



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXVI No. 9  185

SAN FRANCISCO, CALIFORNIA

Friday, September 15, 2023



Patriot Wins New MSC Contract

On August 22, 2023, Patriot Contract Services LLC, of Concord, California was awarded the contract to operate and maintain the *USNS Seay* and *USNS Pililaau* in a competitive bid. The ships are a critical part of the military sealift fleet and are prepositioned in foreign ports.

The award, coming a year after the proposal solicitation was released, is an initial \$20,396,329 firm-fixed-price contract with reimbursable elements for operation of the two government-owned ships. The *USNS Seay* (T-AKR 302), and *USNS Pililaau* (T-AKR 304) are both Large Medium Speed, Roll-on/Roll-off ships. The primary mission of the ships under this contract, similar to all Strategic Sealift Ships under this contract

is to provide lift capacity for the rapid worldwide delivery of U.S. military forces and equipment at the outset of conflict or crisis. Once activated, cargo will be loaded aboard the contractor operated ships for transportation in support of U.S. military and humanitarian operations worldwide. The ships under this contract are tasked with being ready to deploy anywhere in the world within 5 days of notification at all times.

The ships are well-known to SUP sailors. In an earlier era under a different configuration, the SUP manned both ships as part of the Bob Hope-class of Surge Sealift ships. At that time, the ships were designated for augmented sealift support in case of war or major operations. Soon after winning the bid the nation and the SUP was fully engaged in the massive sealift required for Operation Iraqi Freedom and Operation Enduring Freedom in Iraq and Afghanistan.

This contract includes a 12-month base period with four 12-month option periods and one 6-month option period under Federal Acquisition Regulation 52.217-8, which, if exercised, would bring the cumulative value of this contract to \$303,596,232 including reimbursables. Work will be performed at sea worldwide and is expected to be completed, by Aug. 21, 2028. This contract was a small business set-aside, Military Sealift Command, Norfolk, Virginia, is the contracting activity (N3220523C4031). For more on the contract see the President's Report on Page 9.

UAW Launches Targeted Strikes Against Big Three Automakers

Members of the United Auto Workers stopped making vehicles on September 15 and began an historic strike against all three major car makers at once for the first time ever.

Using a targeting tactic, called a "Stand Up Strike," only a few plants will be selected at first, then others called to join in. "This is a strike that keeps the companies guessing as to where and when the next local will walk out," said Fain.

It's the latest in a series of huge strikes called or threatened in the US by workers in industries including UPS workers, TV and movie production writers and actors, and hotel workers. The United Auto Workers' says autoworkers have never been

fully compensated for the sacrifices they made after the 2008-09 financial crisis when they agreed to a raft of cuts to save the industry. The automakers received huge bailouts and soon returned to record profits. Reports of proposed wage increases of 10% in each year of a new four-year contract as well an end to two-tier wage systems where new hires are paid significantly less for the same work as well as an increase to benefits for retirees and return of a defined pension instead of a 401k set ambitious goals. Other reports indicate that proposals for the reinstatement of cost-of-living adjustment raises, a 32-hour workweek, job security protections and protections for workers affected by plant closures

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Two-Thirds of All Americans Support Labor Unions Force For Progress: Even Higher Approval By Young Workers

The AFL-CIO released polling data on August 29 that showed more than two-thirds of Americans support unions. Union support is particularly high among young Americans: 88 percent of Americans younger than 30 are in favor of unions.

"Do you know how hard it is to get two-thirds of Americans to agree on anything? Let me put it another way: More Americans believe in unions than like chocolate ice cream," AFL-CIO President Liz Shuler told union organizers and members during the organization's inaugural "State of the

Unions" address given just before Labor Day.

There are no signs that a hot summer of strikes and contentious bargaining is cooling off. As Labor Day approaches, there are no signs the "summer of strikes" is cooling off. Strikes are more than 10 times more likely than two years ago, Shuler said, and blamed "corporate greed and inequality" as part of the problem. The average CEO made 272 times what the average worker made in 2022, the AFL-CIO's "Executive Paywatch" found. CEOs of

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NLRB Makes It Easier to Organize

On August 25, 2023, the National Labor Relations Board issued a landmark decision that will likely speed up organizing efforts and deter employers from committing unfair labor practices once a union demands recognition.

Under the new standard announced in *Cemex Construction Materials Pacific*, 372 NLRB No. 130 (2023), if a union demands recognition after having secured majority support in the form of authorization cards in a unit appropriate for collective bargaining, the employer must do one of the following within 14 days: (1) recognize and bargain with the union, or (2) file for an "RM" election. The union may also file an RC petition for an election. Most importantly, if the employer commits an unfair labor practice during the process, the employer will be ordered to bargain with the union.

Previously, the NLRB would usually order a re-run election in this situation, which essentially allowed the employer to benefit from its own misconduct. The NLRB would only issue bargaining orders in rare cases where it considered the unfair labor practices especially severe and pervasive.

This and related developments may have an impact on organizing. On August 24, 2023, the NLRB issued a final rule on election procedures that largely rescinds the 2019 Trump-era rules and

returns to the 2014 Obama-era rules. The new rules will significantly speed up election procedures when they come into effect on December 26, 2023. Highlights include:

- Pre-election hearings will take place eight calendar days after the filing of an election petition, rather than 14 business days later under the old rules
- The Statement of Position by the party against whom the petition was filed must be filed within seven calendar days, rather than eight business days later under the old rules
- A response to the statement of position will be given orally at the hearing, rather than a paper filing three business days prior to the hearing
- The election will be scheduled more quickly after a Decision is issued by the NLRB

These major changes promise to substantially tip scales toward workers and unions by helping to fix an issue that organizers know far too well: "representation delayed is representation denied." Bay Area labor law firm Weinberg, Roger, and Rosenfeld represented the Charging Party, International Brotherhood of Teamsters, in the Cemex matter. It is one of several worker-friendly ruling issues by the Biden NLRB.

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari.....BK #2251
 Hannu KurppaBK #3162
 Gunnar Lundberg.....BK #4090
 Vince O'HalloranBK #2463
 James ClayBK #4794
 Alexander Earle.....BK #1885
 Paul PuruggananBK #3880
 Mike WorthBK #3629
 Terrence LaneBK #4107
 Duane NashBK #2437
 Mike Dirksen.....BK #2739

West Coast Sailors

Jason Alonzo\$25.00

Organization/General Fund

Ben Braceros.....\$20.00

Political Fund

Kyle Swainback.....\$20.00
 Archie Bickford\$100.00
 Gil Manipon\$20.00
 Antonio Respicio.....20.00
 Robin Colonas\$100.00
 Dave Connolly\$200.00
 Vincent O'Halloran\$200.00
 Christian Ortiz.....\$40.00
 Isnin Idris\$200.00
 Ben Braceros.....\$20.00

SUP Meetings 2023

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

SUP HQ	SUP Branches
October 9*	October 17
November 14*	November 20
December 11	December 18

*Denotes Tuesday meeting due to holiday

ILWU Ratifies New Agreement

Members of the International Longshore and Warehouse Union (ILWU) voted on August 31, 2023 in favor of approving the new 6-year agreement that will expire on July 1, 2028. Voting results were certified by the ILWU's Coast Balloting Committee, which was chosen by the Coast Longshore Division Caucus delegates elected from each of the 29 West Coast ports. The Agreement passed by more than two-thirds of the vote.

The ratification marks the end of a long process of collective bargaining and comes more than a year after expiration. Many contentious issues were dealt with and the Biden Administration's deputy Secretary of Labor Julie Su played an important role in reaching an agreement.

"The negotiations for this contract were protracted and challenging," said ILWU International President Will Adams. "I am grateful to our rank and file for their strength, to our Negotiating Committee for their vision and tenacity, and to those

that supported giving the ILWU and PMA the space that we needed to get to this result." The new agreement has job protections and raises, maintains health benefits, pension benefits, and safety protections.

The ILWU Longshore Division represents approximately 20,000 longshore and clerk workers on the West Coast.

It appears that the agreement is already good for West Coast port volumes as they have regained some market share lost over the past year. Last month, increases at the Ports of Los Angeles and Long Beach were up significantly. And the total West Coast ports' share of import container volume rose to 41.9%, up 3.6% from the previous month. In comparison, the top East and Gulf Coast ports saw a decrease in share to 43.1%, down 3.3% from the previous month, with the Ports of New York/New Jersey and Savannah experiencing the greatest decreases. The Panama drought may be impacting these numbers as well, although Gulf ports had increases.

SUP WELFARE PLAN NOTES

SUP Money Purchase Pension Plan Participant Fees

Retirement plans are highly regulated by the U.S. Department of Labor, including communications to retirement plan participants about changes in their fees. In September, you should receive a notice mailed to your address of record regarding a recent change made to the fee schedule for the SUP Money Purchase Pension Plan. Currently, the SUP Money Purchase Pension Plan pays most of the administrative and recordkeeping expenses related to the Plan. A small portion of these fees are passed on to all participants on a uniform basis so that all participants are treated equally with the fees being a percentage of their account balance.

In the past, this fee has been \$1 per month, plus an Asset Based Fee equal to 0.02% (two basis points) of each participant's balance. Effective October 1, 2023, this will change to \$1 dollar per month plus an Asset Based Fee equal to 0.025% (two and one-half basis points) of each participant's balance. This fee change is an update to the fees shown in your Plan's Fee Disclosure Notice.

Please note that this change is only applicable to the SUP Money Purchase Pension Plan and does not apply to the SUP 401(k) Plan.

If you would like any additional information regarding your SUP Money Purchase Pension Plan account or your SUP 401(k) Plan account, please call a Standard customer service representative at 1-800-858-5420 or email savings@standard.com.

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

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

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

Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on September 7, 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
Frank Duffin	BK#2764	6 yrs	A.B.	A
Jesse Whittaker	B-19768	1 yr	O.S.	B
Munassar Ghaleb	B-19769	1 yr	O.S.	B
Abdulghafor Ahmed	B-19770	1 yr	A.B.	B
Tyrone Ridgle	C-2992	30 days	O.S.	C
Ahmed M. Ahmed	C-2993	30 days	A.B.	C
Kristopher Brown	C-2994	30 days	O.S.	C

Ratings: Bosun Stamp

David O'Neill Bk#2476

Membership and Ratings Committee's Report: Hussein Ali, BK#3821, Steve Campbell, BK#4817 and Romelito Linatoc, BK#19544



The Membership and Ratings Committee met in the SUP library on September 7, 2023. From left is Steve Campbell, Hussein Ali, and Romelito Linatoc.

Russia Bans International Transport Workers Union

Russia has designated the International Transport Workers' Federation (ITF) as an "undesirable" organization in a step the union said will have significant ramifications for 1.6 million Russian members, the ITF said. The label "undesirable" has been applied to dozens of foreign groups since Moscow began using the classification in 2015, and effectively bans an organization outright. Russia's Prosecutor General said in a Sept. 5 statement that the ITF posed a "threat" to Russia's constitutional order.

Russia's transport ministry declined to comment, but the London-headquartered ITF said it refuted all allegations and said it existed "to protect and improve workers' lives".

"This designation will have significant ramifications for the 1.65 million Russian transport workers affiliated to the ITF at the time this designation was announced," it said in a statement, adding that tens of thousands of Russian seafarers, who sail on ships covered by ITF-approved collective agreements, would be impacted.

"ITF continues to treat Russian seafarers the same as any other seafarer seeking our assistance and support."

