



SUP Headquarters in San Francisco as depicted in the Union’s 1950 holiday card signed by then President Harry Lundeborg. 1950 was the year the headquarters building opened for use.

## Coast Guard Issues Rare Call for Commercial Ships to Bolster Fleet

In a rare and sweeping appeal to the private maritime sector, the U.S. Coast Guard has issued a Request for Proposals (RFP) seeking existing commercial vessels for lease or contractual service, an unprecedented step aimed at rapidly expanding operational capacity across America’s maritime borders and strategic sea approaches.

The solicitation, released this week, invites shipowners to submit vessels capable of serving as “logistics and mission support platforms,” a broad classification that would allow the Coast Guard to integrate commercially built ships into missions ranging from resupply and command-and-control support to extended offshore operations. Officials say the initiative reflects both the rising complexity of maritime threats and the increasing strain on the Coast Guard’s aging fleet.

David Smith, deputy program manager for in-service vessel sustainment at the Coast Guard, said

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## Coalition Pushes Congress for Robust Transit Funding

A broad coalition of businesses, labor unions, local governments, and transportation industry groups is mounting an aggressive lobbying campaign on Capitol Hill as Congress begins work on a major surface transportation reauthorization bill. At stake, they say, is the stability of the nation’s public transit network—and the economic ripple effects that would follow if federal support falls short.

More than two dozen groups are backing the effort, an unusually large alliance that spans political affiliations and industry sectors. The coalition includes the Transportation Trades Department of the AFL-CIO, the Transport Workers Union of America, the National League of Cities, the National Association of Counties, the National Association of Manufacturers,

the American Trucking Associations, and the American Public Transportation Association (APTA), whose membership ranges from the Washington Metropolitan Area Transit Authority to the Alaska Railroad Corporation.

Their shared message to Congress is straightforward: the next surface transportation bill must include at least as much transit funding as the 2022 Infrastructure Investment and Jobs Act (IIJA), which delivered record levels of support for buses, rail, and local mobility systems. With that law’s authorization periods nearing expiration, transit systems warn they face potential service cuts, deferred maintenance, and slowed modernization efforts without similar commitments going forward.

“Public transportation doesn’t

operate in a vacuum,” said Julie McNamara, a spokesperson for APTA. “It supports supply chains, connects workers to employers, enables local commerce, and strengthens communities. Pulling back now would reverse years of progress made possible by the infrastructure law.”

For cities and counties, transit funding is not only a mobility issue but a fiscal one. Local governments are often the first to feel the pressure when federal dollars shrink, forcing them to choose between raising taxes or reducing service. The National League of Cities and the National Association of Counties have stressed that predictable federal support is essential for long-term capital planning, especially as many agencies work to replace aging vehicle fleets, expand rail

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## Maritime and Manufacturing Sector Push Global Trade to New Heights in 2025

Global trade is projected to surpass \$35 trillion for the first time in 2025, according to the United Nations Conference on Trade and Development (UNCTAD), marking a 7% increase over 2024 even as geopolitical strains, higher logistics costs, and weakening late-year demand weigh on momentum. The new figures, published in UNCTAD’s final Global Trade Update of 2025, highlight both the strength of the post-pandemic recovery and the emerging pressures that could test global markets in the coming year.

The maritime sector remained the backbone of global commerce, responsible for approximately \$1.5 trillion of the \$2.2 trillion overall increase in trade value. Seaborne trade continued to benefit from elevated demand for manufactured goods, rising consumer spending in several advanced economies, and improved port throughput across Asia and

parts of Africa. Meanwhile, the services sector expanded by nearly 9%, contributing an additional \$750 billion to global trade, buoyed by growth in travel, logistics, financial services, and digital trade.

Despite the strong headline numbers, UNCTAD warned of a noticeable slowdown heading into the fourth quarter, with goods trade expected to grow just 0.5% and services trade 2%. The deceleration reflects higher shipping insurance premiums linked to regional conflicts, continued disruptions along key maritime chokepoints, and inflationary pressures that have softened consumer demand in Europe and North America.

East Asia continued to outperform all other regions, cementing its position as the world’s most dynamic trading block. The region posted a 9% increase in exports over the past four quarters, supported by resurgent electronics manufacturing, stronger intra-regional

supply chains, and recovering consumer demand in China, South Korea, and Southeast Asia. East Asia’s intra-regional trade climbed 10%, underscoring the deepening integration of Asian markets and the growing reliance on regional production hubs.

Africa also recorded notable gains, with imports rising 10% and exports up 6% during the same period. The continent’s expansion was driven by increasing investment in energy and mineral development, a rebound in consumer goods demand, and improving infrastructure links across several subregions. UNCTAD emphasized that Africa’s performance, along with strong results in East and South Asia, contributed to an 8% surge in South-South trade, which once again outpaced global averages and highlighted the resilience of developing economies.

By contrast, North America

*Continued on page 11*



# SUP Honor Roll

Voluntary contributions from the membership to the following funds:

## Dues-Paying Pensioners

Diane Ferrar.i.....	BK#2251
Hannu Kurppa .....	BK#3162
Gunnar Lundeborg.....	Bk#4090
Vince O'halloran.....	Bk#2463
James Clay.....	BK#4794
Mike Worth .....	BK#3629
Michael Dirksen .....	BK#2739
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Teofilo Rojas.....	BK#3194
Leo Moore.....	BK#6492
Duke Maringer.....	BK#6518
Lymwel Gador .....	BK#3024
Don Nichols.....	BK#2470
Hamilton Parone.....	BK#3883

## Political Fund

David Green.....	\$35
Vincent O'Halloran.....	\$2 00
Matt Henning.....	\$1 00
Dave Hampton .....	\$10
Filemu Pule Unutoa .....	\$100
William Williamson .....	\$ 100
Gil Manipon .....	\$200
Sam Worth.....	\$100

## Organization/ General Fund

Matt Henning.....	\$200
Jesus Hermosillo.....	\$100
Matt Stelpstra .....	\$1 00
William Williamson .....	\$100
Robert Hubbard .....	\$10

## Membership and Ratings Committee

The Committee met on December 4, 2025 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Jeffrey DeMarzo	B-19864	1 yr.	A.B	B.
Daniel Harris	C-3134	30 days	A.B	C
Salaiman Mohamed	C-3135	30 days	O.S	C
Isaac Samoa	C-3136	30 days	O.S	C
Ezra Rabin	C-3137	30 days	O.S	C
Larry Cruz	C-3138	30 days	O.S	C
Herminia Palinkas	C-3139	30 days	O.S	C
Victor Abarintos	C-3140	30 days	O.S	C

Ratings: Bosun Stamp

None

Ratings Committee: **McKevin Dulay**, B19405; **George Babbin**, B19666 and **Marcelo Javier, Jr.** BK#4324.



Marcelo Javier, George Babbin, and McKevin Dulay served on the December Membership and Ratings Committee.

### Final Departures

**Michael Smith**, Permit No. 13502.  
Born in Illinois in 1945. Joined SUP in 1966. Died in San Francisco, California, November 6, 2025. (Active)

**Defend the  
Jones Act  
Support the  
SUP Political Fund**

WISHING YOU A VERY MERRY  
CHRISTMAS  
&  
HAPPY NEW YEAR



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**GINA JEW, MICHAEL JACYNA,**  
**BRIAN FARMER and WILMA ALDAY**

**SIU-PD PENSION & SUPPLEMENTAL  
BENEFIT FUNDS**  
**DEREK CHANG, HAZEL YWAN, DAU NAW and  
DAN GAIPA**

**SEAFARERS MEDICAL CENTER**  
**RUSLANA BOYCHUK**  
**NORMA AMBRIZ**

  
**MICHELLE CHANG, ADMINISTRATOR**

## West Coast Sailors

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## United States Coast Guard



### Resumption of Services at Regional Examination Centers

Funding for the Federal Government has been restored, and the National Maritime Center (NMC) and Regional Examination Centers (RECs) are in the process of resuming services to mariners. Full resumption of services at the RECs will be phased in to allow prioritization of our most critical services and to accommodate mariners most impacted by the furlough.

E-mail submission of applications and supporting documentation remains active. Walk-in and scheduled counter service at the RECs will remain suspended through November 21, 2025, to allow REC employees to prioritize the backlog in screening applications and scheduling mariner examinations.

To prioritize mariners whose examinations were canceled during the furlough, the RECs will focus on rescheduling these examinations during the first 5 business days. The earliest available date for these mariners to start testing at most RECs will be November 18, 2025. Mariners whose examinations were canceled during the furlough will be contacted by the REC to re-schedule new examination dates.

Starting November 24, 2025, RECs are expected to return to routine operations, including availability to schedule exams for all mariners. Because of existing staffing shortages, some RECs may continue to have limited services.

For updates on NMC and REC operating statuses, please monitor the [NMC website](http://NMC website). For questions, contact our Customer Service Center via the [NMC online chat system](http://NMC online chat system), by e-mailing [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil), or by calling 1-888-IASKNMC (427-5662).

Sincerely,

/P. A. Drayer/

**Patrick A. Drayer**  
**Captain, U.S. Coast Guard**  
**Officer in Charge, Marine Inspections**

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Global trade is projected to surpass \$35 trillion for the first time in 2025, according to the United Nations Conference on Trade and Development (UNCTAD), marking a 7% increase over 2024 even as geopolitical strains, higher logistics costs, and weakening late-year demand weigh on momentum. The new figures, published in UNCTAD’s final Global Trade Update of 2025, highlight both the strength of the post-pandemic recovery and the emerging pressures that could test global markets in the coming year.

The maritime sector remained the backbone of global commerce, responsible for approximately \$1.5 trillion of the \$2.2 trillion overall increase in trade value. Seaborne trade continued to benefit from elevated demand for manufactured goods, rising consumer spending in several advanced economies, and improved port throughput across Asia and parts of Africa. Meanwhile, the services sector expanded by nearly 9%, contributing an additional \$750 billion to global trade,

buoyed by growth in travel, logistics, financial services, and digital trade.

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East Asia continued to outperform all other regions, cementing its position as the world’s most dynamic trading block. The region posted a 9% increase in exports over the past four quarters, supported by resurgent electronics manufacturing, stronger intra-regional supply chains, and recovering consumer demand in China, South Korea, and Southeast Asia. East Asia’s intra-regional trade climbed 10%, underscoring the deepening integration of Asian markets

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Africa also recorded notable gains, with imports rising 10% and exports up 6% during the same period. The continent’s expansion was driven by increasing investment in energy and mineral development, a rebound in consumer goods demand, and improving infrastructure links across several subregions. UNCTAD emphasized that Africa’s performance, along with strong results in East and South Asia, contributed to an 8% surge in South-South trade, which once again outpaced global averages and highlighted the resilience of developing economies.

By contrast, North America and Europe posted more subdued results. North American exports grew 2% over the past four quarters but contracted 3% in the third quarter amid cooling industrial output and shifting inventories. Europe’s exports increased 6% annually, though quarterly gains fell to 2%, reflecting sus-

tained weakness in manufacturing and lingering energy-price volatility.

Across sectors, manufacturing remained the central engine of global trade, expanding 10% and accounting for the majority of seaborne volume growth. The electronics sector led with 14% growth, fueled by rising global demand for semiconductors, AI-focused hardware, and consumer electronics. Agricultural goods also bolstered trade performance, with the third quarter showing an 8% increase in shipments of cereals, fruits, vegetables, and oilseeds amid stable harvests and stronger food demand.

