



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Thursday, September 12, 2024

APL/CMA-CGM Posts Strong Results in 2Q

According to its own reporting, the CMA CGM Group delivered a robust performance in the second-quarter 2024.

“The period proved dynamic for global trade and demand for cargo shipping, supported by persistent geopolitical tensions, particularly in the Red Sea region,” its press release said. “These tensions continued to impede the fluidity of global trade in the second quarter, creating congestion in certain regions. At the same time, volumes carried rose sharply compared with the same period in 2023, when US distributors began to draw down their inventories, but also compared with the first quarter of 2024. This is because growth in Western countries held firm, as did household consumption.”

These disruptions the Company sought to offset via investments in its fleet over the last few years. “To support its customers

and help alleviate pressure on supply chains, CMA CGM has launched the French Peak Service, an exceptional seasonal shipping line to meet the high demand for shipping between Asia and Europe.”

“The CMA CGM Group has continued to invest in its industrial capabilities with an order for twelve 15,000 TEU liquefied natural gas (LNG) vessels from Hyundai Heavy Industries. This order is part of CMA CGM’s fleet renewal program, in line with the Group’s target of achieving Net Zero Carbon by 2050, from the vessels’ entry to service in late 2027.”

The CMA CGM Group is continuing to integrate Bolloré Logistics, according to its release. The acquisition was completed in late February 2024 and made CEVA Logistics and Bolloré Logistics a single brand called CEVA Logistics – one of the world’s top five in the industry.

The increase in spot freight rates that began in the first quarter continued into the second. Amid sustained demand, the situation in the Red Sea and the rerouting of vessels via the Cape of Good Hope continued to weigh on available shipping capacity.

Group revenue stood at USD 13.1 billion in the second quarter of 2024, up 6.8%, reflecting stable year-on-year revenue for the shipping business and higher revenue for the logistics business, boosted by the consolidation of Bolloré Logistics since February 29, 2024. EBITDA totaled USD 2.48 billion, 4.3% lower than in the prior-year period, and the margin came in at 18.9%, down 2.2 points.

The Group reported net income of USD 661 million, down USD 670 million. In addition to operating performance, income was impacted by CMA CGM’s contribution to the endowment fund launched with Bpifrance for the decarbonization of the French shipping industry, the contribution to the major port hub project in the West Indies, and the funding of the KYUTAI

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Longshore Strike Looms Over East and Gulf Coast Ports

The International Longshoremen’s Association is set to strike East and Gulf Coast ports in October. “We must be prepared if we have to hit the streets at 12:01 am on Tuesday, October 1, 2024,” ILA President Harold Daggett told the delegates at a meeting. The ILA has consolidated support from members and other unions. The Transportation Trades Department of the AFL-CIO gave its support months ago, and recently on the West Coast the International Longshore and Warehouse Union or ILWU pledged solidarity. It would be the first East coast-wide strike by ILA since 1977.

U.S. retailers are accelerating orders in advance of a strike. With container shipping in its

traditional peak season, the forecast is for strong increases in volume this month coming even as many U.S. ports are already running at record levels.

It’s clear that the two sides in the contract negotiations are struggling to make progress. The employers represented by the U.S. Maritime Alliance are asking for more meetings on various items, especially automation. The ILA issued a letter to members citing inflation and the need for long-term wage security. The union “outright rejects” the position of the USMX on wages, including the entry level positions. Employers called it “an industry leading wage.” Union proposals include improved pensions, better health

coverage, and a hardship provision in its healthcare coverage. Most significantly, the ILA said it wanted to be clear “We don’t want any form of semi-automation or full automation.”

Reports of the distance between the two sides on a new six-year contract, and only days away from the contract expiration, the National Retail Federation reports retailers have brought forward shipments which contributed they believe in a “bumping up” in import volumes. In addition to the looming strike, they point out fears of “rising tariffs following the election.” The rush to bring forward shipments may have contributed to the records re-

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New APL Liner President Bush Joins MSP Fleet on Trans-Pacific Run

American President Lines flagged another ship of the line into its U.S. fleet the *MV President Bush*, on August 22, in Los Angeles. Part of the company’s fleet renewal program, the container ship was outfitted in LA and began service on the EX-1 North Pacific route. An official ceremony was held in Oakland.

The *President Bush*, named after the 41st U.S. president, President George Herbert Walker Bush, is the fourth of up to seven new ships. The ship follows the successful integration of the *President John Quincy Adams*, *President Grant*, and *President Reagan* into the U.S.-flag fleet. The new ships are replacing older vessels.

The fleet renewal program is scheduled to continue with the arrival in the coming months of the *President Monroe* and the *President Johnson*.

The 837-foot newbuilds will assume the Maritime Security Program slots of the outgoing



In Oakland California with San Francisco in the background, on the starboard bridge wing of the APL’s newest containership *President Bush*, the first SUP gang gathered before the refueling ceremonies. From left is AB Alex Sapien, delegate, AB Romelito Linatoc, Bosun Ernesto Lagramada, AB Rachid Ayache, AB Mervin Guevarra, and AB Herbert Oquendo. *Photo: Matt Henning*

vessels they replace.

APL says the delivery and phase-in of the replacement ships will take place on a more-or-less monthly basis, with the last vessel tentatively scheduled to join the fleet in December 2024.

The SUP members who climbed the gangway, took control of the deck, and generally squared away the ship for its first voyage were bosun Ernie LaGramada, AB’s Alex Sapien, Romelito Linatoc, Rachid Ayache, Mervin Guevarra, and Herbert Oquendo.

Update Mailing Address For SUP Election
The SUP election is conducted entirely by mail ballot. Turn to page 2 for details.

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



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

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

West Coast Sailors

- Artemus Ervin..... \$10
- Thor Erikson..... \$20
- Marvin K. Glasgow \$50

Political Fund

- Raul Taganas\$40
- Frank Walker..... \$100
- Vince O'Halloran.....\$400
- Joseph Mantanona.....\$50
- Clint Sieber\$20
- John Hartley\$50
- Marvin K. Glasgow\$200
- Dave Connolly \$100
- Archie Bickford \$100
- James Douglas\$50
- Thomas Tynan\$50
- Reynaldo Clores \$10

Organization/General Fund

- Ronald Reed\$50
- Marvin K. Glasgow\$50



Remember 9/11

On September 11, 2001, nearly 3,000 lives were lost in the tragic events that changed the world forever. The courage and sacrifices made by so many in response to that dark day still reverberate today, 23 years later. Merchant mariners played a pivotal role on 9/11, conducting the largest maritime evacuation in history, helping to save over 500,000 thousand people trapped on Manhattan Island, New York City.

Final Departures

Donny Morris, Book No. 6455. Born in New Mexico in 1937. Joined SUP in 1958. Died on July 5, 2024. (Pensioner)

SUP WELFARE PLAN NOTES

Reminder to Active Members and Pensioners

When submitting claims for reimbursement, please be sure the following is submitted with all receipts.

- Patient's name
- Date of service
- Description of service or itemized bill. If you have other insurance, you must submit your Explanation of Benefits (EOB).
- Cash/credit register receipts without the above information will be denied.
- Proof of payment (bank statement, canceled check or paid receipt)
- Pensioners: Please separate your claims from your spouse's claims.
- Balance due bills are not acceptable without the itemization portion of the bill.

Reimbursement for Vision Care

The vision care benefit for active participants is allowed once in a 24-month period. The \$200.00 maximum includes the exam and glasses. The cost of tints is not included in the reimbursable amount. **The vision benefit is for members only and does not include dependents.** An itemized bill must be submitted to the Plan office within 90 days of the service. The bill must include the provider's name and address, the patient's name, date of service, and an itemization of the charges.

The vision care allowance for pensioners is included in the \$1,000.00 maximum of the Pensioners Annual Allowance for medical, dental, and vision co-payments. Glasses are an allowable expense once in a fiscal year.

- Michelle Chang, Administrator michelle@marinerbenefits.org,
- Patty Martin, MPP & 401(k) Plans, Death Benefits patty@marinerbenefits.org
- Gina Jew, Claims gina@marinersbenefits.org
- Michael Jacyna, Eligibility michael@marinerbenefits
- Derek Chang, SIU-PD Supplemental Benefits, Contributions derek@marinerbenefits.org
- Dan Gaipa, SIU-PD Pension Plan dan@marinerbenefits.org
- Training Representative Berit Eriksson 206-551-1870 berittrainrep@sbcglobal.net
- SUP Welfare Plan 730 Harrison Street Suite 415, San Francisco, CA 94107
- Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
- SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991 Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on September 5, 2024 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Napoleon Ramon	Bk#3217	6 yrs.	A.B.	A
Jack Tirpak	C-3049	30 days	A.B.	C
Erika Bond	C-3050	30 days	O.S	C
Zachary Jacoby	C-3051	30 days	A.B.	C
Luke Satsuma	C-3052	30 days	A.B.	C
Ali'I Aleka	C-3053	30 days	A.B.	C
Terrell LeBeauf,	Jr.C-3054	30 days	O.S	C

Ratings: Bosun Stamp

Scott Hudson Bk#5889

Membership and Ratings Committee's Report: Paul Fuentes, Bk2239; Ron Brito, Bk#5770 and Tom Tynan, Bk3286;.



In the SUP Library on Sept 5 the SUP Membership and Ratings Committee met to consider applicants for advancement in seniority. From left is Tom Tynan, Bk3286; Paul Fuentes, Bk2239 and Ron Brito, Bk#5770.



Update Mailing Address For SUP Election

The SUP election is conducted entirely by mail ballot. As a result, having a valid mailing address on file at SUP Headquarters is critical to participating in the election. Members are urged to update their addresses, if necessary, by contacting their Branch Agent, or other Union official, or directly with the manager of the mailing list the SUP Election Coordinator Martha Vizcarra at SUP HQ.

Branch Agents can be reached at wilmington@sailors.org, seattle@sailors.org or honolulu@sailors.org. Members can also ask agents directly in person or by phone at the halls and present updated address information for forwarding to SUP HQ. Phone numbers and addresses are available on the SUP website at www.sailors.org. Ms. Vizcarra can be reached at 415 777 3400 or at dispatcher@sailors.org. A correct address is necessary to receive a ballot.

SUP Meetings 2024

HQ

- October 15, Tuesday
- November 12*, Tuesday
- December 9, Monday

*Tuesday meeting due to holiday

Branches

- October 21, Monday
- November 18, Monday
- December 16, Monday

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Labor Solidarity With ILA As Deadline Approaches

Joining with the TTD and AFL-CIO

ILWU President Willie Adams has pledged his union's support for the International Longshoremen's Association as the expiration of its contract with East and Gulf Coast employers nears.

