Exchanging fist bumps and words of encouragement, Biden spoke to striking workers outside a Michigan plant.

Biden's move comes at a critical time in the strike, both as a labor struggle and a political development. UAW president Shawn Fain announced plans to target GM and Stellantis facilities in 20 states and issued a public invitation to Biden—and "everyone who supports our cause"—to "join us on the picket lines."

The White House announced the event the week

before to meet with striking United Auto Workers union members. "The President will join the picket line and stand in solidarity with the men and women of UAW as they fight for a fair share of the value they helped create," it said in a statement.

Biden has been vociferous in his defense and support for Unions. He has repeatedly said his goal is to be known as the most pro-worker, pro-union president ever. "I think this is President Biden being who he is," said Secretary of Transportation Pete Buttigieg said in an interview on NBC News' "Meet the Press," describing him as "the most unapologetically pro-worker, pro-union president we've ever had."

On September 15, the United Auto Workers

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Stopgap Measure Funds Government Until Next Deadline, November 17

A shutdown of the federal government was narrowly averted at the last minute on September 30. A shutdown would have furloughed workers from most government agencies and thrown the economic outlook of the nation into disarray. But rather than pass the Senate cleared budget bills that would put funding on a firm footing, the situation remains precarious.

The Republican controlled, House of Representatives, ultimately managed finally to pass a short-term stopgap measure, and the shutdown threat continues to loom large. The stopgap bill, also known as a continuing resolution (CR), runs through Nov. 17, giving lawmakers only a matter of weeks to reach a new deal on government funding.

The CR cost ex-Speaker Kevin McCarthy, (R-CA) his job, since the far-right Republicans punished him for working with Democrats to get

it done. McCarthy's speakership was on a shaky foundation from the start, taking multiple ballots and ultimate a rules change that facilitate his removal.

Now, the House faces the added obstacle of electing a new Speaker before it can move forward with the spending battle. Senate Majority Leader Chuck Schumer (D-N.Y.) warned Wednesday that Congress is in a "dangerous situation" without an elected Speaker in place in the House and government funding due to expire next month."

Schumer warned that Congress won't be able to pass any appropriations bills while the future leadership of the House remains unresolved, heightening the chance of a government shutdown. For more on the shutdown delay and its ramifications see the President's Report on page 9.

CMA CGM Plans \$600M Investment to Expand Terminals in Port of NY NJ

Now called Port Liberty New York the terminal pictured above on Staten Island was bought by CMA-CGM along with a terminal in Bayonne, NJ.

CMA CGM, the parent company of APL, detailed plans for its newly acquired terminals in the Port of New York and New Jersey. It plans to invest \$600 million in upgrading its terminals there, as part of its U.S. expansion plan.

CMA CGM announced in December 2022 that it had entered into an agreement with Global Container Terminals, which operated the two terminals previously. The French group acquired the GCT Bayonne and GCT New York terminals after receiving approvals in the summer of 2023. The two terminals are located in Bayonne, New Jersey, and on Staten Island, New York near the Goethals Bridge. At the time of the acquisition, CMA CGM said they had a combined capacity of 2 million TEU per year but had the potential for major expansion.

The terminals are being renamed Port Liberty New York and Port Liberty Bayonne now that they are owned by CMA CGM Group. The terminal in Bayonne is the closest container terminal to the harbor entrance and can reduce transit total time by more than four hours. The facility incorporates 167 acres with a 2,700-foot berth with a 55 foot depth. The Bayonne terminal is also reported to have the highest level of automation and the ability to service vessels of up to 18,000 TEUs.

The terminal on Staten Island occupies 187 acres and features on-dock rail service, and is the only facility in the harbor with an on-dock Centralized Examination Station and a 66,400-square foot refrigerated warehouse. It has a 3,012-foot contiguous berth and six post-Panamax cranes. The berth was deepened to 50 feet in 2015.

"The acquisition of these two terminals is a reflection of our ongoing commitment to the

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

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

Political Fund

- Filemu Pule Unutoa \$10.00
- Archie Bickford \$100.00
- Brendan Bohannon \$50.00
- Sam Worth..... \$50.00
- Nassal Surian..... \$50.00
- Dave Connolly \$100.00
- Bruce Thompson \$100.00
- Abraham Acosta..... \$100.00

West Coast Sailors

- Randy Runyan \$50.00
- Nassal Surian..... \$50.00
- Steve Swinson \$25.00
- Abraham Acosta..... \$50.00

Organization/General Fund

- Herminio Huavas \$20.00
- Remoni Tufono..... \$50.00
- Nassal Surian..... \$50.00
- Abraham Acosta..... \$50.00

SUP Meetings 2023

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

SUP HQ	SUP Branches
November 14*	November 20
December 11	December 18

*Denotes Tuesday meeting due to holiday

Membership and Ratings Committee

The Committee met on October 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
Sam Worth	BK#3660	6 yrs.	A.B.	A
Mousa Moqbel	B-19771	1 yr.	O.S.	B
Giancarlo Thomae	B-19772	1 yr.	A.B.	B
Aaron Ousley	B-19773	1 yr.	A.B.	B
Marc Abacan	B-19774	1 yr.	O.S.	B
Nassal Surian	C-2995	30 days	A.B.	C
Blake McDonald	C-2996	30 days	A.B.	C
Shervin Greenwood	C-2997	30 days	O.S.	C

Ratings: Bosun Stamp

Reginald Clark Bk#4827

Membership and Ratings Committee's Report: Paul Fuetes, BK#2239; Reggie Glover, III, BK#5760042 and Edgar Juluat, BK#19233.



Edgar Juluat, Reggie Glover, and Paul Fuetes serving on the Membership and Ratings Committee in October. Photo Roy Tufono

Sen. Diane Feinstein Dies in Office Gov. Newsom Appoints Laphonza Butler

Senator Dianne Feinstein, a trailblazing Democratic politician, and mayor of San Francisco in a turbulent time, died on Sept. 29 at age 90. After years of declining health, during which she resisted calls to leave Washington, she announced that she intended to retire at the end of her term in January 2025. An intense race was already underway to succeed her, but Feinstein left a legacy of public service that will be difficult to match.



Ms. Feinstein's body was flown from Washington to San Francisco over the weekend so that she could lie in state not in the Capitol Rotunda, as many other prominent politicians have done, but in her beloved hometown, where she served as the city's first female mayor through a period of great tumult. She was a member of the San Francisco Board of Supervisors and was famously on the tragic scene when Mayor George Moscone and Supervisor Harvey Milk were killed in office in 1978.

the Feinstein memorial at San Francisco's City Hall.

Butler takes office amid mounting speculation over whether she will run for a full-term next year. "I can't help but think of how proud Senator Feinstein would be, seeing someone as brilliant, as accomplished, as history-making as Laphonza Butler take her place," said Senate Majority Leader Chuck Schumer. "I know that our old colleague is looking down at this moment with pride, now that her seat is in good hands."

At the funeral President Biden said via video that she was a defender of American values. During Feinstein's many years of legislative advocacy, she pressed for civil liberties, for national security, for gun control, for abortion and women's rights, including marriage equality and full access to contraception.

Before taking office, Butler led EMILY's List, a national organization dedicated to electing more women to political office who support abortion rights. Her background includes deep experience as a leader of one of California's most powerful and largest unions and as a former campaign adviser to Harris. Her pursuit of a full Senate term could scramble an already crowded field vying for the Senate seat.

Final Departures

No SUP deaths reported this month.

Though Sen. Feinstein's record and many years of service are iconic and unique, the political dynamic of a closely divided U.S. Senate eschewed any delay. Governor Gavin Newsom quickly appointed Laphonza Butler, a former SEIU labor leader and Democratic strategist, and she was sworn-in as California's new U.S. Senator to serve the remainder of the term. In the U.S. Capitol, Butler took her oath from Vice President Kamala Harris, whose presidential campaign she helped lead in 2019. Harris then flew to San Francisco to participate along with Speaker Emerita Rep. Nancy Pelosi in

In Memoriam



UFCW 5 President John Nunes Passes

The Local 5 family mourns the loss of our President John Nunes who passed away unexpectedly on September 13. John began his union career in 1989 as a union representative for Local 870, the Alameda County-based predecessor to Local 5.

UFCW 5, John was also a loyal SUP member, an excellent employer, and a bright light in the labor movement.

After the merger that created Local 5, John served as the union's bargaining director before being elected president in 2014. John was 68 years old at the time of his death. Our thoughts are with his wife Pam, along with his family and friends.

He steered the Union through a period of sweeping changes, blending merger and autonomy with unification, democracy and solidarity. In many meetings and discussions, I learned from his remarkable skills in persuasion and perseverance. He also seemed to me to be in rare possession of a mix of fearless toughness and kind consideration.

A superb and dynamic leader of

We share in the loss of Brother John Nunes.

West Coast Sailors

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Dave Connolly,
President/Secretary-Treasurer
Editor



Portland Terminal 6 in the years after ICTSI's departure
(File image courtesy Port of Portland)

ILWU Files for Bankruptcy

After years of legal wrangling over allegedly unlawful labor actions at an ICTSI-operated container terminal in Portland, Oregon, the International Longshore and Warehouse Union (ILWU) has filed for bankruptcy.

According to the National Labor Relations Board, ILWU organized slowdowns at ICTSI's Portland terminal in order to damage ICTSI's business and coerce the Port of Portland into giving ILWU longshoremen the work of plugging and unplugging reefer containers — a task normally assigned to the port's union electricians, IBEW Local 48. The dispute covered two full-time positions (two FTE) employed on reefer-plugging duty.