While UNCTAD’s 2025 outlook remains cautiously optimistic, the agency warned that ongoing conflicts, supply chain fragmentation, and climate-related disruptions could weigh on trade in the year ahead. For now, however, global commerce continues to expand at a historic pace, albeit with more uncertainty on the horizon.

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The solicitation, released this week, invites shipowners to submit vessels capable of serving as “logistics and mission support platforms,” a broad classification that would allow the Coast Guard to integrate commercially built ships into missions ranging from resupply and command-and-control support to extended offshore operations. Officials say the initiative reflects both the rising complexity of maritime threats and the increasing strain on the Coast Guard’s aging fleet.

David Smith, deputy program manager for in-service vessel sustainment at the

Coast Guard, said the agency is turning to the commercial community to “provide already built vessels that can be rapidly integrated into service.” He added that the Coast Guard is looking to “augment its operational capacity with proven commercial platforms that can immediately strengthen national readiness.”

Unlike past procurements that focused on purpose-built cutters or support ships, this RFP casts a considerably wider net. The notice is explicitly **unrestricted**, allowing any qualified operator, large cargo line, offshore services company, or independent vessel owner, to propose ships that meet the agency’s needs. That openness suggests urgency behind the effort, which maritime analysts interpret as an attempt to fill capability gaps more quickly than traditional government shipbuilding timelines allow. According to the RFP, candidate vessels must be able to stay underway for up to 30 days

without resupply, operate at a minimum range of 2,000 nautical miles, and endure conditions of at least sea state 4, defined by waves of 4 to 8 feet. The document emphasizes flexibility, calling for ships that can serve in a variety of environments: the Atlantic, Pacific, Caribbean, Gulf of Mexico and, notably, polar regions where Coast Guard presence has become increasingly important amid growing geopolitical competition.

Sources familiar with the solicitation say the service could be looking for platforms in categories such as offshore supply vessels, small cargo ships, multi-purpose support vessels and even ice-capable utility ships, options that provide endurance and deck space without the cost or construction lag associated with new naval procurements. The agency has employed leased commercial tonnage in limited ways before, but never at this potential scale or operational importance.

The Coast Guard has faced mounting pressure in recent years as its mission set has expanded to include Arctic operations, counter-drug patrols, migrant interdiction, environmental response and the protection of maritime commerce. Persistent shipyard delays and growing maintenance demands on older cutters have further stretched the fleet. Industry experts say the RFP could generate strong interest, particularly from operators with laid-up or underutilized tonnage after a period of volatile shipping markets. But others caution that integrating commercial platforms into military-style operations will require significant retrofitting and training. Still, Coast Guard officials appear confident that the commercial fleet can deliver. As Smith noted, the service is seeking vessels “that can be rapidly integrated into service” a signal that the Coast Guard is ready to move quickly as it adapts to an evolving maritime landscape.

## CMA CGM Reports Lower Q3 Revenues as Geopolitical Strains Continue to Disrupt Global Shipping

French shipping and logistics giant CMA CGM reported a decline in revenue and profitability for the third quarter of 2025, underscoring the continuing volatility facing the global container industry. The company said Friday that geopolitical instability, the prolonged Red Sea crisis, and softening demand in some key markets weighed heavily on financial performance during the period.

CMA CGM posted third-quarter revenue of \$14.0 billion, an 11.3% drop compared with the same quarter in 2024, reflecting both lower freight rates and a slowdown in certain trade lanes. EBITDA fell even more steeply, down 40.5% year-over-year to \$3.0 billion. The company’s EBITDA margin came in at 21.0%, a decrease of 10.3 percentage points, marking one of the steepest margin contractions the group has faced since the pandemic-era surge in global shipping demand began unwinding.

Rodolphe Saadé, Chairman and Chief Executive Officer, said the results highlight the difficult landscape confronting

carriers worldwide. “In a global environment that remains highly uncertain, our Group continues to demonstrate resilience and discipline,” Saadé said in remarks accompanying the earnings release. “Shipping remains solid, our terminals are gaining momentum, and air freight continues to perform well, illustrating, together with logistics, the growing complementarity across our activities.”

The Red Sea disruptions have continued to reshape the global transportation map, forcing carriers, including CMA CGM, to reroute vessels around the Cape of Good Hope. The detours have added cost, extended transit times, and strained vessel capacity across multiple trades. Analysts note that the situation has disproportionately affected east-west volumes, while uncertainties in Europe and uneven consumer demand in the United States have also contributed to weaker-than-expected global throughput.

Despite these pressures, CMA CGM continues to invest aggressively in ex-

panding its geographic footprint and strengthening its multi-modal logistics capabilities. The company has accelerated acquisitions and partnerships in port terminals, last-mile logistics, air freight, and technology platforms in an effort to diversify revenue streams beyond core ocean shipping. In the past year, the group has finalized agreements for new terminal concessions, increased its global fleet of freighters under CMA CGM Air Cargo, and expanded warehousing and inland transport operations in Asia, the Middle East, and North America.

Industry observers point out that these moves reflect a broader strategic shift among major carriers toward integrated end-to-end logistics solutions, an evolution spurred by lessons from the pandemic and the growing need for supply chain resilience. By extending control over terminals, trucking, rail, and air capacity, CMA CGM aims to reduce volatility from ocean markets and capture a greater share of long-term logistics spending.

Still, the road ahead remains marked

by uncertainty. Shipping rates have stabilized from the steep declines of 2023 and early 2024, but remain well below the highs of the pandemic era. Oversupply concerns also persist, with newbuild containerships continuing to enter the global fleet at a pace that outstrips demand growth. Coupled with regional conflicts and unpredictable chokepoint disruptions, carriers are expected to face margin pressure heading into 2026.

For now, CMA CGM appears committed to navigating the turbulence with a mix of cost discipline and long-term investment. Saadé emphasized that the group’s diversified portfolio is helping to buffer against the downturn. “Our activities complement one another in a way that allows us to maintain stability even in the most challenging moments,” he said. While the near-term outlook for container shipping remains uncertain, CMA CGM’s strategy signals that major global players are preparing for a future where resilience, integration, and geographic balance are essential, not optional.



# DOT Secretary to Meet With Gov. Moore as Key Bridge Rebuild Costs Grow

U.S. Transportation Secretary Sean Duffy announced Tuesday that he plans to meet with Maryland Gov. Wes Moore to discuss mounting costs tied to the Francis Scott Key Bridge rebuild and several other major transportation projects. The meeting, which has not yet been scheduled, comes after Duffy sent a letter to the governor earlier this month raising concerns about the growing federal exposure on the Key Bridge effort.

In a news release Tuesday morning, the Department of Transportation said Duffy will also discuss the long-planned replacement of the American Legion Memorial Bridge on the Capital Beltway, signaling increased federal involvement in infrastructure priorities spanning the Mid-Atlantic region.

The Francis Scott Key Bridge, a major link in the Baltimore region's transportation network, collapsed last year after being struck by a cargo vessel, killing several construction workers and severing a route relied upon by commuters and

freight vehicles alike. In the immediate aftermath, federal officials under President Trump pledged support for a rapid and robust reconstruction. But in his recent letter, Duffy cautioned that the federal share of reconstruction costs is likely to exceed preliminary estimates, potentially straining budgets at both the state and federal levels. "While the Department remains fully committed to supporting Maryland's recovery, the scale of the Key Bridge project demands careful cost discipline and ongoing transparency," Duffy wrote, according to Maryland officials briefed on the correspondence. "We look forward to discussing with the governor how best to align project plans with realistic financial management."

The letter, first shared with state leaders last week, urged updated cost models, risk assessments, and procurement strategies to clarify the true scope of funding needed. Federal transportation officials say those details are critical before they can

finalize a long-term funding agreement.

Maryland transportation officials have said they are preparing updated numbers and welcome continued federal engagement, emphasizing the unprecedented nature of the rebuild. Gov. Moore's office reiterated that replacing the bridge is not only an economic priority but also a moral one, ensuring safe, reliable connectivity for residents and commerce. "We look forward to a productive discussion with Secretary Duffy and the Trump administration," Moore said in a statement. "Rebuilding the Key Bridge is essential to our region's future, and we are committed to working collaboratively to see it through."

In addition to the Key Bridge, Duffy's outreach includes the American Legion Memorial Bridge replacement, a project decades in the making that is considered crucial to easing congestion on Interstate 495. That span, which carries more than 200,000 vehicles daily between Maryland and Virginia, has long been criticized for

bottlenecks and aging infrastructure that hamper regional mobility. State and local officials from both sides of the Potomac have been coordinating on plans for the Beltway bridge, but financing remains a key challenge. The prospect of strengthened federal support under the Trump administration has buoyed hopes for a breakthrough, especially as the President has made infrastructure a stated priority in recent months.

Transportation experts say Duffy's planned meeting with Gov. Moore reflects the administration's balancing act: advancing high-profile infrastructure projects while managing costs and setting expectations for federal contributions. For Maryland, the discussion with federal leaders comes at a pivotal moment. As Moore put it, "Our infrastructure challenges are too big for any one government to solve alone. We need partners at every level to deliver the transportation systems our families and businesses rely on."

# Shanghai Signing Marks Landmark Deal for 87-Vessel COSCO Fleet Renewal

China State Shipbuilding Corporation (CSSC) has signed the largest domestic shipbuilding contract in the nation's history, landing an unprecedented order for 87 new vessels valued at roughly RMB 50 billion (USD 7.1 billion) from China COSCO Shipping Corporation. The agreement, finalized Monday in Shanghai, marks a historic milestone for China's maritime sector and reinforces its growing dominance in the global shipbuilding market.

The sweeping multi-year contract covers one of the most diverse and ambitious shipbuilding programs ever undertaken by a Chinese yard. Under the deal, CSSC will construct a full spectrum of vessel types, including ultra-large containerships, very large bulk carriers, very large crude carriers (VLCCs), grain carriers, multi-purpose heavy-lift vessels, MR (medium-range) tankers, Ro-Pax passenger-cargo ships, and small containerships. The breadth of the order highlights COSCO's strategy to modernize and expand its fleet across multiple market segments simultaneously.

Construction responsibilities will be distributed among six major CSSC shipyards: Jiangnan Shipyard in Shanghai, Dalian Shipbuilding Industry in Liaoning, Wuchang Shipbuilding Industry Group in Hubei, Guangzhou Shipyard International in Guangdong, CSSC Chengxi Shipyard in Jiangsu, and CSSC Qingdao Beihai Shipbuilding in Shandong. The use of multiple facilities is intended to accelerate delivery schedules and leverage specialized expertise across CSSC's national shipbuilding network.

Industry analysts say the scale of the contract reflects both COSCO's confidence in long-term global trade growth and Beijing's continued push for technological and industrial self-sufficiency in critical sectors. While China has been the world's largest shipbuilding nation for more than a decade, the record-setting order showcases the country's ability not only to compete internationally but also to sustain large domestic procurement programs that bolster its shipyards' order

books. "This is a landmark moment for Chinese shipbuilding," said an industry executive familiar with the agreement. "It demonstrates the maturity of China's industrial chain, from design to materials to advanced shipyard capabilities—and it signals that Chinese owners increasingly prefer to source high-performance vessels from domestic yards rather than abroad."

For COSCO, the order accelerates its fleet renewal plan amid evolving global regulatory standards, including decarbonization mandates and new efficiency requirements. Many of the vessels in the newbuild package are expected to be equipped with next-generation propulsion systems, alternative fuel technologies, and digital monitoring platforms designed to reduce emissions and improve operational efficiency.