The contract ends on September 30. Negotiations between the two sides were halted in June, over automation. The talks remain stalled over automation according to several media outlets. In particular, an article published in the Sept. 2 issue of The New York Times, noted the flashpoint of an automated truck processing gate at the

Port of Mobile that would eliminate jobs. "As you continue negotiating and move close to the expiration of your contract, the ILWU stands in solidarity with the ILA for a fair contract that respects dockworkers and protects our jurisdiction," Adams wrote in a letter to ILA President Harold Daggett. "From coast to coast, the ILWU and the ILA remain militant and resolute in our fight against automation. We will not settle for a substandard deal that does not adequately address our concerns about the future of our workplace and the safety of our members."

In his response, Daggett said that "support from the ILWU arms us with a

powerful weapon to fight the intentions of so many greedy shippers, who put profits over people, and fail to recognize the contributions your members and mine have made to this industry."

Although there are signs that talks are resuming, neither the union nor the employers' association, US Maritime Alliance, has released a statement since early August. The National Retail Federation's president Matthew Shay urged a resumption of negotiations, as concerns of a potential labor strike at U.S. ports on the East and Gulf Coasts mounted. "NRF continues to call upon the International Longshoremen's Association and the United States Mari-

time Alliance to return to the bargaining table to resume negotiations in order to reach a new deal before the contract expires on Sept. 30. The threat of a strike during the peak shipping season has many retailers already implementing costly mitigation strategies.

"The ILA is working hard to avoid a strike come October 1st, but we're confident that the American public will side with ILA workers who are fighting for a fair and decent contract from foreign shipping companies that are earning billion-dollar profits at U.S. ports," Daggett said.

UAW President at DNC: Which Side are You on?

In Chicago at the Democratic National Convention, Sean Fain, president of the United Autoworkers, spoke in favor of the Harris-Walz ticket and opposed to Trump. "For the UAW and for working-class people everywhere, this election comes down to one question -- Which side are you on? On one side, we have Kamala Harris and Tim Walz, who have stood shoulder-to-shoulder with the working class. On the other side, we have Trump and JD Vance, two lap dogs for the billionaire class who only serve themselves."

In Fain's blistering speech criticizing Trump, Fain was consciously referencing a famous refrain from labor history. In 1931 coal miners in Harlan County, Kentucky were on strike. Armed company deputies roamed the countryside, terrorizing the mining communities, looking for union leaders to beat, jail or kill. But coal miners knew how to fight back; heads were bashed and bullets fired on both sides in what was known as Bloody Harlan.

It was this kind of straight up class war that provided the climate for Florence Reece's classic song, Which Side Are You On? Her husband, Sam, was a union leader and Sheriff J. H. Blair and his men came to her house in search of him when she was alone with her seven children. They ransacked the house and then kept



watch outside, ready to shoot Sam down if he returned.

During the tense standoff Florence tore a sheet from a wall calendar and wrote the words to "Which Side Are You On?"

It was popularized by Pete Seeger and the Almanac Singers on their 1941 album Talking Union. During the civil rights movement the song was adapted by the Freedom Singers. Reprinted in union songbooks, recorded by numerous artists and sung around the world, Which Side Are You On? — like Solidarity Forever — has become an anthem of America's labor movement.

Which side are you on, boys?

Which side are you on?

They say in Harlan County

Tell me, which side are you on, boys?

Which side are you on?

There are no neutrals there

You'll either be a union man

Or a thug for J. H. Blair

Which side are you on, boys?

Which side are you on?

NMC Tips For Speedier Customer Service

As was reported last month, the National Maritime Center (NMC) issued a list of tips for mariners to get quick Customer Service Center (CSC) response, as the process is often protracted. Often members are waiting for STCW medical certificates for 90 days or longer. As SUP agents often urge, keep a close eye on your document expirations and get out in front of the application process. Also consider the following tips from the USCG:

1. Call Early in the Morning: The CSC experiences its busiest times around midday. To avoid longer wait times, they recommend calling early in the morning when phone lines are less busy. The CSC is open 8:00 a.m. to 4:30 p.m. ET, Monday through Friday. The NMC phone number is 1-888-IASKNMC (427-5662).

2. Use Live Chat: Live Chat is a faster alternative to calling. This service connects you with our support team quickly and efficiently. Additionally, the Chatbot can assist with many inquiries, providing immediate answers without the need to wait for a representative.

3. Check Your Application Status Online: Save time by using the Check Your Status tool on their website. This feature allows you to verify the status of your application instantly, without needing to call in.

4. Credential Verification Tool: If you need to verify the validity of your credential, use the online Credential Verification Tool. This resource provides immediate confirmation of your credential's status.

5. Email for Status and Questions: If you are unable to reach them by phone, you can also e-mail for a status update or questions at IASKNMC@uscg.mil. Be sure to include your full name, mariner reference number, and any relevant details to help avoid delays in processing your request. Note, processing times at the NMC vary based on e-mail volume.

Even if these tools work, credentials could still take much longer than expected. Plan ahead and get started early.

Report: Biden NLRB Supports Right to Form Unions

Undoing damage from years of politicized neglect and anti-Union administrations, the National Labor Relations Board under the Biden administration has scored high marks. It has consistently supported workers' rights to form unions and collectively bargain for wages and benefits, according to a report issued in July by the Economic Policy Institute.

The NLRB is an independent federal agency that protects employees from unfair labor practices and protects the right of private sector employees to join together, with or without a union, to improve wages, benefits, and working conditions.

"President Biden's appointees have advanced the NLRB's mission by addressing issues such as employee status under the law, the scope of concerted activity protected by the law, the representation process, and remedies for violations of the law," EPI says.

The NLRB says union election petitions increased by 35 percent in the first half of fiscal year 2024. "This increase in filings continues the surge in NLRB caseload in

recent years," the agency said in a statement. Last year, Congress gave the NLRB a \$25 million increase, which ended a hiring freeze, prevented furloughs, and allowed the NLRB to backfill some critical staff vacancies. But the agency remains understaffed after flat funding in nine of the past 10 years.

In its report, EPI also noted that President Biden has secured increased funding for the NLRB to support its critical role at a time when support for unions is hitting record highs and petitions for union representation elections are up. EPI is an independent, nonprofit think tank that researches the impact of trends and policy on working people in the United States.

In the past two decades, staffing in field offices has shrunk by 50 percent. "As the NLRB's case intake reflects a critical moment in our nation's history, I'm proud of NLRB Field and Headquarters staff for processing cases with professionalism and care," says NLRB General Counsel Jennifer Abruzzo. She urged full funding by Congress.

New Poll: Americans Love Labor Unions

The latest Gallup poll reveals that Americans continue to hold labor unions in high regard, with 70% expressing approval in 2024. This level of support is close to a six-decade peak. Gallup has been tracking public opinion on labor unions since 1936, and these results align with last year's AFL-CIO poll, which found 71% approval, including 91% of Democrats, 69% of independents, and 52% of Republicans.

The reasons for this support are clear: unionized workers earn 10-20% more and enjoy better working conditions compared to their non-union counterparts. Despite this widespread approval, many workers are still unable to join unions. In 2023, the Economic Policy Institute reported that over 60 million workers wished to unionize but lacked the opportunity.

Meanwhile, the Treasury Department released a comprehensive look at the role labor unions play in the American economy. In a new report the Office of Economic Policy found that unions play an important role in addressing long-standing challenges faced by the middle class — including stagnant wages, high housing costs, and reduced intergenerational mobility. In doing so, unions contribute to a more robust and resilient economy.

The report also found that unions provide significant benefits to middle-class workers by raising wages, improving benefits like retirement plans and workplace policies, and making scheduling more predictable. It said these improvements enhance financial stability and worker well-being.

Importantly, Unions also positively impact non-union workers, as competition increases wages, workplace safety improves, and entire industries benefit from higher standards. Union members are more engaged in their communities, participating in civic activities like voting and charitable giving. The better pay and job security they enjoy benefit their families and communities through more stable housing and investment in education. The report points out that unions help create a fairer economy by reducing wage gaps across race and gender and promoting broad representation.

The study also declared that Unions help reduce inequality, which opens up opportunities for disadvantaged groups and thus economic growth. It found that unions can boost productivity by improving workplace conditions and allowing experienced workers to contribute to decision-making, resulting in more efficient operations.

Iranian Oil Needs Dark Tankers for China Trade

The Washington Post on September 2, 2024 published an important expose of the growing risk of the unregulated secret tanker fleet, especially as supported by China. Known as the “shadow” or “dark” tanker fleet, the industry is not often covered in the mainstream press but Pulitzer-prize winning reporters Rebecca Tan and Julia Ledur deserve credit for serious investigative journalism that appears mostly accurate to industry observers. Some of the following was adapted from their work.

Focusing on a particular voyage of the ship *Ceres I* as a window into the dark fleet, the story followed a crude oil tanker from Iran making a delivery to the Chinese port city of Ningbo in July before heading back toward the Middle East. The ship had made the trip several times in a 12 month period, according to ship-tracking data. This time, it didn't go well.

The *Ceres I* and another tanker collided off Malaysia in the South China Sea on July 19, causing significant damage to both vessels. According to Malaysian authorities, *Ceres I* had experienced “technical difficulties.” But shipping and energy analysts say the pattern of the vessel's movements before the collision suggests another explanation: The *Ceres I* had been broadcasting a fake location on ship locator channels.

Among groups that track ship movements, the *Ceres I* was widely known as a “dark” fleet tanker, operating outside international regulations, fueling China with sanctioned or prohibited crude oil. China is the world's biggest importer of oil, and one of the few remaining customers of crude from countries such as Iran, Venezuela and Russia. China buys the oil at deep discounts from international benchmarks, to supply its manufacturing sector and prop up its flagging oil refineries. Experts have noted that to bypass Western financial systems and shipping services, China relies on a fleet of aging, substandard tankers that operate illicitly and increasingly threaten the safety of international sea lanes.

There were no fatalities but crew members from both vessels were injured in the collision. There was oil spilled, but the *Ceres I* was in ballast, having just offloaded cargo in China. If the collision happened fully loaded there would have been an en-



A Singapore Navy navy boat heads toward the burning *Hafnia Nile* following its collision with the *Ceres I* on July 19.

(Republic of Singapore Navy/Reuters)

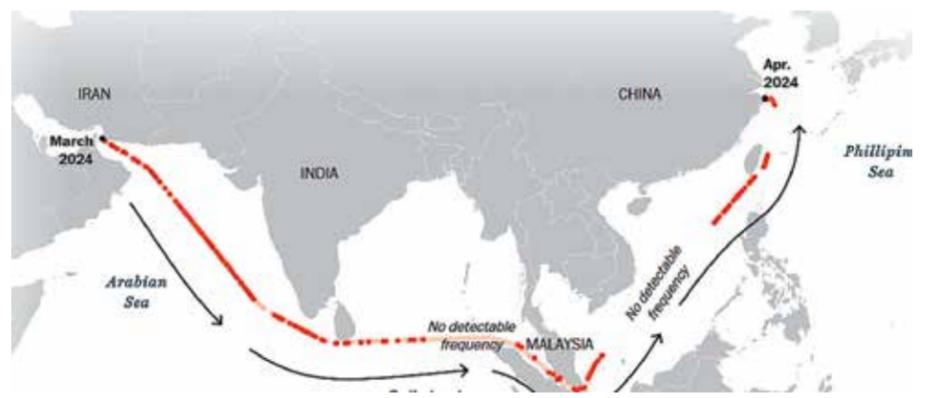
To Prevent Massive Spill of Their Own Making, Houthis May Allow Salvage of Tanker They Attacked and Set on Fire

In a propaganda video, the Houthi rebels of Yemen can be seen boasting about a destructive attack on the unarmed *Sounion*, a fully loaded tanker in the Red Sea. The video claims responsibility first for the attack itself that caused the crew to abandon ship, then for boarding and setting explosive charges that set the ship on fire. Later, the Houthis threatened attacks on salvors that were headed to the ship to put out the fires and save the ship from sinking.