"By inducing and encouraging, since September 2012, longshoremen employed by ICTSI Oregon, Inc. at the Port of Portland to unnecessarily operate cranes and drive trucks in a slow and nonproductive manner, refuse to hoist cranes in bypass mode, and refuse to move two 20-foot containers at a time on older carts, in order to force or require ICTSI and carriers who call at terminal 6 to cease doing business with the Port, Respondents ILWU and Local 8 have engaged in unfair labor practices affecting commerce," NLRB found in 2015.

The ICTSI terminal gradually lost its deep-draft boxship services, and container volumes fell to near-zero by 2017. That year, ICTSI pulled out of its contract with the port and abandoned its operatorship at the terminal. It brought a civil suit against ILWU, alleging millions of dollars in dam-

ages from the union-versus-union conflict.

Two years later, a federal jury ruled in ICTSI's favor, finding that slowdowns organized by ILWU and Local 8 had caused damage to ICTSI's business. The jury awarded ICTSI \$94 million in damages. ILWU appealed, and in 2020 a district court judge reduced the damage award to \$19 million.

In a Chapter 11 bankruptcy petition in California last week, ILWU said that its assets came to just \$11.6 million - still not enough to pay for the damage award. "We intend to use the Chapter 11 process to implement a plan that will bring this matter to resolution. The officers are confident that we are taking the right step to put our organization on the best path forward — and we are optimistic for all that is ahead," said ILWU's leadership in a statement.

The ILWU will ask the bankruptcy court to preserve its cash management system and allow it to continue meeting its employee and payroll obligations. These are customary requests, and the union expects that they will be granted.

The filing follows shortly after ILWU's leaders concluded a landmark agreement with the Pacific Maritime Association (PMA) for a generous long-term labor contract, which covers seaports up and down the U.S. West Coast. According to Reuters, the improvements include a 32 percent pay increase for ILWU members over the course of the next six years.

Published Oct 1, 2023 2:55 pm By The Maritime Executive



SUP crew in the *USNS Watkins* about to load cargo in Charleston, South Carolina for forward deployment. From left in front row is AB Almario Sison, Bosun John Lucia, OS Aiman Mused, OS Tai Hoang, OS Allen Ajoste, AB Noel Matthews. Back row is AB Michael Mullins, AB Eric Williams, and AB Jose Cervantes.

South China Sea Right of Way Confrontations Now Routine



A Chinese Coast Guard ship is seen blocking the direction of a Philippine Coast Guard ship conducting a resupply mission for Filipino troops stationed at a grounded warship in the South China Sea, October 4, 2023. REUTERS/Adrian Portugal NEAR THE SECOND THOMAS SHOAL, South China Sea, Oct 6 (Reuters)

The crew of the Philippine coastguard boat watched anxiously as an imposing Chinese vessel drew near and cut off its path, coming within a meter of collision in a vast stretch of open water in the South China Sea.

In a near collision, amid hard over rudders and full astern engine orders, China's coastguard issued a warning via megaphone to leave as the Filipino crew watch closely on a radar that shows two vessels side by side.

"In accordance with international and Philippine national laws we are proceeding," a crew member responds. "Request to stay clear from our passage."

The tense encounter, about 100 miles (185 km) off the Philippines and witnessed here by a Reuters journalist, are becoming more frequent in Asia's most contested waters as China presses its claim of ownership over almost the entire South China Sea.

China rules the waves here, and the Philippine mission is symbolic of a wider battle between Beijing and neighbors determined to uphold sovereign rights in their exclusive economic zones (EEZ). The Philippine coastguard ship is escorting smaller boats to the Second Thomas Shoal that carry supplies to a handful of troops posted to a makeshift garrison aboard the *Sierra Madre*, a World War Two navy ship that was intentionally grounded on the reef a quarter of a century ago.

Their constant presence aboard the rusty ship has irked China and turned the Second Thomas Shoal into a strategic battleground, with Beijing deploying its more modern coastguard ships and clus-

ters of fishing boats as far as 620 miles (1,150 km) from the Chinese coast. Just 800 meters away, a grey navy ship starts to follow the *Sindangan*, joining the four Chinese coastguard vessels and five other boats suspected by the Philippines of being militia. The *Sindangan* hangs back as the supply boats advance to complete the remaining nine miles (17 km) to reach the troops aboard the *Sierra Madre*.

China condemned the resupply mission, saying Philippine vessels had "intruded" in its waters in the Spratly Islands without its permission. It has previously ordered the Philippines to tow the grounded ship away from the atoll.

The stakes are high if this brinkmanship turns to miscalculation in the South China Sea. Relations between the Philippines and China have further soured this year at a time of strengthened military engagement between Manila and Washington that Beijing says risks stoking regional tensions.

The Philippines and the United States have a Mutual Defense Treaty, and the Pentagon in May made clear it would protect the Philippines if its coastguard came under attack "anywhere in the South China Sea." Jay Tarriela of the Philippine coastguard said it was his country's right to operate freely in its EEZ and accused China of violating international law. "They have carried out dangerous maneuvers and blocking operations to prevent our routine operations in providing supplies for our military troops," he told reporters.

Reporting by Adrian Portugal; Writing by Karen Lema; Editing by Martin Petty



A Philippine flag flies from BRP *Sierra Madre*, a dilapidated Philippine Navy ship that has been aground since 1999 on the disputed Second Thomas Shoal, part of the Spratly Islands, in the South China Sea. A Philippine military detachment is stationed there.

Tanker *Allied Pacific* Joins SUP Fleet Under Stars and Stripes

The government chartered tanker *Allied Pacific* joined the U.S. flag tanker fleet in Los Angeles with SUP sailors on deck. Patriot Contract Services will operate a newly U.S.-flagged tanker, *Allied Pacific*, which has been contracted to assist in removing fuel from the Red Hill Bulk Fuel Storage Facility in Hawaii.

The ship is a medium-range tanker which can carry over 300,000 barrels, is owned by Federated Maritime LLC, which was awarded a Military Sealift Command time charter to help carry out the operation. *Allied Pacific* (ex-*Celcius Riga*) was reflagged to the stars and stripes on September 19, 2023. If all options are exercised, the contract will last nearly five years.

Besides SUP unlicensed mariners on deck, the *Allied Pacific* will be crewed by members of MEBA, MMP, MFU, and SIU.

The Red Hill facility, which is operated by the U.S. Navy, connects to the fueling piers in Pearl Harbor and supports U.S. military operations from all branches of service in the Pacific. The Navy has agreed to empty the facility, which can hold up to 250 million gallons of fuel, because a jet fuel leak contaminated the local water supply. Hawaii Congressman Ed Case, a fervent enemy of the Jones Act, wrongly blamed the problem on the American Merchant Marine. *The West Coast Sailor* reported in the May 2023 issue.



SUP Tanker to Remove Navy Fuel From Red Hill Fuel Depot Near Pearl Harbor

The *Allied Pacific* has been contracted to assist in removing fuel from the Red Hill Bulk Fuel Storage Facility in Hawaii.

The Red Hill facility, which is operated by the U.S. Navy, connects to the fueling piers in Pearl Harbor and supports U.S. military operations from all branches of service in the Pacific. The Navy has agreed to empty the facility, which can hold up to 250 million gallons of fuel, because a jet fuel leak contaminated the local water supply.



The government chartered tanker *Allied Pacific* joined the U.S. flag tanker fleet in Los Angeles with SUP sailors on deck. From left is AB and delegate Sherwin Bongayan, OS Russell Smith, bosun Muthana Koraish, and OS Dan Sumague, just before the U.S. Coast Guard's Certificate of Inspection drill and reflagging ceremony.



SUP CREW ABOARD REFLAGGED M/T ALLIED PACIFIC
From left is OS Russel Smith, AB Brent Wells, Bosun Muthana Koraish, OS Zaid Sailan, AB Ali Saeed and in front is AB and delegate Sherwin Bongayan.

Congressional Dysfunction Could Impair Naval Readiness

In late September the U.S. Congress averted a looming government shutdown by passing a 45-day stopgap funding measure. This annual ritual — known as the continuing resolution, or CR — changes the landscape for federal contractors, including the Navy's ship repair industrial base. The 45-day CR brings uncertainty for government suppliers, and it limits the Navy's spending to the levels found in last year's budget.

"A spending bill ... provides the Navy with the [assurance] that the money is there, and what you'll end up seeing is a lot better execution of that money," Bill Crow of the Virginia Ship Repair Association told local media at a press conference in Norfolk on Monday. The CR doesn't have the same effect. Congress has passed nearly 50 continuing resolutions since 2000. They are widely disliked by federal agencies, and the disruption imposes

costs: according to the Navy, about \$4 billion in public funds were wasted from 2011-17 due to inefficiencies caused by CRs. In 2019, the Navy said it would have to cancel 14 ship repair contracts because a continuing resolution didn't provide the funding to pay for them.

Sen. Mark Warner (D-Va) warned Monday that disruptions to federal funding have an outside impact on Norfolk's ship repair sector, which plays an outside role in keeping the Navy surface fleet and auxiliaries running. "There is no state in the country that would be harder hit by a government shutdown than Virginia and there is no part of Virginia that would be harder hit by a government shutdown than Hampton Roads," said Warner. "This is the stupidest business decision ever. It costs the taxpayers money."

Congress and the White House have allowed the government to shut down



USS Vicksburg at the completion of a drydocking at BAE Systems Norfolk (USN)

three times over the last 20 years. The longest — a 35-day shutdown in 2018-19 — affected about 800,000 federal employees and cost the economy an es-

timated \$11 billion. The next deadline for a federal budget (or another continuing resolution) comes up in mid-November.

