



West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Thursday, June 18, 2026

Deal Reached, But Ships Wait: Hormuz Traffic Still in Limbo

The global shipping industry cautiously welcomed news of a breakthrough agreement between the United States and Iran aimed at ending months of heightened tensions in and around the Strait of Hormuz, but maritime leaders warned Monday that significant uncertainty remains before normal commercial operations can fully resume.

The agreement, announced Sunday, June 14th by U.S. President Donald Trump and Iranian officials, outlines a framework to halt hostilities, lift the U.S. blockade of Iranian ports, and reopen the Strait of Hormuz, one of the most strategically vital maritime chokepoints in the world. Roughly one-fifth of global oil shipments pass through the narrow waterway, making stability in the region critical to international trade and energy markets.

While the announcement sparked cautious optimism across global shipping and energy sectors, key details of the agreement remain unclear, leaving shipowners, operators, and insurers hesitant to immediately restore regular transit schedules.

"This is a positive step, but we are far from a return to normal operations," a senior maritime

security advisor said Monday, June 15th. "The risks that have built up over the past several months cannot be undone overnight."

Maritime security advisories issued early Monday reinforced that caution, noting that restrictions on vessel movements in the region remain in place. Shipping companies have been advised to continue exercising heightened vigilance, maintain enhanced security protocols, and coordinate closely with naval authorities operating in the area.

Since the onset of the conflict, the Strait of Hormuz has seen a sharp decline in commercial traffic as shipowners rerouted vessels or delayed voyages altogether due to concerns over potential attacks, seizures, and mining activity. War risk insurance premiums surged, and several major carriers suspended operations in the region entirely.

Industry groups emphasized that before confidence can be restored, there must be clear verification that hostilities have ceased and that safe passage can be guaranteed. Questions remain regarding the removal of any naval mines, the status of military assets in the region, and the rules governing naval escorts for commercial vessels.

"There needs to be a transparent and enforceable security framework," said a spokesperson for a major international shipping association. "Ship operators will not commit assets until they are confident that crews, cargo, and vessels are no longer at unacceptable risk."

Energy markets reacted modestly to the news, with oil prices stabilizing after weeks of volatility driven by fears of supply disruptions. Analysts noted, however, that sustained stability will depend on how quickly and effectively the agreement is implemented.

In the meantime, many shipping companies are adopting a wait-and-see approach. Some operators indicated they would consider limited transits under

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AFL-CIO Adopts Pro Maritime Resolution

AFL-CIO unions meeting at the federation's 2026 convention in Minneapolis on June 8-9 re-elected Liz Shuler and Fred Redmond to continue to lead the AFL-CIO as president and secretary-treasurer, respectively. During their time in office, the two grew the federation from 57 to 65 affiliated unions, including the affiliation of the 2 million service and care workers of the Service Employees International Union, and supported new organizing to bring the collective membership of the federation to

15 million workers and growing.

Elected delegates representing working people from across the country and from every job category come together at the convention to choose their leader and express their policy preferences. A resolution adopted at the convention, Revitalizing Domestic Shipbuilding, Ship Repair, and Maritime Industries, expresses the delegates' support for the Jones Act and the US-flag fleet.

RESOLUTION 17: REVITALIZING DOMESTIC SHIPBUILDING, SHIP REPAIR,

AND MARITIME INDUSTRIES

Whereas AFL-CIO affiliates represent tens of thousands of highly skilled union members in the shipbuilding, ship repair and maritime industries. With our members building and repairing commercial vessels, naval ships, and producing vital vessel inputs like steel, engines, boilers, propulsion systems, glass, cables, pipes, fittings, pumps and other machinery, and a wide array of other materials and components

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Project 2025 Priorities Drive Rollback of Ocean Science Infrastructure

The Trump administration has begun dismantling a vast network of ocean-based scientific instruments that have long provided critical climate data to researchers in the United States and around the world, a move that is drawing sharp concern from the scientific community.

At the center of the decision is the removal of approximately 900 ocean data-collecting buoys and subsea monitoring systems. These instruments, deployed across some of the most remote and environmentally sensitive regions of the globe, have played a key role in tracking ocean temperature, carbon levels, currents, and other indicators essential to understanding climate change.

The first phase of the effort is already underway off the Pacific Northwest, where crews have begun removing equipment from the Coastal Endurance Array. The array is part of a broader

system that spans the North Pacific, waters near Greenland, and the Southern Ocean—areas considered vital for long-term climate observation.

Originally, the network was expected to remain operational for at least another 15 years. Instead, federal officials have opted for a full-scale decommissioning. According to reporting by The New York Times, the National Science Foundation plans to deploy specialized vessels to retrieve the buoys and subsea landers entirely, rather than leaving them in place. The total cost of the removal effort is estimated at \$370 million.

Scientists say the decision represents not just the loss of infrastructure, but the disruption of decades-long data collection efforts. Continuous datasets are particularly valuable in climate science, where long-term trends are essential for accurate

modeling and forecasting. Interruptions can create gaps that are difficult, if not impossible, to reconstruct.

"This is not equipment you can simply turn off and replace later," said one oceanographer familiar with the program. "These systems are part of a continuous record. Once that continuity is broken, you lose a level of precision that can't be recovered."

The data gathered by the buoy network has been widely used by the National Oceanic and Atmospheric Administration's Office of Oceanic and Atmospheric Research (OAR), as well as by universities and international research institutions. The information feeds into climate models, weather forecasting systems, and studies of marine ecosystems.

The removal effort aligns with broader policy priorities outlined

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

- Diane Ferrari.....BK#2251
- Hannu KurppaBK#3162
- Gunnar Lundeborg.....BK#4090
- Vince O'HalloranBK#2463
- James Clay.....BK#4794
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- Patrick Rawley.....\$10
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Organization/General Fund

- Venerando Ramos\$50
- Kalae Huihui\$25

West Coast Sailors

- Clint Sieber.....\$20
- David Garcia.....\$20
- Nils Dobszinsky.....\$10

Final Departures

Robert Burns, Bk #5736. Born in California in 1951. Joined SUP in 1976. Died in Aliso Viejo, CA on May 5, 2026. (Pensioner)

Montegue Kalama, Bk #3178. Born in Hawaii in 1952. Joined SUP in 1991. Died in Nevada, May 7, 2026. (Pensioner)

WELFARE NOTES

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SUP Meetings 2026

HQ	Branches	HQ	Branches
July 13	July 20	October 13	October 19
August 10	August 17	November 9	November 16
September 14	September 21	December 14	December 21

Membership and Ratings Committee

The Committee met on June 8, 2026 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatetime	Rating	Seniority
Jack Tirpak	B-19880	1 yr.	A.B.	B
Zachary Robert	B-19881	1 yr.	O.S.	B
Steven Riley	B-19882	1 yr.	A.B.	B
Remoni Tufano, II	C-3159	30 Days	O.S.	C

Ratings: Bosun Stamp
Xerxes Cunanan Bk#4832

Ratings Committee: Reymund Gabarra BK#3051, Nassal Surian B-19810, Elliot Arcia C-3056.



The Membership and Ratings Committee of Elliot Arcia, Reymund Gabarra, and Elliot Arcia met at SUP HQ on Thursday June 4th.

Rush to Scrape: Fleets Race to Leave Persian Gulf After Months Stranded

Demand for specialized ocean divers capable of scraping barnacle-encrusted ship hulls has surged dramatically as hundreds of vessels stranded in the Persian Gulf prepare to return to global trade routes following a tentative U.S.-Iran peace agreement.

Shipping companies are scrambling to secure underwater cleaning crews after months of inactivity left hulls coated in layers of algae, slime, and hard-shelled crustaceans. The buildup, if left untreated, can significantly reduce fuel efficiency, increase emissions, and, in many cases, prevent ships from entering ports due to biosecurity concerns.

The spike in demand has been swift and striking. Orders for hull-cleaning services have jumped more than 30-fold in recent days, according to Captain Manandep

Singh Kukreja, chief surveyor at Dubai-based Prominence Shipping Services LLC. The surge followed U.S. President Donald Trump's announcement of an interim deal with Iran that is expected to reopen the Strait of Hormuz after months of conflict.

"The next 30 days, it's going to be like they've struck gold," Kukreja said in an interview. "Everyone wants to get out of Hormuz finally. Everyone wants to get back to earning money."

The sudden rush is already driving up prices. Fees for a single underwater scraping job have climbed from roughly \$5,000 just days ago to as much as \$8,000 per vessel, a potential increase of 60 percent. For diving contractors, the situation has created a rare windfall, with fully booked schedules and urgent requests from shipowners eager to return their

vessels to service.

Approximately 600 ships remain trapped in the Persian Gulf after what has become one of the largest disruptions to global energy and shipping markets in recent memory. The conflict, now entering its 16th week, forced vessels to idle in the region's warm, shallow waters, conditions ideal for rapid marine growth on hulls.

Barnacles, which are closely related to crabs and lobsters, attach themselves to ship surfaces using a powerful natural adhesive that has been studied for potential medical applications. Once established, they can form dense clusters that not only slow ships but also harbor invasive species. Many ports enforce strict environmental regulations that prohibit heavily fouled vessels from entry, making hull cleaning a prerequisite for resumed operations.

The logistical challenges extend beyond barnacle removal. Ship operators must also address insurance coverage, coordinate safe passage through potentially hazardous waters, and assess lingering security risks, including the possibility of

naval mines. Even with a peace agreement in place, industry experts caution that a full return to normal shipping operations will take time.

Still, the immediate priority for many vessel owners is restoring seaworthiness. Hull cleaning is among the first and most urgent steps, particularly for ships that have remained stationary for extended periods.

Diving companies across the Gulf region are now mobilizing additional crews and equipment to meet the unprecedented demand. Some firms are reportedly operating around the clock, dispatching teams to service as many vessels as possible before traffic through the Strait resumes in earnest.

For an industry accustomed to volatility, the current surge underscores how quickly geopolitical developments can reshape maritime operations, and how even the smallest organisms, clinging stubbornly beneath the waterline, can become a major factor in the global flow of commerce.



Matson Lurline's 100th Voyage

Left to right: AB Diego Rizan, Wiper Rey Farinas, AB Vermilo Visayan, AB Aaron Wong, O.S. Chris Kennedy, Bosun Rodolfo Bautista, AB Antolin Avorque, AB Robert Hubbard.

West Coast Sailors

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RESOLUTION

2026 MTD QUADRENNIAL
CONVENTION

Essential Need for Cargo

Depending on how long someone has worked in the maritime industry, they may have heard this expression once or a hundred times: Cargo is king.