The deal also arrives at a moment when shipowners worldwide are scrambling for yard slots, with global shipbuilding capacity tight due to surging demand for container vessels, LNG carriers, and dual-fuel ships. By securing hull numbers years in

advance, COSCO positions itself to avoid the bottlenecks and price spikes that have challenged carriers seeking new tonnage.

CSSC officials hailed the signing as a demonstration of the group's "full-spectrum manufacturing capabilities" and its role in supporting national strategic industries. Several of the shipyards involved in the project have undergone major expansions or equipment upgrades in recent years, preparing them for high-volume construction programs like this one.

Deliveries are expected to take place throughout the late 2020s, though detailed timelines were not released. Both companies emphasized that the project will create thousands of skilled jobs across the country and strengthen China's supply chain resilience in shipbuilding and maritime logistics. With this record-breaking agreement, CSSC and COSCO have set a new benchmark for the scale and ambition of China's industrial partnerships, cementing the country's position as a global powerhouse in commercial shipbuilding.

# Vietnam Becomes Port of Savannah's Fastest-Growing Trade Partner

The Port of Savannah has identified Vietnam as its fastest-growing overseas trade partner, fueled by rapid manufacturing expansion and aggressive investments in logistics infrastructure across Southeast Asia. New data from the Georgia Ports Authority (GPA) shows container volumes between Savannah and Vietnam have climbed 38 percent over the past five years, a surge that port officials say reflects shifting global production patterns and evolving U.S. trade relationships.

Savannah moved 379,000 twenty-foot equivalent units (TEUs) in trade with Vietnam during fiscal year 2025, an increase of 104,000 TEUs compared to 2020. The pace of growth outstrips that of most other major trading partners, underscoring Vietnam's rise as a leading alternative manufacturing hub for American companies seeking to diversify supply chains beyond China. "With its strategic location and business-friendly

policies, Vietnam represents an expanding logistics market," said Griff Lynch, GPA president and CEO. "We're seeing sustained demand from retailers, apparel companies, home goods suppliers, and auto manufacturers who continue to grow sourcing out of Vietnam."

Vietnam's ascent within Savannah's trade portfolio reflects structural changes across the Indo-Pacific region. Electronics, furniture, garments, and consumer goods are among the top categories driving growth. Many multinational firms have expanded operations in Vietnam as part of a broader "China-plus-one" sourcing strategy, a trend accelerated by pandemic-era disruptions and evolving tariff rules that reshaped the cost equations for importers.

Recent U.S. tariff adjustments on certain categories of Chinese-made goods have further bolstered Vietnam's export competitiveness, prompting suppliers to shift production or expand capacity

to meet rising American demand. Port officials say those changes continue to reverberate across shipping networks, rerouting cargo flows through Southeast Asia's increasingly sophisticated manufacturing corridors.

Savannah, meanwhile, has capitalized on the trend by deepening inland connectivity and expanding container-handling capacity. The port's ongoing investments in berth upgrades, rail infrastructure, and yard expansion have made it an attractive gateway for importers moving Asia-origin cargo to major distribution centers across the Southeast and Midwest. "Savannah's speed-to-market advantage is a key factor," Lynch said. "Customers sourcing from Vietnam can get their products inland faster and more reliably through this gateway than alternative ports."

Vietnam's own infrastructure improvements, new deep-water terminals, expanded highway networks, and en-

hanced cold-chain facilities, have also improved reliability and transit times. Logistics analysts say those developments are positioning the country as one of the most efficient export engines in the region.

GPA officials expect the Savannah-Vietnam trade corridor to continue expanding in the years ahead, though the pace may hinge on future tariff shifts, global demand cycles, and ongoing geopolitical tensions that influence sourcing decisions. Even so, port leaders are preparing for long-term growth, noting that Vietnam has moved from a secondary origin point to a core component of many U.S. supply chains. "As manufacturers continue investing in Vietnam, we anticipate this partnership will only strengthen," Lynch said. "Savannah is committed to supporting that growth with the infrastructure and efficiency our customers need."

# “Buy-in” Protest Disrupts Home Depot Over ICE Raids

On Saturday, November 29th, a group of nearly 100 demonstrators staged a symbolic, but disruptive, protest at a local Home Depot store, buying 17-cent ice scrapers and returning them almost immediately in an action designed to jam the store’s customer service operations. Organized by the National Day Laborer Organizing Network (NDLON), the “buy-in” was meant as a statement: protesters want Home Depot to “scrape ICE out of their stores,” a play on words condemning alleged involvement of U.S. Immigration and Customs Enforcement (ICE) in enforcement operations at or near Home Depot properties.

Participants wore makeshift orange aprons, mimicking the appearance of Home Depot staff, some with slogans reading “ICE out of Home Depot.” Others used the store’s trademark orange buckets as drums while marching through the aisles. The demonstration comes amid growing outrage over a recent fatality. Protesters point to the death of Carlos Roberto Montoya Valdez, a day-laborer who was struck and killed on the 210

Freeway after reportedly fleeing an immigration sweep outside the Monrovia store, a tragedy that, demonstrators argue, underscores the danger of ICE enforcement near Home Depot parking lots.

For nearly an hour, the store’s operations were effectively paralyzed. Lines snaked through the aisles, forcing management to shut down one entrance. Protesters then marched to the parking lot, blocked vehicle access, and held a brief press conference. In response, Home Depot corporate communications issued a statement saying the company does not coordinate with ICE and is not alerted to enforcement operations before they occur.

Still, protesters say the stunt was meant to highlight the disproportionate risk faced by immigrant communities



and day-laborers, and to pressure Home Depot to take a public stand against ICE raids on or near its properties. As one NDLON organizer put it, the “ice scraper” was a symbol: a statement that ICE has no place in their communities, or their stores.

## Representative Nydia Velázquez Announces She Will Not Seek Re-Election in 2026

Representative Nydia M. Velázquez, a pioneering figure in Congress and the first Puerto Rican woman ever elected to the House of Representatives, announced Thursday that she will not seek re-election in 2026. The decision will conclude a 32-year tenure marked by progressive advocacy, fierce legislative battles, and a commitment to elevating the voices of underrepresented communities across New York and the nation.

Velázquez, 72, said she had been contemplating retirement for several years, especially as questions of generational change have grown louder within the Democratic Party. The congresswoman, who has represented various configurations of New York’s 7th Congressional District since 1993, described the decision as both difficult and deeply personal. Ultimately, she said, it was the emerging

leadership within her home city, particularly the recent mayoral victory of State Assemblyman Zohran Mamdani, that assured her the torch could be passed confidently. “When I first came to Congress, I made it my mission to ensure that communities like mine would never again be invisible,” Velázquez said in a statement. “Today, it is clear that a new generation is ready to champion these same values with renewed passion and urgency. Their success gives me faith that the work will continue long after I step aside.”

Velázquez’s departure will mark the end of a distinguished career that reshaped political representation for both Puerto Ricans and Latinas in national government. Over 16 terms, she became known for her leadership on small business policy, affordable housing, disaster relief for Puerto Rico, and labor protec-

tions. As the longtime chair, and later ranking member, of the House Small Business Committee, she exerted significant influence over federal programs supporting entrepreneurs and minority-owned enterprises.

Colleagues from across the Democratic spectrum praised her service. Many highlighted her reputation as a behind-the-scenes negotiator who paired progressive ideals with a pragmatic approach to legislative deal-making. “Nydia’s career stands as a testament to perseverance and purpose,” said one Democratic colleague. “She opened doors that had been closed for far too long.” Her retirement is likely to trigger a competitive and closely watched primary in one of New York City’s most progressive districts, which covers portions of Brooklyn, Manhattan, and Queens. The area has seen shifting political dynamics

in recent years, with younger left-leaning candidates gaining traction in both local and state races. Analysts expect a new wave of contenders, activists, state legislators, and community organizers among them, to explore bids for the open seat.

Velázquez made clear that her decision was not an exit from public life, but rather a transition. She said she plans to remain engaged in issues central to her legacy, including Puerto Rico’s political future, climate resilience, and neighborhood equity in New York. “I am not retiring from service,” she said. “I am simply entering a new chapter of it.”

As New York prepares for its first open race for the seat in more than three decades, Velázquez’s departure signals both the end of an era and the beginning of a generational shift she says the political moment now demands.

## Iran Releases Seized Tanker and Crew After Two-Week Standoff in Gulf of Oman

The Marshall Islands–flagged tanker *MV Talara*, seized by Iranian forces in the Gulf of Oman in November, has been released along with its entire crew, ending a tense two-week episode that drew international scrutiny and renewed concerns about maritime security in one of the world’s most strategically sensitive waterways. Columbia Shipmanagement, the vessel’s operator, confirmed the release in a statement early Monday, reporting that all crewmembers were safe and “in good spirits” following their detention. The company said it had been in continuous communication with relevant authorities and stakeholders throughout the incident and expressed relief that the ordeal concluded without injuries.

The tanker was hijacked on November 14 when forces from Iran’s Islamic Revolutionary Guard Corps (IRGC) boarded the vessel by helicopter as it sailed near the Emirati port of Khor Fakkan. The IRGC quickly claimed responsibility, alleging that the *Talara* was transporting 30,000 tons of petroleum products that Iran considered to be illegally obtained and destined for Singapore. Iranian state media circulated a statement from the IRGC shortly after the vessel’s capture, asserting that

the seizure was “in line with safeguarding the interests and resources of the Iranian nation.” Iranian officials did not specify the origin of the cargo or the legal basis for their claim, but Tehran has frequently accused regional shipping operations of smuggling fuel and petroleum derivatives out of the country to avoid Iran’s domestic price controls and sanctions-related restrictions.

The seizure immediately prompted concern among maritime operators and foreign governments, given the location of the incident and the involvement of the IRGC. The Gulf of Oman and adjacent Strait of Hormuz are essential arteries for global energy shipments, and Iran has previously targeted tankers during periods of heightened geopolitical tension. Although no major naval confrontation followed this latest incident, shipowners and insurers have been closely monitoring movements in the region.

Columbia Shipmanagement said that before releasing the *Talara*, Iranian authorities removed all cargo from the vessel. The company noted that “the nature of the dispute that led to the hijacking has not been clarified,” leaving key questions unanswered about Iran’s moti-

vation and the legal framework—if any—under which the IRGC acted. The absence of a clear explanation has raised concerns among maritime law experts, who say the incident underscores the vulnerability of commercial shipping near Iran’s sphere of influence.

International reaction has so far been muted, with governments waiting for full details to emerge and for the crew to return home. Regional observers note that Iran has used similar seizures in the past as leverage in diplomatic disputes or as part of its broader effort to combat smuggling operations. However, the *MV Talara*’s operator said no allegations had been formally presented through legal or diplomatic channels.

With the vessel now free, attention is shifting to the implications for maritime security. Analysts warn that the lack of transparency surrounding the incident could unsettle shipping companies already grappling with risk in other hotspots, including the Red Sea and the wider Indian Ocean. For now, the release of the *MV Talara* brings relief to its crew and families, but it leaves unresolved a series of questions about Iran’s intentions—and whether similar seizures may follow.

## Protect America’s Workforce Act Heads to Vote After Months of Delay

A long-stalled effort to restore union rights for federal employees is finally moving forward, as a bipartisan coalition in the House has forced action on a bill introduced by Rep. Jared Golden (D-Maine). The Protect America’s Workforce Act of 2025, introduced in April with co-sponsor Rep. Brian Fitzpatrick (R-Pa.), is now poised for a floor vote after months of resistance from House leadership.