The European Union noted that the through its diplomatic efforts it is playing a role in facilitating the salvage of *Sounion*. The Houthis denied access of salvage tugs to the ship, and warned of further attacks. The indications now are that Houthis will permit salvage. It may be too late: fires continue to burn aboard, putting ship stability at risk, and there are clear indications of oil that is already leaking into the sea. If the ship were to break apart and spill its entire cargo it would be among the worst oil spills ever recorded, an environmental disaster of the first order in an extremely sensitive marine ecosystem.



MAXAR



A record of *Ceres I* automatic identification system tracking data shows the system was routinely turned off to avoid connection with the illicit Iranian oil trade.

vironmental catastrophe.

The IMO expressed grave concern about the “dark” tanker activity, and over objections from Iran and Russia, the United Nations shipping agency, passed a resolution on it. In it the IMO said that there were as many as 600 tankers servicing this shadow trade — vessels that had unclear ownership, were not compliant with safety standards and lacked adequate insurance.

Moreover, tankers are required to broadcast their location on their Automatic Identification System (AIS) so they can be detected by other vessels as a routine matter of collision avoidance. But “dark” tankers were masking or falsifying their locations on AIS — a process called “spoofing” — to travel illicitly, the IMO said. The safety risks, the agency warned, were “real and high.”

China does not officially acknowledge that it imports sanctioned oil but defends its trade with countries such as Iran. “China conducts normal energy cooperation with other countries under international law, which is legitimate and lawful,” Liu Pengyu, a spokesperson for China's Embassy in D.C., said in a statement.

It gets more complicated. In recent years, a stretch of the South China Sea near Malaysia has become a hot spot for the ship-to-ship transfer of oil, which is when tankers mix sanctioned oil with oil from elsewhere to deliver as “blends,” said Muyu Xu, a China oil analyst at the maritime analysis group Kpler. This maneuver increases the risks of collision and pollution, especially when done hastily or when ships are not broadcasting their accurate location. In the last year alone, Kpler has detected more than 1,005 unique vessels participating in ship-to-ship transfers here, at least 30 percent of which Kpler estimates were doing so illicitly. This stretch of sea was also where the *Ceres I* arrived in mid-July after leaving port in Singapore, and near where the collision happened.

Malaysian authorities said that the *Ceres I* was at anchor with technical problems, and that the *Hafnia Nile* had tried to avoid it but failed. This account calls into question the likelihood of routine avoidance that *Hafnia Nile* would have done if *Ceres I* had been transmitting its authentic location. Leading up to the crash, the *Hafnia Nile* had been traveling at 14 knots, near its maximum speed, suggesting it did not detect another vessel in the area.

Red Sea Diversions Burns 500k Barrels of Fuel Oil per Day

Published Aug 15, 2024 by
The Maritime Executive

Yemen's Houthi rebels attacks on merchant shipping in the Red Sea has put ships and sailors at extreme risk for months. There is also a substantial environmental impact. According to energy trading house Trafigura, tankers alone will consume an additional 200,000 barrels per day of fuel oil this year because of diversions around the Cape of Good Hope. This is enough fuel to increase the tanker fleet's annual emissions by 4.5 percent.

Despite the risk to life and property, many vessel operators continue to use the Red Sea route between the Indian Ocean and the Mediterranean, as it is much shorter and less expensive. The industry has developed best practices for security for Red Sea voyages, but most responsible ship managers recommend avoiding the risk altogether and switching to the long route around Africa's southernmost tip.

The majority of the container ship fleet has made the switch, along with a substantial share of the tanker and gas carrier fleets. The diversion adds about 2,000-3,000 nautical miles to an



Asia-Europe or Asia-USEC voyage. Consultancy Vespucci Maritime estimates that the extra distance sailed by boxships on the Cape route each week exceeds the distance from the Earth to the Moon. Many ships speed up to make up some of the time difference for the longer voyage, increasing fuel consumption. According to Trafigura, when container ships and other vessels are included in the calculation, an additional 500,000 barrels per day of fuel oil will be consumed by the shipping industry this year.

The International Energy Agency (IEA) agrees that global bunkering demand will increase because of Red Sea diversions, though by a lesser amount - about 200,000 barrels per day. IEA predicts that the increase will be especially noticeable for bunker suppliers in Singapore, the primary hub for bunker fuel on east-west routes (and one of the ports most affected by Red Sea-driven congestion).

Navy Could Layup 17 MSC Ships Due to Manpower Shortage

Military Sealift Command has drafted a plan to remove the crews from 17 Navy support ships due to a lack of qualified mariners to operate the vessels across the Navy, USNI News learned.

The MSC “force generation reset” identified two Lewis and Clark replenishment ships, one fleet oiler, a dozen Spearhead-class Expeditionary Fast Transports (EPF) and two forward-deployed Navy expeditionary sea bases that would enter an “extended maintenance” period and have their crews reassigned to other ships in the fleet, according to USNI News.

Based on the crew requirements, sidelining the ships could reduce the civilian mariner demand for MSC by as many as 700 billets, according to the plan that was confirmed by a defense official. Two sources identified the forward-deployed sea bases as USS Lewis Puller (ESB-3), based in Bahrain in U.S. Central Command, and USS Hershel “Woody” Williams (ESB-4), based in Naval Support Activity Souda Bay, Greece, and operated in U.S. European and Africa Command.

A Navy official, when contacted by

USNI News, acknowledged the service was working on a re-assignment of civilian mariners but did not provide details. The new effort, known informally as “the great reset” has yet to be adopted by the Navy and is awaiting approval from Chief of Naval Operations Adm. Lisa Franchetti, USNI News understands.

The Military Sealift Command operates a fleet of logistics ships that refuel and resupply the Navy’s ships around the world and are crewed by 5,500 civilians who are employed by the Navy. Across the MSC there are about 4,500 billets for mariners on a wide variety of U.S. support ships ranging from resupply vessels, fleet oilers that refuel ships and aircraft, salvage ships, the Navy’s two command ships, submarine tenders and hospital ships.

If the Navy and MSC elects to reassign the crews of all 17 ships, the so-called great reset could free up crew for newer support vessels like the John Lewis-class fleet oiler. Three have delivered to the Navy, but none have yet been deployed in part due to crew availability, among other concerns.



Fleet replenishment oiler *USNS Tippecanoe* (T-AO-199), left, refuels the *Arleigh Burke*-class guided-missile destroyer *USS Chung-Hoon* (DDG-93) during an underway replenishment while operating in the South China Sea, April 12, 2023. U.S. Navy Photo

The punishing schedule for the mariners led to a retention issue for MSC that was accelerated by the severe “gangway up” COVID-19 prevention measures ordered by retired MSC commander Rear Adm. Michael Wettlaufer.

“[During] COVID nobody was getting off the ship, mariners were being treated

poorly and so they started to quit,” a retired MSC mariner told USNI News. Since then, “mariners have been quitting at a greater rate than MSC can hire new ones... People say ‘I had to quit because it’s a terrible work-life balance. I can’t go to sea and also have a family, so I got to leave.’”

Self-Deployed Starlink WiFi Network Causes Security Breach, Court Martial

Chiefs aboard the *USS Manchester* created a huge security risk by setting up a private WiFi network.

Defense sources say certain crew in the Independence class Littoral Combat Ship *USS Manchester* installed an unauthorized Starlink satellite internet antenna during a deployment in the western Pacific. That antenna and associated WiFi network were set up without the knowledge of the ship’s captain, according to a



A U.S. Marine sets up an authorized Starlink antenna on the expeditionary sea base ship *USS Lewis B. Puller*.

USMC Task Force 51/5th Marines

Navy Times story about the scheme. The story says that the network presented a security risk, and violated the basic tenets of operational security and cyber hygiene of the Navy.

It was set up to that crew could check sports scores, text home, and stream movies, investigators learned. The scheme required gathering funds, purchasing the service, and installing the antenna in an area of low visibility. It resulted in charges of conspiracy among other things and the Senior Chief involved in the set up was later convicted in a court-martial.

“The installation and usage of Starlink, without the approval of higher headquarters, poses a serious risk to mission, operational security, and information security,” according to a scathing Navy investigation into the matter obtained by *Navy Times*. “The danger such systems pose to the crew, the ship, and the Navy cannot be understated.”

The *Manchester* chiefs’ Starlink network was “a direct violation of emissions control regulations on board a ship,” Jerry Hendrix, a retired Navy captain

and Senior Fellow at the Sagamore Institute explained to *The War Zone*. “As such you could present a critical vulnerability in that it would make the ship more detectable by offboard sensors.”

Having a clandestine communications system onboard could have served as a beacon for adversary signals intelligence collectors, potentially allowing them to pinpoint the *Manchester*’s location. It could also have served as a portal for cyber attacks and as a vacuum for unsecured data transmitted over the network. Even seemingly mundane personal information about military service members unrelated to their work can be of great interest to foreign intelligence services for various malign purposes. For instance, in 2017, reports emerged that U.S. military personnel had seen their personal cell phones hacked into as part of an apparent Russian campaign to not only surveil their activities, but also just harass them and their families.

The revelations about *USS Manchester*’s



unauthorized Starlink setup comes as the Navy continues to grapple with the challenge of providing persistent, but secure high-speed internet capabilities that serve both mission and morale-boosting purposes. Those are critical functions for ships deployed over vast distances often for long periods.

As *The War Zone* reported, Starlink and other commercial satellite internet networks, supported by approved backend systems, are increasingly in use within the U.S. Navy after years of relying heavily on ad-hoc networks to provide added connectivity at sea.

Longshore Strike Seems Likely in East and Gulf Coast Ports

continued from page 1

ported at many of the top ports in the U.S. The Port of New York and New Jersey, for example, reported its best July ever for total volumes. It was also the seventh busiest month ever for the port. Volume was up 11 percent versus 2023 with NY/NJ handling a total of 806,015 TEU. Similarly, on the West Coast, the two largest ports, the Port of Los Angeles (939,600 TEU) and the Port of Long Beach (882,376 TEU) each reported their busiest July volumes.