Without cargo, we could gain a huge number of vessels, but it wouldn't matter. You can think of it like the maritime version of the movie "Field of Dreams," whose script famously included the line, "If you build it, they will come." The MTD collectively is very confident that if there's ample cargo for American-flag and Canadian-flag ships, our affiliates will capably meet any manpower challenge.

More than once during the past two years, MTD affiliates in the U.S. have testified before Congress that the most important aspect of any future maritime policy must be centered around cargo. Whatever problems the industry faces, whether they revolve around shipbuilding, ship operating, workforce development or national security, increasing the base of cargo available for U.S.-flag ships provides the headwinds that make solving those problems possible.

Commercial ships do not sail without cargo. In fact, without cargo, there is no need for a ship. With no need for a ship, there is no need for the mariners to crew her, and no shipyard is needed to build her. Companies make no money, workers aren't paid, and our trade gets moved by foreign-flag ships with foreign crews.

It is vital to note that the mariners and the vessels of our commercial fleet are critical to our national security. Mariners who crew commercial ships in peacetime are necessary to operate our government-owned surge and sustainment fleets. Without work for them in peacetime, they will find other jobs, lose their credentials and the sea-time required to sail under existing law, and we will be hard-pressed to replace them when — not if — they are needed in the future.

As noted earlier this year by U.S. Maritime Administrator Steve Carmel when testifying before Congress: "The foundation of any effort to rebuild our maritime power must rest on access to cargo. Every conversation, whether it is shipbuilding, ship repair, or fleet renewal must start and end with cargo."

During that same hearing, the commanding officer of the United States Transportation Command, General Randall Reed, stated, "The fundamental principle in maritime is: More cargo means more U.S.-flag ships, and more U.S.-flag ships means more U.S. mariners, a virtuous cycle that strengthens both our commercial industry and national defense posture."

The Maritime Trades Department wholeheartedly agrees with these sentiments, and we will continue our efforts supporting existing programs and creating new ones that generate cargo for our industry.

NOW, THEREFORE BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils wholeheartedly agree with these sentiments, and we will continue our efforts supporting existing programs and creating new ones that generate cargo for our industry.

Support the Jones Act

While attacks on America's freight cabotage law are nothing new, we admit surprise and disappointment with the recent Jones Act waiver and subsequent extension issued by the Trump administration. Because of the president's stated intent to restore America's maritime dominance, and in line with his "America First" agenda, the Jones Act could easily have been viewed as the most secure law on the books, not just within the maritime industry but across the board.

Oops.

The waiver and extension, both unprecedented in length, drew widespread rebuke from Labor, management and government. Candidly, while on some level we might have understood a very limited, very brief waiver strictly for optics, the one that was enacted is ineffective and dangerous. At a time when the United States should be

reinforcing its maritime strength, this action moves us in the opposite direction. The Jones Act is not simply an economic policy; it is a cornerstone of our national security, ensuring that America maintains a fleet of U.S.-flagged vessels crewed by highly trained American mariners who are ready to serve in both peace and war.

Something the administration may not have considered is that waiving the Jones Act undermines our ability to recruit and retain the next generation of U.S. Merchant Mariners. Our workforce is already under pressure. Policies like this send the wrong signal to those considering a career at sea and to those currently serving — suggesting that their livelihoods and contributions can be set aside when it is most convenient. This was quickly evident on social media, where rank-and-file mariners openly wondered if they'd soon be out of a job.

Just as importantly, repeated waivers inject instability into the marketplace and erode confidence in U.S. maritime policy. Capital does not flow into uncertainty. If cargo can be diverted at will to foreign-flag vessels, investors will simply take their money elsewhere. The result is predictable: fewer U.S.-flag ships, diminished shipyard activity, and a shrinking mariner pool — harming the very industrial base and sealift capability this country depends on.

Moreover, there is no credible evidence that Jones Act waivers deliver any meaningful or measurable relief for American consumers at the pump. Global oil prices — not domestic shipping laws — drive fuel costs.

The Jones Act has protected U.S. national, economic and homeland security for more than century. It remains the most important maritime law in the United States. Globally, it is considered the gold standard of cabotage laws, among the more than 100 other nations that also maintain such regulations.

NOW, THEREFORE BE IT RESOLVED that the MTD fully stands behind the Jones Act, and objects to waivers; and,

BE IT FURTHER RESOLVED that the Jones Act continues to enjoy strong bipartisan support along with unwavering backing from our military leaders. It is a vital tool and should be treated as such.

It's Time to Enact the SHIPS Act

It's no secret that the "M" in MTD stands for Maritime, and right now, Maritime is standing up for the SHIPS Act. Passage of the SHIPS Act, co-sponsored by Congressman John Garamendi (D) from California and Congressman Trent Kelly (R) of Mississippi, along with Senator Mark Kelly (D) of Arizona and Senator Todd Young (R) of Indiana, can be considered the top priority of the maritime industry.

As stated by Congressman Kelly: "We are a great nation because we are a great maritime nation. But for years, we've fallen behind in providing the maritime industry with the resources it needs. If we want to restore America's maritime strength, it will take robust investment in our shipbuilding industry in both military and commercial. We need to put more American-built ships in the water — ships that carry goods, support our economy, and strengthen our security. We also must maintain those ships and ensure we have the workforce to crew and support U.S.-flagged vessels with American workers."

The bill has solid backing from both sides of the aisle, as stated by Congressman Garamendi: "I am encouraged to see continued bipartisan consensus on the need to strengthen America's maritime industry. The SHIPS Act will do exactly that. We are committed to securing passage of this legislation and to continuing the vital work of revitalizing our maritime sector."

Among many other benefits to the maritime industry, the SHIPS Act would, "Establish a national goal of expanding the U.S.-flag international fleet by 250 ships in 10 years by creating the Strategic Commercial Fleet Program, which would facilitate the development of a fleet of commercially operated, U.S.-flagged, American crewed, domestically built merchant vessels that can operate competitively in international commerce."

That translates to a lot of new, good-paying, secure union jobs. Even without mentioning that the SHIPS Act would require higher percentages of cargo be transported by U.S.-flag vessels, establish tax credits for shipyard investments, reduce red tape and increase support to our nation's maritime academies, the new jobs alone would be enough to make this the focus of maritime industry.

It is also worth noting that despite its abbreviated title, this bill would benefit all components of American maritime, not just shipbuilding. The full title — Shipbuilding and Harbor Infrastructure for Prosperity and Security for America Act — doesn't exactly roll off the tongue, but our bottom line is that this is the most comprehensive maritime legislation in more than half a century.

NOW, THEREFORE BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils stand wholeheartedly in support of the SHIPS Act, and will continue working for its swift and definitive passage into law.

Support for DOT and MARAD

While it is no secret that the Maritime Trades Department hasn't seen eye-to-eye with the administration on issues including the unionized federal workforce and Jones Act waivers, we are grateful for the consistent support and forward-thinking leadership at the Department of Transportation. Most prominently, this includes DOT Secretary Sean Duffy and Maritime Administrator Steve Carmel.

Secretary Duffy and Administrator Carmel are doing excellent work promoting American maritime. They have clearly and consistently expressed why our country needs a strong pool of U.S. citizen seafarers, viable domestic shipbuilding capability, and laws that consistently generate cargo for the American-flag fleet.

Moreover, they have demonstrated a firm commitment to revitalizing this critical industry.

Perhaps most notably, they both also have shown an eagerness to listen — something that can be regrettably rare in the nation's capital.

NOW, THEREFORE BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils are grateful for the hard work our Transportation Secretary and Maritime Administrator; and,



San Francisco Port Maritime Council (SF PMC) Vice President Anthony Poplawski, SF PMC President Matt Henning, MTD President Dave Heindel, MTD Executive Secretary – Treasurer Jordan Esopa, and SF PMC Secretary-Treasurer Joe Vincenzo at the MTD Convention in Minneapolis, Minnesota.

2026 MTD QUADRENNIAL CONVENTION

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BE IT FURTHER RESOLVED that we pledge to continue closely working with them in support of efforts to restore America's maritime dominance.

King Kamehameha: The Warrior Who United the Hawaiian Islands

On the lava-swept slopes of Kohala on the Big Island of Hawaii, a child was born in the mid-18th century under a prophecy that he would one day become a great ruler. That child grew into Kamehameha the Great, the legendary king who united the Hawaiian Islands under one rule for the first time in history and laid the foundations of a Hawaiian kingdom that would endure for nearly a century. Kamehameha's legacy is so profound that Hawaii still celebrates Kamehameha Day on June 11 — a state holiday filled with floral parades, hula, and ceremonies honoring his life, leadership, and vision.

Kamehameha was born around 1758, during a time when the Hawaiian Islands were divided among warring chiefs. His birth, according to legend, was accompanied by a strange celestial event — possibly Halley's Comet — which Hawaiian priests interpreted as a sign that a great leader had been born. Raised in relative secrecy for his safety, Kamehameha grew strong and skilled in warfare, eventually earning respect for his strength, intelligence, and leadership. He came of age as Hawaii experienced increasing contact with the outside world, including traders, missionaries, and explorers like Captain James Cook.

By the 1780s, Kamehameha began his campaign to unite the islands. With the help of foreign advisors and European weapons — including cannons and muskets — Kamehameha employed both diplomacy and battle to bring rival chiefs under his control. His most significant battle came in 1795 at Nu'uuanu Pali on the island of Oahu. There, Kamehameha's forces pushed opposing warriors over a steep cliff, securing his control over most of the islands. Only Kauai and Niihau remained outside his rule. Rather than invade, Kamehameha negotiated with the island's chief, Kaumuali'i, who eventually agreed to become a vassal under Kamehameha in 1810. With that, the Hawaiian Islands were unified for the first time.

"He was not just a warrior but a visionary," said Hawaiian cultural historian Pualani Kanahale. *"He saw beyond the tribal wars of his time and imagined a strong, united kingdom that could survive in a world that was rapidly changing."*

Kamehameha ruled with a blend of traditional Hawaiian values and pragmatic leadership. He instituted the Law of the Splintered Paddle (*Kānāwai Māmalahoe*), which protected civilians from harm and ensured the safety of the weak and defenseless. The law remains enshrined in the Hawaii State Constitution today. He also worked to regulate trade, maintain peace between former enemies, and limit foreign influence while benefiting from new technologies and goods. Kamehameha's reign marked a period of relative stability and prosperity in the islands.

When Kamehameha died in 1819, he left behind a unified kingdom, governed by his descendants and eventually recognized by major world powers. His burial place remains a secret, known only to the few entrusted to hide his bones in accordance with ancient tradition. Today, Kamehameha is not only remembered as a powerful warrior but as a unifier, protector, and father of the Hawaiian Kingdom. Statues of him stand in downtown Honolulu, at the U.S. Capitol in Washington, D.C., and in his birthplace of Kohala — all adorned with vibrant lei each June 11.