For much of the year, the legislation appeared to be going nowhere. Despite support from a mix of Democrats and moderate Republicans, House Speaker Mike Johnson declined to schedule the bill for debate, leaving it bottled up in committee while labor groups and federal employee unions pressed for action. That deadlock shifted in June, when Golden initiated a rare discharge petition, an infrequently used procedural tool that allows rank-and-file House members to circumvent the

Speaker and force a vote if a majority signs on.

Golden’s petition gathered momentum throughout the summer and fall, ultimately securing the necessary signatures to compel the House to act. The breakthrough marks one of the most significant uses of a discharge petition in recent years and underscores the unusually broad coalition behind the measure.

At issue is the status of collective bargaining rights for federal employees, which have been sharply curtailed under a series of executive actions by President Donald Trump. Those actions, issued across multiple federal agencies, dissolved or suspended collective bargaining agreements, narrowed the scope of negotiable workplace issues, and restricted union access to federal worksites, moves that labor advocates say upended decades of established labor law.

Golden has positioned his bill as both a corrective and

a reaffirmation of rights that many lawmakers believe should not rest on the discretion of the executive branch. “America never voted to eliminate workers’ union rights, and the strong bipartisan support for my bill shows that Congress will not stand idly by while President Trump nullifies federal workers’ collective bargaining agreements and rolls back generations of labor law,” he said in a statement. He urged Speaker Johnson to “schedule a clean, up-or-down vote on this bill,” emphasizing that the question before Congress is straightforward: whether the federal workforce should retain the right to organize and collectively bargain.

The Protect America’s Workforce Act would codify union rights currently established through executive orders, effectively preventing any administration from unilaterally suspending or dismantling collective bargaining protections in the future.



# Offshore Drilling Surge Begins as New Federal Law Triggers Major Lease Sale

The Department of the Interior announced Wednesday that the Bureau of Ocean Energy Management (BOEM) has completed Lease Sale *Big Beautiful Gulf 1*, generating \$279.4 million in high bids across 181 offshore blocks in federal waters of the Gulf of America. The auction marks the first mandatory offshore oil and gas lease sale required under the One Big Beautiful Bill Act, a sweeping energy law championed by the Trump administration. According to BOEM, 30 companies submitted a total of 219 bids amounting to \$371.9 million, underscoring renewed industry appetite for offshore acreage after a period of regulatory uncertainty and shifting federal energy priorities. The sale covered roughly 80 million acres across the central and western Gulf, an area long regarded as the backbone of U.S. offshore oil production.

Secretary of the Interior Doug Burgum hailed the results as a reaffirmation of the

administration’s efforts to accelerate domestic energy development. “President Trump made clear from day one that the United States will no longer be held back by bad policy or foreign dependence,” Burgum said in a statement. “Today’s lease sale is another major milestone in rebuilding American Energy Dominance by unlocking investment, strengthening our energy security, creating jobs and ensuring Americans have access to affordable and reliable energy.”

Industry giants BP, Chevron, and Shell were among the most active participants in the auction, each placing substantial bids for deepwater prospects thought to hold long-term development potential. Analysts say the strong turnout reflects improving market conditions, including steady oil prices, reduced inflationary pressures on offshore project costs, and a regulatory environment more favorable to large-scale fossil-fuel development.

Acting BOEM Director Matt Giacona

said the high level of bidding demonstrated “sustained industry confidence in the long-term potential of the U.S. outer continental shelf and the clear direction of this Administration to expand responsible offshore development.” Giacona noted that while the agency continues to enforce environmental protections and operational safety standards, it is also committed to streamlining permitting and restoring predictability to federal leasing. Wednesday’s sale was the first federal auction for Gulf of Mexico drilling rights since 2023, when leasing paused during legal disputes surrounding environmental reviews and greenhouse-gas considerations. The One Big Beautiful Bill Act requires BOEM to conduct regular offshore lease sales and removes several constraints that had previously limited areas available for bidding.

Energy policy observers say the sale’s results could provide a financial and po-

litical tailwind for the administration’s broader push to boost domestic production. Although offshore projects can take years to bring online, industry leaders argue that sustained leasing is essential to maintaining the long-term supply base and supporting tens of thousands of Gulf-region jobs.

Environmental groups criticized the sale, warning that expanded offshore drilling threatens marine ecosystems and undermines national climate goals. However, administration officials countered that offshore production remains among the world’s most tightly regulated and that domestic development reduces reliance on higher-emission foreign imports. With Lease Sale Big Beautiful Gulf 1 now complete, BOEM is preparing additional auctions mandated under the Act, signaling an aggressive return to offshore development as a pillar of U.S. energy strategy.

# Ukraine Strikes Third Russian Shadow Fleet Tanker in Escalating Black Sea Drone Campaign

Ukraine has carried out its third sea-drone strike in less than a week on a tanker tied to Russia’s so-called “shadow fleet,” marking a sharp escalation in Kyiv’s efforts to disrupt Moscow’s maritime oil trade and squeeze revenues that fuel the Kremlin’s war machine. The latest attack targeted the *Dashan*, a Comoros-flagged tanker sailing north through Ukraine’s exclusive economic zone on its way to the Russian port of Novorossiysk, according to Ukrainian and Western security officials familiar with the operation. The vessel, which was unladen at the time, was struck late Tuesday by an explosive-laden maritime drone operated by Ukraine’s Security Service, known as the SBU.

Footage circulated on social media and Ukrainian Telegram channels showed a sea drone closing in on the tanker’s starboard side seconds before impact, followed by flames and smoke rising from

the waterline. Satellite imagery reviewed by analysts on Wednesday indicated that the tanker suffered moderate damage but remained afloat and was later taken under tow toward Russian territorial waters.

The strike on the *Dashan* follows back-to-back attacks on two other shadow-fleet tankers, the *Kairos* on November 28 and the *Virat* on November 29, both of which were believed to be transporting or preparing to transport Russian crude in circumvention of Western price-cap rules. Collectively, the three attacks appear to represent a coordinated effort by Kyiv to degrade Russia’s growing network of lightly regulated or covertly owned tankers that have enabled Moscow to maintain high oil export volumes despite sweeping international sanctions.

Ukrainian officials have not publicly claimed responsibility, in line with Kyiv’s practice of strategic ambiguity around op-

erations conducted beyond its shoreline. But a senior Ukrainian security source, speaking on condition of anonymity because they were not authorized to comment, said the attacks were intended to “neutralize vessels directly supporting Russia’s war economy.”

“These tankers are not neutral commercial actors,” the official said. “They are instruments of the Kremlin, and they are operating in Ukrainian waters without permission.” Russia’s Defense Ministry condemned the attack but did not identify the damaged vessel by name, saying only that “Ukrainian terrorist formations” had attempted to strike a civilian tanker and that Russian naval forces were conducting “protective measures” in the northeastern Black Sea. No injuries among the *Dashan*’s crew have been reported.

The Black Sea has become an increasingly contested battlespace as Ukraine

expands its use of domestically manufactured sea drones capable of traveling long distances at high speed while carrying warheads large enough to cripple cargo ships or damage naval vessels. The drones have already played a central role in pushing much of Russia’s Black Sea Fleet away from western Ukrainian waters and forcing Moscow to relocate major assets to Novorossiysk. By shifting its focus to tankers supplying Russian oil terminals, Ukraine is now testing the vulnerability of an economic lifeline that has allowed Russia to sustain wartime spending. Western officials have expressed concern that the shadow fleet, composed of more than 100 older tankers operating under flags of convenience, has grown increasingly brazen as it shuttles oil to Asia and the Middle East. For Ukraine, the latest attack signals that Moscow’s workaround fleet is now firmly in the crosshairs.

# Egypt’s Suez Canal Container Terminal Completes \$500 Million Expansion

The Suez Canal Container Terminal (SCCT) in East Port Said has officially launched a sweeping \$500 million expansion, boosting its annual handling capacity by 2.2 million TEUs and bringing total throughput capability to an estimated 7 million TEUs. Egyptian President Abdel Fattah El-Sisi presided over the inauguration, calling the project a “critical investment in Egypt’s role as a cornerstone of global commerce and

maritime trade.” The expansion includes significant new infrastructure: a 955-meter quay, 510,000 square meters of additional yard space, 12 ship-to-shore quay cranes, 30 electric rubber-tired gantry cranes, and more than 90 trucks to support landside logistics operations. The terminal now stands as one of the largest and most technologically advanced facilities in the Mediterranean basin.

Operated by APM Terminals in part-

nership with the Suez Canal Authority and other shareholders, SCCT has grown into a key link in the world’s East-West shipping networks, serving as a primary hub for A.P. Moller-Maersk and Hapag-Lloyd. It is one of eight major hub terminals selected to anchor APM Terminals’ global network, reinforcing the Suez Canal’s vital position along the main maritime artery connecting Europe and Asia.

The Suez Canal facilitates roughly 12% of global trade and is the key waterway for containerized shipping between the Mediterranean and the Red Sea. With global carriers deploying larger, more efficient vessels on long-haul lanes, competition for high-capacity, deep-water container hubs has intensified.

Officials say the terminal’s new capabilities will help reduce congestion, accommodate next-generation container ships, and shorten transit times. The addition of 12 new quay cranes, each capable of servicing ultra-large container vessels, significantly increases berth productivity. “This expansion strengthens the Suez Canal’s status not only as a transit route, but as a competitive logistics and industrial hub,” said SCCT executives in a statement at the launch ceremony. “It supports Egypt’s ambitions to become a leading global center for maritime transport and supply chain operations.”

The investment includes sustainability-focused technology, particularly the

30 electric RTG cranes designed to cut fuel consumption and reduce emissions within the terminal area. The move aligns with broader decarbonization initiatives throughout the global port sector. Officials noted that SCCT will continue to integrate automation, data-driven planning, and digital platforms used across APM Terminals’ network. Logistics analysts suggested the expansion could assist shipping lines in stabilizing schedules impacted by geopolitical disruptions in recent years, including blockages, rerouting, and rising maritime insurance costs.

The project is expected to create long-term employment, strengthen the competitiveness of East Port Said’s industrial zone, and support Egypt’s foreign currency earnings from canal operations and maritime services. President El-Sisi emphasized that the expansion forms part of a broader national strategy to enhance port infrastructure, expand logistics zones, and attract manufacturing and distribution investment tied to the Suez Canal Economic Zone. “This milestone confirms Egypt’s commitment to developing world-class ports that serve not only our nation, but the international community,” he said at the ceremony. With the expansion now operational, SCCT is positioned to capture additional regional transshipment volumes and reinforce its role at the heart of one of the world’s most strategic and heavily traveled maritime corridors.