So far, the White House has only said that it is monitoring the situation. Last year, the Biden Labor Department however stepped into the ILWU dispute and helped to expedite an agreement on a new contract. The ILA has a “no strike” clause in its current contract. As strike would hit mostly containers first, which account for the bulk of the modern industry while tankers and liquid cargo would be less affected.

The ILA reaches from Maine to Florida and along the Gulf Coast with members

handling the docks at 36 ports. Daggett shared with members a vision of building a global unified union of dockworkers. He also talked of his role in the 1977 strike when he was a young dockworker sent to the West Coast to prevent cargo diverting from the strike. “The ILA proposal not only makes up for the past few years of extremely high inflation, and long-term inflation going back decades from when a \$1 per hour increase was a fair raise, but the proposal also ensures the financial security of ILA members and their families through the uncertainty of the coming years,” said Daggett.

“We are hopeful” Maersk told customers, “that both parties are committed to reaching a mutually beneficial agreement...” but acknowledged that the potential for a remains.” The company noted that even a short disruption could require weeks to fully resolve, leading to significant backlogs and delays.



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AFL-CIO Endorsements and Recommendations:

U.S. President: Kamala Harris

California Labor Federation ENDORSEMENTS



United States Representatives in Congress

District Candidate

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

District Candidate

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

United States Representatives in Congress

U.S. Senate

Adam Schiff (D)

Ballot Measure

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

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

Recommend: Support

Proposition 4: \$10 Billion Climate Resiliency Bond

Recommend: Support

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

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

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

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

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

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

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

Washington State Labor Council Endorsements



U.S. Senate - Maria Cantwell

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

Ballot Measures

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

Hawaii State AFL-CIO

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



READY RESERVE TO THE RESCUE

The SUP crew of the Ready Reserve ship *Cape Trinity* called in the port of Ashdod, Israel, with humanitarian cargo for Gaza. From left is Derek Whipple/OS, Arthur Griggs/AB, Heath Heller/AB, Richard Allard/AB, Rocky Casazza/Bosun, and Scott Stokes/AB.

Ukraine War Highlights Logistics As Force Multiplier

Lessons of Ukraine: Army Intel Says Europe or Pacific Attacks Would Need Massive Logistics Operation

The farther away US forces need to "forward-deploy" and sustain combat operations, the more vital supply lines and logistical sustainment operations become with regard to large-scale, great power warfare. So says Kris Osborn, a military logistics expert and President of Warrior Maven, citing a recent Army intelligence analysis call "The Operational Environment 2024-25."

Osborn said that artillery, fighter jet attack, maritime amphibious assault, long-range rocket fire and dismounted infantry assaults are all often discussed and heavily emphasized areas of warfare tactics, yet each of these are enabled by a lesser-recognized yet indispensable element of war... Logistics. Attacks can't happen without ammunition, forces cannot advance without transportation supplies and food and armored vehicles cannot "move-to-contact" and breach an enemy's perimeter formation without fuel, yet such necessities of war can easily get overlooked. The nation that better manages and supports logistics and supply chains is far more likely to prevail in war, regardless of the relative lethality and effectiveness of its weapons.

The Army intel analysis makes the key observation that any future "Large Scale Combat Operation" with either Russia or China is expected to happen in either the European or Pacific theater, areas requiring a massive, secure and extended logistical effort. Large-scale combat operations in Europe and the Pacific each have logistical challenges since they are far from the US homeland and needing protracted engagement that must be sustained. Initially, each would require substantial forward deployment in the form of armored vehicles, ammunition and food and water sustenance for fighting forces.

A European theater conflict requires trucks and other vehicles, as well as supply aircraft such as Air Force C-130s able to transport forces. Delivering critical supplies in high-risk, austere hostile environments under enemy fire is the logistical reality. Most of all, advancing forces need a steady, secure supply of fuel and ammunition to support ground-advance into Russia or Eastern Europe. These are

precisely the kinds of operations likely to be targeted by adversaries, according to the Army report, which based its findings on the ongoing Ukraine war.

"Adversaries will seek to disrupt main supply routes at key choke points such as restricted terrain, bridges, tunnels, and railway junctions. Protecting these routes will be vital to sustaining operations. Given battlefield transparency, supply vehicles and convoys will be tracked to resupply points for targeting, attriting both the equipment and associated means of transportation and distribution," the study says.

Sure enough, Ukrainian defenses crippled the initial Russian incursion into their country through effective and precise targeting of supply lines and convoys crossing bridges or seeking to advance through narrowly configured streets and passageways. Much of these attacks relied upon groups of dispersed groups of maneuvering fighters armed with hand-held anti-armor weapons such as Javelin anti-tank missiles. These attacks took place in the form of ambushes, hit-and-run-attacks and surprise, simultaneous strikes from numerous angles from "tough to see and target" maneuvering dismounted positions.

The Army study found that Ukrainian attacks on Russian supply routes not only destroyed tactical trucks and armored vehicles such as tanks, but also massively reduced the amount of artillery available to Russian forces during their initial attempted advance. Ukrainian strikes on Russian ammunition supplies reduced their available ammo down to one-fourth of its original size. "At the height of the Russia-Ukraine war in late 2022, Russia was expending 20,000 artillery rounds a day. As Russian logistics nodes and main supply routes were actively targeted by Ukrainian fires" and the daily rate of fire fell to 5,000 rounds per day, the study found.

On the other side of the world, the geographical "expanse" of the Pacific would be much more likely to require coordinated air-sea integration through the use of forward-positioned fuel, airborne tankers and surface supply ships such as oilers, supply vessels and ship-launched supply and transport aircraft such as Osprey aircraft. Maritime maneuver formations in the Pacific would also of course need ships, drones and missile defenses to protect supply transport operations.

SS Jeremiah O'Brien Faces New Enemy: Money

The historic WWII Liberty Ship *Jeremiah O'Brien* at its former berth on Pier 45 in San Francisco.

San Francisco's World War II monument to merchant shipping and merchant mariners, is the *SS Jeremiah O'Brien* on Pier 35. The ship is one of the last remaining of the "Ugly Duckling" Liberty ships that sailed into harm's way to help win World War II. She was not merely part of the famous logistical "Iron Bridge" that supplied the troops and won the war in Europe, she was also a combatant at Omaha Beach on D-Day, part of the Allied Forces Normandy invasion to fight the Nazi occupation.

Like a lot of museum ships, it now faces another enemy — financial solvency.

When the *Jeremiah O'Brien* was launched in 1943, it became one of 2,700 liberty ships that transported soldiers and materiel to the war in Europe. The crew of 56 was constantly under threat from swarms of German U-boats trying to sink them and the *O'Brien* was front and center delivering troops to Omaha Beach on D-Day.

"This ship was right between the *Texas* and the *Augusta*, a cruiser and it was shelling the beach, the emplacements

on the beach. So, they were right in the thick of it," said Jon Eaton, the ship's chief engineer.

He pointed to a 4-inch hole from a shell in the steel starboard railing and to dents in the hull from landing boats slamming into the sides on that fateful day. Eaton said you can feel the history as you roam the narrow passageways.

"Everywhere you walk here, you walk in the footsteps of people who have lived it for real," he said. "So, if you think you're having a bad day, just think about going to sea when they're shooting at you."

Unlike many other museum ships, the *JOB* can still sail — one of only two liberty ships in the entire country that can make that claim. Its triple replicating steam engines still work, taking visitors out onto the bay during Fleet Week cruises.

"I like to tell people, you're on one of America's most historic vessels," said ship captain, Cevan LeSieur. "This is the only ship operating that was part of the D-Day invasion in 1944. So, as operating ships, I think this is the most historic operating ship in the United States."

Sailing this vessel requires a lot of maintenance, compliance with safety regulations, dry docking and that takes



money. "We've never recovered, in terms of visitors, like we had prior to the pandemic. We're basically getting about 35 percent of the visitor numbers that we had prior to 2020," said Capt. LeSieur.

The ship's keepers have put out an urgent appeal to the community. They're asking for donations and for more people to visit. The hit to tourism caused by the pandemic hurt, and then a massive fire at the port's Pier 45 caused the ship to be

moved to Pier 35. It's not far — just the other side of Pier 39 — but many visitors simply don't see it as they pass by. As a result, the loss of revenue and rising costs of Coast Guard mandates have all but dried up the non-profit's savings.

"The reality" said Capt LeSieur, "to keep this ship as an operating memorial to World War II veterans, we need that money. There's just no way around it."

CMA CGM Launches Transpac Air Freight Service

CMA CGM Air Cargo launched trans-pacific services to the US from Asia, after it ended its joint venture with Air France-KLM at the end of March. Regulatory issues were in part responsible for the break up required to provide service to the US.

The massive shipping line will now connect Asia to North America by air, initially with an Atlas Air-operated, but CMA CGM-owned, 777-200F delivered in June. Another will arrive in the fourth quarter and a third early next year.

The first route will be Hong Kong-Anchorage-Chicago-Seoul-Hong Kong, while the second will fly from mainland China to North America, probably directly to Chicago. One air cargo executive noted that the shipping lines had been very slow to move in the air freight market. This entrance to the transpacific comes three years after the shipping line launched its airline in Europe.

CMA has also ordered eight A350Fs,

which will begin to deliver in 2026. The French carrier was keen to stress its in-house abilities and independence, noting: "Just three years after its launch, CMA CGM Air Cargo has developed expertise in the three main air transport solutions of regular flights (12 departures a week from Paris to Greater China and India), [as well as] charter flights and chartering for third-party companies.

"These solutions are supported by a fleet made up of the leading aircraft on the market and a strong team of air freight experts."

Damien Mazaudier, CEO of the carrier, said: "Our expansion into the transpacific lane marks a turning point in the company's history by connecting a new continent to our network and aligns with the ambition of the CMA CGM group to offer a range of solutions to its customers.

"Today's announcement represents a new step in the development of our business, which we aim to make global,



and we will take another step forward in 2026 with the arrival of the A350F, the most environmentally friendly aircraft on the market." Air freight rates are

volatile, however, and only last year the Company and other carriers suggested that poor results curtailed development.

Windjammer Returns to Freight Trade: Sailing Ship Seeks to Compete With Luxury Cargo

In a sign of recognition of the powerful forces behind environmentally-driven consumer choices, a sailing cargo ship called *Anemos*, is plying the trans-atlantic cargo trade. Operated by French carrier TOWT, she departed on her maiden transatlantic voyage from Le Havre to New York in early September with 1,000 tons of cargo.

Cargo carried aboard *Anemos* will come with a special certification of low-carbon transport, including a consumer-facing label on packaging with the voyage number imprinted on it.

