BROTHERHOOD OF THE SEA
Organized 1885

West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

Volume LXXXIX No. 7 | SAN FRANCISCO, CALIFORNIA | Wednesday, July 22 2026

Norfolk, Va. (July 17, 2026) – Rear Adm. Ben Nicholson, commander, Military Sealift Command (MSC, left, and the crew of the Henry J. Kaiser-class replenishment oiler *USNS Kanawha* (T-AO 196) pose for a photo with the Presidential Unit Citation award and pennant aboard during an award ceremony at Naval Station Norfolk, Virginia, July 17, 2026. The *USNS Kanawha* was recognized for outstanding performance and dedication to duty, as part of the *USS Gerald R. Ford* Carrier Strike Group, solidifying the vital role MSC plays in sustaining global maritime security and American sea power. ***(U.S. Navy photo by Ryan Carter)***

U.S.–Iran Strikes Escalate After Collapse of Hormuz Agreement

The United States and Iran have entered a new and dangerous phase of conflict following the collapse of a fragile memorandum of understanding (MOU) intended to ease tensions in the Strait of Hormuz, a critical chokepoint for global energy supplies.

The breakdown of the agreement earlier this month has triggered a sustained exchange of military strikes, with both sides targeting strategic infrastructure, military positions, and maritime assets. U.S. forces have carried out repeated airstrikes on Iranian coastal facilities and military installations, while Iran has responded with missile and drone attacks on U.S. bases and commercial shipping in the region.

The Strait of Hormuz — through which roughly a quarter of the world's seaborne oil passes—has once again become the focal point of the conflict. Iran has threatened to close or restrict the waterway, while the United States has sought to keep it open through military operations and a de facto naval blockade.

Recent days have seen some of the most intense fighting since the conflict began earlier this year. U.S. officials confirmed multiple rounds of airstrikes aimed at degrading Iran's naval capabilities, particularly those used to target tankers and enforce restrictions in the strait. Iran, in turn, has warned that control of Hormuz is a "red line" and has stepped up attacks on regional bases and shipping lanes.

The escalation follows what analysts describe as a failed diplomatic effort. The earlier MOU had temporarily reduced hostilities and allowed limited commercial traffic through the strait. However, disputes over enforcement, alleged violations, and continued attacks on vessels led to its rapid unraveling.

Casualties have mounted on both sides. U.S. officials report at least 17 service members killed in recent attacks, while Iranian sources cite civilian and military deaths from American airstrikes. The growing human toll has hardened positions in both Washington and Tehran, complicating prospects for renewed negotiations.

Beyond the battlefield, the conflict is already having global economic consequences. Oil prices have surged above $90 per barrel amid fears of prolonged disruption to Gulf shipping, pushing U.S. gasoline prices back above $4 per gallon. Shipping insurers have raised premiums sharply, and some vessel operators have rerouted or delayed transits, further straining supply chains.

Maritime security in the region has deteriorated significantly. Reports of damaged or seized tankers, drone strikes near key ports, and navigation warnings have increased, underscoring the risks faced by commercial shipping. The situation has also drawn in regional actors, with Iranian strikes extending to neighboring countries and U.S. allies, raising concerns of a broader regional war.

Continued on page 11

Civilian Mariners Make History with First-Ever Presidential Unit Citation

In a ceremony that underscored a shift in how the United States recognizes its maritime workforce, Admiral Karl Thomas, Commander of U.S. Fleet Forces Command, presented the first Presidential Unit Citation ever awarded to a civilian-crewed vessel in the 77-year history of Military Sealift Command.

The honor, awarded by President Donald J. Trump to both the USNS Kanawha and the USNS William McLean, represents one of the highest distinctions ever granted to America's civilian merchant mariners. Long operating outside the spotlight, these crews are now receiving formal recognition for their critical role in sustaining U.S. naval operations across the globe.

The vessels, operated by civilian mariners under Military Sealift Command, specialize in underway replenishment, delivering fuel, supplies, and equipment to Navy ships at sea. Their work, often conducted in contested or high-risk regions, allows combat vessels to remain deployed for extended periods without returning to port.

For many observers, the ceremony marked more than a military milestone. It signaled a broader acknowledgment of the strategic importance of the U.S. Merchant Marine, a work-

Continued on page 11

Port of Los Angeles Tops One Million TEUs in Record-Breaking June

The Port of Los Angeles recorded its busiest June in history, processing more than 1 million twenty-foot equivalent units (TEUs) as shifting global trade patterns and retailer strategies drove a surge in cargo volume.

Port officials said the milestone marked only the third time in its 118-year history that monthly throughput has exceeded the 1 million TEU threshold. The June total also stands as the port's third-highest monthly volume ever recorded, underscoring its continued dominance as the busiest container gateway in the United States.

"It was also our third-best month ever, and the third time we've crossed the 1 million TEU threshold," said Gene Seroka, the port's executive director. "No other port in the Western Hemisphere has hit the million mark even once."

Imports were the primary driver of the strong performance. The port handled approximately 535,000 import TEUs in June, a 13% increase compared to the same month last year and 18% above the five-year average. The figure ranks as the third-highest import month in the port's history.

According to Seroka, the spike reflects changing behavior among major retailers and cargo owners navigating ongoing uncertainty in global supply chains. Rather than adhering to traditional seasonal shipping cycles, such as peak summer imports ahead of the holiday season, many companies are accelerating shipments whenever favorable conditions arise.

"Containers are moving differently," Seroka said. "Many retailers are making strategic decisions and have stepped away from traditional seasonal shipping patterns, advancing cargo whenever they see an opening rather than waiting for perfect conditions."

The shift highlights the continued ripple effects of pandemic-era disruptions, as well as more recent concerns tied to fuel costs and evolving U.S. trade policies. Industry analysts note that businesses are increasingly prioritizing flexibility, even if it

Continued on page 11

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

MATSON WAGE TABLES, page 8

SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari.................. BK#2251
Hannu Kurppa .... BK#3162
Gunnar Lundeberg......... BK#4090
Vince O'Halloran........... BK#2463
James Clay .... BK#4794
Mike Worth .... BK#3629
Terrence Lane .... BK#4107
Teofilo Rojas .... BK#3194
Leo Moore....................... BK#6492
Don Nichols.................... BK#2470

Organization/ General Fund

Dave Chase $5
Marc Calairo $250
Norman Kurtz.......................... $25
Antolin Avorque....................... $20
Dieg Rizan $45
Ronildo Dimatulac................... $25
Philip Romei........................... $160

Final Departures

Roberto Ramirez, Book #3863. Born in Honduras in 1928. Joined SUP in 1966. Died June 6, 2026. (Pensioner)

Political Fund

Vince O'Halloran..................... 400
David Ibarra $25
Steve Swinson $25
Reid Barlow $100
Brendan Bohannon................. $50
Brandon Manipon.................... $50
Erling Eastmark $40
Marc Calairo $450
Ariel Odion............................... $50
Adian Minty $50
Marino Macadaan $10
David Garcia........................... $100
Art Garrett $50
Deig Rizan $45
Ronildo Dimatulac................... $25
Isnin Idris $100
Thomas Tynan $50
Benjamin Linn $300
Christopher Bartolo................. $20
Dave Connolly $100
Terence O'Neill....................... $100
Austin Gahan $60
Patrick Weisbarth $50

West Coast Sailors

Kai Sorensen............................ $35
Marc Calairo $00
Norman Kurtz.......................... $25
Christopher Bartolo................. $20

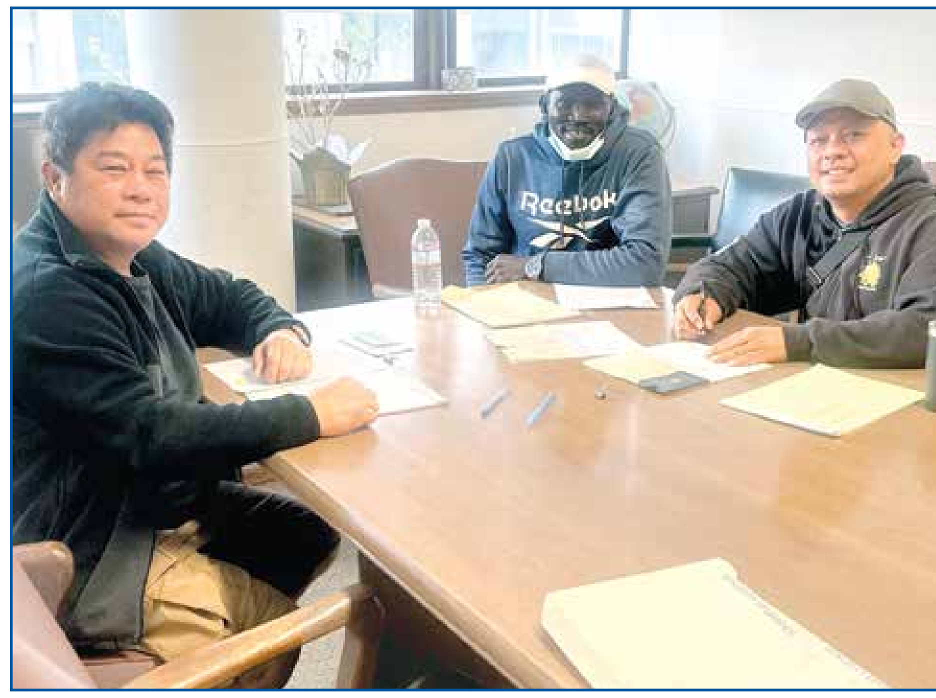
Membership and Ratings Committee

The Committee met on July 2, 2026 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Senority
McKevin Dulay	Bk#2769	6 yrs.	A.B.	A
Waymon Wilkerson	C-3160	30 Dayx	O.S.	C
Brian Wyche	C-3161	30 Days	A.B.	C

Ratings: Bosun Stamp
Camilo Moreno, Jr. Bk#6553

Ratings Committee: Dennis Sumague BK#7530, Alhagie Touray BK# 3311, Nassal Surian B-19810



Nassal Surian, Alhagie Touray, an Dennis Sumague reviewed the applications for advancement in seniority on July 2, 2026 at SUP HQ.

California Loses $3.2 Billion Shipyard to Texas Amid Permitting Delays

California has lost a major industrial investment to Texas after defense technology firm Saronic selected Brownsville as the site for its planned $3.2 billion Port Alpha shipyard, citing the state's inability to meet accelerated permitting timelines.

The decision marks a significant setback for a coalition led by California Forever and supported by labor, construction, manufacturing, and business groups, which had pushed to bring the project to Solano County. The coalition argued the region offered one of the strongest locations on the West Coast, with deep-water access, a skilled workforce, and proximity to military and research institutions.

In a joint statement, the coalition said California had emerged as one of two finalists out of 17 states considered during Saronic's year-long site search. However, it ultimately lost out because the state could not move quickly enough to approve the project under existing regulatory frameworks. "The good news is California had the best site," the group said. "The bad news is our approval process could not accommodate the required speed without special legislation, which was not passed in time."

Saronic's Port Alpha is envisioned as a next-generation shipyard capable of supporting advanced shipbuilding and repair, with projections of up to 10,000 direct jobs. The company said its decision to choose Brownsville was based on a combination of workforce readiness, infrastructure, logistics, and room for long-term expansion.