The ITF is an affiliate-led movement of 740 transport workers' unions across the world, and says it is "the voice of the 20 million transport workers who move the world".

The Russian branch of Greenpeace said in May it would shut down after authorities declared the environmental group undesirable.

ITF said it has continued to support Russian seafarers throughout the war, not only the many seafarers who benefit daily from the protections guaranteed under ITF agreements, but also those who have sought and received assistance from the ITF in the recovery of millions in owed wages and the repatriation of abandoned seafarers. Since January 2022, 11,405 Russians seafarers have been on board vessels that ITF has inspected with ITF Inspectors recovering almost US\$4 mil-

lion in owed wages on those vessels. ITF continues to treat Russian seafarers the same as any other seafarer seeking our assistance and support.

The ITF noted that it stands firm on, and reiterates, the call for peace and an end to Russia's military operation in Ukraine. Throughout the war, ITF has worked to support all working people drawn into the conflict. ITF's solidarity fund for Ukrainian transport workers and their families has been used solely for humanitarian purposes, with funds provided to independent affiliated unions and maritime charities.

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

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Chinese “Gate-Crasher” Spies Suspected to Target U.S. Bases

“Chinese nationals, sometimes posing as tourists, have accessed military bases and other sensitive sites in the U.S. as many as 100 times in recent years,” the Wall Street Journal reports. “The incidents, which U.S. officials describe as a form of espionage, appear designed to test security practices at U.S. military installations and other federal sites. Officials familiar with the practice say the individuals are typically Chinese nationals pressed into service and required to report back to the Chinese government.”

The Defense Department, FBI and other agencies held a review last year to try to limit these incidents, which involve people whom officials have dubbed gate-crashers because of their attempts—either by accident or intentionally—to get onto U.S. military bases and other installations without proper authorization. They range from Chinese nationals found crossing into a U.S. missile range in New Mexico to what appeared to be scuba divers swimming in murky waters near a U.S. government rocket-launch site in Florida.

Concern over the base intrusions comes amid rising U.S.-China tensions, which spiked after a Chinese balloon overflew the U.S. earlier this year carrying what officials said was surveillance equipment. The incidents also cast a light on concerns that Beijing is using nontraditional means to gather intelligence on U.S. soil, whether through proximity to bases or through Chinese-produced commercial equipment that could be used to spy.

Officials at the White House and the Department of Homeland Security declined to comment, and the Pentagon only responded broadly to the issue. Government officials referred queries to the Federal Bureau of Investigation, which said: “The Chinese government is engaged in a broad, diverse campaign of theft and malign influence without regard to laws or international norms that the FBI will not tolerate.”

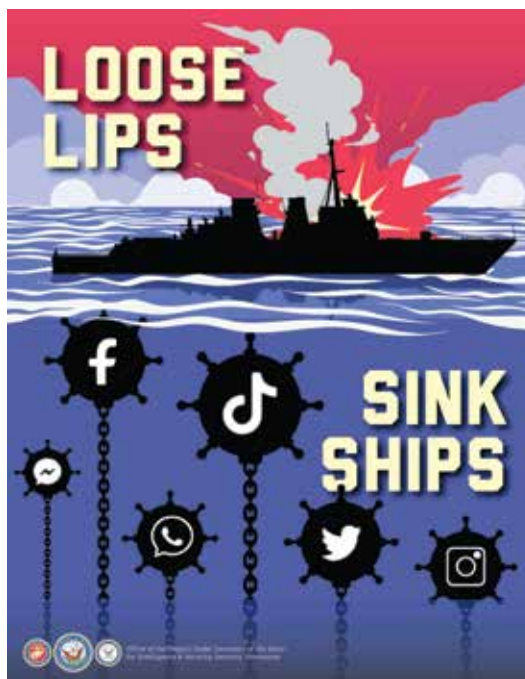
The Chinese Embassy in Washington challenged the U.S. view of the incidents. “The relevant claims are purely ill-intentioned fabrications,” said Liu Pengyu, a spokesperson with the embassy. “We urge the relevant U.S. officials to abandon the Cold War mentality, stop groundless accusations, and do more things that are conducive to enhancing mutual trust between the two countries and friendship between the two peoples.”

The incidents appear to worry some in Congress. According to Rep. Jason Crow (D., Colo.), Crow, a member of the intelligence committee, lawmakers are concerned that some of these cases fall between the cracks, because most trespassing laws are state and local, and not federal. “We need to work closely with our state and local partners to train them and equip them,” he said. “Right now, they don’t know how to deal with it.”

Some incursions appear benign, such as those involving people who say they are following Google Maps to direct them to the nearest McDonalds or Burger King, which is on a nearby base. Others appeared to be more troubling, people familiar with the review said. Officials described incidents in which Chinese nationals say they have a reservation at an on-base hotel. In a recent case, Chinese nationals claimed they were tourists and tried to gain access to Fort Wainwright, Alaska, saying they had reservations at a commercial hotel on the base. The base is home to the Army’s 11th Airborne Division, which is focused on Arctic warfare.

These cases at times occur in rural areas where officials indicate there is little tourism far from a commercial airport. The individuals use what appears to be scripted language when confronted by security guards, according to officials familiar with the tactics. When stopped, the Chinese nationals say they are tourists and have lost their way.

The problem of low-level Chinese intelligence collection like this is well known



in intelligence circles, said Emily Harding, a senior fellow at the Center for Strategic and International Studies in Washington and a former deputy staff director at the Senate Select Committee on Intelligence. It is a numbers game, she said. “The advantage the Chinese have is they are willing to throw people at collection in large numbers,” she said. “If a few of them get caught, it will be very difficult for the U.S. government to prove anything beyond trespassing, and those who don’t get caught are likely to collect something useful.”

Harding said that because most incidents in the U.S. can be pursued only as trespassing, the Chinese government gives a collective shrug for those who do get caught. That would be unlikely if an American were to be caught inside China, she said.

“The latter is unlikely to get what we would consider a fair trial,” Harding added. The base penetrations are considered a concerning and growing trend, U.S. military and other officials said. In some cases, individuals did gain unauthorized access to a base, “often by speeding through security checkpoints,” said Sue Gough, a Pentagon spokeswoman.

The Pentagon said it has conducted several base security reviews since 2018, some of them in concert with other agencies. A review done late last year focused on the physical security of the roughly 1,400 gates at the U.S. military’s bases, as well as other aspects of base security.

There have been repeated incidents at an intelligence center based in Key West, Fla., starting some years ago, where Chinese nationals, saying they were tourists, were found swimming in the waters near the military facility and taking pictures, according to officials. In at least one instance, an incursion there resulted in arrests and prosecutions that were made public. In 2020, three Chinese citizens were sentenced to about a year in prison after pleading guilty to illegally entering the naval air station in Key West, and taking photos by either walking around the fence line and entering it from the beach, or driving in and ignoring orders to turn around.

In many cases, those who have trespassed on bases, apparently deliberately, have been detained briefly and then escorted out of the country. No cases appear to have resulted in espionage charges, but in a 2019 incident, two Chinese diplomats were expelled from the country on suspicions of espionage after they improperly drove, with their wives, onto Joint Expeditionary Base Little Creek, Va., a highly sensitive U.S. military facility where U.S. Navy SEALs train.

USNS Watkins Gets High Profile Visitors Before Departure Bayonne

Earlier in the summer the head of TRANSCOM Gen. Jacqueline Van Ovost visited SUP-crewed USNS Watkins in a Bayonne NJ shipyard. This month the former Navy officer and now the new Secretary of the Navy, Carlos Del Toro (on the far right), also visited the ship with NJ Congressman Robert Menedez and Congresswoman Mikie Sherrill. Both Gen. Van Ovost and Sec. Del Toro have made merchant marine sealift readiness a major focus of the administration.



New Heat Hazard Causes Offshore Worker Medevacs

A severe heat wave across the U.S. Gulf Coast has created a new hazard for offshore oil and gas workers, according to the U.S. Bureau of Safety and Environmental Enforcement (BSEE). Water temperatures along the Texas and Louisiana coastlines are approaching 90 degrees, and the heat index has risen as high as 110 degrees Fahrenheit in some areas.

Conditions common to the Persian Gulf offshore oil industry are now found on the U.S. Gulf Coast as the industry’s safety regulator says that it will have to adapt to persistently higher temperatures. In “multiple recent instances,” workers in the U.S. offshore oil patch have been so affected by the heat that they had to be evacuated to shore for medical evaluation, according to BSEE.

In one case, a platform operator noticed a contractor was experiencing dehydration symptoms. The individual was given fluids and told to rest, and he was later transported to shore for further evaluation. In another, an onsite medic observed that an employee was showing signs of severe heat exhaustion. The employee was treated with IV fluids on

board. After consulting with doctors on shore, the individual was medevaced by helicopter to a local emergency room for further care.

Extreme heat has not only affected the U.S. Gulf. July 2023 was the hottest month on record worldwide, according to the World Meteorological Organization, and average global ocean surface temperatures hit a new record in early August.

An emerging El Nino pattern in the Pacific is a major contributor, along with other natural factors. Average temperature increases due to climate change have also raised the baseline and increased the odds of large scale heatwaves like the one recently experienced in Texas, per the World Weather Attribution Project, a partnership between researchers at Imperial College London and The Royal Netherlands Meteorological Institute.

Warming conditions will likely accelerate over the next year as the current El Nino event gains strength, and more records may be ahead - including the first-ever crossing of the 1.5 degree C temperature increase threshold targeted by the Paris Agreement.

Containers are the New Ro/Ro's: Risks in Cars In Boxes

A lack of capacity and congestion in the car carrier sector has driven some freight forwarders and manufacturers to move cars in containers rather than delay exports until space becomes available. Some insurers are beginning to raise questions of safety and the movement of cars in containers, particularly electric vehicles (EVs), according to the findings of a study commissioned by the International Union of Marine Insurance.

Soaring freight rates, congestion and a lack of ro-ro capacity has seen delays of up to three months or more in the shipment of cars as sky-high demand adds to the sector's problems.

One freight forwarder who specializes in the handling of cars said "The cost of moving cars in containers is on a par with ro-ro because although the freight is cheaper the cost of loading and unloading containers is greater." Although the costs are similar

from one sector to the other the forwarder pointed out that most ro-ro companies only operate monthly services to key markets, whereas container services are weekly.

As the automotive sector transitions to electric vehicles (EV) there have been growing concerns about the carriage of these vehicles with some high-profile accidents having been blamed on EVs, the connection of the outbreak of fires on board ro-ro vessels, such as most recently the Freemantle Highway. The forwarder pointed out that CMA CGM had a policy of shipping EVs in reefer containers, a policy that has now been reversed according to Marc Lefebvre, senior manager for cargo security and safety at CMA CGM.

"Now we say it is the responsibility of the shipper to decide whether to put an EV into a dry or reefer container," explained Lefebvre.

He went on to explain that the policy was originally used to try and control the temperature inside the container, but now CMA CGM has put the responsibility for that decision, whether to store an EV in a dry or reefer box on the shipper. "We ask shippers to sign a letter that shows that they are aware that the battery temperature of EVs can increase dramatically, above 60deg centigrade, and that the shipper accepts the liability for the carriage of an EV," said Lefebvre.

CMA CGM is particularly concerned about older EVs, cars with batteries older than seven years old will not be accepted for carriage, but older vehicles with a certificate showing that the battery pack is less than seven years old will be handled. In addition, Lefebvre said that the French carrier will prevent containers with dangerous cargoes being stored in direct sunlight,

but he pointed out that it is the shipper's responsibility to decide whether a car is safe to be shipped, as they know the cargo, while the line cannot "monitor where the containers are stored at the port."