BIDEN WALKS THE LINE: First President to Ever Stand Picket Duty of Striking Workers

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began a targeted strike against Ford, GM, and Stellantis (the conglomerate that includes Chrysler) in an effort to secure higher wages, a four-day work week, and other protections in the union's next contract. The strike is a significant development for American workers, but it's also a big deal for President Joe Biden as car companies are central to his green-infrastructure agenda. The union wants assurances that the industry's historic, heavily subsidized transition toward electric vehicles will work for them, too.

Biden, whose National Labor Relations Board has been an ally of labor organizers in fights against companies such as Amazon and Starbucks, has called himself "the

most pro-union president in American history." He has expressed support for the UAW's cause (workers "deserve their fair share of the benefits they helped create," he said last week) and has sent aides to Michigan to assist in the negotiations.

In 2020, Biden marched outside The Palms in Las Vegas with casino workers who were bargaining in advance of expiration. But no sitting president has ever walked a picket line with striking workers. Instead, U.S. presidents have historically been prone to extravagant shows of solidarity not with workers but rather with companies that are trying to break strikes. In 1894, Grover Cleveland famously sent 2,000 federal troops to Chicago to break a railroad strike.



Before departing, Biden grabbed the microphone one last time. "You've heard me say this before," the president said. "Wall Street didn't build the country. The middle class built the country. Unions built the middle class."

Three Day Health Worker Strike at Kaiser is Largest Ever

Health care workers at hundreds of Kaiser Permanente hospitals and medical facilities across the U.S. walked off the job on October 3rd. Seeking to ramp up pressure on their employer to improve wages and fix a staffing shortage, over 75,000 workers — including nurses, emergency department technicians, pharmacists and hundreds of others — were participating in California, Colorado, Washington, Oregon, Virginia and Washington, D.C.

The short staff situation has intensified since the start of the COVID-19 pandemic. About 11% of union positions were vacant in April of this year, according to Kaiser data obtained by the unions. It is the biggest health care strike in U.S. history, according to the unions.

Kaiser, headquartered in Oakland, California, is one of the largest nonprofit health care providers in the United States, serving nearly 13 million patients. Most Kaiser workers who have walked off the job were out for three days only — except those in Virginia and Washington D.C., who will be on strike for 24 hours.

The Coalition of Kaiser Permanente Unions, which unites roughly 85,000 health care workers at Kaiser Permanente facilities, were working without a contract

after management refused to address wage increases and chronically low staffing at the bargaining table. The strike was based on a Unfair Labor Practice charges filed in multiple states including California, Colorado, Oregon and southwest Washington.

"Our strike is to send a strong message to Kaiser Executives to bargain in good faith and solve the staffing crisis that is exacerbated by low pay," reads SEIU 49's website on the topic. "We want our patients and community to see us out on our strike lines in big numbers to show how serious this is." Meanwhile, Kaiser Permanente pharmacy workers in Oregon and southwest Washington, represented by UFCW Local 555, have been on a 21-day Unfair Labor Practice strike since Sunday, Oct. 1 over similar issues. There are currently no picket locations in southwest Washington for that strike. In California, strike activity varied by location.

The health care provider has said its hospitals and emergency departments will remain open throughout the strike, staffed by physicians and other staff. In some cases, Kaiser is expected to use temporary workers (sometime known as strikebreakers) to staff certain positions. Kaiser has warned patients that

non-emergency and elective services may be rescheduled. The organization is expanding its network of pharmacy locations to include community pharmacies, to ensure patients can access medication in the event that outpatient pharmacies temporarily close. Inpatient pharmacies at Kaiser hospitals will stay open. About 60% of Kaiser employees, including doc-

tors, will still be working throughout the strike, according to the organization.

As the West Coast Sailors goes to press there is no settlement at the bargaining table. If an agreement is not reached, another work stoppage is possible in November.

[Ed. Note: At press time, Kaiser announced that it had settled with its Unions. Neither side issued details.]

Chevron's Union Troubles In Australia Remain

Chevron and unions representing workers at its two Australian liquefied natural gas (LNG) facilities will meet for talks on Wednesday after the oil and gas major asked the industrial arbitrator to help close a deal as workers threaten to restart strikes.

Chevron (CVX.N) and unions will meet at 10.30 a.m. AWST (0230 GMT) for talks with Commissioner Bernie Riordan, according to the Fair Work Commission (FWC) website. Riordan helped broker an in-principle agreement last month that ended weeks of strikes at the Gorgon and Wheatstone facilities.

But efforts to turn those principles into a legally binding agreement faltered last week when unions accused Chevron of renegeing on commitments. Unions said on Monday strikes would resume on Oct. 19.

In response Chevron said it was committed to a deal and only a small number of issues remained, including how travel and meal expenses are reimbursed and cabin sharing on the Wheatstone offshore platform.

Unions have told Chevron and the FWC they would walk away from September's agreement in the event of amend-

ments which lower worker entitlements.

The Offshore Alliance which represents nearly 500 members of the Australia Workers' Union and National Maritime Union employed at Chevron's operations, reports it will file a notice of further Protected Industrial Action on Monday. Under Australian labor law, the union must give at least seven day's notice before the strike can resume. The notice will provide details on the timing of the strike and the extent of the action planned. "It was with significant reluctance that the Offshore Alliance accepted the Fair Work Commission Recommendations when they were handed down two weeks ago," the organization wrote in its announcement. The regulators had intervened strongly recommending terms for a settlement that was accepted by both sides ending a prior strike.

The Offshore Alliance previously reached terms with Australia's three other producers. The talks with Chevron have been stretched out with the last rounds going for months. The union was seeking wage increases to reflect members' work during the pandemic and inflation as well as work rule changes.

CMA CGM Plans \$600M Investment to Expand Terminals in Port of NY NJ

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U.S. market in building more resilient and more sustainable supply chains. It is a major step forward in our strategy of developing and modernizing infrastructures here and around the world," said Rodolphe Saadé, Chairman and CEO of the CMA CGM Group. "Port Liberty New York and Port Liberty Bayonne on the East Coast, together with FMS on the

West Coast now rank as CMA CGM's flagship terminals in North America."

At the beginning of 2022, CMA CGM completed the acquisition of Fenix Marine Services (FMS). The company operates one of the terminals in the Port of Los Angeles. It is reported to be the third largest terminal in the Los Angeles/Long Beach port complex. CMA CGM now owns a total of seven terminals in the U.S.



NY NJ container terminal



Union members could resume their strike at the Chevron Wheatstone facility

U.S. Surges Munitions and Equipment to Israel

New War in Mid-East Will Increase Demand for Defense Logistics

The United States military is surging air defense and other military support to Israel in the wake of the Gaza attacks and Israel's declaration of war against Hamas.

U.S. officials said only hours after the attacks that they were "surging support to Israel, that includes air defense and munitions" and that some munitions are already en route by air to Israel. The official would not disclose what air defense systems are being supported. However, the Biden administration briefed Congress on Sunday night, October 8, that Israel is seeking additional artillery rounds, interceptor missiles for the Iron Dome missile defense system, and precision guided munitions according to two U.S. officials familiar with the contents of the briefing.

"The bottom line is we are working as fast as possible to provide critically needed munitions of various types and other equipment," the senior U.S. defense official

told reporters. "We're also contacting U.S. industry to gain expedited shipment of pending orders for military equipment that otherwise may have been considered routine for movement."

The official also said that the DOD is working with U.S. Central Command "to assess what munitions and other equipment are in U.S. inventory that we can be made, that can be made quickly available for Israel" a likely reference to the vast stockpile of U.S. military weapons and ammunition that has been in place in Israel for decades. The officials familiar with the Biden administration's briefing to Congress said that Israel is already tapping into the pre-propositioned U.S. military stockpile and that the Pentagon is working with the U.S. defense industry to expedite existing Israeli orders of U.S. weapons systems.

Carrier deployment, including the USS



Rockets fired by Palestinian militants from Gaza City are intercepted by the Israeli Iron Dome defence missile system in the early hours of Oct. 8, 2023.

Gerald R. Ford and strike group, has been ordered to the Eastern Mediterranean as a deterrent and warning to Iran and Hez-

bollah. Additional F-15 and F-35 fighter jets have also been sent to the region.

Gaza War Puts More Ships At Risk

The outbreak of war in southern Israel and the Gaza Strip, may put ships and shipping in greater risk during an already risky time. The Iran-backed Palestinian militant group Hamas launched the attack against Israeli soldiers and civilians alike and at least 1,200 people were killed in the initial assault. From the outset, despite the localized fighting, the intensity of the conflict and response raised geo-political concerns.

Hamas receives support from Iran's Islamic Revolutionary Guard Corps

(IRGC), and it coordinates with Tehran on major operations, according to defense analysts. Citing Hamas representatives, the Wall Street Journal reports that IRGC officers were present during some of the planning meetings for Saturday's attack, and that Iran gave a green light for the operation.

The Biden administration has asserted that it believes Iranian leadership was surprised by the strike, and likely was not aware of the timing or the scope of the attack. Still, if Israel decides to take

retaliatory action against Iranian forces or their proxy groups, Iran could move to restrict transits through the Strait of Hormuz for tankers with Israeli or American ties. The IRGC's naval division maintains a flotilla of small attack boats, which can harass, board and seize merchant ships - or damage them. Elevated risk could raise insurance rates or reduce the supply of tankers willing to make the journey.