Compared to a conventional boxship, *Anemos* (ancient Greek for "wind") will reduce CO2 emissions on the voyage by as much as 99 percent. The vessel took two years to build, and it draws on advanced sail technology from ocean racing. *Anemos* benefits from French expertise

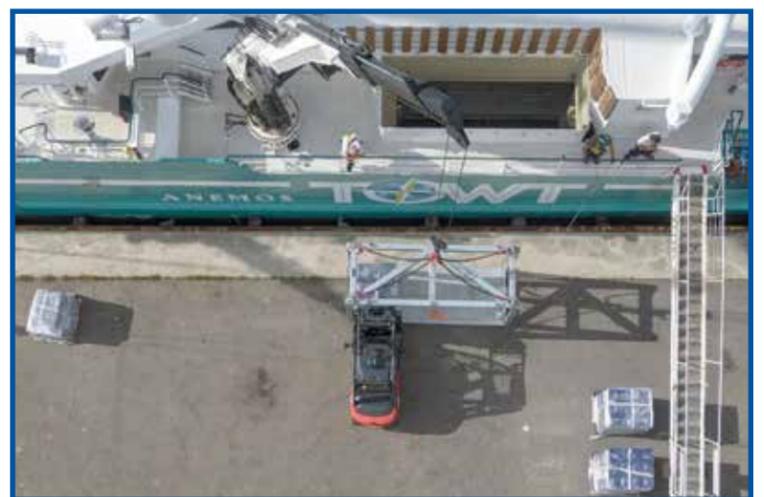


in this field: multiple French manufacturers and designers contributed to the ship's design. The

hull was built at Piriou's Romania yard, then transferred to Concarneau, France for outfitting.

Anemos has a cargo capacity of up to 1,000 tonnes, far far less than a modern container ship - but its projected carbon intensity per unit transport comes to just two grams per tonne-kilometer. That's about a tenth of that of a sub-Panamax container ship.

Anemos is the first in a planned series of eight ships for TOWT. The operator plans to provide regular services to Colombia, Martinique, Guadeloupe and Brazil - important producing locations for coffee beans and chocolate - along with a North Atlantic route to reach consumer markets in New York. On board, high-value edible cargoes can be segregated in dedicated holds. Initial customers include coffee importers Belco and Cafe William, which want to move several thousand tons a year of their supply from South America. French cognac and champagne conglomerate Martell Mumm



Longshoremen load *Anemos'* holds for the first time at Le Havre, August 14 (TOWT)

Perrier Jouët has said it will use sail cargo to move some of its premium products to New York. (For wine and spirit producers who wish to ship their cargo in barrels, TOWT notes that the ship's motion and the sea air have unique aging properties for alcoholic beverages.)

A Long Pain In The Neck: Whale Found With Harpoon Still Lodged

Scientists recently captured and studied a bowhead whale off the coast of Alaska. It was found to have a large arrowhead-shaped harpoon lance lodged in its neck. Further research revealed it to be part of a 19th-century bomb lance, manufactured in New England around 1880. Although the weapon likely exploded upon impact, the whale's thick layer of blubber and solid bones protected it from fatal injury, allowing it to live for another century.

The bowhead is an ancient and elusive beast, but it is still endangered despite its long-life span. There are other cases of harpoon fragments dating back over a century discovered embedded in their bodies.

John Bockstoce, curator at the New Bedford Whaling Museum in Massachusetts, said: "It probably hurt the whale, or annoyed him, but it hit him in a non-lethal place." And the whale survived the attack and the attackers by about 100 years.

The whale was believed to be around 130 years old at the time of capture—potentially making it the oldest living mammal on the planet.

Although bowhead whales remain largely mysterious, recent research has

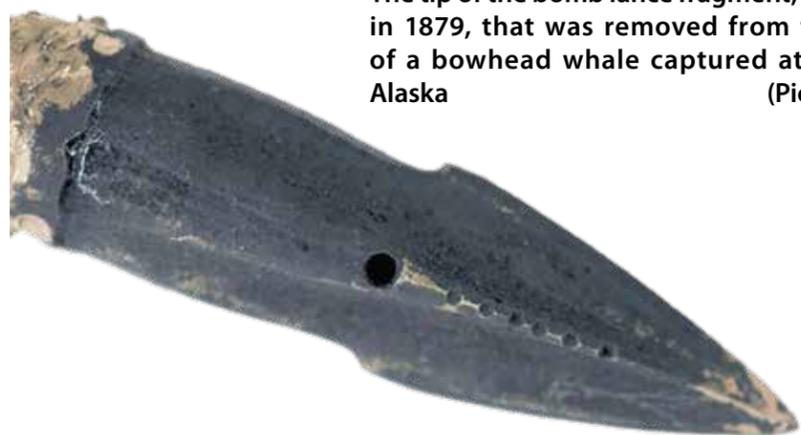
shed new light on their behaviors.

Adding to the mystery, a team of divers from Japan's Hokkaido University, Denmark's Aarhus University, and the Greenland Institute of Natural Resources recently spent five months analyzing the diving patterns of 12 tagged bowhead whales in Greenland's Disko Bay.

The research revealed that these whales dive in synchrony, sometimes for as long as a week, even when separated by significant distances. This synchronized behavior may be linked to acoustic communication, suggesting possible long-range communication between whales — a theory proposed more than 50 years ago.

Evgeny Podolskiy, an associate professor at Hokkaido University's Arctic Research Centre, said, "The idea of acoustically connected whales, diving seemingly alone but actually in sync, is mind-blowing. Our research offers a framework for studying the social behaviors of these seemingly chaotic, free-roaming marine animals." Podolskiy expressed hope that the scientific community would continue gathering simultaneous tagging data to further expand upon these findings.

Adapted from a story by Tom Sanders



The tip of the bomb lance fragment, patented in 1879, that was removed from the neck of a bowhead whale captured at Barrow, Alaska (Picture: AP)

Diego Garcia Lease Negotiations Part of Tricky Geopolitics

The new British government has resumed talks with Mauritius on the future of Diego Garcia in the Indian Ocean. The previous government of the United Kingdom suspended the negotiations. The UK has owned Diego Garcia within the Chagos Archipelago since 1814, and until recently it has rebuffed attempts by Mauritius to assert that the archipelago should have been transferred when the island nation gained independence from Britain in 1968.

The resumption of talks comes at a tense and difficult time. The UK has leased part of an island to the United States for its exclusive use as a military base since 1966. The lease to the United States runs until 2036, with a renewal option thereafter, and there is no clause for early termination.

The United States maintains a major airfield on Diego Garcia, as well as a naval base, which can host submarines and all classes of surface vessels. The protected lagoon is used as an anchorage for ships of Maritime Prepositioning Ships Squadron Two, a strategic logistic reserve kept afloat and ready for use by U.S. Marines and the U.S. Army in the Middle East region. The SUP has crew in ship in the port.

When needed, the airfield becomes a key base for long-range strike and reconnaissance aircraft, and it was used extensively during the wars in Iraq and Afghanistan.



Generally dismissed as being in the middle of nowhere, Diego Garcia is also now in the increasingly busy sea-lane between the Straits of Malacca and the Cape of Good Hope, which carries extra traffic previously served by the Suez Canal but closed due to Houthi attacks on merchant shipping.

Various scenarios could threaten the secure operations of the base. A particular concern arises from Mauritius' warming relationship with China. And diplomatic relations between the US and the UK in the security area have been under some strain in recent months. The new Labour government appears likely to cut defense programs appear. Drawn into the discussion is the Gaza War, which has polarized world security relationships and tensions persist over arms exports to Ukraine over the use of long-range weapons. In any case, due to its strategic importance, Diego Garcia will likely be on the agenda when President Biden meets with Prime Minister Starmer in Washington in September.

Struggle for Control of Western Pacific Recalls "Great Game" History

In the 19th Century, competition for influence and control of resources pitted the British Empire against the Russian Empire, among others. The rivalry was centered in Central Asia and was marked by interventions and negotiations, diplomatic intrigue and regional war. Today's version of the Great Game, says scholars at the Lowy Institute in a new report, is among tiny scattered Pacific island nations.

The intensifying competition between China and the U.S. for sea trade, communication cables, fisheries, seabed mining rights and access and control of ports is at the forefront of geopolitical strategy. "The Pacific's geopolitical landscape is increasingly crowded, with multiple powers vying for influence," report authors Mihai Sora, Jessica Collins and Meg Keen said. "China is expanding its reach through diplomatic relations, infrastructure projects, and development finance, while traditional partners such as Australia and the US strive to maintain their influence."

It's a different reality for island leaders who used to lack attention. Lowy warns the new strategic focus is set to challenge good governance and transparency, given opportunities for local political actors to advance narrow interests over what best serves the people of the Pacific. The Pacific region is further grappling with rising sea levels due to climate change, as well as a lost decade of development following Covid.

China is now a significant player in the Pacific via development finance, diplomatic outreach and infrastructure such as ports, airports and telecommunications. It's also pushing to play a greater role in key sectors such as the military, policing, digital connectivity, and media, according to the report from the Sydney-based institute.

The US and its allies are also catching up. Since 2017, 18 new embassies have been established in the Pacific, including

American outposts in Vanuatu and the Solomon Islands, while four have closed. Australia, which has opened six new Pacific posts since 2017, is the only country with a resident diplomatic presence in every sovereign Pacific nation.

"The frenetic tempo of global diplomatic outreach to the Pacific underscores the intensity of competition," Lowy said. "But this sustained engagement can quickly overwhelm local systems" and may not bring "tangible benefits."

Beijing's loans and infrastructure investments have allowed it to bolster its presence at the expense of Taiwan, which has lost three diplomatic partners in the Pacific to China since 2019.

In 2022, China signed a security pact with the Solomon Islands, triggering concerns among western nations. That prompted the US and Australia to bolster security and other agreements with countries including Papua New Guinea. Canberra also signed an agreement with Tuvalu allowing its people to relocate to Australia as climate change worsens.

The report noted that great power attention in the Pacific thwarts local needs like poverty reduction, education, health and other key areas in favor of strategic projects like deep-water ports and communications infrastructure. Or locally, politicians use development funds to build stadiums and other high-profile projects at the expense of more pressing needs.

The number of individual donors to the Pacific increased to 82 in 2021 from 31 in 2008 and some Pacific Islanders are concerned about the capacity of regional architecture and national systems to manage and coordinate this activity, Lowy said.

"The extent of corruption in the Pacific, including 'capture' of the state by elites and private interests, has seen no material improvements across the years," the Lowy report showed.

Heat Exhaustion Kills Bosun In FOC Ship

In a bulker flying the Maltese flag-of-convenience, a mariner died of heat exposure and exhaustion in July, a report said. Excessive heat and a work schedule that did not allow time for acclimatization are the root cause of the death. Three other sailors were hospitalized in the incident.

The accident took place aboard the bulk carrier ELPIDA GR, which had unloaded a cargo of bagged rice at the port of Umm Qasr in Iraq on July 22. The next day the ship, which was crewed by 21 Filipino mariners, traveled to Mesaieed, Qatar, to load a cargo of bulk urea. En route, the bosun and several ordinary seamen were instructed to clean the cargo holds under the supervision of the chief officer.