Those concerns are shared by some in the shipping industry, with the threat considered very real to the well-being of crews, firefighters, vessels and the environment.

Eva McKiernan, a technical director and senior investigator at marine insurer Jensen Hughes, said that lithium-ion batteries burn at around 1,200 degrees centigrade, while combustion happens within seconds. Heat generated can cause thermal runaway, which occurs when the heat and chemical reactions reach a certain level, the fire becomes self-sustaining and very difficult to extinguish, she said. Not all insurers agree with the level of risk, but most appear to concede that it is higher than it was before.

Matson Coastwise Voyages Now Longer to Avoid Whales

Matson Navigation Co announced adjusted sailing routes to help reduce whale strikes off the coast of California.

The main seaward shipping lanes into and out of San Francisco Bay ports transit through the federally protected national marine sanctuaries of Monterey Bay, Greater Farallones, and Cordell Bank, they are all destination feeding areas for threatened and endangered humpback and blue whales from late spring through the fall.

In 2015, the northern California sanctuaries coordinated with Channel Islands National Marine Sanctuary to issue voluntary vessel speed reduction requests for the period of peak whales off the coast, between May 1 through December 15 for voyages to and from the Los Angeles/Long Beach ports.

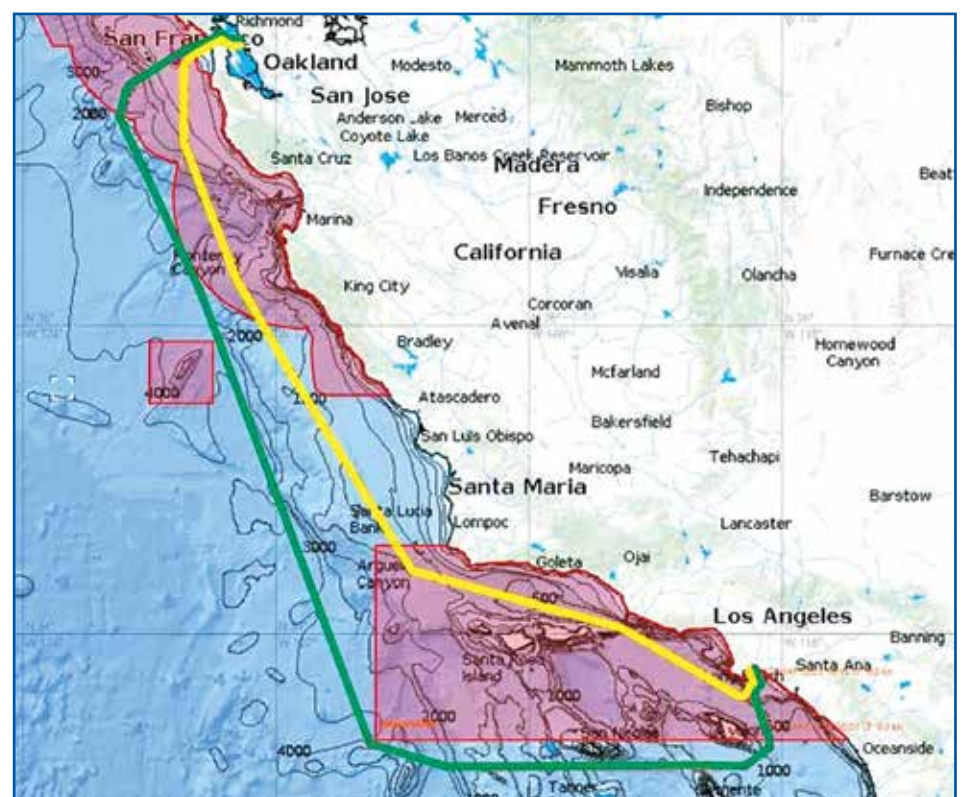
In 2022, the Coast Guard, NOAA (with marine life jurisdiction on the sanctuaries) and the U.S. Environmental Protection Agency (EPA), implemented a Vessel Speed Reduction (VSR) program that requested ships to reduce speed to 10 knots in the San Francisco lanes, as a way to reduce fatal collisions between ships and whales. In 2023, the San Francisco region VSR zone was expanded to include the Monterey Bay National Marine Sanctuary, and the southern California VSR zone was expanded to include the Santa Barbara Channel Traffic Separation Scheme (TSS) and Area To Be Avoided (ATBA).

Matson said it is making year-round route adjustments to its weekly triangulating Oakland-Long Beach-Honolulu service, to minimize the amount of time its vessels spend inside these expanded protection zones. Doing so will lengthen the route and

increase the transit time between Oakland and Long Beach, so the Oakland departure schedule for this voyage will be advanced by eight hours to allow more time for these coastal transits. Matson's midweek sailing from Oakland will now depart Wednesdays at 1800, effective with the Wednesday, August 2, 2023 sailing.



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2023 Voluntary Speed Reduction Zones: Matson's previous route in yellow along the coast, and Matson's adjusted route in green. (Courtesy Matson)

"It won't be an easy transition, but the bottom line is that we believe this is the right thing to do, and that's who Matson is as a company. We're committed to doing our part to protect vulnerable whale populations," said John Lauer, Matson's executive vice president and chief commercial officer.

Biden Revives Overtime for Low Wage Salary Workers

The Biden administration's Department of Labor just unveiled a new rule to extend overtime pay to an additional 3.6

million salaried white-collar workers in the United States.

Most hourly workers are entitled to

overtime pay, but non-hourly (salaried) workers in executive, administrative and professional roles — including some supervisors — are exempt unless they make less than \$35,568 a year.

The Labor Department's proposed rule would guarantee overtime pay for far more workers, raising the limit to workers earning less than \$55,000 a year. "Today, the Biden-Harris administration is proposing a rule that would help restore workers' economic security by giving millions more salaried workers the right to overtime protections," acting labor secretary Julie Su said in a statement.

The rule would boost wages for many workers in low-wage but salaried occupations — including in hospitality, manufacturing and retail — making them eligible for time-and-a-half pay after working more than 40 hours in a week.

For example, a salaried restaurant supervisor or clerical worker who makes more than \$35,568 but less than \$55,000 would now be eligible for overtime pay. The proposed change stands to boost the finances of millions of the country's most

vulnerable workers, including women, people of color and workers without college degrees.

The rule would also include automatic updates to the salary level for overtime eligibility every three years based on wage data. The proposed rule reverts to the same policy as during President Obama's term, which itself was dumped by the Trump administration in favor of a rule with a far lower threshold in 2019.

The Biden administration is touting its long-awaited new rule as part of its "Bidenomics" plan to rebuild the middle class. As part of this agenda, the administration has been taking action to raise wages for workers on federal projects and revive manufacturing jobs by investing in green energy projects and semiconductor manufacturing.

Sharon Block, a labor law professor at Harvard Law School, who led the Obama administration's efforts to increase overtime benefits, said in a statement that the Biden administration's proposed rule demonstrates "the fact that elections have consequences."



Standing below the *President Kennedy* in the drydock of the shipyard in Qingdao, China is the SUP crew from right, AB and delegate Eric McDonald, AB Manjula Kondapperuma, AB Christopher Bartolo, AB Alhagie Tourey, AB Steve Fuentes.

U.S. Merchant Marine Delivers Disaster Aid to Maui

In a situation report released in August, the American Maritime Partnership reported state, local and federal authorities in Hawaii continue to respond to the needs of residents and the devastating impacts of several large wildfires, which have taken more than 100 lives and destroyed more than 2,200 homes and businesses. It was deadliest wildfire incident in the U.S. in more than 100 years, the fires were exacerbated by extremely dry conditions and strong winds generated by the passage of Hurricane Dora.

All 10 ports within Hawaii's Commercial Harbor System, including most importantly Honolulu on Oahu, and Kahului Harbor Piers 1, 2 and 3 on the island of Maui, remained operational.

The Hawaii maritime community is working overtime to get relief supplies through to the Lahaina disaster area. Matson's twice-weekly service into Kahului continues to be the primary source of supplies, overcoming congestion issues in Honolulu. Matson has made at least one extra barge service calls and keeps an additional chartered barge available on standby for use as necessary.

The state has temporarily waived Kahului Harbor wharfage fees for inbound cargo to help relief efforts after the devastating Lahaina fire in Maui on Aug. 8 as one local transport company halted supply shipments due to port congestion.

Relief efforts have been coordinated since Aug. 15 by county, state and federal officials working with community partners to distribute donations for Maui fire victims. Hawaii's Lt. Gov. Sylvia Luke has been put in charge of spearheading assistance by Gov. Josh Green. A new donation storage and sorting center has been opened at a state-owned warehouse near Kahului Airport.

Storage and sorting distribution centers are being stood up on Oahu. The state is encouraging people outside of Maui to collect and sort donated items, then work with a Maui receiver (family member, friend or nonprofit running a donation drive). High-demand supplies include nonperishable food, water, hand-washing stations, water totes, outdoor sinks, portable charging devices/stations, batteries, wheelchairs and tents. Clothing donations aren't needed now.

A company assisting with logistics said it had temporarily halted taking donations on Aug. 15 "due to an operational pause, for the port to reset for essential items only." A spokesman noted that it had been asked by the ocean liners to momentarily stop sending donations because "the containers are getting backed up in Maui."

Until Sept. 10, the state department of transportation waived wharfage fees



SUP Honolulu Branch Agent Pat Weisbarth and son Ikena Weisbarth at the Maui relief food drive event hosted by the Hawaii Food Bank in Oahu. .

at the Maui harbor for a wide variety of cargo types, including vehicles, island agricultural goods, diesel, gasoline, other fuel and loaded containers (in varying lengths from 20 to 45 feet).

The county of Maui has set up a wildfire relief support website called Maui Nui Strong, which has information grouped in three main categories for those seeking support, people who want to volunteer or others who want to donate or offer services. It notes that Aloha United Way has created the Maui Relief Fund that will give donations directly to efforts supporting fire victims to provide immediate financial assistance through grants to nonprofits at the forefront of relief efforts and directly help households "deeply affected by the fire." It states that 100% of the funds will stay in Hawaii.

The Maui website also lists the Salvation Army in Hawaii, which is providing emergency food boxes, meals-to-go and emotional/spiritual support at several locations. It offers information about how to donate as well as help for fire victims. The American Red Cross is also providing assistance to victims. It has worked with local officials to provide over 4,200 overnight shelter stays in 12 emergency shelters on Maui and Oahu.

"With partners, we have provided more than 28,600 meals and snacks to people in need," the Red Cross noted. "We have received more than 2,100 reunification information requests and have successfully completed more than 550 of these."

It is encouraging financial donations as the "quickest and best way to help those who need it most," especially in obtaining shelter. The SUP website at www.sailors.org has a link list of quality



organizations handling donations.

Many SUP members and members of the Hawaiian maritime community -- over 600 volunteers -- showed up at six sites of the Hawaii Food Bank at events on O'ahu and Kaua'i, said program coordinator Kimo Brown. "We collected over 43,000 lbs of food and more than \$300,000 for the Maui Relief Fund. This would have been literally impossible without all of you, and I am in awe of the compassion and care shown by and for

our community." Check out the hawaii-foodbank.org for more information and updates on future events. "We all know that we have only begun on the long road to recovery. Many of you voiced an interest in helping at future HFB events. Mahalo nui loa for supporting Hawai'i Foodbank's Food Drive Day 2023! With your incredible help, we raised enough food and funds to provide 1/2 million meals for our Maui 'ohana," said Brown.