California advocates say the loss underscores structural challenges in the state's development process. The coalition had spent months working with lawmakers on legislation aimed at streamlining approvals for large-scale industrial projects. According to supporters, the proposal would have reduced delays while preserving environmental protections and local decision-making authority. The bill ultimately failed to pass before Saronic finalized its decision.

The proposed California project, often referred to as the Solano Shipyard, is central to a broader vision by California Forever. The plan includes a 7,500-acre maritime industrial campus, featuring not only shipbuilding facilities but also a supplier hub—known as the Solano Foundry, and a large residential development intended to support workers.

Despite the setback, California Forever maintains that the site remains viable and is continuing discussions with other domestic and allied shipbuilders. The company argues that the region's strategic advantages, particularly its proximity to Pacific trade routes and U.S. naval operations, still make it an attractive long-term investment.

The episode has reignited debate over California's regulatory environment, long criticized by business groups as slow and unpredictable. Supporters of reform argue that missed opportunities like Port Alpha highlight the economic costs of political gridlock, particularly as other states move aggressively to attract manufacturing and defense-related projects.

At the same time, critics of accelerated permitting caution against weakening environmental review processes, which they say are essential in a state facing climate and ecological pressures.

For now, Texas appears to be the immediate beneficiary. Brownsville, already a growing industrial hub along the Gulf Coast, is expected to see a surge in employment and infrastructure investment as Port Alpha moves forward. For California, the loss serves as a stark reminder that competition for large-scale industrial projects is intensifying, and that speed, as much as location, may determine the winners.

SUP WELFARE PLAN NOTES, *Page 9*

West Coast Sailors

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

Matt Henning,
President/Secretary-Treasurer
Editor

BRANCH OFFICES

Seattle, WA 98199
4005 20th Ave. W. Ste.115 (206) 467-7944
FAX: (206) 467-8119

Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367

Honolulu, HI 96813
707 Alakea St., Rm. 101 (808) 533-2777
FAX: (808) 533-2778

WELFARE OFFICE
(415) 778-5490

PENSION PLAN OFFICE
(415) 764-4987

Billions Spent on Union Avoidance as Organizing Efforts Rise in U.S.

A new study estimates that American employers are spending roughly $1.7 billion annually on consultants and law firms aimed at discouraging workers from forming unions, underscoring the scale of a largely opaque industry that has grown alongside renewed labor organizing across the United States.

The report, released by the Economic Policy Institute (EPI), a nonprofit and nonpartisan think tank founded in 1986, highlights what researchers describe as a widening gap between worker interest in union representation and the structural barriers that often prevent organizing efforts from succeeding.

According to the study, union membership activity in 2025 reached its highest level since 2009, reflecting a broader shift in public sentiment. Polling data shows Americans increasingly view unions favorably, with many seeing them as a key mechanism for improving wages, workplace safety, and economic fairness.

Despite that momentum, the report finds that millions of workers remain unable to organize effectively. More than 50 million nonunion workers say they would join a union if given the opportunity, yet legal and procedural hurdles continue to limit their ability to do so.

Central to the issue, researchers argue, is the role of "union avoidance" firms, specialized consultants and attorneys hired by employers to counter organizing drives. These firms advise companies on strategies ranging from workplace messaging campaigns to legal challenges that can delay or derail union elections.

While federal law requires employers to disclose certain expenditures related to persuading workers against unionization, a significant loophole exists. Payments made for "advice" services are exempt from reporting requirements, a distinction critics say is both vague and widely exploited.

"The ambiguity surrounding what constitutes 'advice' allows a substantial portion of anti-union spending to remain hidden," the report notes, adding that the $1.7 billion estimate likely understates the true scale of the industry.

One high-profile example cited in the study involves Amazon, which reportedly spent nearly $27 million in 2025 to counter unionization efforts among its workforce. Even that figure, researchers caution, may be incomplete due to the same disclosure gaps.

Labor advocates argue that such spending creates an uneven playing field, enabling employers to mount well-funded campaigns against organizing efforts while workers often rely on limited resources and volunteer support.

Business groups, however, maintain that companies have a right to communicate their views on unionization and to seek legal guidance in navigating complex labor laws. They contend that not all consulting activity constitutes "union busting," and that some services are intended to ensure compliance with federal regulations.

The findings come amid ongoing debate over the effectiveness of the National Labor Relations Act (NLRA), the primary law governing labor relations in the private sector. Critics say the statute, originally enacted in 1935, has not kept pace with modern workplace dynamics and contains loopholes that weaken protections for organizing workers.

EPI researchers argue that union avoidance firms have "long exploited" these gaps, making it increasingly difficult for workers to successfully form unions. They call for reforms that would tighten reporting requirements and clarify the scope of permissible employer conduct during organizing campaigns.

As labor activity continues to rise in sectors ranging from logistics to retail, the report suggests that the tension between growing worker interest in unions and the resources deployed to counter them is likely to remain a defining feature of the U.S. labor landscape.

Whether policymakers will address the underlying legal framework, or leave it largely unchanged, remains an open question with significant implications for workers and employers alike.

Federal Court Data Challenges Claims of Widespread Noncitizen Voting Fraud

During a primetime speech on Thursday, July 16th President Donald Trump further pushed his claims that widespread noncitizen voting is undermining American elections are facing renewed scrutiny following a Reuters analysis of federal court records that found little evidence supporting allegations of a broad conspiracy involving foreign nationals casting illegal ballots.

Trump has repeatedly argued that noncitizen voting represents a major threat to election integrity, claiming that undocumented immigrants and other noncitizens are being allowed to register and vote as part of a Democratic effort to increase political power. In public statements and social media posts, he has accused Democrats of permitting migrants to enter the United States in order to influence elections.

The president has also called for greater federal control over elections, arguing that nationalizing election administration is necessary to prevent fraud. In a recent primetime address, Trump claimed that hundreds of thousands of noncitizens were registered to vote and warned that "cheating is rampant in our elections."

However, a review of federal court cases conducted by Reuters found no evidence of a coordinated nationwide effort by noncitizens to illegally cast ballots. The analysis examined election-related prosecutions and legal proceedings and found that documented cases of noncitizen voting have been rare compared with the millions of ballots cast in U.S. elections.

Federal law prohibits noncitizens from voting in federal elections, and states have various safeguards in place to verify voter eligibility. Violations can result in criminal penalties, including fines, imprisonment, and removal proceedings for noncitizens who unlawfully participate in elections.

Election officials from both political parties have acknowledged that isolated cases of improper voting can occur, as they can with any large administrative system. However, experts have consistently noted that isolated incidents are different from evidence of widespread organized fraud.

Trump's claims have become part of a larger national debate over election security and immigration policy. Supporters of stricter voting laws argue that stronger verification measures are needed to protect public confidence in elections. Critics contend that claims of widespread noncitizen voting are unsupported by evidence and risk undermining trust in legitimate election results.

The issue has gained renewed attention as several states have considered or enacted measures requiring additional documentation for voter registration and election participation. Supporters say such laws provide safeguards against fraud, while opponents argue they may create unnecessary barriers for eligible voters.

The Reuters analysis adds to a growing body of research examining the prevalence of noncitizen voting. Studies by election officials, academic researchers, and government agencies have generally found that such cases represent a very small fraction of overall election activity.

The debate over election integrity remains politically charged, with concerns over voter fraud, immigration, and access to the ballot continuing to shape national discussions. As the country moves toward future elections, the divide between allegations of widespread misconduct and available evidence remains a central point of contention in American politics.

CMA CGM Expands U.S. Footprint with $1.4 Billion FedEx Supply Chain Acquisition

The CMA CGM Group has agreed to acquire FedEx Supply Chain from FedEx Corp. in a $1.4 billion deal that will significantly expand the French shipping giant's footprint in North America while deepening its push into end-to-end logistics services.

The transaction, expected to close in 2026 pending regulatory approvals, will nearly triple the size of the North American contract logistics operations of CEVA Logistics, CMA CGM's logistics subsidiary. The move represents a major step in CMA CGM's strategy to diversify beyond its traditional container shipping business and strengthen its presence across the global supply chain.

Once completed, the combined business will operate approximately 150 warehouses under CEVA in North America. This will increase CMA CGM's total regional footprint to more than 240 locations and bring its workforce in the region to roughly 20,000 employees. FedEx Supply Chain currently employs nearly 10,000 people, all of whom are expected to join CEVA as part of the acquisition.

The deal underscores CMA CGM's continued investment in the United States, a market it has targeted for sustained growth in recent years. The company has steadily expanded through acquisitions and infrastructure investments, including port terminals, air cargo operations, and warehousing facilities, as it seeks to offer integrated logistics solutions to customers.

Industry analysts say the acquisition will enhance CMA CGM's ability to compete with global logistics rivals by strengthening its contract logistics capabilities—an increasingly important segment as shippers demand more seamless, end-to-end supply chain services. By integrating warehousing, distribution, ocean freight, and air cargo under a single umbrella, CMA CGM aims to provide customers with greater efficiency and visibility.

In addition to the acquisition, CMA CGM and FedEx announced plans to enter into separate multi-year commercial agreements covering both ocean shipping and air cargo. These partnerships are expected to further align the companies' operations and create new efficiencies across their networks.

Under the proposed arrangements, CMA CGM will become a preferred, but non-exclusive, ocean carrier for FedEx. This will allow FedEx to leverage CMA CGM's global liner network for ocean transportation, enhancing its ability to move goods efficiently across international markets.

The companies also plan to collaborate on selected air cargo capacity solutions. This partnership is intended to improve aircraft utilization and provide greater flexibility for long-haul freight movements, particularly as demand for faster and more reliable shipping options continues to grow.

For FedEx, the sale of its supply chain unit reflects a strategic shift toward focusing on its core transportation and delivery services while still maintaining access to logistics capabilities through its partnership with CMA CGM. By entering into long-term agreements, FedEx can continue to serve customers with integrated solutions without directly managing a large contract logistics business.

The transaction comes at a time of ongoing transformation in the global logistics industry, where companies are increasingly seeking scale and integration to navigate supply chain disruptions, shifting trade patterns, and evolving customer expectations.

If approved, the deal will position CMA CGM as a more formidable player in North America's logistics sector, reinforcing its ambition to become a global leader not just in shipping, but across the entire supply chain.

SUP Meetings 2026

HQ	Branches
August 10	August 17
September 14	September 21
October 13	October 19
November 9	November 16
December 14	December 21

Ring of Fire: The World's Most Active Seismic Belt Explained

Stretching roughly 25,000 miles around the rim of the Pacific Ocean, the Pacific Ring of Fire remains one of the most geologically active and closely watched regions on Earth. This vast, horseshoe-shaped zone is responsible for approximately 90 percent of the world's earthquakes and is home to nearly 75 percent of its active and dormant volcanoes, making it a focal point for scientists, governments, and communities living along its edges.

Despite its name, the Ring of Fire is not a single, continuous structure. Rather, it is a complex network of oceanic trenches, volcanic arcs, and mountain ranges formed by the interaction of multiple tectonic plates. The region traces the boundaries of the Pacific Plate, the largest tectonic plate on Earth—as it collides with and slides beneath neighboring plates, including the North American, Eurasian, Indo-Australian, Nazca, Cocos, and Juan de Fuca plates.