The air temperature that day was measured at between 104-113 degrees F. Radio broadcasts warned people to take precautions to avoid heat exhaustion. As the first mooring lines were passed at 0900, the bosun, who was stationed at the forward mooring station, collapsed. Since his temperature was found to be abnormally high, his shipmates started

CPR and gave him oxygen. When three other members of the crew felt ill and were having trouble breathing, paramedics were summoned from shore. They determined that the bosun and the other three crewmembers needed emergency care and transported them to a shoreside facility for treatment.

A short time later, at 1030, the bosun was declared dead of acute respiratory failure due to heat stroke, which had led to cardiac arrest.

Transport Malta's Marine Safety Investigation Unit said in a July 30, 2024, report that the maritime industry should reexamine work schedules and the topics covered by safety training because of the increasing frequency of severe heat events associated with climate change. The investigators concluded that the crew was tired and had been exposed to several days of high temperatures without taking adequate precautions. In an important finding, they said it was highly unlikely that the crewmembers had been able to acclimatize effectively since acclimatization to high temperatures can take several weeks.



SUP PRESIDENT'S REPORT

APL

President Monroe: With the successful re-flagging of the President Bush in Oakland on August 26, 2024, the next flag-in will be the President Monroe, scheduled for November 12. Before that the President Wilson will flag out in Busan on or about October 14th, and the President Kennedy will flag out in Singapore on or about November 15th. Members in ships being flagged out with time to go on their assignments are urged to complete the voyage to the layup port and not take a trip off before the yard period. That is one way to stand up for the SUP since it avoids putting a tough to fill job on the board, straining our dispatch system.

Negotiations: On Sunday September 1, APL management responded to our request for meeting dates to bargain a successor contract to the one expiring September 30, 2024. Due to Company conflicts, management counter-proposed two dates near the end of the month for physical meetings. On September 3, the presidents of the Pacific District Unions met and agreed to the dates and to schedule more if necessary.

Therefore, under Article XVI of the SUP Constitution, a Negotiating Committee shall be elected at today's meeting. The Committee shall be comprised of five members who are affected by the contract being negotiated. Historically, that has meant members are either presently sailing under the APL Agreement or eligible to sail under that Agreement. Because of the Company delay in scheduling, earlier notice was impossible and waived as a practical matter. The Committee will take into consideration all proposals submitted by the membership.

The Negotiating Committee shall meet for general orientation immediately after this meeting and then again tomorrow with the Committees of the SIU and the MFOW on the General Rules. Mr. Chairman, I recommend you call for nominations.

SUP ELECTION

The election begins in December and goes through to the end of January 2025. Under Article XII Section 2 of the SUP Constitution the nomination of regular officers shall be made at Headquarters and Branches in the regular meetings held in September. Written notice of this fact was published in the August issue of the *West Coast Sailors*.

Nominations: After nominations are made at the September coastwise meetings, the Committee on Candidates shall prepare a comprehensive and definitive list of names and nominees for each office and forward copies thereof to each Branch. Such lists shall be conspicuously posted in each office or hall.

All nominees shall be notified by mail of their nomination and such notice shall be mailed within five working days after the nominating meeting. All nominees who desire to become a candidate shall have the necessary qualifications and acceptance in the office of the Committee on Candidates (c/o Sailors Union of the Pacific, 450 Harrison St, San Francisco CA 94105) prior to midnight of October 14, 2021

Any member of the Union shall be eligible to be a candidate for and hold any regular office, provided he/she is a member in good standing at the time of nomination, has achieved "B" Seniority as defined in the SUP Shipping Rules; and is not disqualified by law. A member shall not be eligible to be a candidate for and hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

Any eligible member may place his/her own name in nomination for any regular office or may be nominated by another member. Nomination may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received. The names of the nominees, in the final comprehensive list, shall be recorded in the minutes.

Offices: The offices and positions that are open for nominations are as follows:

- President/Secretary Treasurer
- Vice President/Assistant Secretary-Treasurer
- Seattle Branch Agent
- Wilmington Branch Agent
- Honolulu Branch Agent
- San Francisco Business Agent
- SUP Building Corporation Trustees (5)
- Seafarers International Union of North America (SIUNA) 2027 Convention Delegates (3)

In accordance with the Constitution, members who have submitted nominations by mail or email are herewith also submitted and shall be recorded in the minutes and sent to the Branches. Mr. Chairman, I recommend that you call for nominations to SUP offices by office as listed above.

Proposed Constitutional Change: After the June meeting at Headquarters, the duly elected Committee on Constitution met to review all valid proposed constitutional changes. The proposed changes were for an identical dues increase from one-hundred and fifty (\$150) to two hundred dollars (\$200) per quarter to take effect in the second quarter of 2025. The Committee on Constitution recommended concurrence to the membership in the July meetings and the membership agreed to put it on the ballot. By membership action at the last meeting the matter is referred to the Committee on Election, elected today.

Election Committees: Article XII of the SUP Constitution sometimes interchangeably refers to the Committee on Election, the Committee on Candidates, and

the Balloting Committee to govern the election. In fact, each has a role at different times but in any case, each shall remain free of candidate interference or control. It shall also work with SUP staff, especially election coordinator Martha Vizcarra to generally administer the election, select an Impartial Balloting Agent, to frame the Constitutional question, and to vet and notify nominees, etc.

Because the duties covered by the Committees on Election, on Candidates and the Balloting Committee conduct substantially the same election business, the members of the Committee elected today be also elected to the later election committees. The Committee shall meet first on September 17 after the Branch meetings to compile a list of nominees following notification from the Branches. Nominees will then be notified by the Committee of their nomination, outline the steps to accept, as well as to form the ballot question. If the members of the Committee ship out or are otherwise unavailable, vacancies shall be filled off the hiring hall deck as per past practice. Therefore, with the understanding that committee members cannot also be candidates for any office, Mr. Chairman, I request that you call for nominations to elect the Committee on Election.

Members are once again urged to participate in the SUP election. In an all-mail balloting election, having a valid mailing address on file is important to that participation. Ballots cannot be sent to the Union hiring halls. Please update your mailing address with SUP agents or directly with Election Coordinator Martha Vizcarra, Sailors' Union of the Pacific, 450 Harrison St., San Francisco CA 94105 or by email at dispatcher@sailors.org. Instructions for alternative methods of gaining a valid ballot will be forthcoming.

PATRIOT CONTRACT SERVICES

In recent months the Union has been engaged with Patriot (PCS) management on various bids and contracts related to its operation and maintenance of government ships. Here's a recap and update:

Ready Reserve Force: — U.S. Maritime Administration (MARAD) solicitation (693JF722R000009) that covers the operation and maintenance of up to 53 Ready Reserve Force (RRF) vessels went through unprecedented gyrations. In the end the Union worked with the other Pacific District Unions and PCS to submit a competitive bid. That award is pending. The so-called "bridge contract" was awarded with a 12.2% increase and extends the life of the existing Ready Reserve contracts for the Union for another six months or twelve months depending on the contracting activity. An updated wage schedule was published in the August issue of the *West Coast Sailors*.

T-AGS: The T-AGS Vessels under Military Sealift Command (MSC) solicitation (N3220524R4088) covers the operation and maintenance of eight oceanographic survey {T-AGS} vessels: the USNS Robert Ballard, USNS Bowditch, USNS Bruce C. Heezen, USNS Henson, USNS Pathfinder, USNS Mary Sears, USNS Marie Tharp, and USNS Waters. The Union has worked with PCS to submit a competitive labor package. The award is pending.

T-AGOS: T-AGOS and T-AGM Vessels — Military Sealift Command (MSC) solicitation (N3220524R4070) covers the operation and maintenance of five ocean surveillance (T-AGOS) vessels and one range instrumentation (T-AGM) ship. The T-AGOS vessels are the USNS Able, USNS Effective, USNS Impeccable, USNS Loyal, and USNS Victorious. The T-AGM ship is the USNS Howard O. Lorenzen. Three additional ships to be delivered in 2027, 2029, and 2030 are also included. Again, in concert with the other Union of the Pacific District, the SUP developed an attractive but competitive package to be laid out for membership action if awarded. The bid was bid due on September 10, 2024.

USNS Seay/Pililaau: — In July the Union was notified by MSC that they anticipated exercising option period 1 with PCS for the operation and maintenance of the USNS Seay and USNS Pililaau, under MSC contract (N3220523C403-1). The option period was expected to start on September 1, 2024, but the Union is awaiting further discussion with PCS on the topic.

MT SLNC Pax: On August 28, PCS informed the Union that a seven percent (7.0%) total labor cost increase (wages and benefits) will be implemented effective August 26, 2024, for all crew members working aboard the shallow draft tanker SLNC Pax. We are awaiting official confirmation on Pax numbers.

MT Allied Pacific: Federated Maritime LLC was last year awarded a \$33,476,761 firm-fixed-price contract (N3220523C4224) for the time charter of a US-flag, double hull tanker. The SIU Pacific District Unions signed a Memorandum of Understanding with American Ship Management LLC (ASM), a fully owned subsidiary of PCS, to operate the MT Allied Pacific, in which ASM acts as a subcontractor to the prime contractor, Federated Maritime LLC. The contract includes a 12-month base period with three one-year option periods, followed by an 11-month option period. On August 29, the Union was informed by MSC that it intended to exercise option period 1, covering October 6, 2024, to October 5, 2025. This means that due in significant part to the excellent performance of the SUP, this double-hull U.S.-flag tanker has been won for another year, guaranteeing more work for SUP sailors.

Watson-class LMSR's: This fleet of ships stands status quo as of today's meeting. For more details on the delay, see last month's President's Report in the *West Coast Sailors*. Also see the logistical realities noted by the Army intelligence study released recently and reported on in detail on page 6 of this issue.

HOLIDAY

Columbus Day — SUP hiring halls will be closed on Monday, October 14, 2024, in observance of Columbus Day, which is a contract holiday. Accordingly, the Headquarters meeting will be on Tuesday, October 15, 2024.

Dave Connolly

Narco Sub Seized By Coast Guard In Complex Caribbean Operation

Using a semi-submersible, low visibility vessel drug smugglers attempting a complex operation were foiled and apprehended by U.S. and U.K. law enforcement in the Caribbean Sea.

The U.S. Coast Guard Cutter *Diligence* seized 4,125 pounds of cocaine and off-loaded it at Port Everglades on Monday. The drugs, valued at approximately \$54 million, were seized during three separate interdictions in the international waters of the Caribbean Sea. The operation involved collaboration between multiple agencies and international partners, including the Royal Navy, U.S. Customs and Border Protection, and the Joint Interagency Task Force South. Eleven suspected smugglers were apprehended and will face prosecution in federal courts.

Semi-submersibles, which cannot go fully underwater, are popular among international drug traffickers as they can sometimes elude detection by law enforcement. The vessels are sometimes

seized in Colombian waters while heading to the United States, Central America and Europe. Earlier this summer, the Colombian Navy said it seized two "narco subs" off the country's Pacific coast that together contained almost 5 tons of cocaine. In addition to the narco sub interception, the Coast Guard said eight other suspected smugglers were detained in the operations and will be prosecuted by the Department of Justice.