"He exemplified the spirit of aloha and pono — compassion and righteousness — but he could also be fierce and determined," said Maui resident Kalei Makana. *"His story inspires us still, especially in a world where leadership can feel divided and uncertain."*

Though the Hawaiian monarchy was overthrown in 1893 and the islands were annexed by the United States in 1898, Kamehameha's legacy endures. He is widely regarded as one of the greatest indigenous leaders in Pacific history. Cultural revivals in the 20th and 21st centuries have renewed interest in Kamehameha's life and values.

We Will Not Let AI Take Our Jobs

We've seen all kinds of attempts over the years from big corporations and immoral CEOs to save a buck. Time and time again, unions have sniffed it out and put a stop to it. We've always fought to protect workers' rights from all attacks, and this time, the attack is coming from inside your phone.

AI has been pitched to the world as a time-saving, fun distraction at your fingertips — but think about that for a second. How do the CEOs and the "one percent" get richer by giving the world AI assistants? Look to our brothers and sisters in SAG-AFTRA for a startling example. Media moguls were determined to use AI to replicate a performer's image, voice, mannerisms and even their clothes, and then use them over and over and over again without compensating the actual people.

The desired cost savings were revealed in a single negotiation: They'll try to hoard money by cutting jobs, replacing a hard-working union member with an AI that never needs to visit the doctor, go on vacation or draw a pension. The cost they want to cut is you.

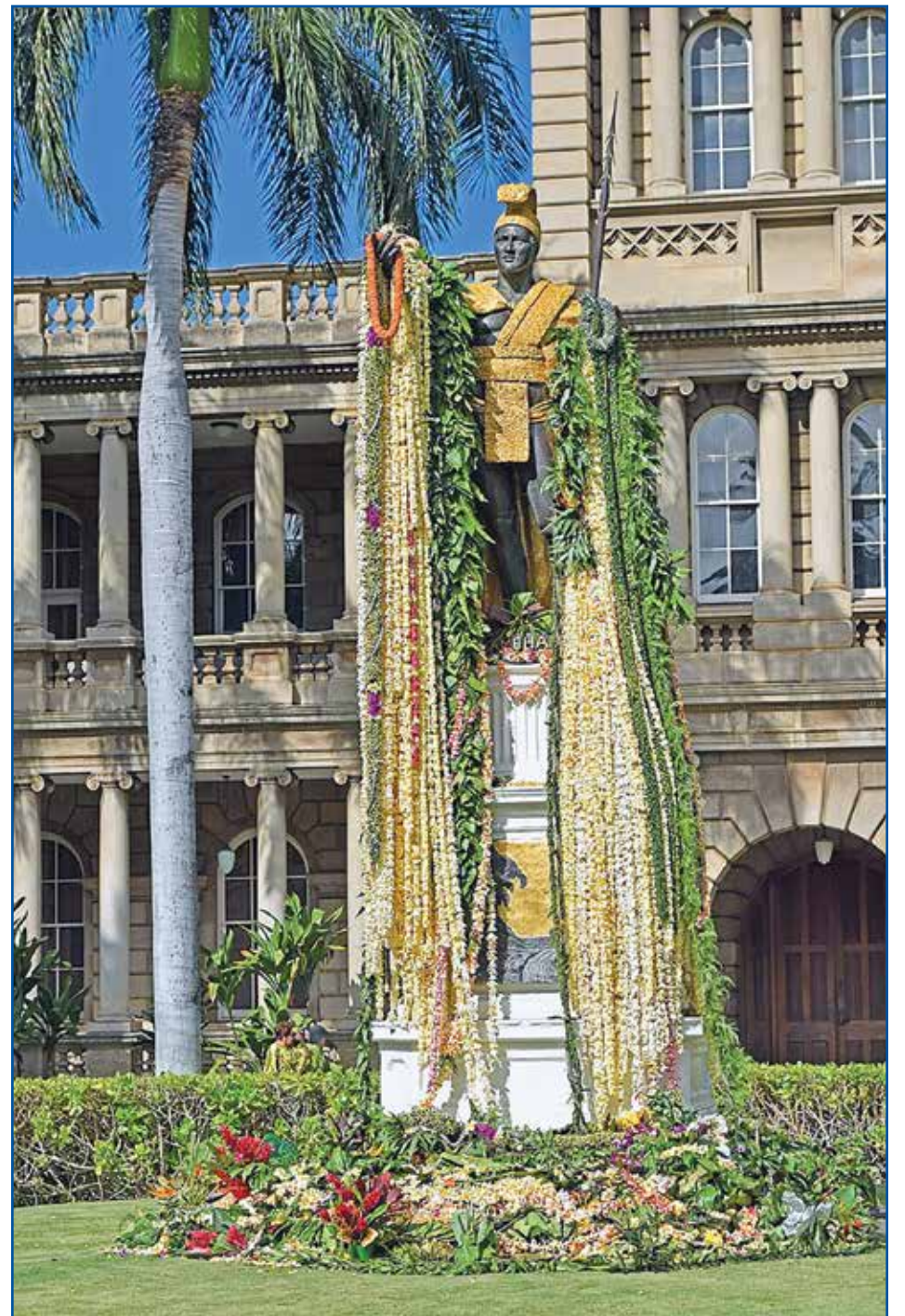
In a survey of union members conducted by David Binder Research, 91% sided with SAG-AFTRA on ordering bosses to get permission from workers before such uses. And 78% said there must be curbs on all of bosses' harmful uses of AI against workers.

The voice of the people was heard loud and clear, and SAG-AFTRA won their fight and got the language they sought codified into their new contract. However, that fight was the first of many, many more to come, as every industry will look to utilize AI to cut costs — and we already know what cost they want to cut first.

To try and safeguard against these blatant anti-worker agendas, the AFL-CIO has set up an entire institute, whose job is to deal with the emergence of AI in the workplace, its impact and how to limit its use or turn it to the advantage of workers everywhere.

Unions have always been at the forefront of technological innovation that benefits workers, and we freely agree that AI could have some beneficial applications. But in the wrong hands, it's a dangerous weapon against workers trying to earn a fair paycheck. And without exception, workers and their unions must have a seat at the table and a voice in the discussions about the possible use of AI.

NOW, THEREFORE BE IT RESOLVED that the MTD, its affiliates and its Port Maritime Councils will work with our members to help educate and advocate for the beneficial and ethical use of AI where it is applicable, and fight back against any attempts to use AI in ways that seek to cut jobs and replace workers.



His unification of the islands is seen as a reminder of what Hawai'i can accomplish when guided by strength, wisdom, and a shared vision for its people.

King Kamehameha the Great's life remains one of the most remarkable stories in world history — not only for his military achievements but for his foresight in leadership and his commitment to unity. He did not seek power for its own sake, but to bring peace and security to his people. As Hawaii celebrates Kamehameha Day each June, the islands remember a king who stood tall in war, ruled wisely in peace, and whose spirit continues to shape the cultural and political landscape of Hawaii to this day.

House Passes Faster Labor Contracts Act with Bipartisan Support

In a notable display of bipartisan cooperation, the House of Representatives on Tuesday approved a Democratic-led labor bill aimed at speeding up contract negotiations for newly unionized workers. The measure, known as the Faster Labor Contracts Act, passed by a decisive 230–193 vote, with 20 Republicans breaking ranks to join Democrats in support.

The legislation, introduced by Rep. Donald Norcross (D-N.J.), seeks to amend the National Labor Relations Act by establishing stricter timelines and procedures to ensure that workers who vote to unionize can secure their first contract more quickly. Labor advocates have long argued that delays in reaching initial agreements can stretch for years, undermining workers' bargaining power and weakening newly formed unions.

"Newly-unionized workers shouldn't have to wait years for their first contract," Norcross said following the vote. "I appreciate my colleagues on both sides of the aisle for coming together to take this enormous step." Norcross, a former electrician and union member, has been a vocal proponent of strengthening labor protections and streamlining collective bargaining processes.

The bill's passage was bolstered by an

unexpected bloc of Republican lawmakers who sided with Democrats, underscoring a growing, if limited, willingness within parts of the GOP to support worker-focused policies. Among those voting in favor were Rep. Pete Stauber (R-Minn.), who co-sponsored the legislation, along with Reps. Mike Carey, Dave Joyce, Max Miller, Michael Turner, and Michael Rulli of Ohio.

New York Republicans Andrew Garbarino, Nick LaLota, Nick Langworthy, Nicole Malliotakis, and Mike Lawler also backed the measure, as did Carlos Gimenez and Maria Elvira Salazar of Florida; Riley Moore of West Virginia; Jefferson Van Drew and Christopher Smith of New Jersey; Brian Fitzpatrick and Rob Bresnahan of Pennsylvania; Don Bacon of Nebraska; and Derrick Van Orden of Wisconsin.

Stauber, emphasizing his own background and experience, framed his support in personal terms. "The right of workers to form a union and collectively bargain is crucial to improving wages, hours, working conditions, and so much more," he said. "I know because I've lived it."

Supporters argue the bill addresses a critical gap in U.S. labor law by preventing employers from stalling negotiations after workers successfully unionize. Under

current rules, there is no firm deadline for reaching a first contract, allowing some companies to delay talks indefinitely or bargain in bad faith.

Rep. Mike Lawler (R-N.Y.), another Republican supporter, said the measure ensures fairness in the process. "Workers who choose to organize deserve a fair shot at reaching their first contract," Lawler noted.

However, the legislation faces uncertain prospects in the Senate, where similar labor reforms have struggled to gain traction amid partisan divisions. Business groups have also raised concerns, arguing that mandated timelines could pressure

employers into unfavorable agreements and disrupt operations.

Despite these challenges, Tuesday's vote marks a significant moment in the ongoing debate over labor rights in the United States. With union activity on the rise across multiple industries, the Faster Labor Contracts Act signals renewed momentum among lawmakers seeking to modernize labor laws and strengthen protections for American workers.

Whether the bipartisan support seen in the House can carry forward remains to be seen, but for now, the bill's passage represents a rare point of agreement in an otherwise deeply divided Congress.

Finland Charges Ship Captain, Bosun in Baltic Cable Damage Case

Finnish prosecutors have filed criminal charges against the captain and bosun of a cargo vessel accused of damaging subsea telecommunications cables in the Baltic Sea on December 31, raising fresh concerns over the vulnerability of critical undersea infrastructure in the region.

Authorities allege that the two crew members, the ship's Russian captain and Azerbaijani bosun, were responsible for dragging the vessel's anchor across the seabed for more than 130 kilometers (over 80 miles), severing cables and potentially placing additional networks at risk. Both individuals have been charged with aggravated criminal mischief and aggravated interference with telecommunications, offenses that could carry prison sentences ranging from two to ten years if convicted.