These interactions are driven by a process known as subduction, where one tectonic plate is forced beneath another into the Earth's mantle. As the descending plate melts, it generates magma that rises to the surface, creating chains of volcanoes. This process explains the dense concentration of volcanic activity seen in areas such as Japan, Indonesia, Chile, and the west coasts of North and South America.

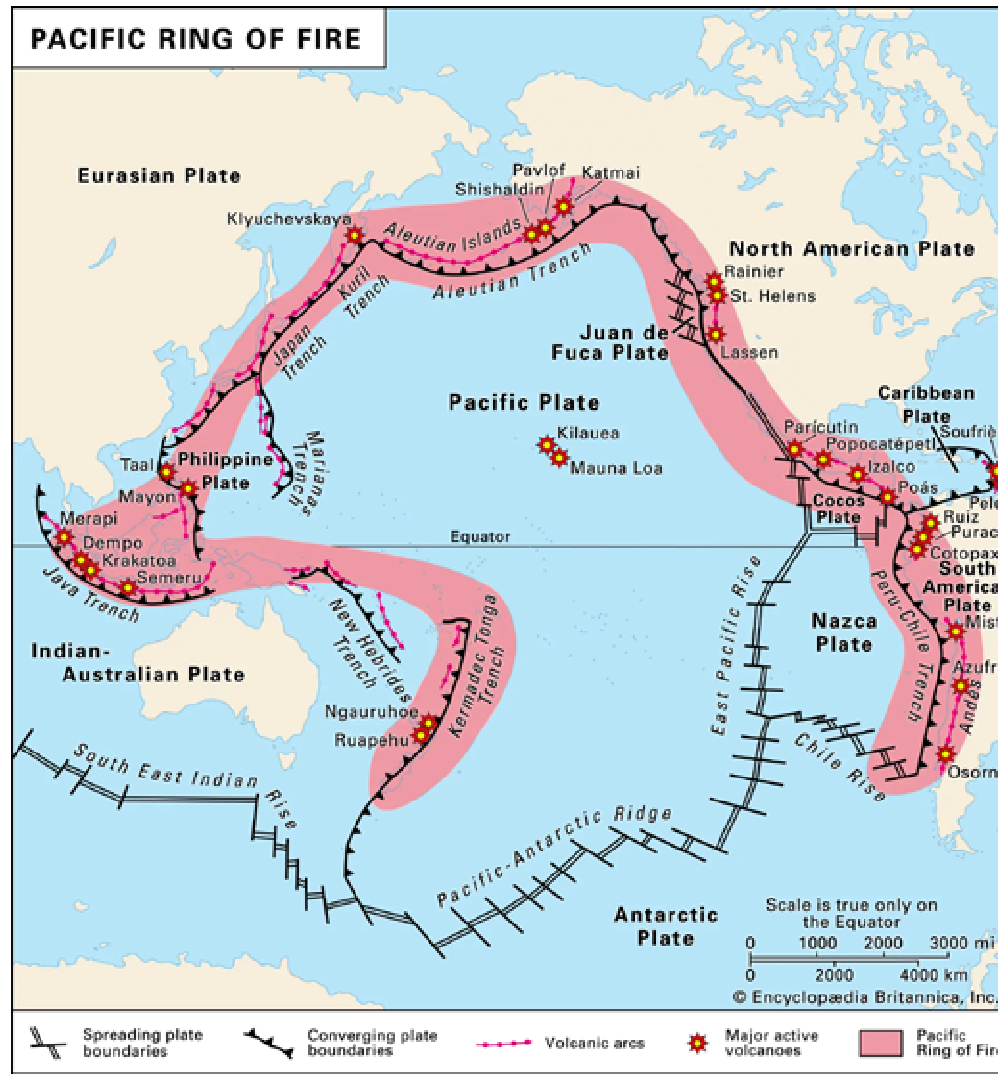
Earthquakes in the Ring of Fire are similarly tied to plate movement. As plates grind against each other, stress builds along fault lines until it is suddenly released, producing seismic events that can range from minor tremors to devastating quakes. Some of the most powerful earthquakes in recorded history, including those in Chile in 1960 and Japan in 2011, originated within this region, often triggering tsunamis that traveled across entire ocean basins.

The Ring of Fire's impact extends beyond geology. For the hundreds of millions of people living within its boundaries, it represents both a constant threat and a source of economic opportunity. Fertile volcanic soils support agriculture in countries like Indonesia and the Philippines, while geothermal energy derived from underground heat provides a renewable power source in places such as New Zealand and Iceland.

However, the risks remain significant. Rapid urbanization in seismically active areas has increased the potential for catastrophic damage when major events occur. Cities like Los Angeles, Tokyo, and Manila sit near active fault lines, prompting ongoing investment in earthquake-resistant infrastructure, early warning systems, and disaster preparedness programs.

Scientists continue to monitor the Ring of Fire using an array of tools, including satellite imaging, seismographs, and deep-sea sensors. While predicting the exact timing of earthquakes and volcanic eruptions remains elusive, advances in technology have improved the ability to assess risk and issue timely warnings.

As global populations grow and coastal regions become more densely populated, the importance of understanding and preparing for the forces at work within the Ring of Fire has never been greater. The region stands as a powerful reminder of the dynamic nature of the Earth— and the ongoing challenge of coexisting with it.



Tariff Fears Drive Record-Breaking Surge in U.S. Imports

U.S. container imports are on pace to reach a record high in July, as retailers accelerate shipments in anticipation of new tariffs expected to take effect in August, according to the latest Global Port Tracker report released by the National Retail Federation and Hackett Associates.

The report projects that U.S. ports will handle approximately 2.47 million twenty-foot equivalent units (TEU) in July, surpassing the previous monthly record of 2.4 million TEU set in May 2022 during the post-pandemic import surge. The expected total would mark a 3.3% increase compared with July of last year.

Analysts attribute the spike largely to "frontloading," a strategy in which importers bring goods into the country earlier than usual to avoid higher costs tied to anticipated trade policy changes. A temporary 10% global tariff introduced earlier this year is set to expire in late July, while a new round of tariffs, potentially targeting goods associated with forced labor concerns, is expected to follow shortly after.

"This year's early peak season is expected to continue through July as retailers prepare for potentially higher tariffs and other uncertainties," said Jonathan Gold, the NRF's vice president for supply chain and customs policy. He noted that companies are also contending with disruptions linked to tensions in the Middle East while building inventory for the back-to-school season and year-end holidays.

Recent data underscores the strength of the import surge. Major U.S. ports processed 2.24 million TEU in May, up nearly 15% from a year earlier and more than 10% higher than April levels. June volumes, while not yet finalized, are estimated at 2.33 million TEU—an increase of nearly 19% year over year. Together, these figures would bring total imports for the first half of 2026 to roughly 12.77 million TEU, modestly above last year's pace.

According to Ben Hackett, founder of Hackett Associates, the sharp increase is closely tied to shifting trade expectations. "Import volumes have risen sharply, with strong growth likely continuing into July," he said. "Much of this reflects frontloading ahead of expected tariff increases."

While the surge offers a short-term boost to port activity and logistics providers, it may also signal softer demand later in the year. The report forecasts a decline beginning in August, with volumes expected to fall to 2.22 million TEU, followed by further drops to about 1.99 million TEU in both September and October, and 1.92 million TEU in November.

The pattern highlights a broader shift in the traditional retail shipping calendar. Historically, peak import activity occurred in the fall as retailers stocked shelves for the holiday season. In recent years, however, supply chain disruptions, labor negotiations, and evolving trade policies have pushed that peak earlier into late spring and summer.

The current surge reflects a convergence of pressures: geopolitical uncertainty, ongoing supply chain adjustments, and the looming impact of new tariffs. While the strategy may help companies mitigate near-term cost increases, it also introduces new risks, including potential overstocking and uneven demand later in the year.

For now, U.S. ports are bracing for one of their busiest months on record, driven not by consumer demand alone, but by a race against the policy clock.

USNS Seay HELO operations in Korea

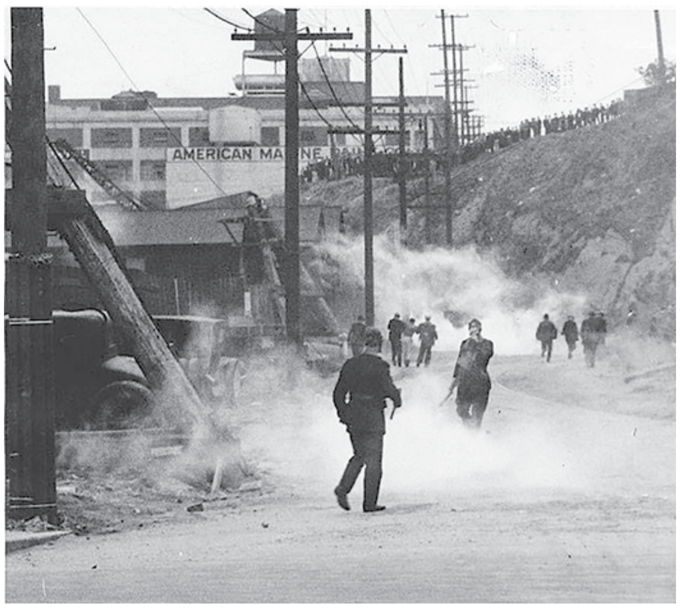
Bloody Thursday:
A Day of Remembrance

Police shoot at strikers with tear gas at foot of Rincon Hill.

On July 5, 1934, the streets of San Francisco erupted in violence as police and striking longshoremen clashed in one of the most pivotal labor struggles in American history. Known thereafter as “Bloody Thursday,” the day became a grim but galvanizing moment in the fight for union recognition and workers’ rights on the West Coast. The conflict was the culmination of months of rising tensions between West Coast dockworkers and shipping companies. At the heart of the dispute was the longshoremen’s demand for union recognition, a coastwide contract, better wages, and control over hiring through union-controlled hiring halls—an end to the despised “shape-up” system that forced workers to compete daily for work, often through favoritism and bribery.

The strike began on May 9, 1934, after months of organizing by members of the International Longshoremen’s Association (ILA), bolstered by support from other maritime workers, including sailors and teamsters. It quickly paralyzed ports from San Diego to Seattle. Shipping companies, backed by local governments and business interests, refused to recognize the union’s authority. As the strike wore on, employers turned to strikebreakers, and violence began to flare. On July 5, tensions reached a boiling point. In San Francisco, hundreds of police officers, many armed with shotguns, attempted to escort trucks driven by strikebreakers through picket lines near Pier 38. What began as a confrontation soon escalated into a violent battle. Tear gas, clubs, and gunfire were unleashed on the strikers. Longshoremen Howard Sperry and Mariner Nicholas Bordoise were killed by police bullets that day. Sperry was shot in the back, and Bordoise, a cook who had joined the strike in solidarity, was shot through the heart. Dozens more were injured. The brutality shocked the city and drew widespread public sympathy for the strikers. The following day, a silent funeral procession of more than 40,000 workers wound through the streets of San Francisco, mourning the fallen and demanding justice. The deaths of Sperry and Bordoise became symbols of labor martyrdom and rallied national support for the strikers.