"Any shipping affiliated with Israel is especially exposed," said Cormac Mc

Garry, a maritime analyst with Control Risks, speaking to Foreign Policy. "Whatever pathway this takes, if Israel retaliates against Iran, and Iran attacks Israeli-affiliated shipping in the Strait of Hormuz, it will be more forceful than Iran's usual attacks on shipping in the strait."

Voyages to ports in the eastern Mediterranean have become much more expensive to insure, Reuters reports. War risk premiums have risen by a factor of 10, and now run as high as 0.2 percent of a ship's value.

Marad Warns of China Port Cyber-Threat

The Maritime Administration issued a Maritime Security Communication (MSCI - No. 2023-009) to warn of potential threats to maritime infrastructure by a Chinese-supported logistics equipment. MarAd advises of potential vulnerabilities in maritime port equipment, networks, operating systems, software, and infrastructure that could endanger ports and ships that utilize the Chinese-backed National Public Information Platform for Transportation and Logistics (LOGINK), Nuctech scanners, and automated port cranes worldwide.

LOGINK is a single-window logistics management platform that aggregates logistics data from various sources — including domestic and foreign ports,

foreign logistics networks, hundreds of thousands of users in the People's Republic of China, and other public databases. At least 24 global ports have cooperation agreements with LOGINK, which has the ability to collect massive amounts of sensitive business and foreign government data, such as corporate registries and vessel and cargo data.

The U.S.-China Economic and Security Review Commission (USCC) recently identified this ability as a threat to the United States and reported that the Chinese Communist Party (CCP) plans to use LOGINK to strengthen its influence over international maritime trade and port infrastructure. LOGINK's installation and utilization in critical

port infrastructure very likely provides the PRC access to and/or collection of sensitive logistics data.

MarAd put forth a series of recommendations and asked those who discover related compromised or suspicious activity

to contact the Coast Guard's National Response Center, Cyber Command at 1-800-424-8802 or maritimecyber@uscg.mil or FBI's Cyber Division at 855-292-3937 or CyWatch@fbi.gov



The *President Truman* alongside Berth 57 in Oakland, California. See SF Business Agent's report for status on the ship.

U.S. Customs Changes Decision on Foreign Jack Up Rigs

In a win for the U.S. flag fleet, the U.S. Customs and Border Patrol agency issued a modified decision on the use of foreign jack up rigs in offshore wind installations. Maritime unions, U.S. shipping companies and their allies, including the American Maritime Partnership and the Maritime Trades Department of the AFL-CIO, had all requested that the agency "withdraw and reconsider" its original decision, which seemed to suggest that a foreign jack-up rig could transport monopiles from the U.S. to an offshore wind installation site, jack up, install the monopiles, and then continue to do the same thing again and again at other installation sites.

The original CBP decision suggested that a company that employed a foreign-flag rig in this type of repetitive installation would not be in violation of the Jones Act. The new CBP decision definitively states such an operation could not be performed by a foreign rig without violating the Jones Act. That helps reserve the coastwise trade to vessels that are owned, operated, and crewed by Americans.

The U.S.-flag coalition was also successful in getting CBP to clarify its position on the consequences of a dynamic positioning vessel dropping anchor at an installation site. CBP clarified that dropping an anchor purely for safety reasons did not create a coastwise point, but that a violation of the Jones Act would occur if the anchoring played any part in the installation of the monopile. In petitioning CBP to modify its original decision, which was issued on July 17, the Union noted that clarity is needed "because this emerging sector represents a significant new employment opportunity for our members." There remains much that is murky offshore however. See SUP President' Report for more.

Economic Winds Shift Offshore Projects to Doldrums

Developers Pay Big Fines to Walk Away

The U.S. government continues to push forward with the permitting process for the development of offshore wind energy resources even as evidence mounts against development. The changing economics of the sector have been cited by developers of projects that are now in the later stages of permitting, putting the projects in jeopardy. Some are seeking and getting termination of the previous agreements, even in light of the enormous cost of penalties.

Avangrid, a Connecticut-based company owned by Spain's Iberdrola Group on Monday confirmed that it has reached its second agreement with regulators to terminate its previously approved Power Purchase Agreements for wind farms it is planning for Connecticut, Massachusetts, and Rhode Island. The company contends this is the fastest path toward developing the wind farms.

The new development comes for the Park City Wind project, a planned 804 MW wind farm that would be located about 30 miles off the coast of Martha's Vineyard on the Outer Continental Shelf and in the first phase supplying power to Connecticut in the Bridgeport area. The company was awarded the contract for the project in 2019 and in 2020 two regulated electric utilities, Eversource Energy and United Illuminating, entered into the 20-year agreements for the power from

the project which was targeted to come online in 2025. The project is projected to supply 14 percent of Connecticut's electric power needs.

"One year ago, Avangrid was the first offshore wind developer in the United States to make public the unprecedented economic headwinds facing the industry including record inflation, supply chain disruptions, and sharp interest rate hikes, the aggregate impact of which rendered the Park City Wind project unfinanceable under its existing contracts," the company said in a statement released yesterday. "After exploring all potential solutions to the financial challenges facing the project, and engaging in good-faith and productive discussions with Connecticut state officials regarding these challenges, it is clear the best path forward for Park City Wind is in the termination of the Power Purchase Agreements and a rebid of the project."

The company said that the agreement with the Connecticut Electric Distribution Companies will allow all parties an opportunity to pursue an expedient path forward. Bloomberg reported the company will take a \$16 million charge to terminate the agreements. Earlier this year, Avangrid also reached a similar agreement with the Massachusetts Department of Public Utilities to buy out its power agreements for the Commonwealth Wind project which would also be off Martha's Vineyard and supply 1.2 GW of power to Massachusetts. The company

had been in a public battle with the regulators since late 2022 when it said rising interest rates, inflation, supply chain problems, and the war in Ukraine had all conspired to make the project uneconomical under the previous agreements. They called for renegotiating the power agreements while Massachusetts wanted the project to proceed as agreed.

Avangrid has agreed to pay \$48 million in penalties to Massachusetts for the termination of the power agreements. The plan calls for the rebidding of the project. Similarly, yesterday the Massachusetts DPU agreed to the second walkaway this time for the SouthCoast Wind Project (formerly Mayflower Wind), which is to be developed through a joint venture between Shell New Energies and Ocean Winds North America (a joint venture between EDP Renewables and ENGIE). Also located off Martha's Vineyard the full offshore wind lease area has a capacity of 2.4 GW, split into two phases that are both to supply power to Massachusetts.

The DPU approved a deal that will see SouthCoast pay \$60 million in termination fees, which will be rebated to customers. As with the other projects, the plan is to rebid SouthCoast Wind in the future. These latest walkaways come as other projects are gaining approvals. The Environmental Protection Agency (EPA) announced its approval which will permit Revolution Wind, a 704 MW offshore wind farm that will provide power to Connecticut and Rhode Island being

developed by Ørsted and Eversource to move closer to construction.

At the same time, the Bureau of Ocean Energy Management (BOEM) plans to release for comment its Draft Environmental Impact Statement on US Wind's Construction and Operations Plan for the proposed Maryland Offshore Wind Project. When completed it has the potential to provide up to 2.2 GW of power. Developers have been calling on the U.S. government to take further steps to improve the financial aspects of the development and to amend the terms of the proposed tax incentives to recognize the supply chain and other challenges to proceeding with the developments.

Danish renewables company Ørsted is known as an offshore wind pioneer, and it has more installed generating capacity in the segment than any other company in the world. It has an ambitious project pipeline in the United States, where it hopes to install gigawatts of capacity off New Jersey and New York. But as inflation and interest rate hikes bite into its projected margins, it too is backing off, warning that that it may have to delay or walk away from some of these multibillion-dollar projects - and judging by its recent announcements, some of its capital will be going into onshore solar instead. In early October, Ørsted detailed its plans to pull back on U.S. offshore wind. The proposed 1.1 GW Ocean Wind 1 project off New Jersey, for example, was recently delayed by the Company until 2026.

Maersk Launches First Methanol Fueled New Build Ship

Maersk is maintaining its policy commitment of green fueled replacements for existing ships as the company pursues its decarbonization transition. A new large, ocean-going methanol-fueled containership was recently floated out of the building dock over in South Korea. The carrier is hailing it as a key milestone in its plans to introduce 24 methanol-fueled containerships between 2024 and 2027.

Construction of the first of these large ships began in December 2022 at the Hyundai Heavy Industries shipyard in South Korea. The vessel is due to enter service in early 2024.

The ship is the first of a series of 12 ships, each of which will have a capacity of 16,200 TEU. They will be 1,148 feet in length and 175 in width and Maersk previously reported they would be approximately 178,000 dwt. In addition to being the first large methanol-fueled containerships, Maersk says the new design will enhance operating efficiency. The design reportedly allows for a 20 percent improved energy efficiency per transported container when compared to the average for vessels of a similar size.

Among the changes is the relocation of the accommodation block to the front of the ship. The funnel is also offset to the aft port corner. According to Maersk,

these elements will improve the vessel's capacity and efficiency in the handling of containers. The vessel will use MAN dual-fuel engines and is being equipped with a 16,000 cbm tank to give it the capability of completing a roundtrip between Europe and Asia without refueling.

The design changes also required a new means of stiffening the hull to compensate for moving the accommodation block.

The float out of this vessel comes as Maersk is completing the introductory tour of the smaller converted ship, the feeder Laura Maersk, the first methanol-fueled containership. After being named in Copenhagen, the vessel has been doing port visits including Felixstowe in the UK before its entry into service in the Baltic this month.