The case stems from a New Year's Eve incident when Finnish telecom operator Elisa reported a disruption to a cable connecting Finland and Estonia. Shortly thereafter, Swedish telecom firm Arelion reported a similar outage affecting another subsea line between the two countries. The near-simultaneous failures triggered an urgent investigation by Finnish authorities.

The Finnish Coast Guard quickly identified multiple vessels operating in the area but focused its attention on the cargo ship *Fitburg*, a 9,900-deadweight-ton vessel owned by a Turkish businessman with reported ties to Russia. According to officials, the ship had departed Saint Petersburg the previous day and was observed traveling between the Estonian and Finnish exclusive economic zones with its anchor lowered — an unusual and potentially hazardous condition while underway.

Coast Guard units ordered the vessel to halt and raise its anchor before boarding the ship for inspection. Finnish military personnel subsequently escorted the vessel to a secure anchorage while authorities launched a broader inquiry that included potential sanctions violations and maritime safety breaches.

Although the vessel was released after approximately two weeks, the captain and three additional crew members were detained for further questioning. The bosun was initially held in pre-trial detention before being released in March, while prosecutors continued to build their case. A decision on whether to charge the remaining two officers is expected at a later date.

Prosecutors contend that the damage may not have been limited to the two confirmed cable breaks. Investigators believe the vessel may have been attempting to damage as many as eight subsea connections, raising the possibility that electricity and gas infrastructure in the region was also at risk.

The defendants have denied all allegations. Their legal representatives have also challenged Finland's jurisdiction, arguing that the cables in question were located outside Finnish territorial waters. Prosecutors maintain that the issue of jurisdiction will ultimately be decided by the court.

The incident highlights growing concerns among European governments about the security of subsea infrastructure, which carries the vast majority of global data traffic and plays a critical role in energy distribution. With geopolitical tensions heightened in the Baltic region, authorities have warned that such infrastructure could become an increasingly attractive target for sabotage or hybrid warfare activities.

As the case moves forward, it is expected to test both legal boundaries and international norms surrounding the protection of undersea assets in contested or shared waters.



Crew of the *Matson Kamokuiki*
From left to right: delegate Gonzalo Gonzalez, Lee Bolen, Bosun Nick Manessiotis, and Costica Oproru.

MADE IN AMERICA

Cookout Shopping List

- | | |
|--------------------------|----------------------|
| Ball Park hot dogs | Heinz ketchup |
| Hebrew National hot dogs | Lay's brand chips |
| Gianelli sausages | Good Humor ice cream |
| Sara Lee buns | Pepsi |
| French's mustard | Barq's root beer |



TEXT MADE TO 235246

Find more union barbecue items at go.aflcio.org/UnionBBQ.

Renewed Somali Piracy Threat Sees Dozens of Seafarers Taken Hostage

A troubling resurgence of Somali piracy has sparked international concern after multiple vessels were hijacked in recent weeks, leaving dozens of seafarers held hostage across the Gulf of Aden and the western Indian Ocean.

The International Maritime Organization (IMO) has raised alarm over the uptick in attacks, warning that hard-won gains in maritime security over the past decade are increasingly at risk. Regional governments echoed those concerns in a joint statement, cautioning that while piracy off the Somali coast has been significantly reduced since its peak in the early 2010s, it has not been eliminated.

“Somali piracy remains suppressed, but not eradicated,” the statement read, emphasizing that recent incidents highlight the fragility of existing security frameworks.

Among the most serious cases, the St. Kitts and Nevis-flagged cargo vessel *Sward* and the Togo-flagged tanker *Eureka* were both seized by armed pirates. Their crews are currently being held for ransom, though authorities have released few details about their conditions or the demands being made.

In a separate incident, the 17-member crew of the Palau-flagged tanker *MT Hon-*

our 25 has been held captive since April 24, underscoring the persistence and coordination of pirate networks operating in the region.

The spate of hijackings has reignited fears among maritime operators and seafarers, many of whom had grown accustomed to a relative decline in piracy incidents following years of coordinated international naval patrols and improved onboard security measures.

During the height of Somali piracy more than a decade ago, hundreds of vessels were attacked, and ransom payments became a lucrative enterprise for criminal groups. A combination of international naval deployments, industry-led Best Management Practices (BMP), and strengthened regional cooperation significantly reduced the threat. However, experts have long warned that these gains could be reversed if vigilance waned.

Regional governments are now calling for renewed international engagement in anti-piracy initiatives supported by the IMO, including enhanced naval presence, intelligence sharing, and coordinated response efforts. They urged governments, maritime security organizations, and shipping companies to intensify efforts to secure the safe release of hostages and



prevent further attacks.

“Seafarers must never become collateral victims of geopolitical tensions, criminality, or delays in collective action,” the statement said, stressing the human cost of the crisis.

Industry groups are also urging ship-owners and operators to reinforce compliance with the International Ship and Port Facility Security (ISPS) Code and to rigorously implement BMP guidelines, which include measures such as increased watchkeeping, physical barriers, and evasive routing strategies.

The resurgence comes at a time of

heightened geopolitical tension in key global shipping lanes, raising concerns that reduced naval resources or shifting priorities may have created opportunities for pirate groups to reassert themselves.

For seafarers navigating these waters, the renewed threat is a stark reminder of the dangers still present in one of the world’s most strategically vital maritime corridors. As international stakeholders weigh their response, the fate of those currently held hostage remains uncertain, and the urgency to restore security in the region is growing.

The Gig is Up: Ride-Share Drivers Unionize in Massachusetts

In a landmark development for the gig economy, ride-share drivers working for app-based companies like Uber and Lyft have officially unionized in Massachusetts, forming what labor leaders and state officials say is the first recognized organization in the United States representing app-based drivers operating as independent contractors.

The newly established App Drivers Union received formal certification Friday from the Massachusetts Department of Labor Relations, granting it the authority to represent nearly 70,000 drivers across the state. The milestone follows years of legal and political battles over the employment status of gig workers and their ability to organize.

“It changes the game for ride-share workers across this country,” Massachusetts Governor Maura Healey said Tuesday during a rally in Boston attended by drivers, labor organizers,

and elected officials. “These workers are finally gaining a collective voice.”

The union’s formation stems from a groundbreaking ballot measure approved by Massachusetts voters in November 2024. The law created a first-in-the-nation framework allowing ride-share drivers, who are classified as independent contractors rather than employees, to unionize and bargain collectively over wages, benefits, and working conditions.

Under federal law, specifically the National Labor Relations Act, independent contractors are excluded from collective bargaining rights, leaving most gig workers without a formal pathway to union representation. Massachusetts’ new system sidesteps that restriction by establishing a state-level mechanism tailored to app-based work.

To qualify for union certification, organizers were required to collect

signatures from at least 25% of active ride-share drivers in the state, a threshold union supporters successfully met earlier this year.

The App Drivers Union is backed by powerful labor organizations, including 32BJ SEIU, an affiliate of the Service Employees International Union, and the International Association of Machinists and Aerospace Workers (IAM). Labor leaders say the effort represents a broader push to modernize worker protections in an evolving economy. “The workers who built these billion-dollar corporations deserve a union contract and a seat at the table,” said IAM President Brian Bryant at Tuesday’s rally.

Supporters argue the union will help address long-standing concerns among drivers, including fluctuating pay rates, lack of benefits, and limited transparency in how ride assignments and compensation are determined by

app algorithms.

Industry response has been cautious. Uber and Lyft have historically maintained that their business models rely on drivers remaining independent contractors, emphasizing flexibility as a key benefit. Both companies have not yet publicly detailed how they will engage with the newly certified union under the Massachusetts framework.

Labor advocates nationwide are closely watching the development, viewing it as a potential model for other states grappling with the rise of gig work. If successful, the Massachusetts experiment could reshape how labor rights are applied in industries built on app-based platforms. For now, drivers in the state are preparing for the next phase: negotiating their first collective agreement, an effort that could redefine the balance of power in the gig economy.

Savannah Port Launches On-Terminal Cold Chain Inspection Facility for Perishable Imports

Beginning July 1, federal agencies will initiate chilled cargo inspections at a new on-terminal refrigerated facility at the Port of Savannah, marking a significant step toward improving efficiency and food safety in one of the nation’s fastest-growing import sectors.

The 4,000-square-foot inspection space, operated in coordination with U.S. Customs and Border Protection and the U.S. Department of Agriculture, is designed to allow officials to examine perishable goods without disrupting the cold chain, a critical factor in maintaining product quality and safety from origin to destination.

Georgia Ports Authority (GPA) officials said the facility is equipped with specialized infrastructure, including temperature-controlled environments, enhanced ventilation systems, and sanitation safeguards to ensure that sensitive cargo remains fresh throughout the inspection and clearance process.

“Our on-terminal Customs station supports the expedited handling of perishable cargo,” said GPA President and CEO Griff Lynch in a statement. “We know it’s important for shippers to get these commodities onto store shelves as quickly as possible while maintaining food safety.”

The addition of on-site refrigerated inspection capabilities eliminates the need to transport chilled goods off terminal for examination, a process that can introduce delays and increase the risk of temperature fluctuations. By keeping inspections within a controlled environment at the port, officials aim to streamline logistics while reducing spoilage and associated costs for importers.

The inspections also serve a broader purpose beyond efficiency. Federal authorities say the enhanced capabilities will strengthen efforts to safeguard U.S. agriculture by detecting and preventing the entry of invasive pests and plant dis-

eases that could threaten domestic crops and ecosystems.

The new inspection site is part of a larger \$49.25 million development at the Garden City Terminal, encompassing a 300,000-square-foot complex designed to support cold storage and inspection operations. In addition to Customs and USDA personnel, the facility will accommodate inspections by other federal agencies, including the U.S. Fish and Wildlife Service, further consolidating regulatory processes in a single location.

The investment comes as refrigerated cargo, often referred to as “reefer” shipments, continues to expand at the Port of Savannah. GPA reports that chilled cargo imports have grown by 10.5% during the current fiscal year, reaching 43,540 twenty-foot equivalent units (TEUs). The growth reflects rising consumer demand for fresh produce, seafood, and other perishable goods, as well as Savannah’s increasing role as a key gateway for global

food supply chains.

Port officials say the new facility will complement an established network of nearby off-terminal refrigerated warehouses, creating a more integrated cold chain ecosystem for the region. This infrastructure is expected to enhance Savannah’s competitiveness with other major U.S. ports vying for perishable cargo traffic.

Industry stakeholders have welcomed the move, noting that faster inspection times and improved cargo handling can translate into lower costs and reduced waste. For retailers and consumers alike, the benefits may be seen in fresher products and more reliable supply. As global trade in temperature-sensitive goods continues to rise, the Port of Savannah’s latest investment underscores the growing importance of modernized infrastructure in meeting the demands of a complex and time-sensitive supply chain.