Tear gas flying at Bryant and Beale Street.

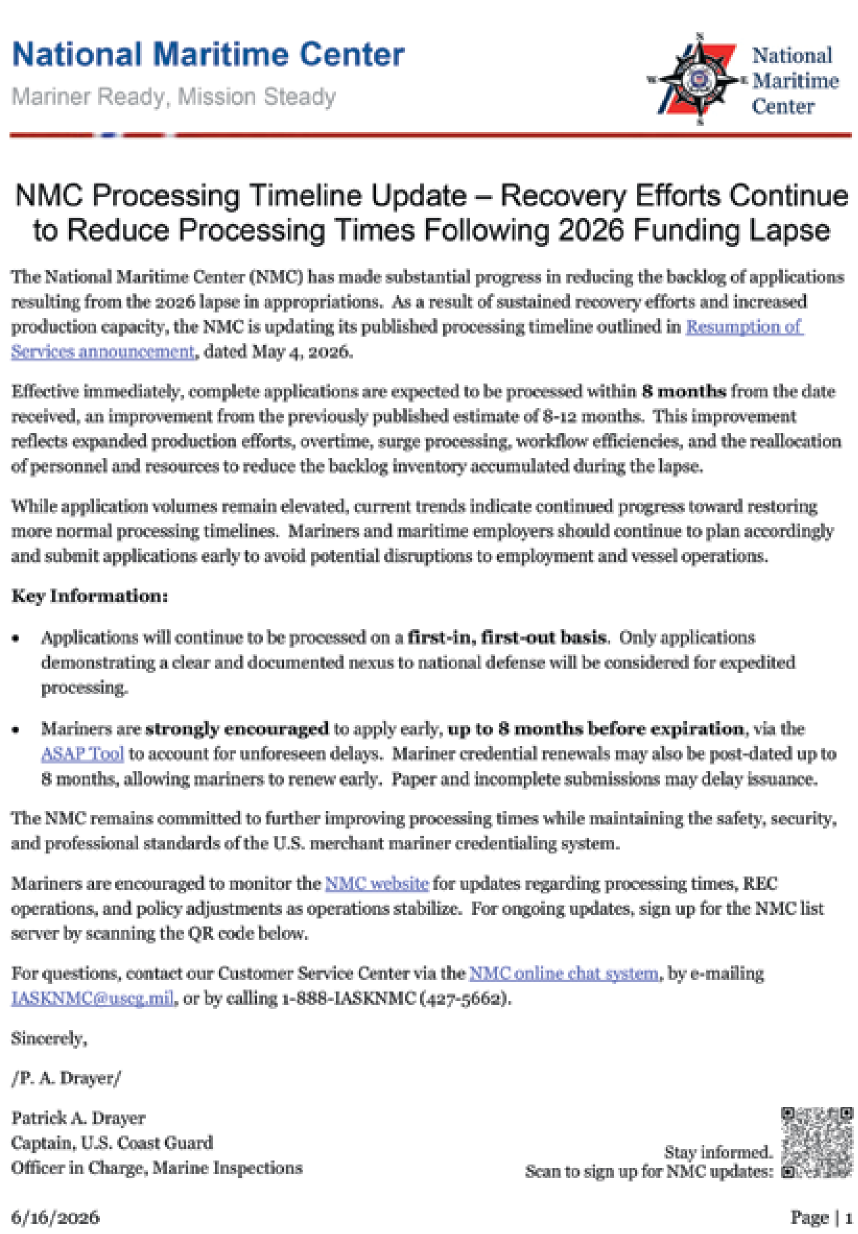


July 5th, 1934 (Bloody Thursday) violence erupts between police and strikers.

What followed was a historic general strike in San Francisco, the first in U.S. history of such scope and coordination. From July 16 to 19, more than 130 unions participated, effectively shutting down the city. Though controversial, the strike demonstrated the power of unified labor action and marked a turning point in the American labor movement. Eventually, federal mediators intervened. By mid-July, an arbitration agreement was reached. While the final ruling did not grant every demand, it gave the longshoremen substantial victories: union recognition, a six-hour workday, and significant influence over hiring.

The legacy of Bloody Thursday extends far beyond the immediate concessions. It led to the formation of the International Longshore and Warehouse Union (ILWU), under the leadership of Harry Bridges, and reshaped labor relations on the Pacific Coast. The event also exposed the extent to which government and business interests would go to suppress organized labor, and it highlighted the importance of solidarity across trades and industries.

To this day, July 5 is observed by the ILWU as “Bloody Thursday”—a day to honor those who gave their lives for dignity and fairness on the waterfront. Ports up and down the West Coast stand still in remembrance, a testament to the sacrifices that built the rights modern maritime workers enjoy.



National Maritime Center
Mariner Ready, Mission Steady

National Maritime Center

NMC Processing Timeline Update – Recovery Efforts Continue to Reduce Processing Times Following 2026 Funding Lapse

The National Maritime Center (NMC) has made substantial progress in reducing the backlog of applications resulting from the 2026 lapse in appropriations. As a result of sustained recovery efforts and increased production capacity, the NMC is updating its published processing timeline outlined in Resumption of Services announcement, dated May 4, 2026.

Effective immediately, complete applications are expected to be processed within **8 months** from the date received, an improvement from the previously published estimate of 8-12 months. This improvement reflects expanded production efforts, overtime, surge processing, workflow efficiencies, and the reallocation of personnel and resources to reduce the backlog inventory accumulated during the lapse.

While application volumes remain elevated, current trends indicate continued progress toward restoring more normal processing timelines. Mariners and maritime employers should continue to plan accordingly and submit applications early to avoid potential disruptions to employment and vessel operations.

Key Information:

- Applications will continue to be processed on a **first-in, first-out basis**. Only applications demonstrating a clear and documented nexus to national defense will be considered for expedited processing.
- Mariners are **strongly encouraged** to apply early, **up to 8 months before expiration**, via the ASAP Tool to account for unforeseen delays. Mariner credential renewals may also be post-dated up to 8 months, allowing mariners to renew early. Paper and incomplete submissions may delay issuance.

The NMC remains committed to further improving processing times while maintaining the safety, security, and professional standards of the U.S. merchant mariner credentialing system.

Mariners are encouraged to monitor the NMC website for updates regarding processing times, REC operations, and policy adjustments as operations stabilize. For ongoing updates, sign up for the NMC list server by scanning the QR code below.

For questions, contact our Customer Service Center via the NMC online chat system, by e-mailing 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

Stay informed.
Scan to sign up for NMC updates:

6/16/2026

Page | 1

A Look Astern

SUP crew pictured in the January 1985, West Coast Sailors working aboard the MV President Roosevelt with Business Agent Kaj Kristensen. From left to right: John El Ghani, Kaj, Bel Lomba, Bill Holladay, Earl Smyth and Richard Blossom.

U.S. Ports Ranked By Container Imports In 2025

Rank	Port	2025 TEUs	2024 TEUs	TEU % Change
1	Los Angeles, CA	5,313,931	5,359,383	-0.85%
2	Long Beach, CA	4,741,423	4,691,182	1.08%
3	New York-New Jersey	4,014,870	4,158,762	-3.46%
4	Savannah, GA	2,782,232	2,729,073	1.95%
5	Houston, TX	1,914,100	1,894,791	1.02%
6	Norfolk, VA	1,455,492	1,554,379	-6.37%
7	Charleston, SC	1,232,536	1,242,133	-0.78%
8	Oakland, CA	939,412	948,625	-0.98%
9	Tacoma, WA	745,588	832,257	-10.42%
10	Baltimore, MD	548,773	348,801	57.34%
11	Miami, FL	529,764	525,650	0.79%
12	Philadelphia, PA	523,932	491,175	6.67%
13	Seattle, WA	498,672	562,144	-11.30%
14	New York, NY	417,766	262,079	59.41%
15	Port Everglades, FL	377,850	360,202	4.90%
16	Mobile, AL	252,533	288,616	-12.51%
17	Jacksonville, FL	218,575	215,813	1.29%
18	San Juan, PR	211,437	202,090	4.63%
19	Wilmington, DE	197,361	200,678	-1.66%
20	Chester, PA	136,613	138,805	-1.58%
21	Tampa, FL	133,690	129,473	3.26%
22	Port Hueneme, CA	132,129	123,281	7.18%
23	Boston, MA	123,010	130,139	-5.48%
24	New Orleans, LA	118,628	117,698	0.80%
25	Wilmington, NC	90,203	120,077	-24.88%
26	Freeport, TX	89,888	67,560	33.05%
27	Gulfport, MS	82,516	84,762	-2.65%
28	San Diego, CA	72,883	76,397	-4.60%
29	Port Manatee, FL	51,658	75,195	-31.31%
30	West Palm Beach, FL	30,533	30,574	-0.14%

NOTES FROM THE REPORT

Los Angeles remained the busiest U.S. port for containerized imports in 2025, according to the latest Top 30 U.S. Port Report from Descartes Datamyne.

The report ranks U.S. ports of entry by 2025 containerized import volume, measured in TEUs. Los Angeles held the No. 1 spot with more than 5.3 million TEUs, followed by Long Beach, New York-New Jersey, Savannah, and Houston.

Overall, U.S. containerized import volume was nearly flat in 2025. Imports totaled 28,093,126 TEUs, down 0.03% from 28,112,319 TEUs in 2024, according to the report. Monthly volumes were uneven during the year as tariffs, front-loading, and shifting sourcing patterns affected when and where goods entered the country.

Among the top 30 ports, 14 posted year-over-year gains. New York, NY had the largest percentage increase at 59.41%, followed by Baltimore at 57.34% and Freeport, Texas at 33.05%. Port Manatee, Florida, had the largest decline at 31.31%, followed by Wilmington, North Carolina, at 24.88%.

The report found that China's share of U.S. container imports declined from 38% in 2024 to 34% in 2025. Vietnam increased its share from 9% to 11%, while India moved up to No. 3 among countries of origin.

The report also showed a nearly even split between East Coast and West Coast import share. In 2025, East Coast ports accounted for 45.2% of U.S. maritime import TEUs, while West Coast ports accounted for 44.5%. Gulf Coast ports accounted for 9.5%.

"On June 30th Congressman James Comer (R-Ky.), Speaker of the House Mike Johnson (R-La.), and Republican lawmakers urged the Trump Administration to allow the current Jones Act waiver to expire as scheduled, and to take additional policy steps to safeguard American shipbuilding and the long-term competitiveness of the U.S. maritime industry."

Congress of the United States
Washington, DC 20515

June 30, 2026

President Donald J. Trump
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

Dear Mr. President:

We appreciate your longstanding support and attention to the challenges facing our domestic shipping industry. We write to respectfully request that the current Jones Act waiver be allowed to expire as scheduled on August 16, 2026, and encourage you to utilize alternative policy tools to address fuel and fertilizer costs while preserving the strength of the American maritime industry.

As you outlined in your visionary Maritime Action Plan (MAP)[1], a strong maritime industrial base is essential to the nation's economic and national security, particularly as the United States works to reinforce its global strategic position. Your acknowledgement in the MAP that less than one percent of new commercial ships are built in the United States underscores the importance of protecting durable domestic maritime policy and safeguarding against foreign encroachment in our nation's waterways.