French shipping giant CMA CGM has reportedly placed another significant order for methanol-powered containerships, bringing its methanol-fueled orderbook to roughly 34 ships. According to media reports, the privately-held company has ordered eight 9,200 TEU ships from Shanghai Waigaoqiao Shipbuilding (SWS) in China with deliveries scheduled for 2027. The order is reportedly valued at \$1 billion.



Maersk containership launch in South Korea

The order would mark CMA CGM's fourth round of dual-fuel methanol newbuildings since last year, following six 15,000 TEU ships ordered at Dalian Shipbuilding (China), a dozen 13,000 TEU ships ordered at Hyundai Samho (South Korea), and six 15,000 TEU ships ordered at Jiangnan Shipyard (China).

With this latest order, CMA CGM's orderbook now stands at 123 ships, representing a capacity of 1.2 million TEUs, and places it on track to potentially surpass Maersk as the world's second-largest container shipping line.

Until recently, CMA CGM has primarily focused on LNG-powered newbuilds. The company recognizes that although LNG is not a long-term solution for eliminating greenhouse gas (GHG) emissions, it does offer near-term benefits, including reduced fine particle emissions, sulfur oxide emissions, and nitrogen oxide emissions, and believes that LNG is currently the best fuel option for reducing the environmental impact of its ships.

CMA CGM and Maersk Join Forces to Speed Industry Decarbonization

A.P. Moller-Maersk and CMA CGM announced in late September that they will work together to accelerate the industry's transition to a lower carbon future.

Each has already set net-zero targets for its own shipping business, and both say they have identified "scalable solutions capable of having a positive impact in the next ten years."

Maersk has been ordering vessels that can operate on bio/e-methanol. CMA

CGM has ordered vessels that can operate on bio/e-methanol, along with LNG-propelled ships that can operate on bio/e-methane, the new, "greener" equivalent of today's LNG.

The two said last week in a joint press release that they plan to collaborate on developing:

- high standards for alternative, sustainable, green fuels;
- a framework for the mass production

of green methane and green methanol;

— safety and bunkering standards for green methanol vessels, including by accelerating port readiness for the bunkering and supply of bio/e-methanol;

— new technology and new alternative fuels, such as ammonia.

Maersk and CMA-CGM said they look forward to working within the framework advanced recently by the International Maritime Organization's Marine Envi-

ronment Protection Committee.

The two said they will also advocate on the international stage for ambitious measures in pursuit of "the highest attainable goals."

They are encouraging other shipping companies to join them in their efforts. "This partnership is a milestone for the decarbonization of our industry," said CMA CGM Chairman and CEO Rodolphe Saadé.



Korean Shipbuilder Makes Offer to Buy Philly Shipyard

Hanwha Ocean is reported to be making moves to purchase Philly Shipyard, the Jones Act shipbuilder known for commercial and government shipbuilding for U.S. coastwise trade.

According to Korean media, Hanwha has sent an inspection team to Philly Shipyard in connection with the planned acquisition. In a brief statement, Philly Shipyard said that it was aware of the press reports and "is continuously look-

ing at strategic alternatives to maximize shareholder value." It said that it would not comment on "rumors or speculation," and will issue a market update "if and when appropriate."

If accurate, it would not be Philly's first negotiation with Hanwha: it has a longstanding business relationship with DSEC, the engineering and firm that helped build Matson ships in the past.

Florida Man in Hamster Wheel Rescued and Arrested at Sea

The U.S. Coast Guard has intercepted and detained a Florida man in an attempt to cross the Atlantic in a drum-like paddle wheel device of his own design. Reza Baluchi, 51, a marathoner and peace activist was underway on his fourth attempt to make a human-powered ocean voyage with an improvised craft. The vessel is a human-powered cylinder, which has been compared to a hamster wheel; by running inside of it, the operator causes it to rotate, potentially propelling it forwards.



Baluchi's device after an aborted transit in 2021 (Flagler County Sheriff's Office)

It was not his first attempt, and Baluchi's previous voyages also ended badly. In his first, he allegedly signaled for help and was rescued by the Coast Guard. After that incident, the Coast Guard warned him that he would have to conduct any future voyages in this device with a support vessel alongside, or not at all. Baluchi said it was too expensive, and has repeatedly breached that order. There were two more attempts.

Like the first three voyages, this one was cut short soon after departure. The U.S. Coast Guard cutter Valiant intercepted Baluchi at a position about 70 miles off Tybee Island. This time, Baluchi told the officers that he was under way for London, and he resisted a boarding. Baluchi allegedly told the Coast Guard that he would take his own life with a knife if anyone tried to detain him. He later upgraded the threat by claiming that there was a bomb on board, and that he would detonate it if needed to prevent arrest.

The Coast Guard crew of the Valiant took the threat seriously, and they con-

sulted with a U.S. Navy EOD team to determine the potential blast radius of any possible bomb on board. They were joined soon after by the cutter Campbell, which launched its small boat to deliver Baluchi food and water. The officers informed him of the approach of Hurricane Idalia and again ordered him off the vessel.

After a two-day standoff, Baluchi admitted that there was no bomb on the improvised craft. One more day later, he was disembarked from the craft and taken into Coast Guard custody. The crew delivered him safely to Miami Beach on September 1.

Baluchi has been charged with obstructing a boarding and violating a captain of the port order. "Based on the condition of the vessel - which was afloat as a result of wiring and buoys - USCG officers determined Baluchi was conducting a manifestly unsafe voyage," the arresting officer said in a charging document.

Before his venture into improvised craft, Baluchi was a professional cyclist and long-distance runner, known for his charity fund-raising runs. He has said that proceeds from charitable giving connected to his ocean crossing attempts would be donated to the U.S. Coast Guard, among other recipients.

Stolen Fireboat Leads to High-Speed River Chase

In Portland an individual entered the Portland Fire & Rescue boathouse on the Willamette River, near downtown and stole a rescue boat. The suspect got the craft underway and navigated north to the Willamette's confluence with the Columbia River. With Coast Guard boats in pursuit, he continued north to the Port of Kalama, Washington, where he ran the launch aground. The total distance of the chase came to about 40 miles.

After a foot pursuit, the suspect was caught and detained at about 0750 hours in the Kalama area, according to the Multnomah County Sheriff's Office. Portland Fire & Rescue reported that he was apprehended by Coast Guard personnel.

The boat was taken under tow and

brought to a pier in Kalama for inspection and evaluation. At minimum, it suffered propeller damage, according to the fire department. Firefighters later said that the suspect was 44 year old Dustin Knutson, who was able to swim to the boathouse to steal the boat. "We got a call from the Coast Guard at Station 21 reporting that a subject apparently stole rescue boat 21 and is driving it with no lights and is asking people in the area for food and cigarettes."

The suspect will be transferred to Oregon law enforcement authorities for processing. He is facing charges for trespassing, criminal mischief, reckless endangerment, and eluding a law enforcement officer.

To Join Two Lines: Sheet Bend Knot

<p>Step 1</p> <p>Form a loop in the end of the line. Pass the bitter end to be joined under the opening of the loop, around both parts of the first line and back under itself.</p>	
<p>Step 2</p> <p>Pull all four ends to tighten.</p>	
<p>Step 3</p> <p>Two wraps around both parts of the first line will make a Doubled Sheet Bend.</p>	<p>DOUBLED SHEETBEND</p>

How to tie the Sheet Bend Knot. The Sheet Bend is a useful knot for tying two ropes together, even when rope sizes and materials differ greatly. It is suitable for most non-critical applications. It is easy, quick and reliable but can loosen without strain. It is important that the bitter ends of both ropes of the sheet bend be on the same side of the finished knot. For more security use the doubled version (Becket Bend) which is the same as the single version but with an extra coil around the standing loop.

Maersk Signs Deal With Starlink

continued from page 1

high-speed, low latency internet with speeds over 200 Mbps, bringing significant benefits in terms of both crew welfare and operational benefits. With Starlink, seafarers can expect the same level of connectivity as they have ashore, includ-

ing access to movies, television and video calls not only with family and friends, but also shoreside support teams. It is also expected to add cost-saving measures such as moving business critical applications to the cloud and strengthening remote support and inspections of vessels.



To free the midship section for cargo, the Matson Navigation Co. built a number of steamers with their engines aft until the 1920's. Here is the first steamer *Lurlne*, a 5,928 ton sugar and general cargo carrier built in 1908. She had limited passenger accommodations under the bridge amidships. (Courtesy Morton-Waters Co.)



SUP PRESIDENT'S REPORT

SOLIDARITY

The Union stands with striking autoworkers in an historic strike, joining all of the other affiliates of the Maritime Trades and Transportation Trades Department of the AFL-CIO. UAW President Shawn Fain rightly called out CEO pay of companies that have profited greatly from American government and taxpayer bailout. It's a vivid image of how the system has tilted too far in favor of corporations, especially when we remember the concessions forced on auto workers during that period. Now over the last four years profits at the Big Three have increased 65 percent, CEO pay 40 percent compared to worker total increases were minimal at 6% and eroded by inflation. Not limited to the UAW, the SUP extends its solidarity to American workers everywhere, all of whom deserve their fair share.

GOVERNMENT MATTERS

Shutdown Deferred: The SUP and the other maritime unions joined forces with transportation labor and the AFL-CIO to oppose a government shutdown on September 30, 2023. Against all odds and at the last minute Congress narrowly passed a 45-day Continuing Resolution to continue fund the government until November. It cost Rep. Kevin McCarthy his speakership for working across the aisle, and the House as of today remains in disarray, unable to manage even basic business as the clock ticks again. We know from experience the burden of the backlog that comes from even a short delay and the impact it has on Union operations. This reprieve allows members to initiate or finish necessary Coast Guard documentation as soon as possible. Our work is connected to government funding or operations in many ways – the effects of a partial or full shutdown of federal agencies could be severe, depending on the duration. Whether it is in credentialing (USCG), or contracting (MSC, MarAd – an area that could include member paychecks), or compliance (Jones Act enforcement via CBP), or program participation (MSP), we will keep a weather eye on the proceedings.