Trump's NLRB Nominee Nears Confirmation, Opening Door to Policy Shift

The Trump administration's effort to reshape federal labor policy moved a step closer to reality this week, as its nominee to the National Labor Relations Board (NLRB) advanced toward Senate consideration.

James Macy, currently director of the Labor Department's Office of Workers' Compensation Programs, is scheduled to appear before the Senate Committee on Health, Education, Labor and Pensions (HELP) on June 24. The committee's review marks a critical step in what is expected to be a smooth path toward confirmation, potentially restoring the NLRB's ability to issue decisions with a full complement of members.

If confirmed, Macy would provide

Republicans with a 3-1 majority on the five-member board, leaving one Democratic seat vacant. Such a shift would likely signal a significant change in the board's direction, with greater potential to revisit Obama- and Biden-era precedents that expanded worker protections and union rights.

For months, the NLRB has operated under a two-member Republican bloc and a single Democratic member, David Prouty. While the Republican members have held a majority, they have adhered to a longstanding institutional norm of avoiding major reversals of precedent without at least three votes in agreement. Macy's addition would remove that constraint, opening the door to broader

reinterpretations of federal labor law.

Macy's nomination hearing earlier this year offered little indication of resistance. Lawmakers from both parties engaged in relatively routine questioning, and observers expect he will secure enough support in committee to move forward to a full Senate vote.

The HELP Committee is also set to consider Prouty's nomination for another five-year term on the board, as well as economist Brett Matsumoto's nomination to lead the Bureau of Labor Statistics. Together, the nominations underscore the administration's broader effort to influence both labor policy enforcement and economic data analysis.

Timing remains a critical factor.

Prouty's current term is set to expire on Aug. 27, and if the Senate fails to confirm at least one nominee before that date, the board would again fall below the quorum required to issue rulings. Such a lapse would effectively stall decisions on labor disputes nationwide, creating uncertainty for employers, unions, and workers alike.

Business groups have welcomed the prospect of a Republican majority capable of revisiting recent pro-labor rulings, while organized labor has expressed concern that a reconstituted board could roll back key protections. As the confirmation process moves forward, the balance of power at the NLRB, and the future direction of U.S. labor law, hangs in the balance.

Global Port Giant DP World Seeks U.S. Comeback in Texas

Global ports operator DP World is seeking to reestablish a foothold in the United States container market after a two-decade absence, entering exclusive negotiations to develop and operate a new terminal at the Port of Corpus Christi in Texas.

If finalized, the agreement would mark a significant expansion for the Gulf Coast port, which has traditionally focused on energy, agriculture, and industrial exports. The addition of containerized cargo oper-

ations would diversify the port's portfolio and position it to capture a share of growing U.S. import and export volumes.

The Port of Corpus Christi recently completed a major infrastructure milestone, deepening its ship channel to 54 feet (Mean Lower Low Water) in June 2025. The enhanced depth allows the port to accommodate larger vessels, a critical factor in attracting container traffic and competing with established Gulf Coast

gateways such as Houston.

Located roughly 300 miles south of Houston and within close proximity to the U.S.-Mexico border, Corpus Christi holds a strategic geographic advantage. Port officials and industry analysts say a container terminal could strengthen cross-border supply chains and provide shippers with an alternative routing option amid congestion and capacity constraints at other ports.

Under the proposed development, DP World would design, build, and operate the new container facility. The Dubai-based company brings extensive global experience, operating more than 60 ports and terminals worldwide and handling approximately 10 percent of global container traffic annually.

Despite its global footprint, DP World currently lacks container terminal operations in the United States. Its North American port presence is limited to Vancouver, Canada, while its U.S. business focuses on logistics, warehousing, and freight forwarding services.

The company's absence from the U.S. container market dates back to 2006, when political opposition forced it to divest American port assets acquired through its purchase of British firm P&O. The deal became a flashpoint in Washington amid heightened national security concerns following the September 11 attacks, ultimately leading DP World to

sell its U.S. operations.

Now, the company appears poised to try again, betting on a more favorable political and economic environment. The U.S. container market remains one of the most lucrative in the world, with import volumes exceeding 28 million twenty-foot equivalent units (TEUs) in 2025.

Industry observers say the Corpus Christi project reflects broader trends in supply chain diversification and near-shoring, particularly as companies seek to strengthen links with manufacturing hubs in Mexico. A container terminal at Corpus Christi could provide a key node in these evolving trade networks, offering direct access to rail and highway infrastructure serving the U.S. interior.

For Corpus Christi, the partnership represents an opportunity to elevate its status from a bulk and energy export hub to a more balanced, multi-cargo port. In 2025, the port handled 203.4 million tons of cargo, dominated by liquefied natural gas, crude oil, dry bulk commodities, and agricultural products.

While negotiations remain ongoing, the potential entry of DP World into the U.S. container terminal sector would be a notable development for both the company and the broader maritime industry. If successful, the project could reshape trade flows along the Gulf Coast and signal a new chapter for foreign investment in American port infrastructure.



The United States opened its 2026 FIFA World Cup campaign in emphatic fashion, defeating Paraguay 4-1 at SoFi Stadium in Inglewood, California, in front of more than 70,000 fans. The match marked the first men's World Cup game played on U.S. soil since 1994 and carried significant expectations for the co-host nation.

After a star-studded opening ceremony, the U.S. quickly set the tone, scoring within the opening minutes and dominating possession throughout the first half. Their

pressure paid off early when a deflected effort led to an own goal, before forward Folarin Balogun added two goals before halftime, showcasing the team's attacking sharpness. By the break, the United States held a commanding 3-0 lead. Although Paraguay improved after halftime and managed a consolation goal, the outcome was never in doubt. Substitute Gio Reyna capped the performance with a late goal to seal the 4-1 victory.

SUP Pensioner Join the Ranks of Retirement

Brad Little

B-19302

June 1, 2026



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To receive the *West Coast Sailors* via first-class mail it's \$25 per year U.S. mail; \$50 per year international.



Send check or money order to:
West Coast Sailors
450 Harrison Street, San Francisco CA 94105

SUP Membership Change of Address Form

Name (print) _____ Book No. _____

Address _____

City _____

State _____ Zip _____ Country _____

E-mail _____

Phone _____

Cell Phone _____



Sailors' Union of the Pacific
450 Harrison Street, San Francisco CA 94105

SIU Pacific District Pension Plan Notes

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

Deferred Vested Pension

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

One Year of Vesting Service

125 days of covered employment within a calendar year

Benefit Credits

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

Vesting Requirements

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

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

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

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

Breaks in Service

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

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

Pensions Vesting at Retirement

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

Pension Type	Qualifying Years Requirement	Minimum Age
Long Term	25	55

National Maritime Center

Mariner Ready, Mission Steady



NMC Extension Policy Update: Extension of Merchant Mariner Credentials and Medical Certificates

The National Maritime Center (NMC) is expanding the existing extension policy outlined in [Update #3: Mitigation Efforts – Extensions](#), dated April 22, 2026, for merchant mariner credentials (MMCs) and medical certificates impacted by the 2026 lapse in appropriations and continued processing delays.

Effective immediately, MMCs (National endorsements only) and medical certificates (National and Pilot expiration dates only) that expire between January 1, 2026, and July 31, 2026, will remain valid through August 31, 2026. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential AND a copy of the attached letter while sailing under the authority of those credentials. The NMC will not issue separate or replacement MMCs or medical certificates reflecting the extension.

This extension is intended to support continued maritime operations while the NMC works through increased application volumes and processing backlogs following the lapse.

Key Information:

- Applications will continue to be processed on a **first-in, first-out basis**.
- Mariners are **strongly encouraged** to apply early via the [ASAP Tool](#) due to ongoing processing delays. Paper submission, because of manual handling, may delay issuance of mariner credentials and medical certifications.
- All other extension policies and measures outlined in [Update #3: Mitigation Efforts – Extensions](#), dated April 22, 2026, remain in effect unless otherwise superseded or rescinded. Mariners should refer to that bulletin for full details.

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:



Basic	20	55
Reduced	15-19	65
Disability	Minimum of 10 years	Any age

Year of Qualifying Time

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

Loss of Qualifying Time

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

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

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

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

Integration Agreements

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

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

Applicant is age 60. Applicant has accumulated 32 Qualifying Years.

Applicant is entitled to receive the current maximum amount of \$2,670.00

SIU-PD Pension Plan: 23.0 Qualifying Years

Other Plan: 9.0 Qualifying Years

Total Qualifying Years: 32.0

$\$2,670.00 \div 32.0 \text{ Qualifying Years} = \$83.4375 \text{ (Per Qualifying Year)}$

$\$83.4375 \times 23.0 = \$1,919.06$ SIU-PD Pension Plan

$\$83.4375 \times 9.0 = \$ 750.94$ Other Plan

32.0 \$2,670.00

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

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

SIU Pacific District Pension Plan: 415-764-4987



Regular Gas
(AS OF APRIL 2026)



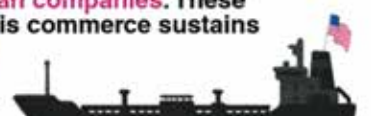
American-Crewed
American-Built
American-Owned

The national Jones Act shipping cost for regular gasoline averages **less than:**

\$ **0.01**
per gallon

American Maritime Facts

The domestic maritime industry is made up of more than **45,000 American vessels built in American shipyards, crewed by American mariners and owned by American companies. These vessels operate in our waters 24/7, and this commerce sustains nearly 650,000 American jobs, \$41 billion in labor compensation, and more than \$154 billion in annual economic output.**



americanmaritimepartnership.com



SUP PRESIDENT'S REPORT

AMERICAN PRESIDENT LINES

On May 29th APL's Director of Labor Relations sent a memo to all APL vessels and Union halls making sure everyone is aware that Japanese authorities are continuing to conduct rigorous inspections at Yokohama, potentially due to a past incident with an APL vessel. For example, the most recent boarding included 9 Japanese Coast Guard and 3 Customs officials who conducted exhaustive inspections and searches of crew cabins, personal belongings, and engine spaces.

PATRIOT CONTRACT SERVICES

On May 20th the head of PCS Marine Personnel informed the Union that there had been a last minute protest to the T-AGOS & T-AGM contract. This seems to have become a strategy to extend the contract longer for the outgoing company, rather than an actual protest with merit as intended. A protest delayed the crewing of the Watson Class Ships in 2013 when Patriot was awarded the contract. Patriot did not take over the contract until April of 2014 because of the erroneous protest. I will keep the membership informed as I get more information.