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# SUP Honor Roll — 2025

Voluntary contributions from the membership to the following funds reported in 2018:

## Organization/General Fund

Abraham Acosta .....\$20.00	Dean Crisostomo .....\$25.00	Robert Hubbard .....\$10.00	John Rezada .....\$50.00
Jonathan Agbayani..... \$150.00	Ronildo Dimatulac .....\$25.00	Kalae Huihui .....\$20.00	Anthony Rivera.....\$10.00
Alii Aleka .....\$20.00	Jose O. Duran .....\$50.00	Haiden Isberto.....\$50.00	Dieg Rizan .....\$150.00
Emo Aulelava .....\$25.00	Rico Ecalnir.....\$50.00	Noel Itsumaru .....\$50.00	Stephen Ryberg .....\$200.00
Jeffer Baguio .....\$50.00	David Garcia .....\$150.00	Robert Leeper (In Lieu of Dues In-crease) .....\$200.00	Matt Stelpstra .....\$100.00
Reid Barlow .....\$50.00	Valeriy Goncharov .....\$50.00	Sharif Ali Mohamed .....\$50.00	Nassal Surian.....\$50.00
Christopher Bartolo .....\$40.00	Forbes Gumapac.....\$100.00	Ariel Odion.....\$70.00	Alex Teresinski .....\$10.00
Rodolfo Bautista.....\$50.00	Mark Hargus .....\$50.00	The Estate of Frank Parks \$10,000.00	Remoni Tufono .....\$20.00
Cosme Bigno .....\$50.00	Paul Harsany.....\$55.00	Venerando Ramos .....\$150.00	Thomas Tynan.....\$100.00
Ben Braceros.....\$50.00	Matt Henning.....\$200.00	Ronald Reed	Frank Walker .....\$50.00
Cody Clark	Jesus Hermosillo .....\$100.00	(In Leiu of Dues Increase) .....\$220.00	William Williamson.....\$200.00
(In Lieu of Dues Increase) .....\$100.00	Herminio Huavas .....\$50.00		

## Sailors' Political Fund

Jerwin Ablan .....\$100.00	Mike Dirksen.....\$200.00	Martin Machado .....\$20.00	Lisa Stelpstra .....\$20.00
Mark Acord .....\$100.00	Kim Dulay .....\$50.00	Nick Manessiotis .....\$100.00	Ron Sugui.....\$70.00
Abraham Acosta .....\$60.00	Jose V. Duran .....\$10.00	Gil Manipon .....\$70.00	Nassal Surian.....\$100.00
Jonathan Agbayani.....\$150.00	Erling Eastmark .....\$30.00	Joe Mantanona .....\$50.00	Steve Swinson.....\$100.00
Saher Ali .....\$50.00	Rico Ecalnir.....\$50.00	Brian McCarthy.....\$20.00	Raul Taganas.....\$50.00
Jason Alonzo .....\$25.00	Carey Floyd .....\$25.00	Sharif Ali Mohamed .....\$60.00	Raymond Tavai .....\$50.00
Emo Aulelaua.....\$75.00	Austin Gahan .....\$50.00	Ariel Odion.....\$50.00	Bruce Thompson (In memory of Singapore Sid) .....\$200.00
Antolin Avorque.....\$25.00	Mahon Gandy .....\$150.00	Vincent O'Halloran.....\$2,400.00	(In memory of Virgil Burnett).....
Anonymous .....\$50.00	David Garcia .....\$50.00	Scott Oliphant.....\$50.00	Erik Thunstrom .....\$200.00
Reid Barlow .....\$30.00	Ben Garman.....\$50.00	Herbert Oquendo.....\$50.00	Daniel Tin Tun .....\$100.00
Editho Barraca .....\$60.00	Arthur Garrett .....\$200.00	David Palacios.....\$10.00	Cliff Toralba .....\$50.00
John Barut.....\$10.00	Gary Gelfren	Venerando Ramos.....\$150.00	Roy Tufono .....\$100.00
Rodolfo Bautista.....\$50.00	(In memory of Jack Dalton)..\$100.00	Victorino Ramos.....\$60.00	Thomas Tynan.....\$100.00
Elihah Bernal .....\$10.00	Esther Gonzalez .....\$20.00	David Reinking .....\$50.00	Filemu Pule Unutoa .....\$140.00
Archie Bickford .....\$500.00	David Green.....\$85.00	Antonio Respicio .....\$45.00	Maika Verdadero.....\$10.00
Cosme Bigno .....\$50.00	Vern Haik .....\$25.00	Emmanuel Rezada .....\$20.00	Emani Villi.....\$20.00
Brendan Bohannon.....\$200.00	Dave Hampton .....\$30.00	John Rezada .....\$100.00	Anna Lena Von Machui.....\$225.00
Lee Bolden .....\$100.00	John Hartley .....\$150.00	Dieg Rizan .....\$120.00	Frank Walker .....\$50.00
Ben Braceros.....\$50.00	Chase Henderson .....\$60.00	Cesar Runatay .....\$70.00	Erick Weiss.....\$100.00
Milton Caballero .....\$10.00	Michael Henderson .....\$50.00	Stephen Ryberg .....\$200.00	Patrick Weisbarth.....\$270.00
Stephen Campbell .....\$200.00	Matt Henning.....\$100.00	Salvador Santos.....\$50.00	William Williamson.....\$200.00
Rocky Casazza.....\$50.00	Nick Hoogendam .....\$80.00	Luke Satsuma.....\$50.00	Peter Winter .....\$200.00
Dave Connolly .....\$500.00	Isnin Idris .....\$800.00	Clint Sieber.....\$40.00	Sam Worth .....\$100.00
Dean Crisostomo .....\$5.00	Haiden Isberto.....\$100.00	Denny Silva.....\$10.00	
Ronildo Dimatulac .....\$25.00	Norman Kurtz .....\$50.00	Rex Simbre .....\$20.00	

## WEST COAST SAILORS FUND

Abraham Acosta .....\$20.00	Rocky Casazza.....\$50.00	Haiden Isberto.....\$50.00	Cesar Runatay .....\$50.00
Jason Alonzo .....\$25.00	Ronildo Dimatulac .....\$25.00	Janan Johair.....\$50.00	Kai Sorensen.....\$300.00
Reid Barlow .....\$20.00	Thor Erikson.....\$40.00	Ronald Reed .....\$20.00	Nassal Surian.....\$50.00
Stephen Campbell .....\$25.00	Ben Garman.....\$50.00	John Rezada .....\$50.00	Patrick Weisbarth.....\$20.00
Jose Campollo .....\$10.00	Vern Haik .....\$25.00	Zachary Robert.....\$10.00	

# Long Beach Port Taps Veteran Executive Noel Hacegaba as Next CEO

The Long Beach Board of Harbor Commissioners is poised to appoint longtime port executive Noel Hacegaba as the next chief executive officer of the Port of Long Beach, with the decision expected at its Dec. 8 meeting. If approved, Hacegaba will assume the role on Jan. 1, 2026, succeeding current CEO Mario Cordero, who will step down at the end of the year after nearly a decade at the helm.

Cordero’s tenure oversaw a transformative era for the nation’s second-busiest seaport, marked by record cargo volumes, major modernization projects and the unprecedented operational challenges brought on by the COVID-19 pandemic. Under his leadership, the port advanced critical sustainability initiatives, expanded rail capacity and navigated global supply chain disruptions that reverberated throughout the maritime industry.

Hacegaba, the port’s current chief operating officer, is widely regarded



within the goods-movement sector as a steady, experienced leader with a deep understanding of the port’s complex operational ecosystem. Over his 15 years in senior management, he has held key

roles across the organization, eventually rising to COO, where he oversaw daily operations spanning commercial services, engineering, finance and administration, planning and environmental affairs, and government and strategic advocacy.

In announcing the pending appointment, Harbor Commission President Frank Colonna praised Hacegaba’s qualifications and long-standing service. “Noel Hacegaba is the ideal choice to lead the Port of Long Beach,” Colonna said. “Noel brings extensive experience managing all key port functions, deep knowledge of the goods movement industry and a collaborative leadership style that will serve the port well as we navigate future challenges and opportunities.”

Industry observers say Hacegaba will take over at a critical moment. The port is pushing forward on infrastructure upgrades designed to improve efficiency and reduce emissions, while broader global

trade patterns continue to shift amid geopolitical tensions, changing consumer behavior and an accelerating transition toward cleaner energy systems. The next CEO will also be tasked with guiding the port through advancing automation technologies, strengthening supply chain resilience and maintaining competitiveness on the West Coast.

Port officials emphasized that Hacegaba’s appointment reflects a desire for continuity as Long Beach builds on years of operational progress. For his part, Hacegaba has previously highlighted the importance of collaboration among labor, industry partners and government agencies in ensuring the port’s long-term vitality. If confirmed this week, he will become the latest internal leader to ascend to the port’s top job, signaling the Board’s confidence in its homegrown executive talent as Long Beach prepares for its next chapter.



# Historic Ship *Falls of Clyde* Removed and Scuttled Off Honolulu

A defining chapter in Hawai‘i’s maritime history closed in November as the *Falls of Clyde*, the world’s last surviving iron-hulled, four-masted sailing ship, was removed from Honolulu Harbor and scuttled at sea after more than a century in island waters. The decision, carried out by the Hawai‘i Department of Transportation (HDOT) with the support of contracted salvage specialists, ends years of debate over the vessel’s deteriorating condition and its uncertain future.

The 146-year-old ship had long been a cherished fixture along the Honolulu waterfront, where it was berthed since the 1960s and once served as a floating museum under the stewardship of the Bishop Museum and later the Friends of the Falls of Clyde. But after years of deferred maintenance, failed restoration efforts, and millions of dollars in needed repairs, the vessel had become structurally unsafe and a hazard to the harbor.

HDOT officials said the ship’s hull had weakened to the point that it posed environmental and navigational risks. After multiple engineering assessments and attempts to find a viable preservation plan, the state approved its removal ear-

lier this year. The contractor, Shipwright LLC, was awarded a \$4.9 million project to safely detach, tow, and dispose of the vessel. Before the tow-out, crews worked to dismantle and preserve key historical artifacts, including the ship’s wheel, bell, name boards, and select fittings. These items will be stored for potential display, ensuring at least part of the vessel’s legacy remains accessible to the public.

On the morning of its departure, tugboats slowly guided the stripped-down hull out of Honolulu Harbor, drawing quiet crowds of onlookers along Sand Island and the piers. Many gathered to photograph the moment and reflect on the ship’s long history, from its launch in 1878 in Scotland, to its years transporting oil for the Matson Navigation Company, and later its role as an educational icon for Hawai‘i’s maritime heritage.

The *Falls of Clyde* was towed at least 12 miles south of O‘ahu, where it was scuttled in deep ocean waters in accordance with federal environmental guidelines. HDOT officials said sinking the vessel in regulated deepwater disposal zones is considered the safest option for derelict large hulls that cannot be restored and are no longer seaworthy.



While the scuttling brings closure to years of uncertainty, it has also sparked renewed conversation about how Hawai‘i preserves historic maritime assets. Advocates for the ship had long argued for a more ambitious restoration effort, while state officials countered that the scale of

needed work, estimated at more than \$20 million, made such plans unrealistic. As the vessel now rests on the ocean floor, its legacy endures in the memories of residents, the artifacts saved for future interpretation, and the lasting imprint it leaves on Hawai‘i’s maritime story.

# NYC Ferry Reconnects Staten Island and Brooklyn After Six Decades

For the first time in more than six decades, Staten Island and Brooklyn are again connected by regular ferry service. As of 6:05 a.m. Monday, December 8th a newly launched NYC Ferry route linked St. George and Bay Ridge, marking a historic moment for New York’s waterfront transportation system and fulfilling a long-running push by Staten Island and Brooklyn advocates.

The debut crossing, which departed from the fast ferry dock near Wall Street in St. George, capped a four-year campaign to reestablish direct maritime service between the two boroughs, one that last existed before the Verrazzano-Narrows Bridge opened in 1964. Though the bridge became a vital vehicular artery,

it also brought an end to a generation of waterborne travel between the communities. Monday’s voyage symbolized not just a logistical milestone but, for many, a restoration of a cultural and geographic connection that had been missing for decades.