Powered by LNG, DKI Heads Home



The first SUP LNG-qualified crew gathered on the port bridge wing of the Aloha-class *Daniel K. Inouye*, after finishing the re-power conversion and COI in China. From left in back row is bosun Peter Leo, AB Dan Ternura, AB Dieg Rizan, Drulyn Tuiasosopo, and AB Gabe Moreno Jr along with AB and delegate James Linderman in front.



A wasteland of burned out homes and obliterated communities is left on Aug. 10, 2023 in Lahaina, Hawaii

TRANSCOM Adds 10 More Tankers to TSP

The commander of US Transportation Command says her agency is working on finding and recruiting 10 additional tanker vessels, especially those that can operate in shallower water, as part of a congressionally authorized program to boost the Defense Department's ability to move fuel in and around the Indo-Pacific maritime regions.

"We are concerned about fuel tanker vessels and not having enough US-flagged vessels to meet our requirements," said Gen. Jacqueline Van Ovost, the four-star Air Force general overseeing US TRANSCOM. Van Ovost referenced the newly established Tanker Security Program and said America can now lean on 10 US-flagged and -manned merchant

marine tankers, but she wants to double that. "We're working on the next 10 as well to be able to assuredly move fuel inside the first and second island chain" stretching west of Guam to international waters off China, where shallow drafts prevent access for vessels already available to the command.

Congress initially authorized the Tanker Security Program (TSP) in the Fiscal Year 2021 National Defense Authorization Act to give the Pentagon and the Maritime Administration (MARAD), a Transportation Department agency focused on civilian shipping, the flexibility to boost the military's capacity for auxiliary vessels designed to move large amounts of fuel.

Through the program, MARAD pays stipends to the owners of privately-owned, militarily useful ships and, in exchange for the payment, those ships' owners agree to assist the federal government if called upon. The initial program directed the agencies to find and recruit 10 vessels, the capabilities of which have focused on establishing "consolidation stations to support underway refueling of the US Navy's combat fleet," a command spokesman told Breaking Defense News. "Authorized to begin this October, the [next 10] will target smaller, shallower draft tanking vessels to increase options for bulk fuel distribution across Indo-Pacific [area of responsibility], across all operational phases," he said.

The spokesman added that lawmakers expanded the program from 10 to 20 ships at US TRANSCOM's request "to increase assured intra-theater port access." But before TRANSCOM and MARAD can sign any contracts with ship owners, the congressional language directs the agencies to provide lawmakers with a report outlining "industry's capacity" to support the program, the implementation timeline for bringing 20 vessels into the program by October 2024 and an assessment of whether a \$6 million per-vessel stipend will be sufficient to attract participants. The Pentagon's shortfall in auxiliary vessels, such as tankers, and other sealift-oriented ships has been a longstanding concern for US TRANSCOM and Van Ovost's predecessors.

Social Security COLA Projected to Rise 3.2%

Non-profit senior citizens' advocacy group the Senior Citizens League raised its estimate for 2024's Social Security Cost of Living Adjustment to 3.2%, up from 3%, after the latest inflation report showed prices rose more than expected last month.

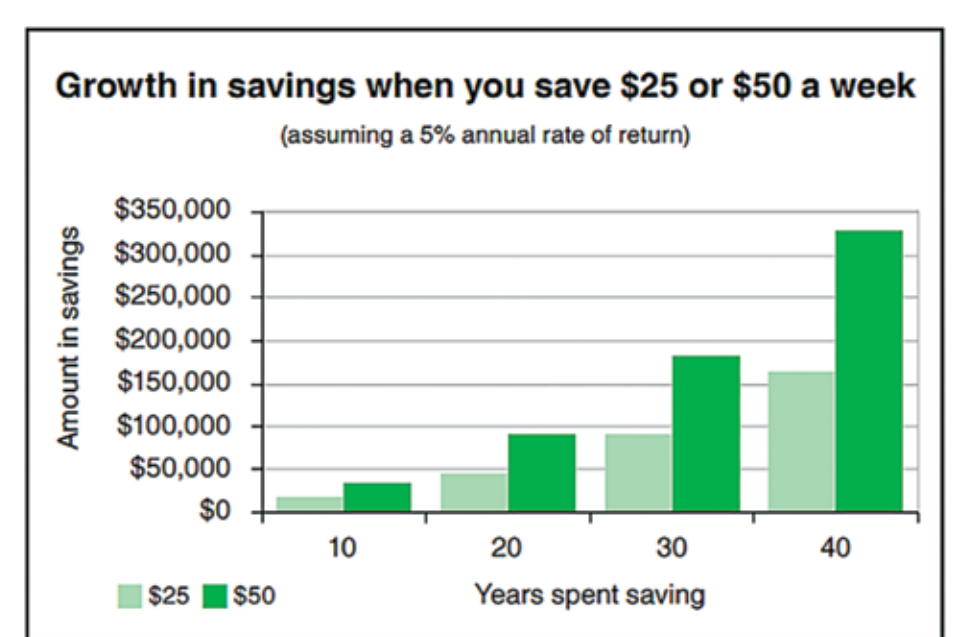
A 3.2% jump would raise the average monthly retiree benefit by \$57.30 to \$1,847. That would be a much smaller change than this year's boost of 8.7%, a four-decade high, but still well above the 20-year average gain of 2.6%.

The COLA is determined by using the average Consumer Price Index (CPI) for Urban Wage Earners and Clerical Workers (CPI-W) over July, August, and September. The Labor Department reported the CPI-W was up 3.2% on an annual basis in July, and data released today showed the August gain was 3.4%. Last year, the July CPI-W jumped 9.1%, and it was 8.7% higher the following month.

The Social Security Administration is expected to release the 2024 number in October to take effect in January.

Younger workers should know that Social Security is a financial foundation that helps replace earnings during retirement. But it is only partial. Financial planners generally agree retirees will need about 70-80 percent of preretirement earnings to enjoy a comfortable retirement, although it depends on many factors and there is some considerable debate about it. For an average worker, Social Security replaces about 40 percent of annual preretirement earnings. Saving and investing is a prudent financial move since Social Security will only replace part of your lost earnings.

The sooner you start saving, the more time you will have to save for retirement. Even setting aside a small portion of each paycheck will pay off in big dollars later: just \$25 a week invested at 5 percent interest for 40 years will grow to about \$165,000. Any amount you can save, even as little as \$5 a week, will add up over time. The easiest way to save is through your job. Many employers, including those contracted with the



Source: Social Security Administration

SUP, have retirement savings plans or participate in the SUP 401(k) Plan.

To help determine how much you should save for retirement, there are a lot of good tools and calculators available on the internet. A simple one is available at www.choosetosave.org at the Ballpark E\$timate link.

Ships Could Be Part of New CO2 Capture Industry

The drive for global decarbonization and the efforts to capture and store large quantities of CO2 emissions for industrial emitters is expected to create a new segment of the shipping industry. As the industry emerges, investments are projected for onshore infrastructure including pipelines and terminals as well as shipping to assist in the transfer of mostly liquid CO2 from collection points to the offshore storage sites.

"Carbon dioxide shipping is a nascent market now, but it's set to play a significant role in the global climate solution," says Lein Mann Bergsmark, vice president of supply chain research for Rystad Energy in its new research. "The transportation of carbon dioxide (CO2) is taking to the seas as emitters look for flexible ways to move captured carbon to offshore storage projects," they write in the research report.

Demonstrating this, today Höegh LNG and Aker BP announced they have

entered a strategic partnership to develop a comprehensive carbon transport and storage (CCS) offering for industrial CO2 emitters in Northern Europe. They are the latest in a series of companies to begin exploring the opportunities. South Korea's HD Hyundai through its Korea Shipbuilding & Marine Engineering also recently received an order for two large commercial CO2 carriers (22,000 cbm gas) designed for the charter market.

Northern Lights, a Norwegian project being developed in a partnership between Equinor, Shell, and TotalEnergies, is among the most advanced efforts, having recently completed construction of portions of its onshore storage facility for a terminal in Norway.

Based on planned carbon capture projects, Rystad estimates in its new research that annually more than 90 million tonnes (tpa) of CO2 will be shipped by the end of the decade. To meet those levels,

they forecast that a fleet of 55 carriers will be required by 2030 along with 48 terminals to handle the import and export of CO2. Shipping, along with onshore and offshore pipelines they forecast will make up the industry while noting that CO2 shipping will be the most flexible solution for carrying carbon emissions over long distances at a relatively low cost.

Internationally, they expect Australia will also be a significant player in the global market, shipping and storing CO2

from domestic projects and neighboring Asia-Pacific countries, including Japan.

Most of the proposed shipping routes, including those in Europe and around Australia, are relatively short routes of no more than approximately 1,500 miles. However, planned routes between Japan, Malaysia, and Australia would involve sailing more than 3,100 miles. The longest journey announced to date would be between South Korea and Saudi Arabia, a one-way trip of nearly 7,500 miles.

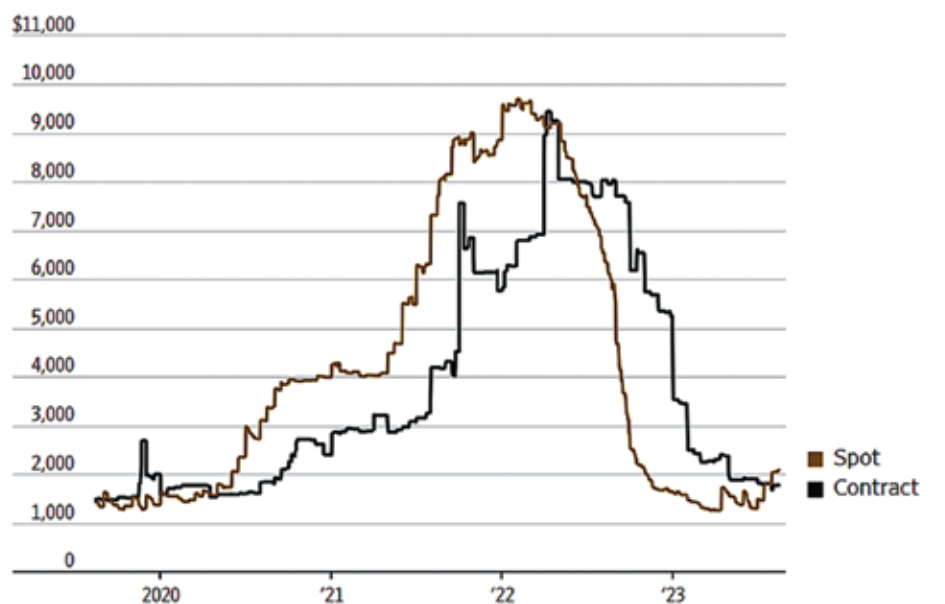


HD Hyundai's concept for large CO2 carriers (HD Hyundai)

Transpacific Container Rates Stabilize After Decline

Shipping Rates

Average daily rate for shipping a 40-foot sea container from the Far East to the U.S. West Coast for spot-market and long-term contract shipments



Source: Xeneta

CDC Backs Broad Rollout of COVID Boosters

Various media sources have reported COVID cases are on the rise, and so are hospitalizations and deaths. So the federal government's release of new, updated COVID booster guidance is timely. On September 11, the Food and Drug Administration approved the new shots; the next day the Centers for Disease Control and Prevention weighed in with recommendations for who should get them. Short answer: Everyone ages six months and up. Here are some answers to common and general questions from physicians, infectious disease researchers and federal officials.