JONES ACT

June 5th was the 126th anniversary of the Merchant Maritime Act commonly referred to as the Jones Act. The Merchant Marine Act of 1920 was signed into law by President Woodrow Wilson. It is referred to as the Jones Act because Senator Wesley Jones of Washington sponsored the bill. Over a century later, we are still fighting for what should be common sense. The Trump administration states that the waiver on oil, fertilizer, and other key commodities is to ease supply constraints and reduce prices at the pump for Americans during the Iran conflict. The American Maritime Partnership released a report stating that California has had the most foreign flag deliveries of oil during this waiver. Yet California still has the highest gas prices at \$6.25 a gallon on average. As no surprise to the SUP and the U.S. Maritime Industry, this waiver has not helped the American public in any way.

MATSON NAVIGATION

After four weeks of contentious bargaining the SUP Negotiating Committee reached a tentative agreement with Matson. The Committee had lofty goals that started with increasing our work, putting SUP members in the Alaska trade, increasing wages, eliminating the 56-hour work week for watch standers among many other things. By the end of this contract there will be three new ships crewed by the SUP and no ships currently on the China Run or Pineapple run will be laid up. Once the new ships are running, domestic ships will move to the Alaska run. We will go from 9 ships to 12 ships, a 25% increase in billets. For the first time since 1995 our Money Purchase Benefit will be increased. We will get steady increase year over year with COLA protection. Watchstanders will be paid overtime for all hours worked on Sunday. We have moved our outdated washdown language into SUP work rules and the new language applies to the ships we work on.



Crew of APL President Reagan. From left to right: Bosun John Pancho, Lito Mendoza, Ruben Maglinte, Angel Lopez, Reymond Gabarra & Delegate Cosme Bigno.



SUMMARY OF 2026

MATSON NEGOTIATIONS

JUNE 3, 2026

The SUP Negotiating Committee consisting of Isnin Idris, Phil Coulter, Phil Romei, Ahmed Mohamed, Haz Idris, Sam Worth and Matt Henning reached a tentative agreement with Matson Navigation Company on the following terms and conditions.

GENERAL RULES:

- Five-year Agreement through June 30, 2031.
- \$4% increase effective July 1, 2026, followed by 3% increase July 1, 2027, 2028, 2029, and 2030 compounded life of contract increase of 17%.
- Applies to all rates of pay across the board include base wages, overtime, supplemental benefits, shoregang, standby, and special rates, etc.
- COLA trigger maintained at 4% and capped at 5%.

New Ships:

- SUP, MFOW, and SIU-Marine Cooks will crew unlicensed departments on three new Aloha-L Class vessels with expected delivery dates of:
 - Makua — 1st Quarter 2027
 - Malama — 3rd Quarter 2027
 - Makena — 2nd Quarter 2028

Minor Improvements:

- Appendix B transportation fare increase, ships internet update, update arbitration language to reflect current process, restriction language update, swap farm-workers day from Cesar Chavez, Change Washington Day to Presidents Day.
- Fought against elimination of longshore holidays, 2 hour minimums, reducing shore gang manning, elimination of COLA, etc.

SUP WORK RULES:

Watches:

- AB/W 48 hour work week. Overtime for all work performed on Sundays starting Jan 1st, 2027.

Benefits:

- \$1.00 increase to Money Purchase Plan in 2026, 2028, and 2030. First time the M.P.P. has been increased since 1995.

Manning:

- Eliminate OS Mahi Mahi
- Alaska Run, will be 1 bosun, 2 AB/D, 2 AB/W, 1 OS watch stander with RF-PNW (STOS).

Edit/Clarification/New:

- Sanitary hours between 08:00-15:00, Gangway Watch.
- New policy regarding coveralls in port. Company will work with union to implement various options to wear when in port only.
- Camera language put into agreement. Cameras will not be accessed for regular disciplinary issues. They will only be accessed in cases of violation of law or serious marine incidents.

Washdown:

- Goes into affect on Jan 1, 2027. Moved to SUP work rules.
- Removed language referring to when house is on main cargo handling deck.
- Twice per trip on CLX run.
- Once per trip on HI run.
- As needed determined by Captain/CM on AK run.

Standby's:

- Reduce standby's 1,300 to 1,100
- New OS Standby Rate. \$32.00 per hour straight time, \$48.00 per hour overtime.

HOLIDAYS

King Kamehameha Day — SUP Halls will be closed on Thursday, June 11th in observance of Kamehameha Day. In accordance with the Matson Agreement, Kamehameha Day is paid holiday for those employed on company vessels at sea or in port and for members working under the Maintenance and Extra Maintenance Agreement.

Juneteenth — SUP Halls will be close on Friday, June 19th, in observance of Juneteenth National Independence Day, which is a contract holiday.

Independence Day — SUP Halls will be closed on Monday July 6, in observance of Independence Day, which is a contract holiday.

ACTION TAKEN

Ratify Matson Offshore Agreement. M/S (Clark, several). Carried Unanimously. M/S (Surin, several) to concur with the balance of the President's Report. Carried Unanimously.

Matt Henning

TTD Policy Statements

June 7, 2026

Policy, Policy Statements

Congress Must Adopt Tax Incentives and Commercial Cargo Requirements to Strengthen the U.S. Merchant Marine

For decades, the United States has sustained a decline in our U.S.-flag fleet, maritime industrial base, and available mariner workforce to crew American vessels. As global trade increasingly depends on foreign-flag vessels—many owned, built, and operated by strategic competitors — the United States has become too dependent on foreign shipping systems beyond its control. This erosion of U.S.-flag capacity has weakened supply chain resilience, reduced American participation in global commerce, and constrained the nation's ability to reliably move military and critical cargo during times of crisis. Addressing these vulnerabilities requires a comprehensive national maritime policy to restore American competitiveness in international shipping and trade while reinforcing the strategic role of the U.S. Merchant Marine.

A national maritime policy aimed at revitalizing the American maritime and shipbuilding sectors must level the competitive playing field for U.S. businesses and U.S.-flag carriers. Today, U.S. operators are routinely undercut by China and other foreign adversaries that do not adhere to comparable labor, tax, safety, or environmental standards. These competitors frequently rely on Chinese-built vessels and flag-of-convenience (FOC) registries that exploit lower labor costs and regulatory loopholes, enabling them to externalize costs that U.S. operators must bear. Without specific policy interventions, these practices will continue to disadvantage U.S.-flag carriers, discourage domestic investment, and accelerate the decline of the American maritime industrial base. Restoring competitiveness requires policies that reward compliance, support high standards, and counter unfair foreign shipping practices.

Recent actions by the federal government signal an important shift toward confronting these challenges. Initiatives such as the Administration's Maritime Action

June 7, 2026

Congress Must Pass the No Tax on Overtime for All Workers Act

Transportation labor urges Congress to immediately pass the bicameral, bipartisan No Tax on Overtime for All Workers Act, H.R. 5475, led by Representatives Nicole Malliotakis (R-NY), Emilia Sykes (D-OH), Nick LaLota (R-NY), Steven Horsford (D-NV), Brian Fitzpatrick (R-PA), and Tom Suozzi (D-NY), and S. 4310 led by Senators Jim Justice (R-WV) and Maria Cantwell (D-WA). This bipartisan legislation will provide immediate tax relief to millions of workers who build, operate, and maintain our transportation networks and are excluded from these benefits.

The U.S. tax code allows most hourly workers to deduct up to \$12,500 (single) or \$25,000 (married) of qualified overtime pay from their annual income. For many working families, this can mean saving as much as \$6,000 in taxes each year. However, for the purposes of this tax deduction, "overtime" is defined by the Fair Labor Standards Act of 1938 (FLSA). This definition includes many exemptions and restrictions. As a result, millions of Americans cannot claim or fully claim this tax benefit. The FLSA's definition of overtime excludes most transportation workers, including those in the airline, rail, trucking, and maritime industries. That means these workers cannot deduct their overtime earnings. In addition, firefighters, law enforcement officers, and hospital workers must work well beyond the usual 40-hour work week to qualify for overtime pay under the FLSA. While these workers may earn overtime wages through state law or collective bargaining agreements, this compensation is ineligible for the current overtime income tax deduction because it is not recognized under the FLSA.

The No Tax on Overtime for All Workers Act would expand the tax code's definition of overtime for the purposes of this deduction and allow more workers to qualify for it. Expanding eligibility would provide a fairer tax benefit to Americans who put in long hours at their jobs to keep our supply chain moving, support the economy, and protect the public. Passing this legislation would signal Congress's commitment to supporting workers and their vital contributions to our nation. We must extend this tax benefit to transportation, public safety, and other excluded workers to ensure that their overtime pay is not penalized by the tax system.

Congress must act now and pass the No Tax on Overtime for All Workers Act to deliver immediate relief to millions of workers and create a fairer tax system that helps workers keep their earnings.

Policy Statement No. S26-03

ADOPTED 6.7.26



Plan (MAP), the introduction of the SHIPS for America Act, and growing federal and private investment in domestic shipyards demonstrate growing bipartisan awareness of the vulnerabilities facing the U.S. Merchant Marine. These efforts represent meaningful steps toward establishing sustained national oversight, directing investment to domestic shipbuilding and repair capacity, and strengthening the maritime workforce. However, no single policy or legislative action will reverse decades of decline on its own. Success will require a coordinated, whole-of-government approach that aligns trade, tax, workforce, defense, and transportation policies and incorporates input from key stakeholders.

An essential foundation for this broader strategy is ensuring that right now, federal policies actively support "Ship American" principles that grow demand for U.S.-flag shipping and rebuild a declining mariner pool. Critical components of such efforts include, but are not limited to: expanding cargo preference, establishing tax incentives for commercial shippers to choose U.S.-flag vessels, and strengthening workforce recruitment and retention.

Government Cargo Carried on U.S.-Flag Vessels and Cargo Preference Oversight

Congress must require that 100 percent of U.S. government cargo be transported on U.S.-flag vessels unless the Maritime Administrator determines that qualified U.S.-flag vessels are unavailable and formalizes interagency processes for such determinations. Government cargo provides one of the most reliable demand signals for U.S.-flag shipping. Ensuring full utilization of U.S.-flag vessels for government cargo supports fleet viability, mariner employment, and sealift readiness while reducing reliance on foreign-controlled shipping. Congress must codify full U.S.-flag carriage for government cargo and vest clear authority and accountability for non-availability determinations with the Maritime Administrator.

In addition, Congress must strengthen oversight and audit requirements for cargo preference laws and require notification to Congress when federal agencies fail to comply. Cargo preference requirements are ineffective without real enforcement measures. Enhanced oversight ensures agencies meet statutory obligations and that U.S.-flag vessels receive the cargo support intended by Congress. Congress should require regular audits of cargo preference compliance and transparent reporting of violations and corrective actions to Congress.