The new route is part of NYC Ferry’s completely overhauled schedule, rolled out this week in one of the system’s most significant reorganizations since its launch. The overhaul includes newly created routes, the consolidation of others, and adjustments to travel times and frequencies aimed at improving reliability and reducing redundancy across the network. But the centerpiece of the changes, at least for many Staten Islanders and

South Brooklyn residents—is the direct Bay Ridge–St. George service.

Dozens of commuters, transit advocates, and local officials boarded the first boat early Monday morning, braving the December cold for the inaugural 20-minute trip across the Narrows. Many passengers said they had been waiting years for the option to become reality, especially those who work or study in Brooklyn and previously faced a cumbersome mix of bus, subway, and bridge traffic delays. “This route is a game changer,” said Karen Russo, a Bay Ridge resident and longtime supporter of the plan. “We’ve been talking about this since before the pandemic. Now it’s finally here, and it feels like the city is reconnecting parts of itself that never should have been separated.”

City officials say the new service will provide both practical and economic benefits, offering commuters an alternative to heavily congested East River crossings and strengthening neighborhood-level ties along the waterfront. The ferry also serves as a complement—not a replacement, to existing transit, helping relieve pressure on the R train and local bus routes in southern Brooklyn.

Staten Island leaders, who have long argued that their borough is underserved by mass transit, framed the launch as a meaningful step toward greater transportation equity. While the Staten Island Ferry between St. George and Manhattan remains the system’s flagship link, advocates say connections to other boroughs have been sorely lacking. “This is about mobility, fairness, and giving people real choices,” said one local official who rode the maiden trip. “For years, Staten Island has been told to wait. Today, we finally move forward.”

NYC Ferry officials said they will closely monitor ridership during the first months of the new schedule and are prepared to adjust frequency or vessel size as needed. Early signs point to strong public interest, with more than 200 riders using the Bay Ridge–St. George service across its first morning runs. For the commuters who stepped off the boat Monday, the symbolism was unmistakable. More than 60 years after the Verrazzano-Narrows Bridge reshaped the city’s transportation map, Staten Island and Brooklyn have found a new bridge of their own — this time, on the water.



OS Marquese Mitchell greasing the haggling cranes on the *USNS George Watson* in Baltimore, Maryland.







# SUP PRESIDENT'S REPORT

## NATIONAL MARITIME CENTER

The NMC announced on December 2<sup>nd</sup> that there will be three major changes to their website to help and improve the customer experience coming in January of 2026.

1. New and Improved Website– Clear. Simple. Customer-first navigation. The NMC states the redesigned website will put customers first, using plain language and a focus on the major products/services: MMC's, Medical Certificates, Courses, and Examinations. There will also be a “How to apply” pathways as the central theme, to help better guide mariners step by step through the application process.
2. Application Submission Portal – Mariners will now submit and application and then upload additional documents for an existing application. There will be no more e-mailing attachments.
3. Medical Certificate Delivered via E-mail – Instant delivery. Anytime access. No delays. The E-mailed medical certificate eliminate mailing delays and the need to request a duplicate if you lose your certificate. You will be able to save it to your cell phone and print at your convenience.

## MATSON & APL

I don't have a lot to report on this month for either company. Matson continues to run five ships in the China- Long Beach service, and four ships in the West Coast-Honolulu service. The *Kamokuiki* is currently laid up. In July we received a 3% increase on wages and wage related items. Our current agreement expires in 2026. It's never too early to start submitting proposals to your port agent.

APL is currently running nine MSP ships crewed by SUP as well as the *Oceania* which is a US Flagged ship not under the Maritime Security Program. In October we crewed the *CMA CGM Phoenix* which is not an MSP ship but is US Flagged. The company has stated this is temporary and subject to change. Our arbitration case as previously reported is set for March of 2026. In October we received a 5.5% increase on wage and wage related items. In 2026 we are due to receive a 3% increase plus an additional vacation day.

## PATRIOT

As of January 1, 2026, three Watson-class ships will have been transferred over to MARAD and placed into ROS status. The unlicensed deck billets in ROS for these ships are 1 bosun, 2 ABs, and 1 OS. While it is disappointing that the U.S. Army is winding down its prepositioned cargo at sea, I would expect these ships to activate to FOS for MARAD throughout the year, as these are the most seaworthy ships in the MARAD fleet. In 2025 we saw several ROS ships activated for long-term deployments, most notably the *Cape Henry* for Cobra Gold and Exercise Talisman Sabre, and the *Cape Hudson* for Super Garuda Shield. As a reminder, the *USNS Dahl* and *USNS Sisler* are U.S. Marine Corps ships and will not be going ROS.

To start 2026 Patriot will still have nine FOS ships that require government vessels training and small arms. This is still the fastest way to ship out and earn an A card for AB's. If you are a U.S. citizen and AB, please reach out to your branch agent if you are interested in taking the training.

## CHEVRON

The collective bargaining agreement between the Union and Chevron Shipping Company will expire on January 31, 2026. The memberships and everyone employed under the Chevron collective bargaining agreement is invited to submit proposals in writing as soon as possible by mail to the SUP Headquarters at 450 Harrison St, San Francisco CA 94105 or by email to [matt@sailors.org](mailto:matt@sailors.org) or [sam@sailors.org](mailto:sam@sailors.org). We have seen a significant number of proposals sent in by the membership so far and hope more continue to come in. Participation in your union and collective bargaining process is of utmost importance.

## FILING 2025 TAXES

Wages earned through supplemental benefits (discharges turned into the SIU-PD) will now be considered payment on behalf of the employers from the SIU-PD. You will receive a W2 by January 31, 2026 from the SIU-PD. Make sure to include this W2 when filing your 2025 taxes in 2026.

## CALIFORNIA FEDERATION OF LABOR UNIONS

On Wednesday, December 3, 2025, I attended the 4th quarter executive council meeting in Los Angeles, CA. Each Vice President was tasked with giving a report to the federation with important issues upcoming in 2026 for their respective industry and union. I reported on the Ships for America Act which was reintroduced in 2025 to boost US commercial shipbuilding and maritime industry as a whole. One of the main goals for the Ships for America Act is to build 250 US flagged ships in the next ten years. For our union specifically, I reported on the Chevron and Matson contracts which expire in 2026.

The following day I worked at our Wilmington Hall and met with members to discuss issues important to them. I want to thank our Wilmington Agent Leo Martinez for showing me around and doing a great job running the hall.

## MFOW

I would like to extend warm congratulations and best wishes to Mario Higa, Honolulu Port Agent, and Harold “Sonny” Gage, Wilmington Port Agent, on their well-earned upcoming retirements. Both Mario and Sonny were elected to their positions

in 2014 and have served their memberships with dedication, professionalism, and pride for more than a decade. Their leadership, commitment, and steady guidance have strengthened their ports and the communities they served. We thank them for their years of service and wish them all the best in this next chapter.

We also congratulate Don Ngo, newly elected Honolulu Port Agent, and Pasquale Gazillo, newly elected Wilmington Port Agent. We look forward to their leadership and the continued success at both ports in 2026 and beyond.

## SUP ELECTED OFFICIALS & STAFF

As my first year as President winds down, I want to extend my sincere appreciation to the entire team whose dedication and professionalism have made this year a success. Our Port Agents: Patrick Weisbarth, Leo Martinez, Brendan Bohannon, and Business Agent Roy Tufono have worked tirelessly on behalf of our members, providing steady leadership and unwavering support at every turn, our union halls continue to be the strength of the SUP. Vice President Sam Worth has been instrumental in helping steer our direction and ensuring our government ships are crewed.

I also want to acknowledge Training Representative Berit Eriksson for her commitment to strengthening our programs and preparing our membership with their credentialing needs. Controller Alice Wong has kept our operations running smoothly with diligence and precision, and Administrative Assistant/Dispatcher Martha Vizcarra has provided indispensable support day in and day out, ensuring our halls remain organized and accessible to all.

Thank you for your hard work, your partnership, and your belief in our mission. I'm grateful for what we've accomplished together and look forward to building on that progress in the years ahead.

## HOLIDAYS

**Christmas Eve** — SUP Halls on the west coast will be closed on Wednesday, December 24, 2025. Christmas Eve is an ILWU holiday on the West Coast and therefore recognized SUP holidays aboard APL and Matson vessels in West Coast ports.

**Christmas Day** — SUP Halls will be closed on Thursday, December 25, 2025, an SUP contract holiday.

**New Years Eve** — SUP Halls on the west coast will be closed on Wednesday, December 31, 2025. New Years Eve is an ILWU holiday on the West Coast and therefore recognized SUP holiday aboard APL and Matson vessels in West Coast Ports.

**New Years Day** — SUP Halls will be closed on Thursday, January 1, 2025, an SUP contract holiday.

**Jack Hall Day** — The Honolulu Hall will be closed on Friday, January 2nd, 2026. Jack Hall Day is an ILWU local 42 in Hawaii and therefore recognized SUP holiday aboard APL and Matson vessels in Hawaii ports.

**Martin Luther King Day** — SUP Hall will be closed on Monday, January 19th, 2026, and SUP contract holiday.

Matt Henning



Left to right: Perciverando Quiteles, Rodolfo Bautista, President Matt Henning, Antonio Harris, Dale Gibson, Patricia Octiviano, Wilmington Branch Agent Leo Martinez, Grant Eli Wegger, Mohamed Suwaileh, Kyle Swainbank, Raul Perez, and Marino Macadaan.

# UNION-MADE GIFTS

Shipping gifts this year? Make sure to ship using a union carrier like the U.S. Postal Service or UPS

<b>APPAREL AND ACCESSORIES</b> <ul style="list-style-type: none"><li>MAJESTIC ATHLETIC</li><li>NATURALIZER SHOES</li><li>TIMEX WATCHES</li></ul>	<b>BEAUTY PRODUCTS</b> <ul style="list-style-type: none"><li>AVON</li><li>CARESS SKIN CARE</li><li>DOVE BEAUTY PRODUCTS</li></ul>	<b>GAMES</b> <ul style="list-style-type: none"><li>BARREL OF MONKEYS</li><li>THE GAME OF LIFE</li><li>MONOPOLY</li></ul>	<b>STOCKING STUFFERS</b> <ul style="list-style-type: none"><li>BIC LIGHTERS</li><li>JELLY BELLY CANDIES</li><li>SEE'S CANDIES</li></ul>
<b>BOOK &amp; STATIONERY STORES</b> <ul style="list-style-type: none"><li>GREENLIGHT BOOKSTORE</li><li>RMICNALLY JACKSON</li><li>YOURS TRULY, BROOKLYN</li></ul>	<b>COMIC BOOKS</b> <ul style="list-style-type: none"><li>IMAGE COMICS</li><li>SEVEN SEAS ENTERTAINMENT</li><li>TENDER CLAWS</li></ul>	<b>SPORTS EQUIPMENT</b> <ul style="list-style-type: none"><li>AMERICAN ATHLETIC</li><li>LOUISVILLE SLUGGER</li><li>STANDARD GOLF</li></ul>	<b>WINE AND BEER</b> <ul style="list-style-type: none"><li>BUDWEISER</li><li>CK MONDAVI</li><li>MICHELDO</li></ul>

**AFL-CIO**



# New Ferries Promise Better Reliability and Accessibility for Bay Area Riders

The Golden Gate Bridge, Highway and Transportation District has approved more than \$118 million in contracts to kick off an ambitious ferry fleet modernization program, a move aimed at replacing aging vessels and dramatically cutting emissions across the system. The decision, made late last month and first reported by the Marin Independent Journal, marks the most significant overhaul of the district’s ferry operations in more than two decades.