1. Why do federal health officials think Americans need another round of COVID boosters?

Just as the flu vaccine is updated every year to target the viruses likely to be circulating in the fall and winter, health officials say an updated COVID shot can help bolster people's waning immunity as we head into respiratory virus season. The new boosters are a much closer match to currently circulating variants than prior vac-

cines, say federal health officials. They're updated versions of the existing Moderna and Pfizer-BioNTech vaccines and have been formulated to target a relatively recent omicron subvariant called XBB. 1.5.

2. Will they protect against the newest COVID variants?

Though new variants have emerged since the FDA developed the booster, the updated shots are still "very closely matched to all the circulating strains," says Andrew Pekosz, a virologist and immunologist at Johns Hopkins Bloomberg School of Public Health. That includes BA.2.86, a new strain that authorities began tracking in August. When it first emerged, BA.2.86 set off alarms because it had so many mutations. But a spate of recent lab studies suggest it is no better at evading immunity than other circulating variants, and the new COVID boosters should still provide protection.

"I think there's every reason to expect that people will make decent antibodies against the variants that we know about right now," says Deepta Bhattacharya, a professor of immunology at the University of Arizona College of Medicine.

3. How long will protection last?

You'll get a boost in immunity within about two weeks after getting the shot that could reduce your risk of coming down with COVID – and that protection will likely last for a few months. It should also make you more likely to get a more mild case if you do get sick.

The boost in protection against severe disease – the kind of scary symptoms that can send you to the hospital – should last a lot longer. Exactly how long depends on a variety of factors including your immune system, your health, your age and your prior exposures to both the vaccines and infections. But for many people, the hope is the COVID shots can be annual, like flu shots. "It will markedly increase your protection against getting very sick for about a year or so," says Dr. Robert Wachter, professor and chair of the Department of Medicine at the University of California San Francisco.

4. Who should definitely get a COVID booster?

If you're at high risk of severe disease from COVID, don't think twice, say doctors and infectious disease researchers. That includes people who are over 65 or those who have weakened immune systems or certain other medical conditions, such as chronic lung disease, obesity, advanced diabetes or kidney disease. Pregnant people should also get the shot, says Dr. Paul Offit, director of the Vaccine Education Center at Children's Hospital of Philadelphia. "The goal really is to keep people out of the hospital," he says. At Tuesday's meeting of the CDC's Advisory Committee on Immunization Practices, the CDC's Dr. Fiona Havers noted most of those who were hospitalized for COVID since January had not received last fall's booster.

The highest rates of hospitalizations are in people 75 and older, followed by kids under 6 months and then adults between the ages of 65 to 74, according to CDC data. CDC data shows hospitalization rates for COVID are currently highest for Black and Native Americans and Alaska Natives.

5. If I am healthy and under 65, do I really need to get it?

It's not as urgent. The risk of death or severe illness is much lower for younger, healthy people. And the vast majority already have some protection against severe disease thanks to prior infections and vaccinations. But many experts said they'd still like to see everyone who's eligible get boosted. And a big reason to get boosted is that it may reduce the chance that you'll pass on the virus to someone vulnerable around you, including your own family. And finally, as CDC epidemiologist Sharon Saydah noted at Tuesday's meeting, there's accumulating evidence that vaccination reduces the risk of long COVID among both children and adults.

6. When should I get the booster? If I'm healthy, should I wait for the holidays?

Federal health officials say if it's been at least two months since your last booster, you can go ahead and get the new one. And if you fall into a high risk category, most experts agree — don't wait. For those at lower risk, there's a difference of opinion about how long to wait after your last shot. Many experts NPR spoke with say it might be better to wait longer – anywhere from three to six months since your last vaccination or infection – or if holiday travel plans might increase risk.

7. What if I recently had COVID, do I still need a booster?

The CDC says people who've had a recent infection may wait three months to get a booster. But many people we spoke to said it's OK to wait longer.

"If you are low risk and you've been infected less than six months ago, you probably don't need the vaccine right away," says Pekosz, because "you've got some strong immunity from that infection." But he says to get it if it's been more than four to six months. There are certain groups of people – the elderly, immunocompromised and those with underlying illnesses – who should get COVID vaccines more frequently because of their immune status, Pekosz says. So it's best to check with your doctor if you are unsure.

8. Can I get a COVID booster at the same time as a flu shot — and what about RSV?

The CDC says you can get a flu vaccine and a COVID vaccine at the same visit. "It's absolutely fine to do both at the same time," says Dr. Peter Hotez, who leads the National School of Tropical Medicine at Baylor College of Medicine. Although he says he might not do that himself because the pain at the injection site or side effects like body aches may be less if you get the shots separately. But most experts we talked to recommended getting the vaccine for respiratory syncytial virus, or RSV, separately.

9. Do I have to pay for the booster?

It depends. If you're insured, your plan should cover it, says Jennifer Kates, a policy analyst at Kaiser Family Foundation. Although if you get the shot from a provider out of your insurance network, there may be a cost, she notes. If you're not insured, like an estimated 25-30 million American adults, the federal Bridge Access Program will provide free vaccines through the end of 2024. The CDC's vaccine.gov has information on where to get the no-cost shots. But Kates says it's not clear how many adults it will be able to cover. Paying out of pocket for a vaccine would cost between \$120-\$129 a shot — the list price for the Pfizer-BioNTech and Moderna vaccine, respectively.

Source: NPR

UNITED STATES POSTAL SERVICE® (All Periodicals Publications Except Requester Publications)

Statement of Ownership, Management, and Circulation

1. Publication Title: WEST COAST SAILORS

2. Publication Number: 675160

3. Filing Date: 09/08/2023

4. Issue Frequency: MONTHLY

5. Number of Issues Published Annually: 12

6. Annual Subscription Price: voluntary donations only

7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4®): 450 HARRISON STREET, ROOM 108 SAN FRANCISCO, CA 94105

Contact Person: DAVE CONNOLLY
Telephone (include area code): (415) 777-3400

8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer): 450 HARRISON STREET, ROOM 108 SAN FRANCISCO, CA 94105

9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank):
Publisher (Name and complete mailing address): DAVE CONNOLLY 450 HARRISON STREET, ROOM 108 SAN FRANCISCO, CA 94105
Editor (Name and complete mailing address): DAVE CONNOLLY 450 HARRISON STREET, ROOM 108 SAN FRANCISCO, CA 94105
Managing Editor (Name and complete mailing address): NONE

10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.)
Full Name: SAILORS' UNION OF THE PACIFIC
Complete Mailing Address: 450 HARRISON STREET, ROOM 108 SAN FRANCISCO, CA 94105

11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box None

12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one)
 The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes:
 Has Not Changed During Preceding 12 Months
 Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)

PS Form 3526, July 2014 (Page 1 of 4 (see instructions page 4)) PSN: 7530-01-000-9931 PRIVACY NOTICE: See our privacy policy on www.usps.com

13. Publication Title: WEST COAST SAILORS

14. Issue Date for Circulation Data Below: 09/18/2023

15. Extent and Nature of Circulation

		Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)			
(1)	Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	898	898
(2)	Mailed In-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	0	0
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f. Total Distribution (Sum of 15c and 15e)		898	898
g. Copies not Distributed (See Instructions to Publishers #4 (page #3))		680	680
h. Total (Sum of 15f and g)		1578	1578
i. Percent Paid (15c divided by 15f times 100)		100	100

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Statement of Ownership, Management, and Circulation

16. Electronic Copy Circulation

		Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Paid Electronic Copies		0	0
b. Total Paid Print Copies (Line 15c) + Paid Electronic Copies (Line 16a)		898	898
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d. Percent Paid (Both Print & Electronic Copies) (16b divided by 15c x 100)		100	100

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UAW Goes on Strike Against Big Three Automakers



UAW President Shawn Fain announcing the strike at midnight on September 14, 2023.

continued from page 1

are also on the table.

The United Auto Workers (UAW) president, Shawn Fain, has gone on the offensive after workers had taken enormous concessions amid auto bankruptcies during the 2008 economic recession and have yet to regain those concessions despite profits. Car prices have soared along with automaker profits and executive pay while worker pay and benefits have fallen behind, said Fain. In late August, the UAW, which represents the workers at the big three automakers in the US, announced membership voted 97% in favor of a strike authorization. The union has never been on strike at all three automakers simultaneously. Morgan Stanley found that 82% of investors expect a strike, while 58% believe a stoppage is “extremely likely”. Workers at General Motors last went on strike in 2019 during negotiations for the most recent union contract. It lasted 40 days and cost the carmaker \$3.6bn. In 2019 contracts were reached with Fiat-Chrysler (now Stellantis) and Ford without a strike occurring.

Although there may be small points of agreement, most observers say the ne-

gotiations are not going well. In the UAW’s own most recent update, the counteroffers from Ford, Stellantis and General Motors, were dismantled, noting that they keep in place two-tiered wages for workers and rejected retirement and pension proposals. President Fain called wage proposals from

Ford and GM “shameful and insulting”; and characterized Stellantis’s offer as “deeply inadequate”. The union has called for significant wage increases that reflect the salary increases of the automaker CEOs in recent years. “It doesn’t make up for inflation, it doesn’t make up for decades of falling wages and it doesn’t reflect the massive profits we generated for this company,” said Fain. Fain has outlined a strike tactic that he said has never been deployed across all three companies in the union’s 88-year history. The UAW’s plans for targeted work stoppages would bring only a fraction of the overall workforce off assembly lines, and the union could ratchet up pressure by adding more plants if talks stall. “The whole world is watching,” Fain said during a livestream on Wednesday evening. “We fight for the good of the entire working class.” If it happens, it would be a very large strike and a big deal for the U.S. economy.

“Workers all over the world are watching this,” said Liz Shuler, president of the AFL-CIO, a federation of 60 unions with 12.5 million members.

U.S. Navy on Track to Miss Recruitment Goal by 7,000

The U.S. Navy continues to fall short of its recruitment goals, but was encouraged that the situation was better than expected.

In a hearing before the Senate Armed Services Committee, Acting Chief of Naval Operations Adm. Lisa Franchetti said that the Navy is currently on track to undershoot its annual target by about 7,000 recruits. This is more than the 6,000-recruit shortfall that Franchetti predicted in April, but she told lawmakers that internally, the Navy had been concerned at the possibility of a deficit of as many as 13,000 new sailors. 7,000, by comparison, would not be as damaging.

The Navy has pulled out all the stops in an attempt to onboard more new hires. It has eased its testing standards to the minimum level allowable by law, maximized its eligible recruitment age, added a coaching program to help low-performing recruits, and launched a pre-boot camp fitness regimen for those who need assistance meeting weight requirements. New incentives have been created to entice promising candidates, like a \$35,000 bonus for shipping out quickly. For a brief

period, Navy recruiters were pressed into a six-day work week (quickly repealed).

The structural difficulties are harder to fix. Only 23 percent of Americans aged 17-24 meet the criteria for service, according to the Pentagon. Criminal records and test scores hold up some; fitness is an impediment for many. In a development familiar to merchant mariners, other naval recruits are getting caught up in the medical screening process. The service’s medical records platform, Military Health System Genesis, pulls all of a recruit’s past medical history - often forcing a protracted process to obtain medical waivers for old conditions. In years past, a candidate could have left a potentially disqualifying condition off the screening form and entered the service, but this is no longer possible.