Lt. Matthew Carmine, commanding officer of the USCGC *Joseph Napier*, praised the efforts of his crew and partners: "Their steadfast efforts, along with those of foreign allies and partner agencies, continue to prove vital to countering drug trafficking organizations and safeguarding the people of Puerto Rico and the U.S. Virgin Islands," he said.

The interdictions highlight the complex nature of combating drug trafficking at sea. The Joint Interagency Task Force South in Key West, Florida, conducts initial detection and monitor-



Crew members from U.S. Coast Guard Tactical Law Enforcement Detachment (LEDET) 111 and British Royal Navy team embarked aboard *HMS Trent (P244)* interdicts a semi-submersible drug smuggling vessel in the international waters of the Caribbean Sea, Aug. 26, 2024.

ing, with the U.S. Coast Guard taking control during the law enforcement phase. These operations fall under the Seventh Coast Guard District, headquartered in Miami. These efforts are

part of the broader Organized Crime Drug Enforcement Task Forces' (OCDETF) initiatives, which aim to dismantle high-level criminal organizations threatening the United States.

Credit Card Mistakes and Best Practices

Credit cards are powerful financial tools but come with risks. Paying in full and on time saves on fees and hits to credit score, but easy use can make overspending the greatest risk. Here's some common mistakes to avoid and best practices to consider.

1. Not paying on time

Schedules are busy and budgets are tight but it's always best to pay at least part of your credit card bill on time. Credit-scoring companies use payment history in your credit score. More than 30 days late stays on your credit report for seven years. Late payments come with high fees and charges. Keep missing payments? The rate can go up. Pay the balance: automatic payments can help.

2. Making only minimum payments

Minimum payments don't hit your credit score as a late or missed payment, but paying off the balance of debt is tough that way. Normal charges continue to accrue and if income levels suddenly change it can be hard to come up with the minimum amount.

3. Carrying a balance

Nearly half of all Americans carry a credit card balance from month to month, mostly for emergency expenses like medical bills and repairs. But carrying a balance can cost much in interest fees over time. It is charged at high interest rates. If you can't pay for a purchase in full within one month, don't do it. One way to pay off a balance is using the snowball or avalanche method. A balance transfer to a better card is another option.

4. Spending beyond your means

Using a credit card is different from paying with cash. You don't feel the money leaving your wallet or bank account when you swipe or tap. You may not notice the amount accumulate and may also avoid paying yourself (saving). Responsible credit card use means making manageable purchases. If you are already in credit card debt, you should use your card only in emergencies, create a budget that pays off the balance, and consider a balance transfer to a card that offers an extended period with 0 percent APR and no balance transfer fee.

5. Using the wrong card for your lifestyle

Not all credit cards are created equally, and various cards can serve different financial goals. You might not be earning the cash back on going out and groceries, or if you're a frequent low-budget traveler eyeing travel cards with high annual fees and luxury perks, there might be a more reasonable travel card for you.



APL OCEANIA UNDER WAY OFF JAPAN: The APL Oceania is a geared container ship calling in the northern Marianas Islands and Japan. The ship along with its sistership the APL Islander serve as an important feeder link for larger liner vessels. She is crewed on deck by SUP sailors.

6. Not monitoring transactions or credit score

Checking your credit card statement each month and monitoring your transactions is easier with a budgeting app. They automatically track transactions by category and allow cuts to unnecessary spending such as recurring charges or subscriptions not wanted. Fraudulent charges or mistakes are more likely to be noticed. Everyone should check their credit score. AnnualCreditReport.com offers Americans a free copy of their credit reports from the three major credit bureaus. You can check these reports for accuracy and file a dispute for anything that doesn't look right.

7. Getting close to your credit limit

Your credit limit is the maximum amount available to spend on the card. Best to not use it all. The amount of credit limit used versus what's still available is called your credit utilization, and the ratio affects your score. Experts recommend keeping your credit utilization below 30 percent. So if your limit is \$10,000, keep the spending under \$3,000 during a billing cycle.

8. Applying for too many credit cards

Access to more credit can be a good thing: more options for emergencies, a lower credit utilization rate, or earning better rewards but it's a mistake to apply for a bunch of cards at once. Each card application triggers a hard inquiry on credit history. New credit makes up 10 percent of FICO score. Too many applications lowers the score. But once you have them, keeping unused credit cards open is okay since it creates a longer credit history and increases available credit — two factors that also influence your credit score. Old cards should be periodically used to keep them active, even for a small amount, and helps monitor them for potential fraud.

Source: bankrate.com

New Guide On Response to Sexual Assault/Harassment In in Maritime Workplace

The Ship Operations Cooperative Program (SOCP) has updated its guide on the prevention of and response to sexual harassment and sexual assault in the maritime industry. The new guide is available for download to the U.S. public at no charge on the SOCP SASH Prevention website at <https://www.socp.us/sash-prevention-materials>.

Best Practices Guide, it was developed with industry input, under a cooperative agreement with the Maritime Administration, in partnership with the Rape, Abuse & Incest National Network (RAINN). The guide addresses a number of other prohibited behaviors, such as

retaliation, bullying, hazing, coercion, and stalking.

Best Practices Guide (BPG) on prevention of sexual assault, sexual harassment, retaliation, bystander intervention, bullying, hazing, coercion, stalking, and other prohibited behaviors in the U.S. Merchant Marine.

SOCP is a nonprofit organization of maritime professionals working to improve the safety, productivity, efficiency, security, and environmental performance of U.S. vessel operations.

Its members include ship owners and operators, unions, academies, training institutions, and government agencies.

APL, CMA CGM, Posts Strong Results In 2q

continued from page 1

foundation, the first independent European research laboratory dedicated to open science in artificial intelligence (AI).

In all, 6.0 million TEUs were carried in the second quarter of 2024, up 6.8% from the prior-year period. The increase is due to buoyant world merchandise trade and demand for cargo shipping, led by sustained household consumption and continued inventory rebuilding, impacting Trans-

pacific and Asia-Europe shipping lines among others. Consolidated revenue from maritime shipping operations amounted to USD 8.29 billion over the quarter, down 0.8% from second-quarter 2023. EBITDA came to USD 2.0 billion, 9.0% lower than in second-quarter 2023. EBITDA margin came in at 23.9%, down 2.2 points. Average revenue per TEU amounted to USD 1,385, down 7.1% year on year.



The M/V Manukai (CV-2600) returned to service this month after a LNG dual-fuel engine retrofit. Work in LNG vessels requires training and MMC endorsement under the IGF Code. The training is available to members at no cost on a monthly basis. Contact any SUP agent or AFSS Training Rep. Berit Eriksson to fill out an application.

GAO Report Details Challenges to Autonomous Shipping

The U.S. Government Accountability Office (GAO) issued a new report citing the potential of autonomous shipping to revolutionize maritime operations but highlights the challenges of the technology regarding its safety and effectiveness for commercial use. The report called out in particular regulatory problems and risks for cyber-attacks.

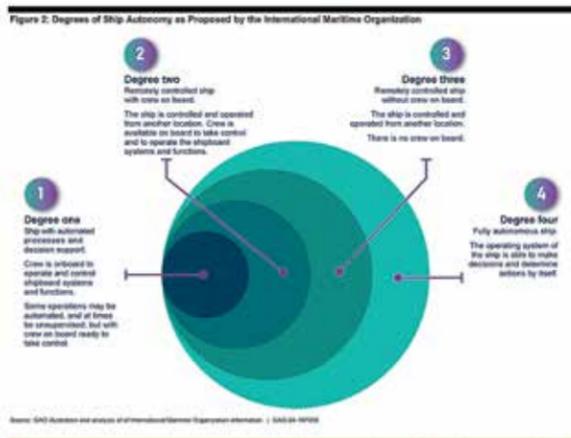
“Coast Guard: Autonomous Ships and Efforts to Regulate Them” explores the growth of autonomous ships both in the U.S. and globally. Currently, the commercial application of these technologies remains limited, typically requiring human control or the ability for a human to take control if necessary. U.S. and international industry experts interviewed by the GAO spotlighted potential benefits such as enhanced safety, increased efficiency, and greater workforce diversity.

But the report raises concerns about safety risks that uncrewed or fully autonomous technologies might introduce into the maritime sector. These innovations could also complicate the U.S. legal framework, which traditionally assumes that every ship has a crew onboard in direct control. On the international stage,

the International Maritime Organization (IMO) is working on a regulatory framework for autonomous commercial ships, focusing on issues like safety, training, and legal liabilities. This framework is expected to be adopted voluntarily by member countries in 2025, with mandatory adoption anticipated by 2032.

Within the U.S., the Coast Guard currently regulates the design, construction, and operation of autonomous ships under existing laws. However, the report acknowledges that several factors could hinder the Coast Guard’s ability to foster the development and adoption of autonomous ship technologies including limited authority to reduce crew sizes, a lack of domestic examples of autonomous technologies in action, and difficulties in aligning international and domestic regulations. The report says the Coast Guard currently sees no need for new regulations though they have indicated that they plan to keep an eye on this emerging industry, with the intention of developing policy guidance and regulatory standards once the technology becomes more widespread.

Revealed in the commentary of some industry players, especially shipowners and operators, on the issue was however the clear indication that a reduction of crew sizes was the main financial incentive to developing and adopting costly new technologies. It therefore seems likely that the next battleground on autonomous shipping technology adoption will be a technical regulatory matter on necessary crew.



Union Representation by State, 2023

Percent of employed wage and salary workers represented by unions
Source: U.S. Bureau of Labor Statistics

WA	ID	MT	ND	MN	IL	MI	NY	MA	ME
18.1%	5.5%	13.0%	7.5%	14.1%	13.6%	14.1%	21.5%	13.6%	10.8%
OR	NV	WY	SD	IA	IN	OH	PA	NJ	NH
15.0%	14.5%	6.6%	4.2%	8.8%	9.1%	13.5%	14.2%	17.3%	10.9%
CA	UT	CO	NE	MO	KY	WV	VA	MD	DE
16.9%	8.4%	8.6%	9.4%	10.4%	11.3%	10.1%	5.6%	12.8%	10.1%
AZ	NM	KS	AR	TN	NC	SC	DC		
4.8%	9.1%	10.6%	5.8%	6.9%	3.3%	3.0%	10.4%		
OK	LA	MS	AL	GA					
7.7%	5.2%	9.8%	8.6%	5.4%					
AK	HI	TX							
15.2%	25.6%	5.4%							
									FL
									6.1%



Before marching in the 45th Labor Day Parade in Wilmington on September 2, 2024, the SUP contingent of active members and pensioners gathered outside the Hall in Wilmington. From left is Gary Gelfgren, SUP Wilmington Agent Leo Martinez, Mark Hurley, Michael Gill, Robert Austin, Grant "Eli" Wegger, Donal O'Sullivan, Michael Haslam, Reynaldo Clores, and Jose Duran Jr.