According to district officials, five ferries have reached or surpassed their intended service life, leaving crews increasingly reliant on outdated parts that are becoming difficult, and in some cases impossible, to source. Compounding the challenge are tightening California Air Resources Board (CARB) regulations, which require cleaner and more fuel-efficient marine engines in the years ahead. To address those issues, the district is tapping Federal Transit Administration replacement funds, typically available for vessels that have been in operation for roughly 25 years. The infusion of federal support allows Golden Gate Ferry to move forward with construction of a new class of cleaner, lighter, and more efficient boats.

“We look forward to introducing the *MV Liwa*, the first of eight new vessels in our fleet modernization program, to our customers in 2027,” said Paolo Cosulich-Schwartz, the district’s director of public affairs, in an email to SFGATE. He described the program as a long-awaited investment in reliability, sustainability, and customer experience.

The *MV Liwa* will serve as the prototype for the district’s next generation of ferries, and the design will also underpin the replacement for the *Del Norte*, one of the system’s busiest vessels. According to district budget documents, the new hull form is expected to cut fuel consumption by roughly one-third compared to the current fleet. Environmental gains appear even more dramatic. The district estimates that the Liwa-class vessels will reduce nitrogen oxide emissions by approximately 85% and particulate matter by 95%, a substantial improvement for a fleet that carries millions of passengers across San Francisco Bay each year.

“With the new Liwa-class vessels, Golden Gate Ferry customers can expect improved reliability and fuel efficiency, modern passenger amenities, greatly reduced emissions, and expanded accessibility for customers with disabilities,” Cosulich-Schwartz said. District officials say the contracts approved last month will cover construction, design refinement, and system integration for the first wave of new ferries. Additional contracts are expected as the modernization effort progresses. The first vessel’s arrival in 2027 will mark the beginning of a phased retirement of the district’s aging boats, and, they say, the start of a cleaner, more resilient era for ferry service on the Golden Gate.

# U.S. Coast Guard Seizes Sanctioned Tanker *Skipper* Off Venezuela

The U.S. Coast Guard on Wednesday seized the very large crude carrier (VLCC) *Skipper* off the coast of Venezuela, bringing an end to a sprawling three-year enforcement effort targeting Iranian oil smuggling networks accused of funneling millions of dollars to the Islamic Revolutionary Guard Corps-Qods Force (IRGC-QF) and Hezbollah. The operation marks one of the most significant U.S. maritime sanctions actions in recent years and highlights Washington’s continued focus on disrupting covert energy shipments that skirt international monitoring.

The 300,000-dwt vessel was intercepted in international waters northwest of Venezuela’s Paraguaná Peninsula following weeks of coordinated surveillance by the Coast Guard, U.S. Navy assets assigned to U.S. Southern Command, and inter-agency intelligence teams. Coast Guard officials said the captain complied with boarding orders without resistance, and the ship is now being escorted to a secure port in the Caribbean for inspection and evidence collection.

U.S. authorities said the tanker’s seizure represents the culmination of a lengthy investigation that began in late 2021, when analysts first identified the vessel, then operating under the name *Adisa* as part of a sophisticated sanctions-evasion scheme. The U.S. Treasury Department formally sanctioned *Adisa* in November 2022, alleging it had been repeatedly used to transport Iranian-origin crude disguised as originating from various third countries, with profits routed through front companies and exchange houses linked to the IRGC-QF and Hezbollah. “This tanker has been at the center of one of the most persistent and deceptive oil smuggling networks we have ever tracked,” a senior Coast Guard official said Wednesday. “Its capture removes a critical asset from a sanctions-busting enterprise that supported designated terrorist organizations.”

According to U.S. officials and public Treasury records, the vessel employed a variety of tactics to evade detection, including frequent name and flag changes, falsified shipping documents, manipulated Automatic Identification System (AIS) signals, and ship-to-ship transfers conducted at night or in isolated waters. The network allegedly used a web of shell companies across the Middle East, East Asia, and Latin America to mask payments and ownership structures.

Investigators traced the tanker’s recent voyage to a loading operation conducted off Iran’s Kharg Island last year. After leaving the Persian Gulf with AIS disabled, the ship reappeared weeks later near Oman, then transited the Cape of Good Hope before heading toward the Caribbean. Analysts believe it planned to conduct a ship-to-ship transfer off Venezuela, where oil smuggling networks have increasingly operated amid lax oversight and the country’s own deepening role in sanctioned energy trade.

The *Skipper*’s interception follows months of pressure from U.S. officials on regional governments to tighten enforcement of maritime rules and monitor vessel activity more closely. Though the Coast Guard conducted the seizure independently in international waters, Washington has used diplomatic channels to emphasize that vessels engaged in illicit Iranian oil trade pose risks not only to the U.S. but to global shipping security.

Maritime security analysts say the vessel’s capture is particularly notable given the scale of tanker operations linked to Iranian exports. While the U.S. has seized smaller product tankers and cargoes in recent years, the *Skipper* ranks among the largest ships ever taken into U.S. custody for sanctions violations. VLCCs of its size can carry up to two million barrels of crude representing an enormous revenue stream for smuggling networks.

In Washington, the seizure drew applause from lawmakers who have urged the Biden administration and now the Trump administration to more aggressively enforce sanctions targeting the IRGC and Hezbollah. “This is a major blow to a global operation that funds destabilizing activities across the Middle East,” said one congressional official briefed on the operation.

The Coast Guard said the vessel’s crew, mostly South Asian nationals, appeared unaware of the full extent of the ship’s ties to illicit trade. They are being interviewed and will be repatriated following standard procedures. No charges are expected against them. The tanker itself will remain under U.S. custody while Department of Justice attorneys pursue a civil forfeiture case, a process that could take months. Oil found onboard, if verified as Iranian-origin crude, may also be subject to seizure and eventual sale, with proceeds potentially directed toward U.S. victims of terrorism, as allowed under federal law.

For now, officials say the operation signals Washington’s resolve to track and intercept sanctioned cargoes even as smuggling networks grow more sophisticated. “This was a long game,” the Coast Guard official said. “These networks adapt, they hide, they change flags and names. But if you’re moving illicit oil for sanctioned actors, we will find you, and we will take your vessel.”

# Coast Guard Issues Rare Call for Commercial Ships to Bolster Fleet

*continued from page 1*

the agency is turning to the commercial community to “provide already built vessels that can be rapidly integrated into service.” He added that the Coast Guard is looking to “augment its operational capacity with proven commercial platforms that can immediately strengthen national readiness.”

Unlike past procurements that focused on purpose-built cutters or support ships, this RFP casts a considerably wider net. The notice is explicitly unrestricted, allowing any qualified operator, large cargo line, offshore services company, or independent vessel owner, to propose ships that meet the agency’s needs. That openness suggests urgency behind the effort, which maritime analysts interpret as an attempt to fill capability gaps more quickly than traditional government shipbuilding timelines allow. According to the RFP, candidate vessels must be able to stay underway for up to 30 days without resupply, operate at a minimum range of 2,000 nautical miles, and endure conditions of at least sea state 4, defined by waves of 4 to 8 feet. The document emphasizes flexibility, calling for ships that can serve in a variety of environments: the Atlantic, Pacific, Caribbean, Gulf of Mexico and, notably, polar regions where Coast Guard presence has become increasingly important amid growing geopolitical competition.

Sources familiar with the solicitation say the service could be looking for platforms in categories such as off-shore supply vessels, small cargo ships, multi-purpose support vessels and even ice-capable utility ships, options that provide endurance and deck space without the cost or construction lag associated with new naval procurements. The agency has employed leased commercial tonnage in limited ways before, but never at this potential scale or operational importance.

The Coast Guard has faced mounting pressure in recent years as its mission set has expanded to include Arctic operations, counter-drug patrols, migrant interdiction, environmental response and the protection of maritime commerce. Persistent shipyard delays and growing maintenance demands on older cutters have further stretched the fleet. Industry experts say the RFP could generate strong interest, particularly from operators with laid-up or underutilized tonnage after a period of volatile shipping markets. But others caution that integrating commercial platforms into military-style operations will require significant retrofitting and training. Still, Coast Guard officials appear confident that the commercial fleet can deliver. As Smith noted, the service is seeking vessels “that can be rapidly integrated into service” a signal that the Coast Guard is ready to move quickly as it adapts to an evolving maritime landscape.



Standing by to let go from Honolulu back to Tacoma on the *Matson Maunawili*. L-R: Ziggy Lewandowski (Bosun), ABs: Giorgio Pompei, David Purganan, Muthana Koraish, Denmark Jajalla, Christopher Go.



Transportation Trades Department, AFL-CIO

December 10, 2025

Dear Representative,

On behalf of our affiliated unions representing hundreds of thousands of workers who build, operate, and maintain our nation’s transportation networks, **the Transportation Trades Department, AFL-CIO (TTD), urges you to vote “NO” on H. Res. 936, the House rule to advance S. 1071 National Defense Authorization Act for Fiscal Year 2026 (FY26 NDAA).** Conference negotiators removed Section 1110, the bipartisan House provision that would have restored collective bargaining rights for the Department of Defense’s (DOD) civilian workforce, and the Rules Committee reported a closed rule for S. 1071, prohibiting members from amending the bill to restore Section 1110.

The dedicated individuals working at the DOD perform a variety of essential functions that uphold our national security interests and keep Americans safe at home. These workers are stationed at military installations across the country, where they maintain and repair military equipment for our servicemen and women. This workforce includes aircraft mechanics, maintenance workers for submarines and ships, and personnel who oversee the upkeep and overhauling of naval vessels at shipyard facilities. Their responsibilities include maintaining a wide range of equipment, including ships, weapons systems, aircraft, helicopters, and Humvees. This workforce also includes civilian mariners who work aboard Military Sealift Command vessels and who operate and maintain both government-owned and privately-owned ships for national defense. The men and women who crew these ships provide vital support to the U.S. Navy and to American troops deployed around the world by transporting fuel, food, ammunition, and cargo whenever and wherever needed by the Department of Defense. Additionally, this workforce includes men and women who work on dredging vessels for the U.S. Army Corps of Engineers, who maintain our ports and waterways.

Federal workers already sacrifice many rights that private-sector employees enjoy, including the ability to negotiate wages and benefits and the fundamental right to strike. We firmly believe that all employees deserve the right to collectively bargain. These rights are essential for effectively addressing workplace conflicts, improving employee retention and productivity, and boosting morale. The bipartisan agreement to restore these rights, which was agreed to by House Armed Services Committee members, deserves an opportunity to be voted on by the full House. The rule as reported denies that opportunity. The House should reject this procedural move to undermine federal worker rights until the collective bargaining language is restored to the underlying legislation, or until a rule allowing for an amendment vote on the House-drafted language is allowed.

**We urge you to stand with working people and vote “NO” on H. Res. 936, the House rule to advance FY26 NDAA.**

For any questions or further information, please contact Lianne Endo at LianneE@ttd.org.

Sincerely,

Greg Regan, President  
Transportation Trades Department, AFL-CIO

Global Trade to New Heights in 2025

continued from page 1

and Europe posted more subdued results. North American exports grew 2% over the past four quarters but contracted 3% in the third quarter amid cooling industrial output and shifting inventories. Europe’s exports increased 6% annually, though quarterly gains fell to 2%, reflecting sustained weakness in manufacturing and lingering energy-price volatility.

Across sectors, manufacturing remained the central engine of global trade, expanding 10% and accounting for the majority of seaborne volume growth. The electronics sector led with 14% growth, fueled by rising global demand for semi-

conductors, AI-focused hardware, and consumer electronics. Agricultural goods also bolstered trade performance, with the third quarter showing an 8% increase in shipments of cereals, fruits, vegetables, and oilseeds amid stable harvests and stronger food demand.