Our nation's strongest shield against foreign exploitation of American waterways is the Jones Act, which requires vessels transporting cargo between U.S. ports to be American-built, American-owned, American-crewed, and American-flagged. As with similar laws governing other modes of transportation, the Jones Act ensures that domestic waterborne commerce is conducted by U.S. vessels and mariners rather than by heavily subsidized foreign competitors. Over time, it has helped sustain a safe and reliable commercial fleet, supporting hundreds of thousands of well-paying American maritime jobs and moving more than 760 million tons of domestic cargo each year, including agricultural products, petroleum, steel, coal, and other essential commodities.[2]

At the same time, the domestic maritime industry is deeply concerned about the length, scope, and possible extension of the current Jones Act waiver, which was issued in part to address increases in fuel and fertilizer prices. In practice, foreign-flagged vessels have operated under the waiver even in circumstances where U.S.-flagged vessels were available, creating understandable concern about the effect on American jobs, manufacturing, and investment. According to data from the Maritime Administration,[3] approximately 95 percent of completed waiver voyages primarily benefit foreign maritime operators that do not pay U.S. taxes or comply with U.S. immigration laws.

[1] Restoring America's Maritime Dominance Plan. (2026, June 4). Retrieved from https://www.whitehouse.gov/wp-content/uploads/2026/02/Restoring-Americas-Maritime-Dominance.pdf

[2] U.S. Army Corps of Engineers, Waterborne Commerce of the United States, Calendar Year 2022, Part 5 – National Summaries. (2026, June 5). Retrieved from https://ndclibrary.sec.usace.army.mil/api/download?id=5a4a9057-eb65-427b-8e5b-8f0c3d3564d&filename=wcusnatl22.pdf&token=&preview=true

[3] Domestic Shipping. (2026, June 5). Retrieved from https://www.maritime.dot.gov/ports/domestic-shipping/domestic-shipping

James Comer
Member of Congress
Mike Johnson
Speaker of the House

Steve Scalise
House Majority Leader

Sam Graves
Chairman Committee on Transportation
Charles J. Fleischmann

Member of Congress
Rand K. Weber, Sr.
Member of Congress
Aaron Bean
Member of Congress
John H. Rutherford
Member of Congress
Robert J. Wittman
Member of Congress
Jen A. Kiggans
Member of Congress
Andy Harris, M.D.
Member of Congress
Christopher H. Smith
Member of Congress
Nicole Malliotakis
Member of Congress
Michael V. Lawler
Member of Congress
Nick LaLota
Member of Congress
Andrew R. Garbarino
Member of Congress

Mary E. Miller
Member of Congress
Michael Guest
Member of Congress
Clay Higgins
Member of Congress
Julia Letlow, Ph.D.
Member of Congress
Mike Rogers
Member of Congress
Robert B. Aderhold
Member of Congress
Dale W. Strong
Member of Congress
David Kustoff
Member of Congress
Brett Guthrie
Member of Congress
Andy Barr
Member of Congress
Carol D. Miller
Member of Congress
Mark B. Messmer
Member of Congress
Kat Cammack
Member of Congress
Eric A. Crawford
Member of Congress
Daniel Webster
Member of Congress
Brian Babin, D.D.S
Member of Congress
David Rouzer
Member of Congress
Mike Bost
Member of Congress

Brian J. Mast
Member of Congress
Pete Stauber
Member of Congress
Tim Burchett
Member of Congress
Jefferson Van Drew
Member of Congress
Mike Ezell
Member of Congress
Jefferson Shreve
Member of Congress
David J. Taylor
Member of Congress
Jimmy Patronis
Member of Congress
Jack Bergman
Member of Congress
Mike Collins
Member of Congress
Harold Rogers
Member of Congress
Paul A. Gosar, D.D.S
Member of Congress
Erin Houchin
Member of Congress
Max L. Miller
Member of Congress
David P. Joyce
Member of Congress
Scott DesJarlais, M.D.
Member of Congress
Darin LaHood
Member of Congress
Thomas H. Kean, Jr.
Member of Congress

Kelsey Pfendler Completes Historic Solo Row from California to Hawaii

A long-distance endurance challenge that tested both physical stamina and mental resilience concluded Friday, July 3rd, as Kelsey Pfendler arrived in Honolulu, completing a solo row across the Pacific Ocean that appears to have set multiple records.

Pfendler, a river rafting guide from the Grand Canyon region, departed from Monterey in May aboard a 21-foot rowboat named *Lily*. After nearly six weeks at sea, she reached Honolulu, covering more than 2,400 miles without assistance. Her arrival drew hundreds of supporters to the harbor, where onlookers gathered to celebrate the end of a journey that had captivated a growing online audience.

According to information tracked by Ocean Rowing Society International, Pfendler's crossing appears to surpass both the existing women's and men's speed records for the route. The organization, which maintains official ocean rowing statistics and works alongside Guinness World Records, had not formally confirmed the achievement as of Friday.

Pfendler set out with several milestones in mind: becoming the first American woman to complete the mid-Pacific route solo, as well as the youngest and fastest woman to do so. While formal verification is still pending, her finishing time suggests she may have exceeded expectations on multiple fronts.

Throughout the journey, Pfendler documented her experience on social media, offering an unfiltered look at life alone on the open ocean. Her posts ranged from moments of awe, sunrises, marine life sightings, and star-filled skies, to the harsher realities of isolation, fatigue, and unpredictable weather. The updates drew hundreds of thousands of followers, many of whom tracked her progress daily.

Ocean rowing is widely regarded as one of the most demanding endurance sports, requiring participants to navigate shifting currents, sleep in short intervals, and manage limited supplies. Rowers typically face weeks of physical exertion while contending with equipment challenges and the psychological strain of solitude.

Pfendler's background as a rafting guide likely contributed to her preparation, though the Pacific crossing presents a vastly different scale of difficulty.

Unlike river navigation, the open ocean offers little predictability, and assistance is often days away.

Her successful arrival underscores a broader trend of increasing participation in extreme solo expeditions, particularly among younger athletes seeking to push boundaries in endurance sports. It also highlights the growing role of social media in documenting and sharing such feats in real time.

As officials review her time and supporting data, Pfendler's journey is already being recognized as a significant achievement in ocean rowing. Whether formally recorded or not, her crossing marks a notable milestone in the sport and adds a new chapter to the evolving record of human endurance at sea.

South Carolina GOP Faces Wide-Open Senate Race After Graham's Death

The sudden death of longtime South Carolina Sen. Lindsey Graham has set off a competitive and unsettled Republican primary to fill his seat, exposing divisions within the state's GOP and creating an unusually fluid political contest.

At the center of the race is Sen. Darline Graham, who was appointed to temporarily succeed her brother and is now seeking a full term. Backed by former President Donald Trump and supported by much of her late brother's political network, she entered the race with what many assumed would be a commanding advantage. Early endorsements from key Senate Republicans reinforced that perception, though notably not from Senate Majority Leader John Thune. Yet the contest has quickly proven far from settled.

Two sitting members of Congress, Reps. Ralph Norman and Russell Fry, have launched their own bids, while businessman Mark Lynch has reentered the fray after mounting a surprisingly strong primary challenge against Lindsey Graham earlier this year.

The crowded field reflects both the opportunity created by the vacancy and lingering ambivalence within segments of the Republican electorate toward the Graham political brand.

Darline Graham's candidacy rests heavily on continuity. She has access to an experienced campaign operation built by her brother over decades, along with donor networks and a potential super PAC infrastructure that could rapidly mobilize on her behalf. Trump's endorsement adds another layer of institutional support, particularly in a state where his backing has historically carried significant weight.

Still, South Carolina's Republican electorate has shown signs of restlessness. In June, Lindsey Graham secured renomination but fell short of a dominant showing, winning under 60 percent of the vote. Lynch, his challenger, captured nearly 29 percent, an indication that a sizable bloc of GOP voters was open to an alternative.

Norman, a five-term congressman, is seeking to capitalize on that sentiment. Fresh off a gubernatorial primary run in which he finished third with 17 percent of the vote, Norman argues that his recent statewide campaign has given him valuable name recognition and a ready base of supporters. He has emphasized grassroots turnout as a decisive factor in what is expected to be a low-participation special election. "This race is going to be about who gets their voters to the polls," Norman has said, suggesting that organization could outweigh endorsements in a compressed timeline.

Fry, meanwhile, has positioned himself as a younger conservative voice, while Lynch continues to appeal to anti-establishment voters dissatisfied with party leadership.

The dynamics of the race are further complicated by the emotional aftermath of Lindsey Graham's passing. While there has been a broad outpouring of respect and sympathy, his tenure was not without controversy among conservatives, leaving a mixed political legacy.

The primary, scheduled for Aug. 11, could lead to a runoff if no candidate secures a majority—an outcome many observers now view as likely given the fragmented field. Taken together, the race underscores a broader tension within the Republican Party between establishment continuity and grassroots insurgency. Despite early assumptions of a clear front-runner, the contest to succeed Graham has instead become a test of organization, turnout, and the enduring influence of political legacy in South Carolina.

New Training Ship *TS Lone Star State* Christened

The United States took another step toward strengthening its maritime workforce Friday as the fourth of five National Security Multi-Mission Vessels (NSMVs) built for the nation's state maritime academies was officially christened in Philadelphia.

The *TS Lone Star State*, constructed by Hanwha Philly Shipyard under the Maritime Administration NSMV program, will be delivered later this year to the Texas A&M University Maritime Academy in Galveston, Texas. The vessel will become the academy's first purpose-built training ship in more than two decades.

"This is a remarkable project with Hanwha and TOTE," U.S. Transportation Secretary Sean Duffy said during the christening ceremony. "That these ships are being delivered on time and on budget is a feat that should not go unnoticed."

Rachel Campos-Duffy, wife of the transportation secretary, served as the ship's sponsor and carried out the traditional maritime christening ceremony by breaking a champagne bottle across the vessel's bow, officially naming the new ship.

At 524 feet in length, the TS Lone Star State is designed to provide advanced training opportunities for hundreds of cadets each year while also serving as a national security asset capable of supporting humanitarian assistance and disaster response operations.

The NSMV class represents a major modernization effort for America's maritime academies, replacing aging training vessels that have long served as the foundation for educating future deck and engineering officers. The ships are equipped with two full-sized training bridges, dual engine rooms, modern classrooms and simulation spaces, a hospital, a helicopter landing area, and accommodations for up to 600 cadets.

During emergency deployments, the vessels can be converted to support as many as 1,000 disaster responders, providing lodging, medical facilities, and operational space during major humanitarian missions.

For Texas A&M Maritime Academy, the arrival of the new vessel represents the culmination of a decades-long effort to restore a dedicated training ship to its program. "We have dreamed of this day for 21 years," said Col. Michael Fossum, superintendent of the Texas A&M Maritime Academy. "If you build these ships, we will crew them."

Fossum said anticipation surrounding the new vessel has already contributed to increased enrollment as students prepare to train aboard a modern ship designed specifically for maritime education.