Cargo Preference: Cargo preference is the most ignored element of our maritime cabotage system. Americans take it for granted. But while fans of the U.S.-flag industry may overlook it, foreign shipping interests do the opposite, following customer cargo wherever it leads because that is where the money is. Without cargo, there's no point in ships.

That's why in House legislation American maritime labor organizations including the SUP urged co-sponsorship and support for HR 4293, (and companion legislation in the Senate – S.2862) called the American Farmers Feed the World Act of 2023 as part of the Food for Peace Program. The bipartisan legislation will feed millions more people facing famine around the world. It would also make sure that American taxpayer dollars are used to support and benefit America's farmers, domestic transportation system, American ports and America's maritime industry which carries at least 50 percent of the food aid shipments overseas. It will also end the hard to track cash transfer option. America's long history fighting global hunger without selling out American mariners and farmers, is built into the cargo preference laws, and will be well-served by the legislation.

Jones Act: There is a low-intensity war that simmers and flares on the offshore margins of the Jones Act, on the Offshore Continental Shelf (OCS), literally the perimeter. Because it is marginal on a geographic and regulatory basis it has been a favorite battleground choice of the enemies of the Jones Act. In the past, the deep pockets of foreign and transnational oil service companies have funded exploitation of Jones Act loopholes that allowed for low-cost crews and foreign-owned and foreign-built ships to access vast American natural resources on the OCS. Now the offshore wind energy industry, also mainly foreign companies, seek their own fresh advantages. Financial pressures may have temporarily delayed wind energy investments, but the stakes offshore are high, and capital is relentless. Negative action and precedent is a serious risk the Jones Act from which almost all of the jobs and jurisdiction springs.

A maritime labor letter of inquiry under the aegis of the Transportation Trades Department, AFL-CIO [See October Communications Package, TTD Letter: "Maritime Labor Urges Clarity on CBP Latest Coastal Ruling"] speaks to the issue. The compliance rulings are too intricate in application and ramification for this report. In general, the fine print of regulatory changes to the Offshore Continental Shelf arena of the Jones Act is a battleground in a corner of the law that has long-suffered from abuse and neglect. It's important to labor because of the possibility of new work and the SUP remains aware and receptive to the growth of offshore energy work. But we will not agree to an obscure and piecemeal dismantling of the areas of the Jones Act in exchange for the hope of new work. The offshore industry and its powerful lobby is sure to keep on forcing wedges into the legal cracks of the Jones Act. And we will continue to defend it.

MATSON NAVIGATION

COVID Protocols Update: On September 18, Matson issued a revised COVID-19 Protocols in its Summary Update No. 7 to all contracted unions. The Summary Update is part of the SUP October Communication package and is posted at all hiring halls.

APL MARINE SERVICES

Medical Care Services CPI Adjustment: As anticipated, on September 13, the U.S. Department of Labor's Bureau of Labor Statistics published the Consumer Price Index (CPI) for the most recent 12-month period. The medical care services component of the CPI - United States City Average for Urban Wage Earners and Clerical Workers came in at minus three (-3.00) percent. Therefore, under the terms of the SUP – APL Offshore Agreement there was a negative three percent adjustment to the offshore, shoreside and standby contribution rates for APL Marine Services (APLMS) mandays,

effective October 1, 2023. It was first time that there was a negative adjustment to APL Welfare contributions to the SUP Welfare Plan since the CPI method went into effect back in 2005. Health-care premiums are the main cost of the Plan and continue to rise. The value of the CPI - med svcs component in this context is therefore called into question and the Union trustees of the SUP Welfare Plan will raise the matter again.

New Vessels: Management formally announced to the Union on October 9, 2023 that the replacement ships that were a subject of bargaining and subsequent discussions that it would begin the service replacement of existing ships in its SUP-contracted U.S.-flag Maritime Security Fleet with new ships beginning in 2024. All the replacement vessels are liner vessels that are expected to be deployed in EX 1 PACIFIC EXPRESS trade. The Company said it expected to take delivery of the first of these ships – the President Adams – in December of this year. The ships will be phased-in to the U.S.-flag fleet on a staggered and mostly monthly basis in 2024 starting in February and culminating in December. After the *President Adams* replacing the *President Wilson*, the *President Grant* will replace the *President Roosevelt*; the *President Reagan* will replace the *President Eisenhower*; the *President Bush* will replace the *President Kennedy*; the *President Monroe* will replace the *President Truman*; the *President Johnson* will replace the *President Cleveland*. There is a possible sixth ship in the EX 1 service, the *President Carter* – that may be additional depending on a variety of factors.

CHEVRON SHIPPING CO.

On October 5, the Union was informed that management had initiated a payroll correction with regard to certain weekend overtime overpayments. During bargaining back in February, the Company proposed, and the Union eventually agreed to an additional hourly wage scale as clarifying addendum to the monthly wage schedule. Company said it was interested only in payroll consistency across multiple bargaining units, i.e., payroll efficiency, and not as a wage reduction or recalculation. The Union agreed with the proviso that the existing wage system remain unchanged, and the new schedule would only express the same compensation in a different, hourly form. (The regular compensation is based on a 40-hour work week and hours worked over eight hours on weekdays and all hours worked on weekends and holidays are paid at the overtime rate.) The new payroll accounting system was implemented that complied with that requirement except for a mistakenly paid additional eight hours of straight time pay on weekends and holidays. The correction will not seek recovery of overpayment, does not affect vacation, and will begin on the October 22, 2023 paycheck covering the pay period of October 1 through October 15.

PATRIOT CONTRACT SERVICES

Despite setbacks, SUP agents combined to crew the *Allied Pacific* in Los Angeles with tankship qualified members. Wilmington Branch Agent Leo Martinez dispatched tanker standbys to assist in the COI clearance after which the ship was re-flagged to the stars and stripes. Working under the direction of bosun Muthana Koraish and standby bosun Lourdes Macia, the embarked and standby crews deserve recognition for a job well done. (See pictures from the reflag on page 8)

RELIEF CLEARANCES

Our hiring hall system, the jobs machine, needs constant maintenance. Physical maintenance is one thing, but our process and support systems also need continuous care. Our medical clinics, for example, are increasingly difficult to manage. In Seattle for example, Kaiser abruptly cancelled walk-in appointments at its clinics on September 20, 2023. SUP Seattle Branch Agent Brendan Bohannon scrambled to find alternative methods to get the job done [See Seattle Agent's Report]. There's been problems in clinics in other ports too, and the trustees of the Seafarers' Medical Center seek con-



CHARLTON IN CHARLESTON: Standing on the just-stowed side ramp, secured to the main deck after finishing the vast choreography of loading operations, SUP crew in *USNS Charlton* celebrates and declares the job complete. From left is Gonzalo Sarra, Michael Tilley, Travis Johnson, and Manfred Olsen.

SUP President's Report continued

tinuous improvement. But APL's unilateral rejection of reconstructed drug screens came out of nowhere and added to the problem. We've registered our objections and continue to pursue the matter. In the meantime, we do what we must to fill billets within the parameters of the SUP Shipping Rules. We respond quickly to bursts of shipping demand despite system limitations compounded by higher qualifications required in a mariner shortage. To ease the strain and respect the process, the hiring hall expectations of members also need maintenance. Shipping Rule No. 51 says "Any member quitting a ship and not properly relieved through the Hiring Hall will not be allowed to register for ninety (90) days unless special conditions warranted such quitting." And Rule 56 on the Trip Off says "Regular crew member shall remain on the job until properly relieved by the temporary relief member." Let the membership be reminded that reliefs should not be taken for granted, may take time, that trips off are especially difficult to fill, and that sudden medical unfitness may result in empty billets. That strains a short-handed crew and could have other negative consequences. Dispatching is anything but automatic these days and standing the watch and completing the assignment is more important than ever.

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 third quarter of 2023, and report back to the membership at the November membership meetings. In the event the Committee cannot be filled today, recommend that when the quarterly audit is completed the necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Tuesday, November 14 at 0800.

HOLIDAYS

Veterans Day: November 11 is Veterans Day, a national and SUP contract holiday. The holiday will be observed on Monday, November 13 and accordingly the SUP Headquarters meeting will be held the next day on Tuesday November 14.

Thanksgiving Day: All SUP halls will be closed on November 23, 2023 which is a national and SUP contract holiday.

ACTION TAKEN

M/S to elect nominees (Mike Worth, Mike Smith, Paul Fuentes, Rob Reed, Ron Reed) for the Quarterly Finance Committee. Carried.

M/S to concur in the balance of the President's Report. (Fuentes, several) Carried.
Dave Connolly

SIU Pacific District Pension Plan Notes

The Plan provides two types of pension — Deferred Vested Pensions and Pensions Vesting at Retirement. The latter include employer subsidized early retirement benefits. If you qualify for more than one pension, you will receive only the one that is the largest. A few highlights from the SIU Pacific District Pension Plan rules are outlined below:

Deferred Vested Pension

The Plan provides a Deferred Vested Pension benefit payable at Normal Retirement Age (usually age 65.) The amount of the benefit depends on the pension credits accumulated.