According to the chief of naval personnel, Vice Adm. Rick Cheeseman, the average time it takes for a recruiter to get an applicant from first interview to signing a contract has nearly doubled since Genesis went into operation, rising from 33 days to 63.



Two-Thirds of All Americans Support Labor Unions

continued from page 1

S&P 500 companies received an average of \$16.7 million last year, the second-highest level in history.

Shuler “we will turn out next year for President Biden in the most historic labor mobilization of our time,” noting Biden’s historic investment in infrastructure that could lead to more union jobs. Biden’s Treasury Department released its own report finding that unions helped raise wages and benefits for all workers and spur positive economic “spillover effects” as well as boost civic engagement. In a remarkable statement for a Secretary of the Treasury, Janet Yellen said. “The administration’s latest action will strengthen the important role of labor unions in our economy.”

“The idea of a union may sound complicated, but in reality, unions are just a group of people coming together. They are about each of us becoming the most powerful version of ourselves that we possibly can,” said Shuler. “And there is nothing better than finding that power alongside the people we work with and being a part of something bigger than ourselves. That’s all a union is. It’s that simple. People in this country have been searching for their power for a long time now, young people especially.”

Secretary-Treasurer Fred Remond took a broad view: “Every day, more and more working people are finding out that the labor movement is the solution to low wages and unsafe workplaces, to inequality and discrimination. That the labor movement is the only institution in America that has the infrastructure and reach to address

and vanquish oppression in all its forms,” said Redmond. “That working people — standing together and standing up for one another — are an incredible force for progress at work, in our unions, in our economy and in our democracy.”

The following are some of the poll’s key findings:

- 7 in 10 Americans (71%), cutting across party lines, support unions. A majority of Republicans and more than two-thirds of Independents join 9 in 10 (91%) Democrats in supporting unions. It’s crystal clear from these numbers that Americans of all political stripes want and need unions.

- An unprecedented number of young Americans support unions. Nearly 9 in 10 (88%) people under 30 view unions favorably. We’ve never seen a number that high, which is testament to the deep desire of young people to act collectively to demand respect and dignity on the job.

- In the midst of a number of ongoing worker strikes around the country, Americans are strongly supportive of working people walking off the job for better wages and working conditions. Three-fourths of Americans support workers going on strike and support is strong regardless of party affiliation.

- Americans are concerned about tech companies putting profits over the well-being of people in the implementation of artificial intelligence. 70% of people express concern that AI will displace workers, with women workers especially concerned given AI’s potential to exacerbate inequity on the job.

National Maritime Center

Keep 'em Safe, Keep 'em Sailing



Mariner Credentials Lost Due to Hawaii Wildfires

In accordance with federal regulations, duplicate merchant mariner credentials (MMCs) may be issued free of charge to mariners whose credentials were lost or destroyed because of wildfires in the State of Hawaii. Affected mariners should follow the steps below to obtain an expedited replacement credential.

Provide a statement of loss to the National Maritime Center (NMC) via fax at (304) 433-3412 or via e-mail at IASKNMC@uscg.mil. The statement should contain all of the following:

- Mariner’s full name
- Mariner’s date of birth
- Mariner’s reference number (MRN) (if you don’t know the MRN, include the last four digits of the mariner’s social security number)
- Mariner’s current mailing address
- Mariner’s current phone number and/or e-mail address
- Description of circumstances surrounding the loss/destruction of the credential.

Unless otherwise requested, any duplicate MMCs issued per the request process above will include a corresponding duplicate medical certificate, if previously issued. We will make every effort to have duplicate credentials mailed out the next business day. Alternatively, mariners may submit form [CG-719B, Application for Merchant Mariner Credential](#), along with the information above, to one of the [Regional Exam Centers](#). If your credential is unserviceable due to damage or your lost credential is subsequently found, that credential should be mailed to the NMC.

If you have questions or feedback regarding duplicate credentials, please contact the NMC via our [Online Chat or Ticketing System](#), by e-mailing IASKNMC@uscg.mil, or by calling (888) IASKNMC (427-5662).

Sincerely,

/B. W. Clare/

Bradley W. Clare
Captain, U.S. Coast Guard
Commanding Officer



SUP PRESIDENT'S REPORT

SEPTEMBER 11, 2001

Twenty-two years ago today the worst terrorist attack on American soil happened in New York City, Washington, D.C. and Pennsylvania. Many thousands died and we still confront the horror and manage the legacy. The event also plunged the nation into two long wars, during which the SUP answered the call at the forefront of logistics and military readiness. Our Union and industry was transformed in fundamental ways. It was the outset of a workday when the planes struck and so it was also a Union tragedy where firefighters, airline workers, service workers and many others perished as workers in the targeted American economy. We still honor them in our everyday work.

HAWAII RELIEF

The Union remains involved in Maui wildfire relief effort locally through our Honolulu Branch and the activity of our Hawaiian membership. Through the Hawaii state federation of labor and charity organizations we lend a hand and of course, we are also involved in the day-to-day work transporting to Hawaii all the necessary goods so critical to survival and rebuilding. Members are again advised that SUP supported links to Maui relief agencies and community organizations are available at www.sailors.org.

The Coast Guard said it would do its part by reissuing expedited credentials lost due to the wildfires free of charge. A short statement of loss should be provided to the National Maritime Center via fax at 304 433 3412 or via email at IASKNMC@uscg.mil. NMC will also issue duplicate STCW medical certificate.

We are also standing the Jones Act defense watch that always so necessary in the wake of American disaster. Facing off with deliberately misleading critics is a regular fact of our existence as old and new enemy opportunists arise to try to cynically leverage the situation for economic gain. Colin Grabow of the Cato Institute for example said: "If federal policymakers want to ease the Hawaiian people's suffering and help speed their recovery, [they should remove] protectionist trade policies." As if the Jones Act set the fire and fanned the flames that left at least 115 dead with 66 still missing. Because of their generosity and work, American maritime workers have helped the flow of aid reach survivors now approaching capacity. Matson, handling so much high priority cargo, is declining clothing shipments to avoid congestion. Truly easing suffering and speeding the Hawaiian recovery are the Hawaiians themselves, working in good jobs, including SUP jobs. By reserving a small slice of the American economy for Americans, the Jones Act builds prosperity and saves lives. It's deceitful and obnoxious to suggest otherwise.

LNG TRAINING

On September 4, the Union was notified that the Maritime Institute in San Diego is ready to receive Coast Guard course approval for STCW Basic IGF Code Operations. There is an unexpected shortage of instructors, however, and since the final course approval requires instructor clearance, the class schedule is still pending. The Union will notify all ports when courses are scheduled.

MARITIME ADMINISTRATION

Ready Reserve Force: On September 3, the Union was notified by PCS that Amendment 15 of the Request for Proposal (RFP) for the operation and maintenance of the Ready Reserve Force (RRF) vessels had been published by the U.S. Maritime Administration (MARAD) on August 31. The Amendment extended the due date for bid submissions to allow for negotiation of a compliant collective bargaining agreement (CBA) to September 29, and called to the forefront a dispute over the form and content of the bid. The amendment indicates a review and approval from the Department of Labor (DOL) Administrator, Wage and Hour Division, is pending as MARAD seeks an official finding of substantial variance with respect to the prospective vacation benefit increases. The MARAD is also seeking relief from proposed CBA language they say is in direct conflict with RFP requirements, especially with regard to the status of ROS crew supporting repairs at a shipyard. There may be a DOL hearing on the matter, and in any case additional time will be needed as the Performance Work Statement, other Sections of the RFP are modified or reissued.

Activations: Another dynamic season of crewing kept SUP dispatchers busy over the last few weeks, especially as they worked to deliver full crews for ships activated from Reduced Operating Status. Coming out of the yard in New Jersey was the MSC ship USNS Watkins, a high-profile ship requiring a full and fully trained crew. Just before the Labor Day holiday, the Maritime Administration activated the Ready Reserve ships Cape Texas and Cape Vincent on missions, followed by the Cape Taylor next, and this during the crewing of the MSC chartered tanker Allied Pacific. Ahead there is the MSC ships USNS Piliilau, later this month, followed soon by USNS Seay. Dispatching reliefs to crewed ships is one thing, it is entirely another scale of crewing effort needed for a ship that activates from zero to full crew. Doing it consistently and under a deadline on a large scale demonstrates a readiness that is second to none.

GOVERNMENT MATTERS

Shutdown: The risk of an October shutdown of the federal government is high. The Senate passed 12 spending bills before the summer break, the House only 1. With only a few days before the deadline and given hard-right resistance to funding the war in Ukraine, immigration, and various social issues, passing legislation is out of the question. The temporary stopgap of a Continuing Resolution is possible but SUP sources says a shutdown is more likely. A shutdown means only essential government

services remain open, and most agencies including the National Maritime Center stop operations. Credential processing comes to a halt and the backlog builds. The cumulative delay can put a mariner out of work for months, delay reliefs, and by jamming up the relief system make everything more difficult. Members should immediately do all they can to facilitate valid credentials, and members should not take reliefs as automatic certainty, especially for trips off, and remember that waiting for a proper relief is essential to good seamanship.

PATRIOT CONTRACT SERVICES

Allied Pacific: As reported last month, Patriot contacted the Pacific District Unions for an agreement to crew a Military Sealift Command charter to operate another tanker in the western Pacific. The ship is the Allied Pacific, a Medium-Range chemical/products oil tanker (46,161 deadweight tons) built in 2010 shortly to be re-flagged in Los Angeles to U.S. flag. Manning is expected to be 1 bosun, 3 AB watchstanders, and 2 Ordinary Seamen. Full pension credits, \$18.60 per day in Money Purchase Pension contributions, and Group II Health and Welfare benefits are available under the normal eligibility rules and there is a 14 for 30 Supplemental Wage (for vacation). Work Rules are normal and customary. Modeling base wages on our present tankers and using the standard tanker agreement with a 40-hour work week, the finalized the total labor cost package is presented here:

a. Full Operating Status (FOS) wage and wage-related items (effective start of contract, 2021; Reduced Operating Status is unlikely, but wages are laid out in the attached Appendix 1):

Rating	Base Wage Monthly	Supplemental-Wage Daily	Overtime Rate Hourly
Bosun – AB/Dayworker	\$6,361.50	\$87.49	\$27.67
AB – Watchstander	\$4,788.63	\$65.26	\$25.38
Ordinary Seaman	\$3,878.70	\$45.73	\$19.61

b. All ratings shall receive fourteen (14) days of supplemental benefit wages for each thirty (30) days worked, or pro rata.

c. Overtime shall be paid for all hours worked in excess of eight (8) hours on any day, and for all hours worked on Saturdays, Sundays, and Holidays.

d. There shall be a three percent (3%) increase in Total Labor Cost on the first anniversary date of the agreement; a three percent increase on the second anniversary; a three percent (3%) increase on the third anniversary; a three percent (3%) increase on the fourth anniversary.

e. The Union shall reserve the right to reallocate the above Total Labor Cost increases to wage and wage-related items and/or fringe benefit plans.

Mr. Chairman, this is an excellent tanker contract in an important growth area for the SUP. I therefore recommend ratification of the MOU and Appendix on wages covering the M/T *Allied Pacific*.

Strategic Sealift Ships: On August 21 Patriot Contract Services informed the Pacific District Unions it had won the contract for operation and maintenance of the USNS Seay (T-AKR 302) and the USNS Piliilau (T-AKR 305) in a competitive bid released over a year ago. It spans a 12-month base period and then four 12-month option periods, with an additional six (6) month operating period, which would take it through 2028, if all options are exercised.