The NSMV program is part of a broader federal effort to address concerns about the future supply of licensed U.S. merchant mariners. State maritime academies play a critical role in that workforce pipeline, producing up to 90% of the nation's newly licensed merchant marine officers entering commercial service.

The vessels are being built through a construction management model led by TOTE Services, which oversees the program on behalf of MARAD. Officials say the approach has helped control costs, maintain construction schedules, and provide the shipyard with opportunities to expand its capabilities for future commercial and government projects.

The *TS Lone Star State* joins a new generation of American training ships designed not only to prepare future mariners but also to provide additional capability during national emergencies.

As demand grows for qualified U.S. merchant officers and maritime security becomes an increasingly important national priority, officials say investments in training infrastructure like the NSMV fleet will play a central role in ensuring the country maintains a strong and capable maritime workforce.

Matson Navigation Company—SUP — Wage Rates — Effective July 1, 2026

Rating	Monthly Base Wage	Daily Base Wage	OT Rate	Short-Handed Rate	ST Cargo Rate	OT Cargo Rate	F.O. Spill	Monthly Base Benefit	Monthly Suppl. Benefit	Daily Suppl. Benefit	Money Purchase Benefit
Boatswain Dayworker	$8,652.29	$288.41	$48.72	$83.19	$36.52	$60.23	$28.38	$8,746.50	$4,956.60	$165.22	$26.00
AB Dayworker	$6,102.39	$203.41	$48.72	$62.66	$36.52	$60.23	$28.38	$6,535.92	$3,703.80	$123.46	$26.00
Able Seaman	$6,102.39	$203.41	$48.72	$62.66	$36.52	$60.23	$28.38	$6,535.92	$3,703.80	$123.46	$26.00
Ordinary Seaman (OS)	$4,684.36	$156.15	$36.52		$36.52	$60.23	$28.38	$5,135.87	$2,910.30	$97.01	$19.51

Matson SUP Shoregang & Standby Rates — Effective July 1, 2026

	Daily Wage	Straight Time Hourly	Overtime Hourly	Daily Vacation Rate	MPB	**Special Vacation Benefit
Bosun	$460.08	$57.51	$94.27	$69.03	$26.00	$7.26
General Maint. AB & Storekeeper	$378.64	$47.33	$79.37	$56.79	$26.00	$6.11
Bosun Standby	$464.96	$58.12	$92.50		$26.00	
AB Standby	$383.20	$47.89	$77.86		$26.00	
OS Standby	$256.00	$32.00	$48.00		$19.51	

M/V Kamokuiki
SUP Wage Rates, Effective July 1, 2026

Rating Rating	Monthly Base Wage	Daily Base Wage	OT Rate	ST Cargo Rate	OT Cargo Rate	Daily Suppl. Benefit	MPB
Boatswain Dayworker	$6,865.20	$228.84	$44.27	$35.64	$58.74	$87.13	$26.00
AB Watch	$4,792.37	$153.60	$44.27	$35.64	$58.74	$67.95	$26.00

Deadly Boat Capsizing Near Alcatraz Leaves One Dead, Three Missing

A tragic boating accident in the waters near Alcatraz Island has left one person dead and three others missing after a vessel carrying a large family group capsized Tuesday, July 14th, authorities confirmed.

The incident occurred Tuesday afternoon in San Francisco Bay between Alcatraz and the Golden Gate Bridge. According to officials, a roughly 50-foot cabin cruiser carrying about 20 people overturned in choppy conditions while the group was gathered for a memorial service.

Rescue crews, including the U.S. Coast Guard and local emergency responders, launched a large-scale search effort covering hundreds of square miles. Sixteen people were rescued from the water, several of whom required medical treatment.

One victim, a 79-year-old man, was later pronounced dead. Three others remain missing and are believed to be trapped within the submerged vessel, which reportedly sank to significant depth in a busy shipping channel.

Authorities said the group had gathered to scatter the ashes of a deceased family member when the vessel was struck by a strong wave, causing it to take on water and capsize. Weather reports indicated rough conditions at the time, with wind and swells contributing to hazardous boating conditions.

Witnesses described a chaotic scene as passengers entered the water and nearby vessels rushed to assist before first responders arrived. Officials noted that while the boat was equipped with life jackets, not all passengers were reportedly wearing them when the incident occurred.

After an extensive search lasting more than a day, the Coast Guard announced it would suspend active rescue efforts and transition to recovery operations, citing diminishing chances of survival. The cause of the capsizing remains under investigation. Authorities continue to examine whether weather, vessel stability, or other factors contributed to one of the deadliest boating incidents in the Bay in recent years.

Spain Crowned World Champions After Extra-Time Victory Over Argentina

Spain captured its second FIFA World Cup title on Sunday, defeating defending champions Argentina 1-0 in a dramatic final decided by extra time at New York New Jersey Stadium. Substitute Ferran Torres scored the winning goal in the 106th minute, ending a tense championship match that saw Spain control much of the play but struggle to break through Argentina's determined defense.

The highly anticipated final brought together two of international football's most accomplished nations and featured a clash between Argentina's experience and Spain's emerging generation of talent. Argentina entered the match seeking back-to-back World Cup championships, while Spain looked to add another title to its growing legacy after its 2010 triumph.

Spain dominated possession from the opening whistle, using its trademark passing style to pressure the Argentine defense. However, Argentina goalkeeper Emiliano Martínez repeatedly kept his team alive with crucial saves, frustrating Spain's attack and forcing the match into extra time.

The breakthrough finally came early in the additional period. A cross from Pedro Porro was kept alive by Nico Williams, allowing Torres to finish the opportunity and send Spanish supporters into celebration. The goal rewarded Spain's sustained pressure after Argentina had largely focused on defensive resistance throughout regulation.

The match also marked a historic moment for Lionel Messi, who was playing in what many observers viewed as his final World Cup appearance. The Argentine captain, who led his country to the 2022 championship, was unable to produce another defining moment as Spain's defense limited his opportunities.

Argentina's hopes became even more difficult when Enzo Fernández was sent off after receiving a second yellow card late in regulation, leaving Argentina to finish the contest with 10 players. Despite the setback, Argentina continued to battle until the final whistle.

For Spain, the victory capped a remarkable tournament run built on technical skill, defensive organization, and a deep roster. Head coach Luis de la Fuente's squad completed the competition with confidence, combining experienced leaders with young stars such as Lamine Yamal, who represented the next generation of Spanish football.

SUP President's Report

QUARTERLY TRUST MEETINGS

SIU-PD Pension Plan — As of April 30, 2026, the plan had net assets available for benefits of $125,819,484. The trustees received the plan actuarial report dated August 1, 2025. The plan is 99.6% funded with a positive credit balance for the next seven years and is therefore certified in the Pension Protection Act "green zone." The actuary's report listed an adjusted actuarial loss of over $352,106 for the period. Therefore, no funds are available to negotiate a benefit increase under Section 30(e) of the General Rules in the Matson/APL Contract.

SUP Welfare Fund- — Andrew Desa of Rael and Letson (Welfare Fund consultant) reported the Kaiser premium renewal rates at the June Trust Meetings. The increases of Kaiser Washington, Oregon, Hawaii, and Southern California were minimal ranging from 1.3% - 2%. Kaiser Northern California was significantly increased at 17.1%. All renewals were approved by the Trustee's.

Andrew Furuseth School of Seamanship— For government vessel, small arms training, and LSE; members will not be required to turn in meal receipts starting July 1, 2026. Going forward they will receive a $60.00 a day per diem for food and incidental expenses. This check will be issued once they sign onto a military ship. If a member takes the training and does not sign onto a ship, there will be no per diem issued for meals and incidental expenses.

All other trusts were running as expected with no changes to report.

PATRIOT CONTRACT SERVICES

On June 29th the Union was notified that Boriana Farrar would not be working for Patriot effective immediately and that Emily Black (previously Head of Marine Personnel at Patriot) would be taking over as Interim Director of Labor. Emily Ehret will fill Ms. Black's previous position for the interim.

Ready Reserve contract operated by MARAD anniversary date is July 27th. This is year two of the five-year contract. Year two of the contract calls for a six percent (6%) increase on wages and benefits.

Mr. Chairman, I recommend ratification on the Ready Reserve Ready Reserve increase of six percent (6%) to go into wages and benefits.

Ready Reserve Force Vessels
Patriot Contract Services

Admiral Callaghan, Cape Orlando, Cape Victory, Cape Vincent, Cornelius H. Charlton, Ralph E. Pomeroy, William A. Soderman, Travis E. Watkins, George Watson

WELFARE NOTES

New Fiscal Year

The new fiscal year starts August 1, 2026 and runs through July 31, 2027. Charges for services incurred on August 1, 2026 and after will be eligible for reimbursement consideration in the new fiscal year. Charges for services incurred prior to August 1, 2026 can only be considered for services in the prior fiscal year even if they are submitted for reimbursement after August 1, 2026.

All services submitted for reimbursement consideration, including copayments for active participants and reimbursements of eligible expenses under the Pensioners Annual Allowance, must be submitted to the Plan office within 180 days of the date of services or within 180 days of the processing date of the primary insurance plan.

Summary Plan Descriptions and Benefit Forms

Summary Plan Descriptions for the SUP Welfare Plan and the SIU Pacific District Pension Plan, and a variety of benefit forms for the SUP Welfare Plan, SUP 401(k) Plan and SUP Money Purchase Pension Plan, can be found online at the West Coast Sailors website under the Benefits tab. You can also find at that location helpful lists of FAQs (Frequently Asked Questions) pertaining to distributions from the SUP 401(k) Plan and the SUP Money Purchase Pension Plan.

Michelle Chang, Administrator michelle@marinerbenefits.org,
Wilma Alday, SUP Trusts Accountant wilma@marinerbenefits.org
Brian Farmer, MPP & 401(k) Plans, Death Benefits brian@marinerbenefits.org
Gina Jew, Claims gina@marinerbenefits.org
Michael Jacyna, Eligibility michael@marinerbenefits.org
Kyi Kyi Cho, Eligibility kyikyi@marinerbenefits.org
Hazel Ywan, SIU-PD Trusts Accountant hazel@marinerbenefits.org
Dau Naw, SIU-PD Contribution Accountants Payable
dnaw@marinerbenefits.org
Derek Chang, SIU-PD Supplemental Benefits, Contributions
derek@marinerbenefits.org
Judy Kim, SIU-PD Pension Plan judy@marinerbenefits.org
Dan Gaipa, SIU-PD Pension Plan dan@marinerbenefits.org
Training Representative, Liz Zeiger 949-257-2951 liz@marinerbenefits.org
SUP Welfare Plan 730 Harrison Street Suite 415, San Francisco, CA 94107
Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991
Seafarers Medical Center 415-392-3611

Effective July 27, 2026, are the following rates:

All hours worked on Saturday, Sunday, and Holidays will be paid at the overtime rate in FOS & ROS.