Shipper Tax Incentives for Moving Commercial Cargo on U.S.-Flag Vessels

Congress should also establish an enhanced tax deduction allowing private shippers to deduct 200 percent of eligible shipping expenses associated with importing or exporting goods on U.S.-flag vessels engaged in international trade. Eligible expenses include international shipping and affiliated intermodal costs under a single bill of lading, and eligibility is limited to qualified U.S.-flag vessels operating under U.S. registry and deemed fit for service by the Maritime Administration.

Private-sector cargo decisions are overwhelmingly cost-driven, and the higher operating costs associated with U.S.-flag vessels place American carriers at a persistent competitive disadvantage against foreign-flag fleets, particularly those operating under flags of convenience or supported by state-backed industrial policies, such as those in China. An enhanced deduction directly addresses this cost differential by reducing the after-tax cost of shipping on U.S.-flag vessels, making them competitive with foreign alternatives without imposing unfunded mandates on American shippers.

Congress must amend the Internal Revenue Code to allow an enhanced deduction equal to 200 percent of eligible international shipping expenses incurred by private shippers using qualified U.S.-flag vessels, with vessel eligibility overseen by the Maritime Administration and effective for taxable years beginning after enactment.

Federal Income Tax Exclusion for U.S. Merchant Mariners

Congress must extend the foreign earned income exclusion under Section 911 of the Internal Revenue Code to U.S. citizen merchant mariners employed aboard commercial vessels that are owned, operated, or chartered by U.S. entities when those vessels are engaged in international commerce or transportation between the United States and foreign countries. The provision treats qualifying mariners as eligible individuals for purposes of Section 911 and allows income earned while serving aboard qualifying vessels to be treated as foreign earned income, regardless of where wages are paid.

Under current law, American merchant mariners are fully subject to U.S. income taxation on wages earned while working in international commerce, placing them—and the U.S.-flag vessels that employ them—at a significant competitive disadvantage compared to foreign mariners who are often exempt from income taxes in their home countries. This tax disparity increases operating costs for U.S.-flag carriers, discourages employment of U.S. mariners, and undermines the competitiveness of the U.S. Merchant Marine in global trade. Extending the Section 911 exclusion to U.S. merchant mariners helps level the playing field with foreign competitors, supports mariner retention and recruitment, and strengthens the availability of trained American crews needed to support sealift and national defense requirements during times of war or national emergency.

Congress must amend Section 911 of the Internal Revenue Code to explicitly include U.S. citizen merchant mariners employed aboard qualifying U.S.-owned, operated, or chartered commercial vessels in international trade as eligible individuals, allowing a portion or all of their earned income to be treated as foreign earned income for federal tax purposes, effective for taxable years beginning after enactment.

Conclusion

The U.S.-flag fleet, maritime industry, and mariner workforce have been in decline for years due to outdated policies and rules that favor foreign-flag operators. To address this, Congress must take clear legislative action to ensure that the cargo preference rules are enforced and monitored, improve the shipper tax deduction for U.S.-flag cargo, and extend Section 911 income tax exclusion to U.S. merchant mariners. By adopting these policies, Congress will help restore American competitiveness in international shipping and trade and reinforce the vital role of the U.S. Merchant Marine.

Policy Statement No. S26-05

ADOPTED 6.7.26

NOAA Declares El Niño, Raising Concerns for Panama Canal and Global Shipping

NOAA officials have confirmed the arrival of El Niño conditions, a development already influencing global shipping as the Panama Canal Authority moves to impose its first vessel draft restriction of 2026.

In its latest ENSO Diagnostic Discussion released Thursday, the National Oceanic and Atmospheric Administration's Climate Prediction Center announced that El Niño conditions have

developed over the past month and are expected to strengthen into the Northern Hemisphere winter. Forecasters now estimate a 63% probability that the event will reach "very strong" levels between November and January, potentially placing it among the most intense El Niño episodes recorded since 1950.

"El Niño conditions are present and expected to strengthen into the Northern Hemisphere winter 2026-27," NOAA said in its advisory, marking a notable shift from projections just weeks earlier that anticipated a later onset.

The agency cited a combination of above-average sea surface temperatures across the central and eastern equatorial Pacific, increased ocean heat content, and evolving atmospheric patterns consistent with a strengthening climate event. These indicators prompted NOAA to upgrade its outlook to an official El Niño Advisory.

For the maritime sector, the announcement carries immediate implications, particularly for the Panama Canal, a critical artery for global trade. El Niño is historically associated with reduced rainfall across Central America, including the watershed that feeds the canal's lock system. Lower precipitation can limit the freshwater reserves required for vessel transits, forcing operational adjustments.

Earlier this month, the Panama Canal Authority (ACP) announced it would reduce the maximum authorized draft for Neopanamax vessels from 50 feet to 49.5 feet tropical fresh water, effective July 3. While modest, the restriction reflects growing concern among canal officials about potential water shortages in the months ahead.

The move marks the first operational constraint imposed by the canal in 2026 and serves as a precautionary measure as climate forecasts grow more certain. It is far less severe than the restrictions implemented during the historic 2023-24 drought, when critically low water levels led to transit caps, extended delays, and widespread disruption to global supply chains.

Since that crisis, the ACP has taken steps to bolster resilience against future dry conditions. These measures include expanded use of water-saving basins at the Neopanamax locks, simultaneous lockages for smaller vessels, the deployment of interior lock gates to reduce water consumption, and the suspension of

hydroelectric generation at Gatun Lake to preserve water levels.

Shipping industry stakeholders are closely monitoring the situation, aware that even minor draft reductions can affect vessel loading capacity and scheduling efficiency. A stronger El Niño could heighten these challenges, particularly if rainfall deficits intensify later in the year.

Despite the concerns, canal officials have emphasized that proactive planning and infrastructure improvements should help mitigate the impact of drier conditions. However, the trajectory of the El Niño event will ultimately determine whether further restrictions become necessary. As one of the most influential climate patterns affecting global weather, El Niño's progression will be watched closely not only by meteorologists but also by industries reliant on stable environmental conditions. For the Panama Canal and the broader maritime network, the coming months may once again test the balance between climate variability and the steady flow of international trade.

HONOLULU

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and touts the current Jones Act Waiver as something that will reduce prices in Hawai'i (gas is currently averaging \$5.61 per gallon. It was \$3.59 per gallon back in March when the Jones Act waiver was first issued). Case might be equated to dog "S" on the heel of the U.S. Merchant Mariners boot that reeks and needs to thoroughly cleaned off with a pressure washer, by some. Jarrett Keohokalole has pledged his support for the U.S. Merchant Mariner and the Jones Act. He will need our support in this primary.

Please check your documents. Per the USCG memo. If you have 8 months to go before they expire. Let's get moving on the renewal process.

Patrick Max Weisbarth,
Honolulu Branch Agent

AFL-CIO Adopts Pro Maritime Resolution

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used on commercial and military vessels.

Whereas strong domestic shipbuilding, ship repair, and maritime industries are necessary to ensure U.S. economic and national security, maintain secure access to global trading partners, and preserve the ability to effectively transport goods and materials across the world in times of peace, conflict, or global emergency.

Whereas for decades the People's Republic of China has systematically targeted the global shipbuilding and maritime sectors for dominance and have employed aggressive and predatory tactics to singlehandedly control the industry, ranging from extensive state subsidies for its domestic industry to restricting and displacing non-Chinese shipbuilders.

Whereas a combination of China's predatory trade practices and the lack of appropriate investment in our domestic shipbuilding industry have forced U.S. shipbuilders, their suppliers, and workers to compete on an uneven playing field and have resulted in the rapid decline of the U.S. shipbuilding industry.

Whereas after decades of decline in U.S. shipbuilding capacity, the U.S. Navy estimates China's shipbuilding capacity at roughly 232 times that of the United States. As a result, China has become the world's largest shipbuilder, producing more than 1,000 commercial ocean-going vessels per year while U.S. commercial yards build only a handful.

Whereas in response to a union-filed 301 petition urging an investigation into China's discriminatory trade practices in the shipbuilding and maritime industries, USTR issued a 2024 report concluding that China engages in non-market economy practices to dominate the maritime, logistics, and shipbuilding sectors and that China's behavior is unreasonable and actionable given the destructive effect and challenges they pose to U.S. interests.

Whereas revitalizing the domestic shipbuilding, ship repair and maritime industries will require action against China's illegal industry trade practices, robust investment by the U.S. government, and consistently strong demand signals to stoke sustained industry investment in domestic capacity.

Be it resolved that:

1. The AFL-CIO will work with lawmakers, the White House, industry, and other stakeholders in a concerted effort to revitalize domestic commercial and defense shipbuilding, strengthen the shipbuilding industrial base, and redouble efforts to train and support the workforce on which the industry relies.

2. The AFL-CIO will fight against China's predatory industry trade practices by supporting swift implementation of the trade remedies proposed by USTR as a result of their 301 investigation into China's illegal practices in the shipbuilding, maritime and logistics industries.

3. The AFL-CIO will actively support passage of legislation, such as the SHIPS for America Act, and support robust funding for commercial and defense shipbuilding to help reinvigorate this vitally important strategic industry.

4. The AFL-CIO will actively oppose any legislation or proposals to move domestic shipbuilding or ship repair work to be completed overseas. These shortsighted proposals are bad for U.S. workers and severely compromise our economic and national security.

5. The AFL-CIO will amplify the message of the existential importance of revitalizing the domestic shipbuilding, ship repair, and maritime industries to all affiliates' members, workers, lawmakers, partners, and other stakeholders.

6. **The AFL-CIO reaffirms its strong support for the Jones Act.**

[SUBMITTED BY IAM]

Project 2025 Priorities Drive NOAA Rollback

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in Project 2025, a sweeping initiative aimed at reshaping federal agencies and reducing the scope of government involvement in climate-related research and regulation. Critics argue that the buoy dismantling is part of a larger strategy to scale back climate science at the federal level.

Concerns have been amplified by staffing reductions at NOAA. During the first year of the administration's second term, roughly 20 percent of the agency's workforce was eliminated, with the deepest cuts concentrated within OAR. The division has historically been a hub for climate research and innovation.

Supporters of the administration's approach argue that the move will reduce federal spending and refocus resources on what they describe as core operational priorities. However, many scientists warn that the long-term costs—both financially and environmentally — could outweigh

any short-term savings.

"This is infrastructure that supports global science," another researcher said. "The oceans don't belong to one country, and neither does the data. Removing these systems affects everyone."

As the first buoys are hauled from the water, researchers are racing to preserve as much data as possible. But for many in the scientific community, the concern is not just about what is being lost today, but what future generations may never be able to measure at all.