One Year of Vesting Service

125 days of covered employment within a calendar year

Benefit Credits

125-199 days: pro rata benefit 200 days: full year vested benefit credit

Vesting Requirements

Before August 1, 1999, 10 years of vesting service for active employees

After 7/31/1999, 5 years of vesting service for active employees

If following a Plan participant's most recent year of vesting service, a participant with less than 10 aggregate years of vesting service has one or more one-year service breaks before January 1, 1999, then the required number of aggregate years of vesting service shall continue to be ten until the participant completes one year of vesting service after December 31, 1998.

(Exceptions to the above vesting periods may apply in accordance with break in service rules.)

Breaks in Service

Until your benefit is "vested", you may lose your accumulated pension credits if you have a Break in Service. Prior to January 1, 1985, you experience a Break in Service for purposes of the Deferred Vested pension if the number of consecutive calendar years in which you have 62 or fewer days of service equals or exceeds the number of accumulated prior calendar years in which you had 125 or more days of service provided, however, that from January 1, 1985 and after, you will not suffer a Break in Service until you have at least five consecutive calendar years with 62 or fewer days of service. Your accumulated years of vesting service cannot include years lost because of a previous break in service.

(Above is a brief extract from the break in service rules only. Contact the Plan Office or discussion of how break in service rules may apply to your particular circumstances.)

Pensions Vesting at Retirement

The following pensions may be payable *before* Normal Retirement Age based on the number of qualifying years earned within the applicable qualification period:

Pension Type	Qualifying Years Requirement	Minimum Age
Long Term	25	55
Basic	20	55
Reduced	15-19	65
Disability	Minimum of 10 years	Any age

Year of Qualifying Time

200 days of covered employment within a calendar year equals a full year of qualifying time. Less than 200 days within a calendar year will earn a pro rata partial year of qualifying time. No credit will be earned for covered employment in excess of 200 days in any calendar year.

Loss of Qualifying Time

A Plan participant shall lose all qualifying time credit if he or she:

1. has failed to maintain seniority shipping rights under the provisions of the Collective Bargaining Agreement, or
2. has failed to work at least 1 day in covered employment or in a non-covered standby employment for a contributing employer in any 2 calendar year period after having attained seniority shipping rights, or
3. did not have seniority shipping rights on June 15, 1965 under the provisions of the Collective Bargaining Agreement, provided that a Plan participant shall be deemed to have seniority shipping rights on June 15, 1965 if he or she was working in covered employment on June 15, 1965, or was eligible for registration or employment on a seniority basis on that date at one of the hiring halls of the Pacific District Unions.

Any such Plan participant who reenters covered employment after having so forfeited his qualifying time shall accumulate qualifying time only after the date he or she last forfeited Qualifying time.

A Plan participant cannot lose previously acquired qualifying time if he or she has fulfilled all of the eligibility requirements for a Basic or Long Term Pension at any time since June 16, 1978.

Integration Agreements

The SIU Pacific District Pension Plan entered into INTEGRATION AGREEMENTS with the Chevron/SUP/Marine Pension Plan, ExxonMobil and the San Francisco Bar Pilots Marine Pension Plan.

Example Calculation for a Pro-rata Benefit(s):

Applicant is age 60
 Applicant has accumulated 32 Qualifying Years.
 Applicant is entitled to receive the current maximum amount of \$2,670.00

SIU-PD Pension Plan:	23.0 Qualifying Years
Other Plan:	9.0 Qualifying Years
Total Qualifying Years:	32.0

\$2,670.00 ÷ 32.0 Qualifying Years = \$83.4375 (Per Qualifying Year)

\$ 83.4375 x 23.0 = \$1,919.06	SIU-PD Pension Plan
\$ 83.4375 x 9.0 = \$ 750.94	Other Plan
32.0	\$2,670.00

In no event does the SIU Pacific District Pension Plan integrate with any of the other plans for vesting or Deferred Vested Benefit purposes.

* * * * *

Space does not allow a full listing of the SIU-PD Pension Plan rules. Questions regarding Exceptions, Break-in-Service rules or Accumulated Vesting or Qualifying Time should be directed to the Plan Office.

SIU Pacific District Pension Plan: 415-764-4987



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Another Super-Typhoon Rapidly Intensifies in Western Pacific

The storm intensified with breakneck speed, its top winds increasing 95 mph in just 24 hours, joining a slew of other storms that rapidly strengthened over record-warm ocean waters this year.

Bolaven marks this year's eighth Category 5-equivalent storm; one such storm has formed in every tropical ocean basin for the first time on record.

These hurricane-strength storms have different names depending on where they form, but they produce the same effects. In the Southern Hemisphere, they are mostly called cyclones, while they are referred to as typhoons in the western Pacific Ocean and hurricanes in the Atlantic.

The large number of these top-tier storms this year is connected to a combi-

nation of human-caused climate change and the El Niño climate pattern, which have heated ocean waters to record levels.

Bolaven is expected to remain over the North Pacific, avoiding land as it slowly weakens upon encountering cooler waters. However, the system will still influence the weather half a world away. It's expected that Bolaven will slam into the jet stream, bending it and infusing it with energy and ultimately affecting the weather over North America.

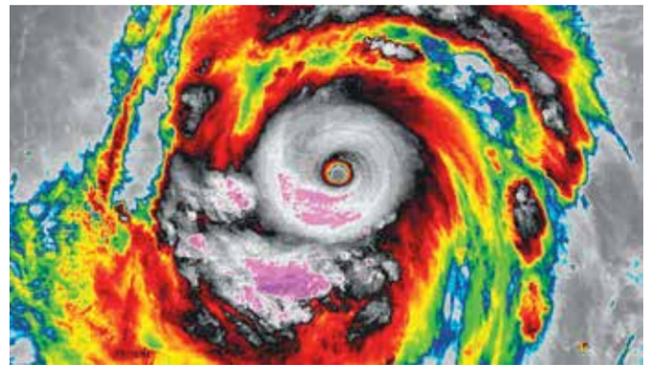
For now, Bolaven remains a hazard mainly to mariners and aviation.

Bolaven began as a disorganized swirl but underwent one of the most impressive bursts of rapid intensification on record between Tuesday and Wednesday. It exploded from a Category 1 storm with 90

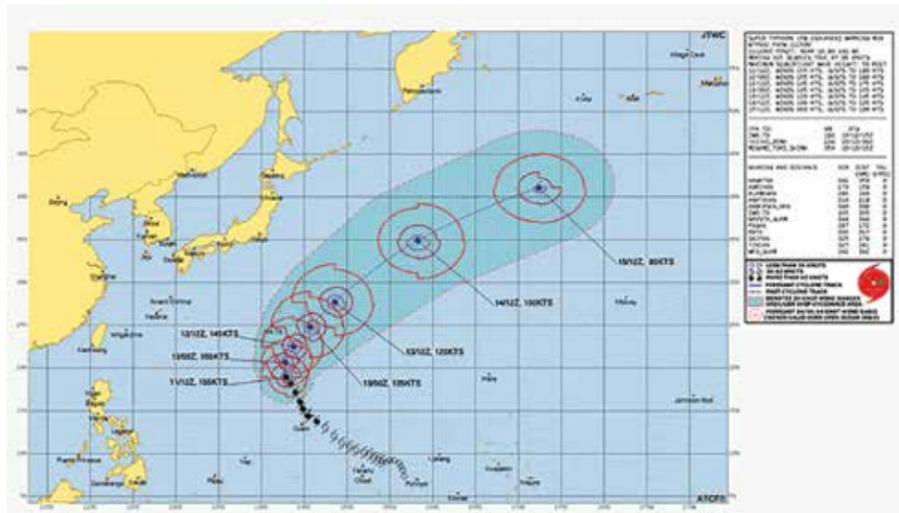
mph winds to a Category 5-equivalent violent typhoon with 160 mph winds in just 12 hours. That's four times the rate needed to qualify as "rapid intensification."

In 24 hours, its wind speeds leaped 95 mph. "This is not far below the world record for 24-hour intensification of 120 mph, held by Hurricane Patricia of 2015," Jeff Masters and Bob Henson wrote at Yale Climate Connections.

There is a strong link between the frequency of rapid intensification and the ef-



fects of human-caused climate warming, because storms depend on warm ocean waters to strengthen. Water temperatures in the Western Pacific are about 1 to 3 degrees above average.



ITF Gains Back Pay for FOC Seafarers in Excess of \$100 Million

Inspectors from the International Transport Workers' Federation (ITF) recovered \$118,529,663 in wages owed to seafarers between 2020 and 2022, figures published on September 28th, World Maritime Day reveal. More than \$36 million was paid back to seafarers in 2022 alone. ITF inspectors are officials who board vessels to educate seafarers on their rights, identify any violations of crew contracts, and then work with authorities to see rights are enforced. The ITF has inspectors operating out of 111 ports in 56 countries.

A whopping 2,199 breach of contract cases were reported by seafarers to the ITF in 2022, with non-payment of wages the most common reason. "While we are proud that our inspectors have been successful in recovering almost \$120 million for seafarers in the last three years, it's unfortunate that we need to address wage underpayments at all. We would prefer to see all seafarers paid in full, and paid on time in the first place," said David Heindel, ITF Seafarers'

Section Chair and President of the Seafarers International Union. Wages that are unpaid over a certain period in the United States are sometimes classified as wage theft.

A further 3,771 were conducted as part of inspectors' ongoing system of routine and responsive inspections, which attempt to ensure ships flagged to Flags of Convenience (FOC) registries adhere to the same international standards expected of nationally flagged vessels. It's no surprise that the FOC ships fall short.