Full Operating Status Wage Rates:

Rating	Base Wage Monthly	Base Wage Daily	Overtime Hourly	Supplemental Benefit Monthly	Supplemental Benefit Daily	MPP
Bosun	$7,138.20	$237.94	$54.76	$3,905.70	$138.00	$14.27
AB	$5,681.10	$189.37	$44.11	$3,108.30	$109.83	$14.27
OS	$3,911.10	$130.37	$27.94	$2,139.90	$75.61	$11.69
GVA/GUDE	$4,586.70	$152.89	$27.94	$2,509.50	$88.67	$12.83

Reduced Operating Status Wage Rates:

Rating	Base Wage Monthly	Base Wage Daily	Overtime Hourly	Supplemental Benefit Monthly	Supplemental Benefit Daily	MPP
Bosun	$9,491.40	$316.38	$54.22	$791.10	$26.37	$14.23
AB	$7,797.00	$259.90	$49.83	$649.80	$21.66	$14.23
GVA/GUDE	$5,818.50	$193.95	$27.66	$484.80	$16.16	$14.23

During periods of Reduced Operational Status, eligible unlicensed crewmembers shall earn two and one half (2.5) days of supplemental wages for each thirty (30) days employed or pro rata and shall be paid directly by the company.

MATSON NAVIGATION

The Matson Contract was voted on by the membership at Headquarters on June 8th and the branches on June 15th. The agreement was overwhelmingly voted for, and the new agreement takes effect on July 1, 2026. The voting was tallied at each Branch and sent to headquarters. The voting was as follows:

Headquarters- 39 yes, 0 no.
Wilmington- 15 yes, 11 no.
Honolulu- 15 yes, 2 no.
Seattle- 1 yes (no quorum).
Total: 69 yes, 13 no.

Matson Standby Work: Recently SSA Terminal raised the concern that SUP standbys did not have the qualifications to operate the fork truck for stores on Matson ships. Matson Standby's that are dispatched to drive the fork truck, will need to carry the certificate to the job. Leo will send a copy of the certificate to Matson when dispatched, but it's important to have it on you as well. SSA has been periodically checking that the fork truck operator has the certificate on them. This is our work and we want to keep it.

HOLIDAYS

Harry Birdges' Birthday- SUP halls will be closed on Tuesday, July 28, 2026 in observance of Harry Bridges' Birthday, which is a longshore holiday under the ILWU Master agreement. It is therefore a recognized Sup holiday on Matson and APL ships when in a west coast port. It is not a holiday at sea.

ACTION TAKEN

M/S to approve RRF wage and benefit increase. (Black, several). Carried Unanimously.

M/S Concur with the balance of the President's Report. (Johnson, several). Carried Unanimously.

Matt Henning

SUP Crew and Deck Officers of the *USNS Pililaau* on the hook in Diego Garcia. Samuel Thatcher, Bosun Fernando Rigonan, OS Edward Moody, OS Timothy O'Meara, Richard Allard, Jeffery Bacay, and OS Michael Jo.

Canada Condemns New U.S. Tariffs as Trade Dispute Escalates

Canadian Prime Minister Mark Carney sharply criticized a new wave of U.S. tariffs on Monday, July 20th after President Donald Trump announced sweeping import taxes of up to 50 percent on a wide range of Canadian goods, significantly escalating tensions between the two countries.

The measures, signed through three executive orders, accuse Canada of maintaining "discriminatory" trade practices against U.S. exports. The tariffs, set to take effect in 30 days, will be implemented under Section 338 of the Tariff Act of 1930, a provision that allows the U.S. to impose steep duties on countries deemed to be treating American goods unfairly.

Carney responded forcefully, calling the move "the latest in a series of tariffs in direct violation" of the United States-Mexico-Canada Agreement (USMCA), the trilateral trade framework that replaced NAFTA. In a statement posted on the social platform X, he argued that the dispute is already raising costs for households, particularly in the United States. "This trade dispute has raised costs for families, particularly in the U.S.," Carney said, while emphasizing that Canada remains open to negotiations. "Canada stands ready to engage intensively to address outstanding issues with the U.S. to the mutual benefit of our citizens."

The latest tariffs expand on earlier U.S. trade actions targeting Canadian exports such as steel, aluminum, and softwood lumber. However, the new measures go further by applying broadly across multiple sectors and removing exemptions previously granted under the USMCA framework.

Industries affected include automobiles, dairy, and alcoholic beverages—areas the Trump administration claims are subject to Canadian protectionist policies. Additional goods impacted range from wine and hockey equipment to cement, furniture, paper products, plywood, and dairy items. The breadth of the tariffs has raised concerns among businesses on both sides of the border about supply chain disruptions and rising costs.

Trade experts note that the decision marks a significant departure from previous disputes, which tended to focus on specific industries. By applying tariffs across a wider spectrum of goods, the administration is increasing pressure on Canada while also risking broader economic fallout.

Over the past year, the Trump administration has intensified its push to renegotiate trade relationships, frequently citing the need for more favorable terms for U.S. producers. Canada, one of America's largest trading partners, has been a central focus of that effort.

Carney indicated that Canada has already been working to adapt to shifting U.S. trade policies, revealing that proposals to modernize the USMCA have been under development for the past 18 months. He reiterated Ottawa's willingness to accelerate those discussions in light of the latest escalation.

The dispute unfolds against a backdrop of increasingly strained political rhetoric. President Trump's past remarks suggesting that Canada could become a "51st state" have drawn sharp criticism from Canadian leaders and the public, adding a layer of political tension to the economic disagreement.

With the new tariffs set to take effect within weeks, businesses and policymakers now face mounting uncertainty. While both sides have signaled openness to talks, the widening scope of the dispute suggests that a resolution may not come quickly. For now, the transatlantic, or more precisely, cross-border, trade relationship remains under pressure, with potential consequences for industries, consumers, and supply chains across North America.

Camillo Moreno, SUP President Matt Henning, and Frank Walker at the Wilmington Hall. ***Photo by Leo Martinez.***

They SUP Wilmington hall monthly meeting in June. ***Photo by Leo Martinez.***

Truck Convoys Redraw Middle East Energy Map as Iraq Reroutes Exports via Syria

A rapidly expanding network of fuel shipments by road is reshaping energy flows across the Middle East, as Iraq turns to overland routes through Syria to bypass mounting risks in the Strait of Hormuz.

In a matter of months, Syria has emerged as a major export hub for Iraqi fuel oil, handling more than a quarter of the region's volumes of the product—despite previously shipping none. The transformation has been driven by thousands of tanker trucks making the multi-day journey from Iraqi refineries across Syrian territory to Mediterranean ports.

The shift underscores how ongoing conflict involving Iran and heightened insecurity in the Persian Gulf are forcing producers to rethink long-standing export routes. The Strait of Hormuz, which typically carries around one-fifth of global oil supply, has become increasingly volatile, disrupting tanker traffic and raising costs for exporters.

For Iraq, the reliance on trucking is less a strategic preference than a logistical necessity. Fuel oil, used primarily in shipping and power generation, is the country's main refined export. With limited pipeline capacity and few viable maritime alternatives, Iraqi authorities have turned to road transport to prevent storage bottlenecks that could force refinery shutdowns.

Industry analysts note that such shutdowns would have cascading effects. Reduced refinery operations would not only curb fuel oil exports but also constrain domestic and regional supplies of gasoline and diesel, placing additional strain on already tight energy markets.

The overland route to Syria offers a workaround, albeit an expensive and complex one. Convoys of tanker trucks take approximately four days to reach Syrian ports on the Mediterranean, where the fuel can then be loaded onto ships bound for international markets. Despite higher transport costs compared to pipelines or seaborne exports, the route provides a crucial outlet amid constrained conditions in the middle east.

Beyond Iraq's immediate needs, the surge in fuel flows is accelerating Syria's economic reintegration. After years of isolation, the country is positioning itself as a key transit corridor for regional energy. The lifting of U.S. sanctions has opened the door to increased investment and diplomatic engagement, with Western and regional actors exploring infrastructure projects that could further expand Syria's role.

Proposals under discussion include new crude oil pipelines linking Iraqi fields to Syrian ports, which would provide a more efficient and scalable alternative to trucking. Such projects are also viewed through a geopolitical lens: reducing reliance on Hormuz could weaken Iran's strategic leverage over global oil flows.

At the same time, Iraq is diversifying its export routes beyond Syria. Smaller volumes of fuel oil and crude are being transported through Jordan, offering additional, if limited, relief. These efforts reflect broader regional strategies to build resilience against disruption, whether through new pipelines, expanded storage, or alternative ports

Economic pressures are also a driving force. The partial disruption of Hormuz-linked exports has dented Iraq's oil revenues, a critical pillar of its economy. Maintaining export volumes, even through costlier routes, has become essential to stabilizing government finances.

Experts caution, however, that trucking alone cannot replace traditional export infrastructure. "You have a convergence of urgent needs and limited options," said one regional analyst, noting that Iraq's reliance on road transport highlights both adaptability and vulnerability.

As tensions persist, the improvised network of tanker convoys may remain a defining feature of the region's energy landscape, at least in the short term. Whether it evolves into a more permanent system will depend on the trajectory of regional conflicts and the pace of investment in longer-term alternatives.

U.S.–Iran Strikes Escalate

continued from page 1

Despite the escalation, diplomatic channels remain open, albeit narrowly. Mediators including Qatar and Pakistan have proposed a short-term ceasefire, though neither side has shown clear willingness to compromise. Analysts note that mutual distrust and competing strategic objectives — particularly over control of Hormuz — continue to undermine efforts at de-escalation.

For now, the conflict appears locked in a cycle of retaliation. With no clear exit strategy and the strategic importance of the Strait of Hormuz at stake, the risk of further escalation, and wider economic fallout, remains high.

Port of Los Angeles Tops One Million TEUs

continued from page 1

means higher short-term logistics costs.

Despite the surge in imports, exports remained largely unchanged. The port processed about 126,000 export TEUs in June, reflecting ongoing challenges for U.S. outbound cargo, particularly in agricultural and manufacturing sectors facing softer global demand and competitive pricing pressures.

Meanwhile, the movement of empty containers, often viewed as a leading indicator of future trade activity, rose sharply. Shipments of empties back to Asia climbed 17% year over year to approximately 345,000 TEUs, suggesting continued demand for equipment repositioning in key manufacturing hubs.

Looking ahead, port officials expect strong volumes to continue in the near term, with July projected to exceed 900,000 TEUs. However, forecasting beyond that point remains difficult.

Seroka pointed to uncertainty surrounding tariffs as a key variable. The expiration of Section 122 tariffs later in July, coupled with expectations that Section 301 tariffs will remain in place, is contributing to a fluid trade environment that complicates planning for importers and exporters alike. "The situation is dynamic," Seroka said. "Retailers are adapting in real time, and conditions keep changing with trade policy."

As global supply chains continue to evolve, the Port of Los Angeles remains a central barometer for U.S. trade activity, its record-setting June offering both a snapshot of current demand and a reminder of the unpredictability still shaping the maritime economy.

Civilian Mariners Make History

continued from page 1

force historically overlooked despite its essential contributions in both wartime and peacetime.

The moment also echoed sentiments expressed decades earlier by President Franklin D. Roosevelt, who famously referred to America's wartime cargo fleet as the "Ugly Ducklings." Roosevelt described the Merchant Marine as the nation's "Fourth Arm of Defense," recognizing that while battleships and combat units drew headlines, it was the steady flow of fuel, ammunition, and supplies that ultimately sustained victory.