Dispatcher's Report Headquarters — May 2026

Deck	
Bosun.....	0
Carpenter	0
MM	2
AB.....	11
OS	4
Standby S.F.....	21
Engine/Steward	
QMED	0
Pumpman.....	0
Oiler.....	0
Wiper.....	0
Steward.....	0
Cook	0
Messman	0
Total Jobs Shipped-All Depts	38
Total B, C, & D Shipped-All Depts	31
Total Registered "A"	18
Total Registered "B"	24
Total Registered "C"	7
Total Registered "D"	22

Deal Reached

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strict security conditions, while others plan to hold off until additional guidance is issued by international maritime authorities and insurers.

Naval coalitions that had increased their presence in the region during the conflict are also expected to play a critical role in the transition period, helping to ensure freedom of navigation and deter potential violations of the agreement.

Despite the uncertainty, the announcement marks the most significant diplomatic development in the region in months, offering hope that a prolonged disruption to one of the world's most important maritime corridors may be nearing an end.

For now, however, the global shipping industry remains on alert, optimistic but not yet convinced that the waters of the Strait of Hormuz are safe for a full return to business as usual.

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

SUP BRANCH REPORTS

HONOLULU

May 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.

There were 9 Standbys Jobs dispatched for the month.

REGISTERED: 5 A-Cards, 18 B-Cards, 9 C-Cards, and 1 D-Cards.

SHIPS CHECKED: *Islander, Oceania, D.K. Inouye, Manulani, R.J. Pfeiffer, Mokihana, Lurline, Kaimana Hila, Manoa, Maunawili, Matsonia*, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report:

Shipping has been Status Quo with the previous months this year. A lot of members are still waiting for renewals and upgrades to be processed. We usually say, "6 months before your MMC expires". But the USCG is saying processing times can be anywhere from 8-12 months. We are all putting as much pressure as we can

on everyone who has a hand in the entire credentialing process. But for now, it is what it is. So, plan accordingly. If you need help. Come see us.

Late news on the political front. As previously reported. The Primary election for CD 1 (Urban Honolulu) was a three way race between Current State House Representative Della Au Bellati, Current State Senator Jarett Keohokalole, and nemesis of the U.S. Merchant Mariner, incumbent Ed Case. On May 20th, Della Au Bellati informed us that she is will not be running Congress, and will instead run for Lieutenant Governor, as the current L.G. is stepping down... WHAT THIS MEANS IS. Being that this is now a one on one race. U.S. Merchant Mariners have a good chance to get rid of ed case, and elect someone who supports the U.S. Flag Fleet, and the Jones Act. How bad is ed case? He has consistently blamed the Jones Act for the cost of living in Hawai'i

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WILMINGTON

May2026

Shipping: Bosun: 5, AB/W 7, AB/D 5, OS/STOS 2, GVA/GUDE 0, Standby: 53. Total Jobs Shipped: 72.

Registrations: A 28, B 33, C 4, D 3.

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

Agent's Report:

A few things I want to touch on.

First off, let's keep the head in working order. Common courtesy goes a long way. We get visitors from other halls and other states, and I ask that everyone treat this hall like it's their own. It'd be a damn shame if one member or one visitor ruined it for everybody else. Don't worry, there ain't no Chief Mate standing over your shoulder just me and your union brothers and sisters. Let's take care of the place. Another thing that's been on my mind is the amount of us-against-us stuff I've been hearing about. Little beefs, big beefs, things that don't matter and things that could turn physical. I ask everybody to think about this for a minute. What's one thing companies can't stand? Unity. Togetherness. Camaraderie. That's the backbone of any organization, any empire. They can't do much to us when we're all pulling in the same direction. There's power in numbers, brothers and sisters. The reason I bring up

unity is because of the times we're living in. But I've been thinking about it, and one thing I know is this: nothing changes if nothing changes. We all have to adapt that's life. We're always evolving. Hell, we haven't grown wings or started shooting lasers out of our eyes yet, but that doesn't mean we can't keep this thing together. The unity we need is already here. It never left. Maybe we just forgot about it. I hear the words "solidarity" and "brotherhood" thrown around a lot, but words don't mean much if we don't live by them. The few who practice it can become the majority. Lift each other up instead of tearing each other down. Encourage instead of discourage. Help instead of hate. Maybe, just maybe, we'll get back to what made this union strong in the first place. I also want to thank everybody who came out and celebrated Maritime Day with us. It was a beautiful turnout and great seeing everybody together. Those are the moments that remind you what this union's really about. Lastly, stay on top of your dues and your documents. Shipping's still moving. Last month was a little slower than usual, but work is here.

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

SEATTLE

May 2026

Shipping: 1 AB/W Relief (B); 1 OS (B); 0 Standby AB

Registered: 6 A card for a total of 13, 4 B card for a total of 14, 1 C card for a total of 2, 1 D card for a total of 2

Agent's Report:

The Wahington Kaiser Occupational Clinic debacle continues. A few weeks back Matson issued two job orders on Monday for crew to join Friday. I immediately reached out to Kaiser to secure sign-on physical appointments for Thursday, but all the regional clinics were either booked or there was no doctor available. I attempted to move the job call day back from the shipping rules, but the entire week was unavailable. When this happens, we resort to the Concentra walk-in clinic.

After Job call on Thursday the two dispatched members proceeded immediately to Concentra for their exams and sat for four hours until closing waiting to be seen. As a result, only one member was able to get a clearance slip, and the other had to forfeit the job. Luckily, I had a member registered that had a previous physical performed within thirty days and was able to join the ship in his stead the next morning.

In the future if you are planning for a trip off or your time is up, please put in your relief request at least two weeks early and ask the captain to send it to Matson HR immediately so I can schedule a physical for your relief.

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

VICE PRESIDENT'S REPORT

May 2026

USNS DAHL — Tawfiq Ahmed, Delegate. Dahl is in New Jersey, currently RAV in drydock, sitting on the blocks. Rumor is, Dahl is to activate. The ship requires a minimum of two LSE's in which one of the mariners is Bosun.

USNS SISLER — Mutee Ghalib, Delegate. Sisler is getting prepared for a mission, and about to have black hull activity. A group-sailing with Sisler to practice formation and maneuvers together with other ships. No beefs, happy crew. Chris Cupan, Bosun

USNS SEAY — Artemis Ervin, Delegate. Seay appears to be a crowd favorite, and a desirable ship to work on. In recent times, Seay has had some of the most attention when it comes to FOS activities and the type of work mariners notice more. Helicopter operations are being practiced here, and this vessel is in FOS with a happy crew, no beefs. Ship just pulled into Okinawa, JP with plans for upcoming Philippines trip. Sherwin Bongayan, Bosun.

USNS RED CLOUD — Jocelyn Merino, Delegate. Red Cloud is in Bayonne, NJ. Potential upcoming trip to Norfolk, VA. Poland activation was cancelled. Crew is working well together and no beef. Mahon Gandy, Bosun.

T-AGOS CLASS SHIPS — For the time being, there is a protest that is preventing Patriot from getting these job orders sooner therefore causing a delay. My recommendation is to keep these jobs in your line of sight. The pay scale for T — AGOS is generous and worth being competitive for when the time comes that the jobs need to be filled.

— If there are unlicensed deck side issues, please focus on getting beefs settled on deck. Going up to the mate is a way of damaging your union brothers and sisters relations topside. Being respectful would be the safest approach. The idea of SUP brothers and sisters going up the mates office against each other, isn't favorable and can jeopardize mariner careers.

— When applying with NMC, please double check all signatures are signed and all required questions are answered on all 719 forms with no mistakes. These clerical errors can have severe consequences for issuance delays. Do your best to make your application acceptable for the CG. The pending application line is massive and it's probably easy to get added to that huge pile of pending applications.

Sam Worth VP

BUSINESS AGENT'S REPORT

May 2026

Members a serious reminder — The Coast Guard recommends starting the MMC renewal process 8-12 months before the expiration date. If you need BST or BTRV fill out a training application with your local Agent to submit to our training coordinator Liz Zeiger.

Manoa — Iaea Shermaih delegate. In and out of Oakland departed with no issues. We are on this odd schedule when arriving and departing into Oakland. Other than that, we are still on the Southern Triangle. The company needs to switch carriers or upgrade the Wi-Fi because the service is poor; it's terrible. John Crockett is the Bosun, so we are in good hands.

Maunawili — delegate Christopher Go: in and out of Oakland with no issues. Good crew, good ship on the Northern triangle running smooth with Jonathan Anderson Kaiser as Bosun.

Kamokuiki — via Okinawa delegate Costrea Oprisoru. We have some disputed time for being Restricted to the ship. Once we complete loading, we are departing for the West Coast. Last we heard, we will discharge cargo in Long Beach. Matson is undecided whether we will lay up in Long Beach or Oakland. Nick Mannasieto as Bosun.

Mahi Mahi — still laid-up in Singapore; last heard repairs will be completed in August always subject to change.

Maunalani — Check in with this vessel with little or no issues.

CMA CGM Phoenix — Janan Johair delegate. All is well aboard; good gang, good ship top to bottom inbound for the East Coast. We anticipate a crew change in New York or Charleston running smooth with Marc Calario as Bosun.

APL Eagle — McKev in Dulay delegate departed Jebel Ali. In and out port tying up and letting go is where we make our bread and butter. Plenty of maintenance work; no shore leave. We need a better agent. Good gang getting the work done, SUP style with Ali Ghaleb as Bosun.

President Adams — Oakland#56 Joe Eckert delegate departed for Yokohama with no issues. The Japanese customs are targeting APL vessels going out there way to search for drugs & contraband; just a heads up. The last trip was good; the weather favored us, and we worked both ways crossing. There's a lot of maintenance work here and if it's neglected, it shows. Jesus Hermosillo as Bosun.

President Bush — Oakland#56 Jose Ysern sailed Yokohama on schedule. This is a good ship with a good gang; there's plenty of maintenance work to get done. The Bosun keeps us working weather permitting, and we worked both ways on the crossing last trip. In good hands with Mike Raun as Bosun.

SFBP Pier#9 — Chris Auer. Training is ongoing; so far three temporary deckhands were checked off and are in Boat Operator slots. Soon we will be chock-full with operators. Vacations are now available with the new operators checked off and standing watches. Steve Ross Dock Bosun.

Agents Report — Shipping is picking up, especially for the Ordinaries and with the anticipation of the T-AGOS vessel sometime in June it will get better for the entry-level sailors.

With the commercial ships APL, there's almost every trip into Oakland one or two jobs pop up along with the gangway security. Matson not so much; the majority of those jobs are out of Seattle, Honolulu, and Wilmington.

Worked in the front office, dispatched commercial vessels, assisted with upgrades, and visited the ships when time permitted.

Fraternally, Roy Tufono