The Strategic Sealift Ships as they are known are Large Medium-Speed Roll On/Roll Offs. They were built as part of the Bob Hope-class, and very similar to the SUP-crewed Watson-class. They will be in Full Operating Status (FOS) at least 90% of the time and forward deployed in key locations. Both ships hold a high position in the logistical hierarchy of the Military Sealift Command (MSC) and the U.S. Transportation Command (TRANSCOM). Their primary mission is sealift for rapid delivery of U.S. military forces and equipment at the outset of conflict or crisis. Capable each



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SUP President's Report continued

of moving a full battalion of vehicles, munitions, weapons, gear, supplies, and troops, they operate at 21 knots and can deploy cargo with or without a dock, worldwide.

SUP manning is 1 bosun, 5 Able Seafarers/Deck, and 3 Ordinary Seamen for a two-ship total of 18 new jobs. Due to rotations, training, and attrition, they will provide continuous work for at least 50 qualified members. Training requirements will be like Watson-class and other military ships. The Work Rules are normal and customary. The wages are the highest ever secured for government ships. In FOS wages are based on a 56-hour work week; supplemental wage or vacation is set at 16 for 30. In Reduced Operating Status (ROS), wages are based on a 40-hour work week that includes a straight time 7-day weekly wage plus overtime for any work on weekends and the supplemental wage vacation is set at 6 for 30. There are 11 holidays and a significant ten (10%) percent ammo bonus. It provides full pension credits, a Money Purchase Pension contribution of \$30.00 per day, and generous Group II health benefits. Wages as follows:

Full Operating Status wages and wage-related items (effective start of contract):

Rating	Base Wage Monthly	Base Wage Daily	Base Benefit Monthly	Base Benefit Daily	Suppl. Wage Daily	Overtime Rate Hourly
Bosun	\$9,728.44	\$324.28	\$7,118.09	\$237.27	\$147.11	\$34.34
Able Seaman	\$6,885.95	\$229.53	\$5,061.62	\$168.72	\$104.61	\$24.01
Ordinary Seaman	\$5,564.27	\$185.48	\$3,881.02	\$129.37	\$80.21	\$22.18

a. All ratings shall receive sixteen (16) days of supplemental benefit wages for each thirty (30) days worked, or pro rata. The Company contribution rate shall be sixty-two percent (62%) of the Daily Base Benefit Wage.

b. Overtime shall be paid for all hours worked in excess of eight (8) hours on Monday through Sunday, and for all hours worked on Holidays.

Reduced Operating Status wages and wage-related items effective start of contract:

Rating	Base Wage Weekly	Base Wage Daily	Overtime Rate Hourly
Bosun	\$1,710.52	\$244.36	\$34.34
Able Seaman	\$1,505.25	\$215.04	\$30.21
Ordinary Seaman	\$926.80	\$132.40	\$22.18

a. All ratings shall receive six (6.0) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata, and shall be paid directly by the Company. In order to provide such benefit, the Company contribution rate shall be twenty-four percent (24%) of the Daily Base Wage.

b. Overtime shall be paid for all hours worked in excess of eight (8) hours on any day, and for all hours worked on Saturdays, Sundays, and Holidays.

Over the course of the contract, providing all options are exercised, the following increases shall apply:

a. A two percent (2%) increase in Total Labor Cost on the first anniversary date of the agreement.

b. A two percent (2%) increase in TLC on the second anniversary date of the agreement.

c. A three percent (3%) increase in TLC on the third anniversary date of the agreement.

d. A three percent (3%) increase in TLC on the fourth anniversary date of the agreement.

The Union reserves the right to reallocate Total Labor Cost increases to wage and wage-related items and/or fringe benefit plans.

Competitive government contracts like this one are awarded on a "best value" basis. The meaning of "best value" is inexact, but lowest cost as the largest factor is stripped out and so other measures such as past performance gain greater weight. In this area the SUP is unmatched. Past performance scoring is based on a crude but effective crewing metric called "unfilled billet days" – where filled is good and vacant is bad. A simple accounting method but it's loaded with meaning because it puts value to a sailor's endurance until properly relieved, and it recognizes that the sailor that takes the deck has completed a complex choreography of cleared credentials, training, medical, and many other qualifications and requirements. It values our depth, our bench strength. Patriot doesn't own the ships, the government does. What Patriot brings to the bid – how it competes – is the reliability of its Union crews, and scoring high on performance, especially during the tough times of a manning shortage, gets attention.

The best value of taxpayer dollars here was not a spreadsheet calculation. The award comes from our collective will to crew ships, to recruit and retain and sustain and train and re-train and mentor and monitor and dispatch – and then to ship and stand

the watch. These are the same as traditional SUP measures of performance: skill in seamanship, paying your dues, taking the training, maintaining credentials, and throwing in your card to take the job that relieves sailors at sea, and that's what won the contract. Mr. Chairman, SUP members and agents therefore earned this finest MSC contract ever by the work of their hands and I therefore recommend ratification (of the MOU for USNS Seay and USNS Pililaa under RFP N3220522R4119 as laid out above and to be published in the West Coast Sailors).

APL MARINE SERVICES

Wage Increase: As laid out in the Offshore Agreement between the SUP and APL Marine Services, a 3.5% increase is due on October 1, 2023. Personnel employed under the SUP/APL Maintenance Agreement and Extra Maintenance Agreements will also gain a 3.5% wage increase. This is the second negotiated increase under that Agreement, following the 7.5% increase on 2022. Mr. Chairman, I recommend allocation of the entire 3.5% increase to wages and wage related items.

Benefits Increase: Welfare Plan contributions will be adjusted by the medical care services component of the Consumer Price Index (CPI-U) for the most recent twelve-month period as laid out in the Welfare section (Section 57) of the SUP Work Rules. An increase of \$0.50 to the Andrew Furuseth School of Seamanship is also due on October 1, 2023. These contributions help maintain our existing excellent benefits.

Container Fluid Spill: In at least two recent cases, APL ships loaded animal hide containers treated with chemicals that subsequently leaked on deck. The delegate reported the issue to the captain and the Union, and the Union took it up with management. Although the hazardous materials safety parameters of the leaked fluids were not clear, the Union nevertheless approached it as a serious safety risk and urged non-exposure, hazmat personal protective equipment, notifications, and general procedural caution. Management agreed that any work that may include exposure should be controlled and curtailed. Urge all hands to exercise caution and report any problems observed with any containers.

OFFICIALS INCREASE

Under Article XV of the SUP Constitution the salaries and supplemental wages are to be adjusted automatically on the same percentage basis as available to members under the Offshore Agreements. Since the increase at APL is 3.5% on October 1, and the increase at Matson was 3% on July 1, officials are due for the average between the two which is a 3.25% increase on October 1, 2023. These wages and salaries shall be printed alongside the APL wages in the September edition of the *West Coast Sailors*.

Dave Connolly

Rising Healthcare Costs Put Pressure On Group Plans

Health-insurance costs are climbing at the steepest rate in years, hitting businesses and their workers with new costs. In a survey conducted by Willis Towers Watson, which provided their survey results exclusively to The Wall Street Journal, costs were going up on average would be about 6.4%. The average increase will be the biggest in more than a decade.

The increase would add significantly to the employer plans do most of the coverage in the U.S., plans that already average more than \$14,600 a year per employee. Driving up health-insurance costs that are among the biggest expenses for many American companies and a major drain on families' finances. For people who have individual insurance plans sold under the Affordable Care Act, premiums are also expected to rise by about 6% next year, according to public insurance filings analyzed by health-research nonprofit KFF, though

that increase is comparable to this year's. Among the factors leading to the faster health-insurance cost growth are hospitals' higher labor costs and heavy demand for new and expensive diabetes and obesity drugs. The employer-plan increases are expected to strike businesses of all sizes, and regardless of whether they rely on an insurer to handle their health coverage or are self-insured.

The prices hospitals negotiate with health insurance companies dictate much of the high U.S. medical costs. Many workers will learn about their workplace coverage options for 2024 in the next few months, during the annual fall open-enrollment period. They will likely end up paying more out of their paychecks for it as the overall expense goes up and some employers lift out-of-pocket costs to help offset the increases. Employers are also expected to take on some share of the increase, partly due to a labor market that remains tight in

many sectors, benefits consultants said.

For several years, health-coverage costs nationally increased relatively slowly, partly because the pandemic chilled doctor and hospital visits. Yet hospitals have had to hike wages for nurses and pay more for other expenses.

To cover their own rising costs, hospital systems have been winning price increases from insurers. Benefits managers expected that would eventually raise costs for employers that pay for health coverage, since hospital care is a major source of healthcare spending. The domino effect was slowed because insurers' contracts with hospital systems usually aren't renegotiated annually. It began hitting some insurance rates this year, and is likely to accelerate in 2024 for many employers.

"Inflation we saw a year ago is finally making its way into the contracts," said Tim Stawicki, a healthcare actuary. "It's like a delayed reaction." The survey of

more than 450 employers by WTW, performed in June and July, found they expect health coverage costs to rise by an average of 6.4% next year, not including the effect of plan design tweaks. That would be the steepest increase in that measure since 2012.

In the individual insurance market, where consumers, often helped by federal subsidies, buy their own ACA plans, increases for 2024 are also expected to be similar to 2023, but steeper than prior years, according to KFF's analysis of insurer filings. The various HMO and PPO providers contracted by the SUP Welfare Plan went up higher than average.

KFF found insurers are seeking a 6% median increase for individual ACA plans in 2024 compared with the 7% they got in 2023. In justifying their requests for higher rates, insurers are citing the effects of inflation flowing through the healthcare sector, said Cynthia Cox, a vice president at KFF.

APLMS/SUP WAGE AND OVERTIME RATES

Effective October 1, 2023

Maritime Security Program

(APL EAGLE, ISLANDER, OCEANIA, PRESIDENT CLEVELAND, EISENHOWER, F D ROOSEVELT, KENNEDY, TRUMAN, WILSON)

Rating	Wages Monthly	Wages Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily	Money Purchase Pension Daily
Bosun (Bosun/AB)	\$6,867.53	\$228.92	\$7,077.35	\$4,010.73	\$133.69	\$25.00
A.B.	\$4,843.35	\$161.45	\$5,286.11	\$2,995.64	\$99.85	\$25.00
A.B. Watchstander/Daystander	\$4,843.35	\$161.45	\$5,289.44	\$2,997.53	\$99.85	\$25.00
O.S. (STOS)	\$3,669.10	\$122.30	\$4,151.58	\$2,352.70	\$78.42	\$18.51

OVERTIME RATES

The hourly overtime rate for all ratings: except the Ordinary Seaman (STOS)	10/1/2023 \$39.53	10/1/2023 Money Purchase Pension Plan
Ordinary Seaman (STOS)	\$29.66	

CARGO RATES

The hourly cargo rate for all ratings:	
Straight Time Hours	\$29.66
Overtime Hours	\$48.83

SHORTHANDLED (Section 7 SUP Work Rules)

Bosun	\$67.47
A.B.	\$50.84
STOS	\$38.14

STANDBY RATES (Section 43 SUP Work Rules)

Bosun		
Straight Time Hours	\$37.75	\$25.00
Overtime Hours	\$62.05	
A.B.		
Straight Time Hours	\$36.17	\$25.00
Overtime Hours	\$59.60	

SHIFT SHIP GANGS (Section 44 SUP Work Rules)