That reality remains unchanged. Today's civilian mariners, much like their World War II predecessors, operate ships built not for combat glory but for logistics—tankers, cargo vessels, and support ships that form the backbone of military readiness.

Yet their role has become increasingly vital as global supply chains grow more complex and geopolitical tensions place new demands on maritime operations. The ability to sustain naval forces far from home ports depends heavily on ships like Kanawha and William McLean and the civilian crews who operate them.

By awarding the Presidential Unit Citation, U.S. leadership has effectively elevated the visibility of these mariners, placing them alongside traditionally recognized military units. For a profession often defined by quiet service, the recognition may mark the beginning of a broader reassessment of the Merchant Marine's role in national defense.

As history has shown, and as this award reinforces, wars may be fought by fleets, but they are sustained by supply.

Vice President's Report

continued from page 12

from its days in drydock on the blocks. Crew has been doing general deck mainte

continued from page 12

nance on the ship and there is no beefs. Coming late July, the ship will be fully crewed and ready for its upcoming mission switching into FOS status. Zbigniew Kaczor, Bosun.

Mariners, please consider checking in on your application status. The delays on mariner applications are now delaying in the presence of an application status. You can apply, and it may be a while before you even get an application status notice from CG. If such deficiencies are taking place, I would recommend calling the CG phone number found on your application status to let them know to recognize your application. You don't want to be forgotten and left at the bottom of the pile in this chapter of mmc applications. The portal free's up anyone's ability to apply... Potentially longest waiting line in CG history.

Sam Worth Vice President SUP

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.

Dispatcher's Report

Headquarters — June 2026

Deck	
Bosun	5
Carpenter	0
MM	2
AB	11
OS	2
Standby S.F.	9
Engine/Steward	
QMED	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook	0
Messman	0
Total Jobs Shipped-All Depts	29
Total B, C, & D Shipped-All Depts	23
Total Registered "A"	22
Total Registered "B"	37
Total Registered "C"	6
Total Registered "D"	21

SUP Branch Reports

Honolulu

June 2026

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

Agent's Report:

Shipping and Standby dispatches were status quo for the month. The list of Sailors waiting on the National Maritime Center to issues renewals and upgrades is growing. Imagine if they would allow the local RECs to review and process applications, then, with everything in good order. Issue a Sailor their MMC right then and there. You know… Like they used to?

I encourage anyone living in or who know someone living in Hawaii's 1st Congressional District to encourage them to support, and vote for Jarrett Keohokalole. Jarrett is running against Anti Merchant Mariner Stooge, Ed Case. Ed has lived his political life as guy working against our interests as mariners. He recently touted on social media that the current Jones Act waiver would lower gas prices. It hasn't… Ed Case might be considered by some to be 10 pounds of Kukae, in a 5 pound bag. *Late Update* A survey of likely voters came out yesterday. It shows that Jarrett Keohokalole is quickly closing the gap on Case. Jarrett is within 8 percentage points Anti Jones Act Ed.

Please keep track of the expiration dates on your documents. If they have 8 months or less before anything expires. Get started on the renewal process. If you need help. Come on in…

Patrick Max Weisbarth,
Honolulu Branch Agent

Wilmington

June 2026

Shipping: Bosun: 3, AB/W: 11. AB/D: 7, OS/ STOS; 2, GVA/GUDE 0, Standby: 55 Total Jobs Shipped: 78

Registrations:

A 31. B 30 , C 4 , D 4

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

Agent's Report:

I don't know how many times I've talked about camaraderie, brotherhood, and looking out for one another. I've written about it in these reports more times than I can count, whether it landed with everyone or fell on deaf ears. Doesn't matter. I'll keep saying it because that's what this union was built on, and it's what has kept sailors standing together through good times and bad. I've always tried to practice what I preach. My door has stayed open, my phone gets answered, and if I can help a brother or sister get where they need to be, I will. If I've ever passed along information that later turned out to be incorrect or incomplete, then that's on me, and I apologize. The maritime world changes fast. Company policies shift, Coast Guard guidance gets updated, and terminal procedures seem to change overnight. We do our best with the information we have, and when things change, we adjust and keep moving.

One thing that never changes is your responsibility to stay on top of your own paperwork. Don't wait until the last minute to find out your MMC, Medical Certificate, TWIC, Passport, STCW endorsements, or any other required documents have expired. A missed expiration can cost you the job. Keep copies, check your dates, and get your renewals started early. A prepared sailor is a working sailor, and a working sailor keeps food on the table.

Stay registered, stay current, stay paid up, and be ready when your name gets called. Opportunity doesn't wait for anyone on the waterfront. The mariner who's squared away in the hall with his documents and ready to throw his gear over his shoulder is usually the one walking up the gangway while someone else is still trying to renew paperwork... Take care of each other. Respect the halls, the terminals, the crew you sail with, and remember that your reputation follows you from ship to ship and port to port. Brotherhood isn't som...

Fraternally Submitted,
Leo Martinez, Book #6558
Wilmington Port Agent

Seattle

June 2026

Shipping: 2 Boatswain (A, C); 2 AB (B); 3 AB/W (A,B,C); 0 Standy AB

Registered: 6 A card for a total of 12, 4 B card for a total of 13, 1 C card for a total of 6, 2 D card for a total of 4

Agent's Report:

Thanks to all of you that read the Union paper and are giving me a long heads up on those getting off the ship. It's a tremendous help and ensures you will get a timely relief. I will be working off the long-range schedule to book appointments, so there will likely be a few missed targets depending on breakdowns, shipyard delays, and route changes, but it should be better than in the past. Just be aware, I will still need to bend the shipping rules from time to time to accommodate physicals, and you cannot depend on the Thursday call for turn to Friday routine. Keep in touch with the Hall for updates if you're looking for work.

I'm going to try to use up my vacation days this year so I will be taking advantage of available relief whenever I can. SUP member Rhonda Benoit will be in for me when she has time in the months of July and August.

Fraternally,
Brandon Bohannon, Seattle Port Agent

SUP Pensioner Join the Ranks of Retirement

Kirk Sigurdson	Bk #7491	June 1, 2026
Ponciano Siquinia	Bk #7535	July 1, 2026

Vice President's Report

June 2026

CAPE VINCENT — Ryan Chapman, Delegate. The discharges are coming in because Cape Vincent has officially come to full closure, this ship will be missed. Gang held together for its final mission with minor beefs. Ship ended up sailing from Texas to Greece, then Saudi Arabia to Jordan, then back to Texas. Crew had a great time chipping and performed heavy deck maintenance for the entire mission. Dmitrios Kolymparis, Bosun.

RED CLOUD — Jocelyn Merino, Delegate. Red Cloud is still in Norfolk, VA. Activation has been pushed back and more likely to leave Charleston in later July. Gang has been chipping and painting on a regular basis with the normal deck maintenance. No beefs. Mahon Gandy, Bosun.

SODERMAN — Larry Davis, Delegate. ROS in Marrero, LA. Gang has been performing plenum projects every day with ABS teams and going into tanks to assist with the routine inspections. Deangelo Carracter, Bosun.

POMEROY — David Mccullough, Delegate. Another ship in Norfolk, VA. Likely to stay longer. Crew has been doing the normal deck maintenance. Potentially remaining ROS for the extended stay. Erick Williams, Bosun.

PILILAAU — Samuel Thatcher, Delegate. A considerable amount of mariner activity is taking place on the Pililaau. The ship and deck gang have been landing helicopters. Fortunately, we have an SUP gang with trained LSE's that can confidently land such vehicles. Major personnel are aboard, and we are here to support their missions. Fernando Rigonan, Bosun.

DAHL — Tawfiq Ahmed, Delegate. Dahl is getting ready for a mission activation

continued on page 11

Business Agent's Report

June 2026

Members when you take a gangway security job double —check that your timesheets and dates are filled out correctly. Your direct deposit form information must be correct. If not this will delay the payoff process.

President Bush — Jose Ysern delegate due to arrive in Oakland in July. We had a good trip; the deck gang all worked well together, Taking care of business and making money it's a nice combination with Mike Raun as Bosun

President Reagan —Cosme Bigno delegate departing Kobe for Yokohama. It's been a good trip on our last leg in Japan before crossing back to the west coast; the weather has been good. The deck department are all Professionals work hard and completed maintenance jobs SUP style with John Pancho as Bosun.

President J.Q. Adams — Delegate Dennis Solijon arrived in Oakland#56 with no issues. However, the safety meeting raised this issue: carrying water jugs to the bridge is an accident waiting to happen and a safety hazard for the crew members. It's ridiculous for a multi-million dollar shipping company. If you take a dayman job, you shouldn't take it if you aren't competent enough or don't possess sufficient seamanship skills. That becomes a burden and a problem for the Bosun on any ship. Jesus Hermosillo as Bosun

CMA CGM Phoenix —- via Charleston. Delegate Marc Dulay joined the shipyard where the vessel is undergoing engine repairs. According to topside and the company we are looking at two to three weeks of repairs always subject to change. Marc Relojo as Bosun.

APL Eagle — Monsieur Ghaleb delegate: All is well on board; The deck gangs are working at anchorage, catching up on some maintenance work. Along with tying up and letting go this is maker we are hearing of a new ship going into the shipyard on the 25th to replace the Eagle; we still don't have all the information and will keep the Union posted. Ali Ghaleb as Bosun.

President Grant

President Carter. In with no issues or beefs.

Manoa — In and out of Oakland#62 delegate Mike O'Boyle short stay that's been the routine in Oakland we departed for Los Angeles with no issues. Steady Bosun Crockett on his trips off well deserved vacation in good hands with relief Bosun Shermaih Iaea.

Maunawili — delegate John Fearon in and out of Oakland with no issues; a short stay is the regular routine for this ship. Departed for Honolulu with Dave Purganan as Bosun

Mahimahi — Via Singapore/shipyard. Tom Tynan, delegate, reports Matson called the crew back for Mahimahi in early July; they flew us to Singapore on the 10th to bring the ship out of drydock so it could be back in service by the 15th. If all goes to Matson's plan when we are cleared from the shipyard we will depart for Honolulu and get back on the Southern triangle run. Isnin Idris as Bosun.

Maunalani

RJ Pfeiffer. — in and out Oakland with no issues

Pier#9 SFBP — Chris Auer delegate training is moving along three temporary deckhands moved into steady slots they were fully check off to stand their own watches and run the boats. Now vacations are available with the full complement of operators. The idea is to have a pool of operators to step in whenever needed. Newly hired Dock Bosun Devine Burchham has a handle on it with Steve Ross helping with the transition.

Agents Report: Shipping is about the same; it comes in waves. The Coast Guard now recommends renewing your MMC 8 months prior to the expiration date. They must hire more staff; medical certificates take one to two weeks to process via email. If can't keep your business in order—current drug screen, Med Cert, Passport, MMC, dues or you will see the stern of the ship sailing off into the sunset. Don't be that one. If you need a BST refresher or BTR fill out an application with your local Agent to submit to our training coordinator Liz Zieger, she will set you up with time, date, and location.

Help out with the upgrades, dispatch commercial jobs, making ships when time permits. Worked in the front office.

Fraternally Roy L. Tufono