While UNCTAD’s 2025 outlook remains cautiously optimistic, the agency warned that ongoing conflicts, supply chain fragmentation, and climate-related disruptions could weigh on trade in the year ahead. For now, however, global commerce continues to expand at a historic pace, albeit with more uncertainty on the horizon.

Coalition Pushes Congress

continued from page 1

service, and transition to zero-emission technologies.

Labor groups, meanwhile, say stable funding is critical for protecting transit jobs and maintaining safe operations. The Transport Workers Union and the Transportation Trades Department of the AFL-CIO are warning lawmakers that uncertainty in federal support can translate into hiring freezes, training shortfalls, and staff reductions just as many systems are still rebuilding their workforces following the pandemic.

Business groups, including the National Association of Manufacturers and the American Trucking Associations, are emphasizing the broader economic impacts of transit infrastructure. They argue that effective public transportation helps reduce roadway congestion, supports workforce reliability, and improves freight efficiency—benefits that extend well beyond transit riders themselves.

The coalition has begun circulating joint letters on Capitol Hill and holding meetings with lawmakers from both parties. While early discussions around the reauthorization bill have been cordial, negotiators acknowledge that Congress faces competing fiscal pressures in the

year ahead, and transit funding could become a flashpoint in the broader debate over federal spending.

Still, advocates point to the bipartisan support that underpinned the 2022 infrastructure law as a sign that Congress can again reach consensus. “Transit is not a partisan issue,” McNamara said. “It’s an economic issue, a mobility issue, and a quality-of-life issue. Our message is simple: don’t let the progress we’ve made slip away.”



Dispatcher’s  
Report  
Headquarters —  
November 2025



Deck	
Bosun .....	5
Carpenter .....	0
MM .....	4
AB .....	7
OS.....	5
Standby S.F. ....	13
Engine/Steward	
QMED.....	0
Pumpman .....	0
Oiler .....	0
Wiper .....	0
Steward .....	0
Cook.....	0
Messman.....	0
Total Jobs Shipped-All Depts.....	34
Total B, C, & D Shipped-All Depts.	20
Total Registered “A” .....	16
Total Registered “B” .....	34
Total Registered “C” .....	8
Total Registered “D” .....	21

REMINDER:

If you have six months or less to go before any of your documentation is set to expire, please get started on the renewal process.



# SUP BRANCH REPORTS

## HONOLULU

November 2025

**SHIPPING:** The following jobs were dispatched for the month: 2 Bosun Steady, 1 Bosun Return, 4 AB Day steady, and 5 AB Watch steady. There were 11 Standbys Jobs dispatched for the month.

**REGISTERED:**12 A-Cards, 21 B-Cards, 7 C-Cards, and 6 D-Cards.

**SHIPS CHECKED:** *Oceania*(Restriction to ship beef squared away, in our favor), *Islander*, *Manulani*, *Matsonia*, *Mahimahi*, *Manoa*, *Kaimana Hila*, *Maunawili*, *D.K. Inouye*, and the Paint & Rigging Gang all running smooth, with few if any beefs.

**Agent's Report:**

Shipping has been pretty much the same as last month's total. But there are more members on the registration list.

We attended the Biannual Hawaii State AFL-CIO Convention, where I was reelected to the executive Board. We also attended the Hawaii Port Maritime Council meeting where our Friend, Della Au Bellati informed us that she is running against incumbent Anti Jones Act/Anti

U.S. Merchant Mariner congressman Ed Case. As previously reported, Jered Kalohe is also running for the same seat. It should also be noted that two other candidates are also running. But neither has sought input from Union Labor. I don't know who they are, or what they represent. So currently, this makes for a crowded field with time for more to jump into the race. We will scrutinize the challengers and hopefully find the right candidate. Personally, I would vote for an appendicitis if it were running against Ed Case.

SUP President Matt Henning spent a day here chopping it up with the Honolulu membership. Brother Henning's visit was well received and appreciated.

Wishing every SUP member and their Ohana a joyous Holiday Season, and a prosperous new year.

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

## WILMINGTON

November 2025

**Shipping:** Bosun: 1 AB/W, 8 AB/D , 6 OS/ STOS, 2 GVA/GUDE 0, Standby: 47. Total Jobs Shipped: 64

**Registrations:** A 25, B 29 , C 7, D 4.

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

**Agent's Report:**

Happy Holidays to all! As this year comes to an end, let's prepare for 2026 the right way as proud SUP members by making sure all of our documents are in order and we're in ship-shape.

Coast Guard Medical Certificates: When you receive your new Medical Certificate, please read it carefully. If

the bottom of the document states that you need a waiver, you must request that waiver directly from the U.S. Coast Guard it does not come automatically with your Med Cert. You cannot ship without the required waiver, even if your Medical Certificate has been issued. Not everyone will need one, so again, review your document thoroughly. If you need help obtaining a waiver or have questions about the process, we're here to assist you.

Stay safe, stay prepared, and here's to a smooth start to 2026!

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

## SEATTLE

November 2025

**Shipping:** 1 Boatswain (A); 1 AB/D (B); 1 Navy AB (B); 1 OS (B); 0 Standby AB.

**Registered:** 6 A card for a total of 10; 2 B card for a total of 7; 2 C card for a total of 3; 0 D card for a total of 3.

**Agent's Report:**

The Government is up and running but the ramifications are still being felt. Several Seattle members are ready to ship but waiting on the Coast Gaurd to issue documents. These closures are becoming a ridiculous norm, so always renew early.

Matson called for an emergency next day activation of RJ Pfeiffer to fill in for MV Tacoma, only to cancel the following day after Tacoma was able to get underway. Thanks to all that turned to and sat at Concentra for six hours to get a sign-on physical with no job to show for it. RJ Pfeiffer will be back in service on January second.

**Fraternally,**  
**Brandon Bohannon**  
**Seattle Port Agent**



**Crew on the APL Eagle**  
**From left to right: Abdulghafor Ahmed, Lee Bolden, Bosun Saher Ali, Tawfiq Wassel, Ahmed Kassem. Motea Lahsoon kneeling in front.**

# VICE PRESIDENT'S REPORT

November 2025

**USNS RED CLOUD** — Tim Tess, Delegate. SUP gang works overtime 7 days a week. Ship is in good condition and crew is in excellent spirits. Potential WiFi for underway voyage is coming in the near future. Frank Duffin, Bosun.

**USNS SISLER** — Diamond Payne, Delegate. Few minor beefs. Sisler has a new crew, manned and ready with LSE mariners. Deck gang has been doing crane ops and assisting with engine crew with work they need help with. Chris Cupan, Bosun

**USNS DAHL** — Tim O'meara, Delegate. Few minor beef's being handled on deck. *Dahl* is at anchor in Jinhae, Korea. There's a skilled and efficient crew on *Dahl* making efficient progress on maintenance and prep for the crossing back to the states. Dominic Metz, Bosun.

**USNS SODERMAN** — Hever Carranza Ramirez, Delegate. Transferring to ROS beginning of 2026, vessel going to Marrera, LA for ROS. Frank Walker, Bosun.

**CAPE HORN** — Deck gang securing ship, doing maintenance and pm's. Performing SUP style on COI's for upcoming mission readiness for its 2026 activation. Ian Serra, Bosun.

**UTAH VOYAGER** — I visited *Utah Voyager* at Richmond Long Wharf and met with delegate Landon Lopes, to discuss workplace and proposals at CVX. Contract ends January 31, 2026.

**TEXAS VOYAGER** — Tim Tynan, Delegate. Busy West Coast run RLW to El Segundo, no beefs. Joseph Hilario, Bosun.

**MISSISSIPPI VOYAGER** — Ken Speas, Delegate. Collecting and discussing proposals for upcoming negotiation with CVX.

**APL PRESIDENT REAGAN** — Jim Linderman, Delegate. Clarity on recent overtime cargo rate on organizing garbage and longshore head. Section 11(q). Cargo rate during straight time, and overtime rate during overtime.

**CAC: common access card LSE:** landing signalman enlisted

**DAHL, SISLER, SEAY** and **PILILAAU** require 2 AB's to have LSE. This is an opportunity for serious and hungry AB's. If you want to have a sharper edge on your career, first step will be the CAC card for the LSE process.

If you have a CAC card, please let me know. LSE's need CAC card and it's not necessarily a fast process in acquiring. Get started sooner than later. I need LSE's now.

Feel free to reach out if this LSE certification interests you. [sam@sailors.org](mailto:sam@sailors.org)

Sam Worth

# BUSINESS AGENT'S REPORT

November 2025

**Member's sign-up for LNG Training:** If you have not received the training, see your local agent. Also, if your BST is expiring, fill out a training application with your local agent to submit to our training coordinator Berit Eriksson.

**Manoa** — In and out of Oakland#62 delegate Emo Auleleaua everything running smooth Cody Clark did his time as Bosun relieved by John Crockett. Continuing on the Southern triangle, There's been talk from topside about going into the shipyard the begin of the of the new year or later in January ,always subject to change.

**Mahimahi** — Oakland#62 Dennis Sumague delegate departed for Los Angeles in and out that's the schedule in Oakland short stay. Steady Bosun took his trips off for the Holidays, in good hands with relief Bosun Robert Reed on the Southern Triangle run.

**Maunalei** — Via email: Yvette Cavan delegate called the crew back and flew us to Singapore November 25th. We are due back on the west coast @ 23rd as of now hearing from Matson. This ship will Lay-up for a couple of weeks in Oakland according to Matson's schedule and the scuttlebutt, always subject to change with Noel Itsumaru as Bosun.

**Maunalani** — Check in with these vessels with little or no beef's.

For the members that are dispatched to the Gangway Security for the APL Vessels. Your dispatch slip is an eta; they are estimated time of arrival or departure; it's your responsibility to monitor the ships arrival and departures.

**APL Eagle** — Matea Lahsoon delegate this is a good ship now that all the issues are ironed out and addressed, We have a good hard working deck gang we get the job done SUP style with no problems work well with the other departments on here, She's money maker the Bosun keeps us busy on here no shortage of work on here in Good hands with Saher Ali as Bosun.

**CMA CGM Phoenix** — Via email: Doug Boe delegate reporting all is well just an update the Phoenix is heading to Pakistan December 3rd and we will be in the India loop until the 15th. Then back to the east coast. Next we will be going to Northern European run. It will be a 45 day run and the company confirmed they will be putting 3 more ships on it, a total of 4 that's yet to be seen. Running smooth getting the work done SUP Style with Chris Calrio Bosun

**President JQ Adams** — James Linderman delegate arriving into Oakland on schedule had a good trip; worked the majority of the time weather permitting; looking to take a trip off with the Bosun for the Holidays. Looking forward to returning this is a good ship top to bottom, with Scott Oliphant as Bosun.

**Pier#9** Chris Auer delegate Training continues moving along as steady as it can go, still in need of Boat Operators with experience if you're interested see SFBA Roy Tufono or Dock Bosun Steve Ross.

**Agents Report** — Shipping has picked- up for November , members taking trips — off for the Holidays, Activation rumors for the Cape Horn is December, but you need to be present to compete. For the Ordinaries value your seetime like it's gold, stay on the ship as long as your contract allows you, don't get off early.

Dues can be paid over the phone. Call Headquarters: who ever answers will be happy to assist you. If your documents are due to expire within 6 months start the renewal process.

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

Roy L. Tufono