Seattle Hacked: Air and Seaports Report Disruptions

The Port of Seattle including the Seattle-Tacoma International Airport were hit by a cyberattack in late August. It is not known yet what data was accessed and at what level of security.

The Port said that its Maritime Facilities phone systems were down, and both the Port and airport’s websites, as well as email and phone services for Port staff, were inaccessible. Flights and security checkpoints were unaffected, but the incident caused significant disruptions to baggage services and led to the failure of many flight information screens inside the terminal.

The attack highlighted a growing trend: hackers going after critical infrastructure with crippling code. Ports and airports are appealing targets for hackers primarily due to the wealth of valuable data they possess. Yatharth Gupta, CEO of data access governance startup Codified, emphasized that these facilities hold a “gold mine of data,” including passenger information and cargo manifests, which can be exploited for various secondary attacks or sold on the dark web for substantial profits.

Ransomware attacks, where victims are forced to pay a ransom to regain access to their data, are particularly prevalent in such high-stakes environments. The broader U.S. Marine Transportation System, which supports \$5.4 trillion in economic activity annually, is increasingly under threat. In response, the Department of Homeland Security and the Biden Administration announced an executive order in February to strengthen the security of maritime critical infrastructure. However, experts warn that attacks will likely continue, given the availability of SaaS-based and AI-powered tools that enable hackers to execute large-scale and sophisticated attacks with relative ease.

Months ago *The Wall Street Journal* reported that Chinese-made container cranes held spy capabilities in both hardware and software. It is not yet known how they can be used in an offensive attack and so far there is no evidence to suggest that they were involved. Threats to ports are growing, said Michael Morgenstern, partner with DayBlink Con-

sulting, a firm that specializes in cybersecurity. He pointed to the DP World hack in November that disrupted Australia’s biggest ports operator; the huge Maersk attack in 2017; and an attack at the Port of Houston in 2021. Morgenstern said two different attacker populations are responsible: criminal enterprises and nation-states.



Dispatcher's Report

Headquarters — July 2024

Deck	
Bosun	2
Carpenter	0
MM	10
AB	13
OS	5
Standby S.F.	9
Total Deck Jobs Shipped	39
Total Deck B, C & D Shipped	29
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	39
Total B, C, & D Shipped-All Depts	29
Total Registered "A"	23
Total Registered "B"	32
Total Registered "C"	5
Total Registered "D"	11

SUP BRANCH REPORTS

HONOLULU

August 2024

SHIPPING: The following jobs were dispatched for the month: 8 AB Day steady, 4 AB Watch steady, 1 AB Maintenance, 1 USNS Bosun, 2 USNS AB, and 2 USNS Ordinary. There were 7 Standbys Jobs dispatched for the month.

REGISTERED: 5 A-Cards, 18 B-Cards, 2 C-Cards, and 6 D-Cards.

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

Agent's Report

The month of August was somber reminder of the frailty of life. For many of us that live in Hawaii, we know someone that was/is impacted by the wildfires in Lahaina and Kihei. Since the fateful days of August 8th -16th, the progress of making these communities whole is impressive. I was proud to watch S.U.P. members, their families, as well as all of the Hawaii Unions step up to volunteer and/or donate to assist in food and clothing drives. The quick action by state

and federal entities to work for housing, clear the toxic debris from the affected areas, as well as enact measures to protect middle class homeowners from predatory land speculators taking advantage of the financially vulnerable. There is still a long way to go, but progress being made.

Many members are hamstrung by the Med Cert process; don't be one of them. The turnaround time average is, at best, three months. Without a valid Med Cert in hand, there is no "Plan B." You will be stuck on the beach. That's why we say, "Six Months." It is better to apply for anything

USCG related earlier and have some overlap than to no option but to wait it out. To those of you that have called me to inquire about relief know that the slow USCG process is a big reason many of you are waiting. But we have not forgotten about you. We are on the hunt every day for a relief, and we appreciate your patience.

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

WILMINGTON

August 2024

Shipping: Bosun, 3; AB/W, 10; AB/D, 5; OS/STOS, 5; GVA/GUDE, 0, Standby: 44. Total Jobs Shipped: 67

Registrations: A 23, B 20, C 2, D 7.

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

Agent's Report

Thank you all for attending the 45th anniversary of the Labor Day parade. It was a great turnout.

Thanks to all who did participate in the march and at our booth and helped with spreading word of Sailor's Union of the Pacific. Much thanks and appreciation.

I have been increasing my reach and trying to recruit new members. A difficult task since it seems like the entire nation is short on AB's. I have scheduled to attend a job fair at an environmental

charter high school. Spoke with the principals at a couple other schools as well.

Thanks to all those who have been taking jobs recently. I know many of you could not take jobs because of documentation issues with Coast Guard issuance. We can overcome.

As always, attend your monthly meetings, keep your dues paid up, and always check your expiration dates on your documentation. Everything that must be renewed via Coast Guard — jump on it faster. I know several guys that have been waiting over 90 days just for their MMC. Med certs are just about the same.

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

SEATTLE

August 2024

Shipping: 1 AB/W (B); 3 AB T/A (2B, 1C); 3 Standby Boatswain (A); 17 Standby AB (2A, 9B, 6C)

Registered: 8 A card for a total of 13, 10 B card for a total of 15, 4 C card for a total of 7, 0 D card for a total of 0

Agent's Report

Election season is fast approaching, and I strongly encourage all hands to consider voting for the endorsed candidates listed in our WCS publication. All candidates that we endorse have been vetted and found to be staunch supporters of Maritime labor and the Jones Act.

In the past I have asked the Seattle reg-

istered membership to reach out to their local school districts to tell them about the opportunities offered by our industry and it has paid off with many meetings being scheduled with career counselors from Vancouver up to Bellingham. Coupled with the SJI program for assistance, hopefully we will start filling billets with journeymen sailors over the next few years. Please continue to pass along my contact information to any interested parties and I will arrange to meet with them.

**Fraternally,
Brendan Bohannon
Seattle Branch Agent**

VICE PRESIDENT'S REPORT

August 2024

APL President Bush — Alex Sapien. Members joined ship on August 18th in San Pedro, CA. Ship called Port of Oakland 8/27. This is the fourth new diesel ship under the APL American flag. Ernesto Lagramada, bosun.

APL President Cleveland — Val Goncharov, delegate. Resolution with office on the 1500 KO dispute. All members on the ship will be paid as per contract. Cory Edgil, bosun.

Kaimana Hila — Received job orders for flyout date early October. The timing of ships switching to LNG has been greatly reduced since the first LNG conversion. Please remember to bring your LNG certificate with you on the ship as Chinese Port Officials have started requiring it.

Manukai — Lourdes Macias, delegate. Dispatched two AB/W jobs to join in Oakland. Ship is out of the yard after a successful LNG conversion. Jonathan Kaisa, bosun.

USNS Sisler — Noel Romero, delegate. The crew is in need of AB's with LSE certificate. Please reach out to me if you are interested in taking the 5-day LSE course. Joshua Sheldrick, bosun.

Cape Hudson — Dennis Solijon, delegate. Pacific Pathways Mission is underway, calling undisclosed ports. Langston Holmberg, bosun.

Cape Horn — Maintenance ongoing while ship is in RAV status in Vigor shipyard. Thanks to the crew for their outstanding work. Christian Demesa, bosun.

Cape Trinity — Heath Heller, delegate. After multiple Aid Package deliveries and holding delays, the mission has completed and ship is heading back to Beaumont, Texas. Rocky Casazza, bosun.

Allied Pacific — Benjamin Linn, delegate. The ship has been in Hawaii the past two months participating in exercises for RIMPAC 2024. 23 Nations participated in RIMPAC 2024. Ahmed Kassem, bosun.

Admiral Callaghan — Ships was turbo activated for the third time this summer. Thanks to all the members who stepped up in a timely manner to fill the billets and the agents for their hard work. Haz Idris, bosun.

Cape V's and T's — We are in need of a multiple bosuns to crew these five ROS jobs. Please let your agent know if you are interested. Jobs are 8-12 months.

California Voyager — Visited the ship when she called Richmond Long Warf at the end of August. No major beefs. Ken Speas, delegate.

As always please keep your shipping documents up to date. Medical Certificates and MMC renewal process is taking three to four months on average and there doesn't appear to be any changes with the process.

Matt Henning

BUSINESS AGENT'S REPORT

August 2024

President Wilson — Oakland #56 Napoleon Ramon delegate sailed for Yokohama with no beefs, early August APL crewed the reflagged President Bush is scheduled to take the President Wilson scheduled slot in late September subject to change. Ronildo Dimatulac as Bosun.

President Cleveland — Leszek Jeziorski delegate time-up in Long Beach. President Reagan expected to take over this run, expect delays, subject to change. Cory Edgil as Bosun

President JQ Adams — Steve Meyers, delegate. Gang on here doing it can with bare minimum we have to work with tools and equipment to work with. Eric McDonald, relief Bosun.

President Reagan — Oakland #56 SSA terminal delegate Antonio Harris companies had us filling out forms online via link that cuts back on paperwork when being dispatched Company has current information. Cosmo Bigno Bosun. President Bush — In at Oakland #56 SSA terminal the christening ceremony for the reflagging of President Bush see President Report.

RJ Peiffer — In Oakland #62 delegate Matt Dulay. Ship sailed for Honolulu on the Northern triangle with no beefs. Schedule is for Tacoma to Dutch Harbor run in September. Michael Higa relief Bosun.

Manoa — Oakland #62. Delegate Jerry Komoto sailed for Los Angeles with no issues, Matson's cutting back on std-by's, relief cook this trip putting out the goods, all is well from top to bottom running smooth. John Crockett Bosun.

Mokihana — Oakland #62 M.H.T. delegate Marc Relajo in and out short stay Matson ordered std-bys well needed with sailors maxed out stcw hours. All is well top to bottom. Beautiful weather helps get the work done on the southern triangle run. Remoni Tufono Bosun.

Mahimahi — Currently Laid-up in Tacoma. Matson's scheduled for mid-September call back.

SFBP — Pier#9, delegate Chris Auer — Training on the Station Boats started up in full swing during the summer season many are called few are chosen. Looking for members with 200-ton licenses with boat operating experience for temporary deckhand positions toward apprenticeship. All members should be current in dues. Steve Ross, Dock Bosun.

LNG Training classes available Monthly see your local agent to submit an application to our training Coordinator Berit Eriksson. When filing supplemental Benefits vacation check (DO NOT SEND ORIGINAL DISCHARGES). See your agent to assist with application to the Benefits Plan for processing. Members that sail steady with APL are reminded to submit your proposals for the upcoming Negotiations with APL. Visited the ships, helped out in the front office with dispatching.

Roy L. Tufono

SUP Pensioners Join the Ranks of Retirement

Joel L. Heath	Permit #19070	8/01/2024
Jesper Pfeil	Book #3874	8/01/2024
Leo Moore	Book #6492	9/01/2024