ITF President and Dockers' Section Chair, Paddy Crumlin said: "Pandemic-related restrictions had blocked most of our inspectors from boarding vessels in the way they had done pre-pandemic. We are now seeing a strong return to active and regular inspections of Flags of Convenience vessels – and still the same level of exploitation. It's another stark reminder of the underbelly of our industry, and also that more ITF inspections taking place is good news for seafarers and their rights."



With an SUP crew onboard, the Ready Reserve Force Ship *Cape Texas* got underway from its home port in Beaumont for a mission to Europe in late September.



In the crew lounge of the *Mississippi Voyager*, bosun Ron Gill and machinist Cesar Finones, finish up a Union meeting with SUP Vice-President Matt Henning in October at Richmond Long Wharf in California.

Dispatcher's Report

Headquarters — September 2023

Deck		
Bosun	5	Wiper
Carpenter	0	Steward
MM	3	Cook
AB	28	Messman
OS	9	Total E&S Jobs Shipped
Standby S.F.	1	0
Total Deck Jobs Shipped	46	Total E&S B, C, & D Shipped
Total Deck B, C & D Shipped	35	0
Engine/Steward		Total Jobs Shipped-All Depts
QMED	0	46
Pumpman	0	Total B, C, & D Shipped-All Depts
Oiler	0	35
		Total Registered "A"
		18
		Total Registered "B"
		40
		Total Registered "C"
		5
		Total Registered "D"
		10

SUP BRANCH REPORTS

HONOLULU

September 2023

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

There were 14 Standby Jobs dispatched for the month.

REGISTERED: 7 A-Cards, 13 B-Cards, 1 C-Cards, and 6 D-Cards.

SHIPS CHECKED: *USNS Charlton*, *USNS Watson*, *Cape Henry*, *Cape Texas* (Safety issues being investigated), *Manulani*, *Mokihana*, *Lurline*, *Kaimana Hila*, *Mahimahi*, *Manoa*, *Maunawili*, *Manukai*, *Matsonia* (one of the mates is being a "hindrance" rather than being "helpful" while rigging the gangway. This is not our first rodeo, my guy. Stop making a potentially dangerous situation worse by your meddling. Matson SQE policy states that any operation can be stopped at any time for safety concerns.), and Paint & Rigging Gang all running smooth, except for the minor beefs listed.

Agent's Report:

There were a few RRF activations that Honolulu members were willing to step up and help fill the billets. We appreciate your willingness to protect our jobs and do your work in SUP Style. There were a

few personality beefs aboard a couple of ships. You don't have to like each other. But you need to try and respect each other, for the sake of the job. Petty beef is like an anchor that can bring the moral of the entire crew down. Don't be "that" guy.

I attended the Hawaii Port Council meeting. The council welcomed the IBEW local 1186 unit representing the Pearl Harbor Shipyard workers. Discussed were the current efforts assisting Maui Union members, and the community at large that are affected by the wildfires. Also discussed were the impacts of the possible government shutdown. Of local importance is the "defueling" of the Red Hill fuel storage facility and how a shutdown might impact this major project. Another important issue that was discussed is the persistent problem with the delays in processing and issuance of mariner documentation.

Please check your documents. If you have six months or less before any of them may expire. It's time to get started on the renewal process. Let me know if you need assistance.

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

WILMINGTON

September 2023

Shipping: Bosun: 5 AB/W, 5 AB/D, 14 OS/ STOS 0, GVA/GUDE 0. Standby: 49. Total Jobs Shipped: 71.

Registrations: A 25, B 24, C 4, D 2.

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

Agent's Report:

Shipping is still good here in LA. So good in fact that we've had to reach out to San Francisco to help us fill jobs. The Wilmington Union Hall needs bodies to fill these billets. Do not come in here complaining about jobs lost to another Hall. Especially if you did, nothing to prevent it. It's my duty to call the job, and it's your job to fill it. Once again, special thanks to

those who have stepped up.

The Allied Pacific called on the SUP to fill standby work and we answered the call. The inspections were passed. Special thanks to those few who stepped up. The SUP is full of talented sailors, and that has been proven time and time again.

Wilmington Hall is running thin, on able body seamen please come in register make sure your documents are up-to-date. Your dues are paid and your seabag is packed. I know it is repetitive but some still throw in with expired documents.

"A ship in harbor is safe, but that is not what ships are built for." — John A. Shedd

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

SEATTLE

September 2023

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

Registered: 6 A card for a total of 9; 6 B card for a total of 11; 2 C card for a total of 3; 0 D card for a total of 6

Agents Report:

This month SUP hosted a table at the 28th annual Golden Tennis Shoe awards held by Senator Patty Murray. Senator Murry has always taken the time to immediately address our issues and remains a staunch and active supporter of unions, their members, and the Maritime Trades.

Kaiser recently cooked up a new plan to "streamline" their scheduling process. So far, it's been a disappointing venture, and I feel like I'm working for them rather than the other way around. One positive development, members can now schedule drug screens, annuals, and the CG-719K physicals at any of the seven

regional Kaiser Occupational clinics. This includes a Spokane location for those that live East of the mountains. The other options are Bellevue, Everett, Olympia, Port Orchard, Seattle, and Tacoma. I can email the new authorization form to you that you will need to fill out and present at the appointment. Even now with the added clinic options, availability remains woefully sparse though, so schedule early.

I have requested from Matson that any relief requests are submitted no later than four days prior to ships arrival so I can call the Kaiser scheduling center then they can canvas available clinics to lock in an appointment slot. Open board jobs or arrival quits are going to be a challenge. I have not had much luck getting sailors into the alternate option of Concentra, so be prepared to drive to a location outside Seattle to get the physical done.

**Fraternally, Brendan Bohannon
Seattle Branch Agent**

VICE PRESIDENT'S REPORT

September 2023

Ships checked — September

The government shutdown is still looming, the current extension is only for 45 days. Another extension is highly unlikely. I can't stress the importance of renewing documents ASAP, delays in renewals could be several months as backups will happen if the government shutdown happens.

APL Eagle — Denmark Churchill Jajalla, delegate. Adjustments have been made by the company to have reefers do reefer work and not by the SUP. Ali Ghaleb, bosun.

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

USNS Sisler — John Relojo, delegate. Working on reliefs, MSC medical requirements are becoming more stringent. Important to have all your documents in order when time to be dispatched. Mark Acord, bosun.

USNS Dahl — Ian Serra, delegate. Working on a few reliefs for crew members. Ship will be in Korea for foreseeable future. Little or no beefs. Gearoid DeCleur, bosun.

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

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

Mississippi Voyager — Landon Lopes, delegate. Chevron payroll mistakes have been corrected. There should be no issues going forward. Ron Gill, bosun.

Cape Texas and Cape Vincent — Both ships are on activations, expected to return to home port by end of month.

Cape Henry — Heath Heller, delegate. Inquiries regarding job duties and jurisdictions. Please refer to Matson RRF MOU and not Matson commercial agreement. Ships current mission should be completed by end of month then ship will go into Portland dry dock. Ben Linn, bosun.

SFBP: I attended the christening of the new Pilot vessel **Golden Gate** on 10/12. This new state-of-the-art pilot vessel has cutting-edge technology that allows pilots to transfer to and from ships safely and efficiently with added maneuverability and speed for our operators. Leo Moore, bosun.

Matthew Henning

BUSINESS AGENT'S REPORT

September 2023

APL Eagle — Denmark Jallalah, delegate arrived Jebel Ali, weather cooling down, clarification on plug ins & necessary work, Ali Ghaleb as Bosun.

President Truman — Oakland #56 delegate Janan Johair first trip back via Singapore shipyard period, we had big issues with Captain Raul Garcia. The SUP deck gang was targeted repeatedly with coercion and intimidation tactics. Under investigation and complaints being filed. Captain also tried to dictate how the delegate should write in the overtime, showing disregard and disrespect for our Unions and Agreement. Julian Torre as Bosun

President Eisenhower — Antonio Harris delegate signing on big turnover. Suitcase parade the word is out that this ship is headed to the yard. We are hearing the middle of November in Singapore shipyard for 30 to 40 days subject to change. Robert Tomas signed on as Bosun.

President Cleveland — Delegate Elixir Ponce sailed for Yokohama with little or no beefs, getting the work done with Valeriy Goncharov as Bosun.

President Roosevelt and President Kennedy — checked in with these vessel's little or no beefs.

Mokihana — Oakland #62 delegate Cirilo Sajonia in and out short stay due to whale southern migration. sailed for Los Angeles. Saher Ali as Bosun.

Mahi Mahi — Oakland #62 delegate Marc Dulay In and out hearing this schedule is temporary. Departed for LA with Remoni Tufono as Bosun

Maunawili — Oakland#62 Delegate Nick Manessiotis In and out of Oakland with no beefs, on the Northern triangle sailed for Honolulu with David Garcia as Bosun.

Manulani — Aaron Wiebe, delegate, Crane down sill depend on shoreside assist for lifts. Sail for Honolulu in good hands with Kim Hoogendam as Bosun.

Cape Horn — Schedule for activation in late January Dennis Sumague as Bosun.

San Francisco Bar Pilots: Delegate Chris Auer, Geoff Knight. The arrival of new and improved pilot boat **Golden Gate** allowed for introduction and training on the new technology and to familiarize their self with the new run boat. Pilot boat Pittsburg in full operation as river traffic has increased. Leo Moore Dock Bosun.

Reminding All Members to check in for LNG classes when they become available. American President Lines NO Longer accepting reconstructed drug screens. Dues can now be paid to Headquarters over the phone with \$5.00 processing fee charged by financial services company. Worked in the front office, visited the ships and helped with dispatching.

Roy L. Tufono

SUP Pensioner Join the Ranks of Retirement

No retirements reported this month.