Bosun		
Straight Time Hours	\$33.41	\$25.00
Overtime Hours	\$55.60	
A.B.		
Straight Time Hours	\$31.55	\$25.00
Overtime Hours	\$53.14	

DECK PORT WATCHES (Section 55 SUP Work Rules)

Bosun		
Straight Time Hours	\$44.99	TIME BACK RATES
Overtime Hours	\$67.50	Bosun \$28.62
A.B. and STOS		AB \$20.18
Straight Time Hours	\$33.89	STOS \$15.29
Overtime Hours	\$50.84	

FUEL OIL SPILL CLEANUPS

Straight Time, all ratings	\$24.15
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SUP Officers' Wages

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

Weekly Wages for SUP officers effective October 1, 2023:

President/Secretary-Treasurer	\$2,025.15
Vice President/Assistant Secretary-Treasurer	\$1,891.47
Branch Agents	\$1,891.47
Business Agent	\$1,857.56
Recruiter/Asst. Dispatcher	\$1,326.97

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



Dispatcher's Report

Headquarters — August 2023

Deck	
Bosun	2
Carpenter	0
MM	4
AB	12
OS	8
Standby S.F.	14
Total Deck Jobs Shipped	40
Total Deck B, C & D Shipped	32
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total E&S Jobs Shipped	0
Total E&S B, C, & D Shipped	0
Total Jobs Shipped-All Depts	40
Total B, C, & D Shipped-All Depts	32
Total Registered "A"	21
Total Registered "B"	43
Total Registered "C"	9
Total Registered "D"	20

APLMS/SUP WAGE AND OVERTIME RATES

Effective October 1, 2023

Maintenance and Extra Maintenance Rates

Rating	10/1/2023 Purchase Plan	10/1/2023 Money	Rating	10/1/2023 Purchase Plan	10/1/2023 Money
Rigging-Splicer and Sail Maker			Bosun		
Straight Time	\$44.24	\$25.00	Straight Time	\$47.35	\$25.00
Overtime	\$73.39		Overtime	\$77.63	
Rigging-Wire Splicers Helper			Bosun's Mate or Leaderman		
Straight Time	\$40.65	\$25.00	Straight Time	\$44.25	\$25.00
Overtime	\$68.18		Overtime	\$73.39	
Rigging-General Maintenance Work			Carpenter		
Straight Time	\$38.90	\$25.00	Straight Time	\$43.29	\$25.00
Overtime	\$65.41		Overtime	\$72.19	
Spray Painting, Sandblasting, Steam Cleaning and Welding			Spraying, Sandblasting enclosed spaces additional per hour \$1.65		
Straight Time	\$42.30	\$25.00	Extra Maintenance Crew Personnel Agreement		
Overtime	\$70.51		Bosun		
Storekeeper - General Maintenance			Straight Time \$47.28 \$25.00		
Straight Time	\$41.06	\$25.00	Overtime \$77.63		
Overtime	\$68.49		AB — (Rigging — General Maintenance Work)		
			Straight Time \$38.82 \$25.00		
			Overtime \$65.41		

SUP BRANCH REPORTS

HONOLULU

August 2023

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

There were 6 Standbys Jobs dispatched for the month.

Registered: 7 A-Cards, 17 B-Cards, 1 C-Cards, and 3 D-Cards.

Ships Checked: USNS Charlton, USNS Watson, Cape Henry, Cape Texas, Manulani, Mokihana, Lurline, Kaimana Hila, Kamokuiki, Mahimahi, Manoa, Maunawili, Manukai, Matsonia, Oceania, and the Paint & Rigging Gang all running smoothly, with few if any beefs.

Agent's Report:

The wildfires that destroyed the entire town of Lahaina, portions of Kihei, and upcountry Maui have had us reeling. Fortunately, to my knowledge, none of our members were victims of this tragedy. But most of us here in Hawai'i have family and/or friends that were. The grim work of recovering victims that didn't survive is still on going, and it is safe to assume this is going to get worse. All of the labor unions' including the SUP, have stepped up to kokua by donating relief supplies and volunteering at collection spots. I'm super proud of everyone that has taken time away from their lives to help. To those of you that donated time and/or

money to various charitable organizations. Mahalo.

The SUP, along with many other unions attended a meeting with our Senator, Brian Schatz. The meeting was supposed to address the concerns of Labor. But only being days removed from the wildfires, those issues understandably took a back seat to the concerns of the disaster. Senator Schatz was extremely candid about everything, and I personally appreciated the very frank discussion.

If you know someone interested in becoming a member. The first question you need to ask them is, "Are you vaccinated"? As you will recall, on August 2, 2021, the Maritime Unions lost the case for "choosing" vaccination vs. "mandated" vaccination. Maritime companies have the right to implement vaccination policy and all SUP contacted companies currently require covid vaccination. This is an issue that the Sailors Union of the Pacific did not create. You absolutely have the right to not get vaccinated. But as it has been for years and until it changes, there is no work under SUP contracts without a vaccination(s).

If you have six months or less to go on renewing documents. Get started! If you need help with the renewal process? Come see me.

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

WILMINGTON

August 2023

Shipping: Bosun, 1; AB/W, 11; AB/D, 4; OS/STOS, 2; GVA/GUDE, 0. **Standby:** 38. Total Jobs Shipped: 56

Registrations: A 22, B 27, C 3, D 2

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

Agent's Report:

The past month here in Wilmington shipping has picked up significantly. Calling all AB's sitting on the beach to come in and register. We need more Able Seaman. Spread the word, and let's get more ABs to join our union. These are the times for AB's to step up and take jobs that are on the board. Assist the Union, spread the word about sailing with the SUP.

Special thanks to those who showed up for the Labor Day parade. Please begin

to attend Union important events, such as Labor Day, union meetings, and other events. Many people show up for jobs but forget about the important events outside of that. The thing about the past that I admire is everyone stood together banded together in good times and tough times. Let's bring some of that back. "We didn't come this far only to come this far," it has been said. Let's reach for those navigational stars

We have all been busy lately, so double checking everything is important. And as always be sure your documentation is up to date your dues are paid and you're ready to go to see because the call is coming and we need you ready.

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

SEATTLE

August 2023

Shipping: 1 Navy Boatswain (B); 1 AB/D (A); 4 AB/W (A, 3B); 1 Navy AB (B); 1 GUDE (B). Matson called for 6 Standby AB's (A, 2B, 3C).

Registered: 3 A card for a total of 11; 12 B card for a total of 9; 2 C card for a total of 1; 0 D card for a total of 2.

Agent's Report:

Recent Patriot activity has highlighted a real deficit in advanced ratings available to dispatch. This is mostly due to the entry level members stepping back during the pandemic, who either didn't gather enough sea time to advance prior, or they weren't able to navigate the Coast Guard testing offered at that time. As a result, we took in additional membership to fill the gap, and now have a glut of Ordinary Seaman and Wipers waiting in the que,

and a shortage of qualified ratings.

I encourage those that are approaching the required time to upgrade to aggressively pursue FOS & ROS jobs. Breakouts, Stateside FOS, and ROS time all count towards the ticket. The Coast Guard recognizes ROS time at one out of three days, up to 180 days credited towards upgrade, so don't turn down these jobs, no matter the length of dispatch. Those days all add up and keep the union strong.

If you do have the time to upgrade, don't delay in starting the process. The next Government shutdown that is looming in recent reporting or unforeseen Coast Guard hiccup could stagger your ability to upgrade.

**Fraternally, Brendan Bohannon
Seattle Branch Agent**

VICE PRESIDENT'S REPORT

August 2023

Ships checked — August

Patriot Contract services has been awarded two additional FOS, MSC subcontracted ships; USNS Seay and USNS Pillalau. If you are interested in military training, please fill out an application on our website at sailors.org or go to your SUP branch and fill out an application in person. Please remember to check your documents and renew them when they have six months validity, current turn around time for an MMC is 4 months and there is no expediting option.

APL Eagle — Denmark Churchill Jajalla, delegate. Short handed and over worked, SUP asked to take over reefer loading by CM. Besides the obvious fact that this is an MFOW job, this needs to be done by an MFOW member with the proper training and certification. Reefers can be dangerous to the crew and ship. Additionally, if not properly loaded and set to the right temperature they can and will fail. Ali Ghaleb, bosun.

USNS Red Cloud — Nils Dobszinsky, delegate. Ship was fully crewed but we transferred a couple members to the USNS Watkins to fill empty billets for activation. Working on filling empty billets now. Ship is FOS in Baltimore with lots of projects underway. Jeff Nicholas, bosun.

USNS Sisler — John Relajo, delegate. Most of the SUP crew are requesting reliefs early September, union working hard to fill all jobs, asking members to be patient for possible delays. Mark Acord, bosun.

USNS Dahl — Ian Serra, delegate. Ship is underway for the monthly sea trial. Ship will be in Korea for foreseeable future. Gearoid DeCleur, bosun.

USNS Watkins — Jose Cervantes delegate. Sea trials completed, and successful. Ship is expected to be on the East Coast for the next month or two then off to designated pre position home. 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 — Duan Maull, delegate. Ship running smoothly up and down the west coast, no beefs. Ron Gill, bosun.

Cape Texas and Cape Vincent — Both ships were turbo activation missions for 30-45 days. SUP filled five AB jobs for each ship.

Cape Taylor — Another turbo activation for a 7-10 day sea trial. Thanks you to all members who took these jobs on short notice and those who transferred from other ROS ships so the union could fill all jobs. Greatly appreciated.

Matthew Henning

BUSINESS AGENT'S REPORT

August 2023

Mahi Mahi — Phil Romei delegate sailed with no issues other than the short in Oakland due to the Whales migrating south hearing this is temporary time will tell ,returning from his trips off Bosun Remoni Tufono.

Mokihana — Delegate Cirilo Sajonia sailed for Los Angeles with no beefs on the southern triangle. The company knocked off the Mickey Mouse Jury Rig winch used on the stern which was always a safety concern for us. Signing on as Bosun Saher Ali.

Manulani — Oakland#62 delegate Aaron Weibe stores crane down still depending on shoreside contractors for heavy lifts on and off the ship for any stores. Matson needs to correct this problem. Running smooth with David Garcia as Bosun.

Maunawili — Oakland#62 Nick Manessiotis' delegate sailed for Honolulu with no issue running steady on the Northern triangle In good hands with Dave Mercer as Bosun.

Kamokuiki — Kenneth Carradine delegate going into lay — up in Singapore for the duration to be determined Company plans to fly the gang home. Erine Lamagrada as Bosun.

President Cleveland — delegate Elixir Ponce Scott Oliphant relief Bosun.

President Truman — Robert Tomas as delegate Julian Torres Bosun. These vessels check in with little or no beefs.

APL Eagle — Denmark Jallah delegate, Clarification on Plugging in Refers. & necessary work, Chief Mate's Penny — pinching tactics to save money. Ali Ghaleb as Bosun.

RRF Fleet — Cape Horn Dennis Sumague Bosun talk of activation sometime in late November.

San Francisco Bar Pilots — Pier#9 — Chris Auer delegate The brand new Run Boat Golden Gate arrived September. Leo Moore Dock Bosun.

Shipping is still good you need to make the calls if your Documents are less than 6 months Recommend you start the renewal process the medical certificate has been taking longer than usually two weeks to three weeks. Members keep a lookout for upcoming LNG classes check in with your local agent.

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

Roy L. Tufono



Lei cast at sea, S/S Lurline, Matson Navigation Lines, 1955.