

Coast Guard Finalizes Arctic Security Cutter Fleet With Last Contract Awards



A rendering of a future Arctic Security Cutter awarded to Davie Defense, part of the U.S. Coast Guard's expanded icebreaker fleet, operating in polar waters as Washington moves to close the U.S. Arctic capability gap.

The U.S. Coast Guard has awarded final contracts for its Arctic Security Cutter (ASC) program to Canadian shipbuilder Davie Defense, closing out an 11-ship procurement intended to strengthen U.S. presence and security in polar regions as competition intensifies in the Arctic.

The Coast Guard confirmed that Davie Defense will construct the remaining cutters under the long-planned program, marking a significant milestone in the service's fleet modernization effort. Financial terms of the final contract awards were not immediately disclosed, though the overall ASC program is expected to be valued in the multi-billion-dollar range once complete.

The Arctic Security Cutter program was launched to address growing operational demands in the Arctic and high-latitude regions, where melting sea ice has opened new shipping lanes and intensified geopolitical interest from Russia and China. The new fleet is designed to provide year-round access to polar waters, supporting missions that include search and rescue, maritime security, environmental response, and enforcement of U.S. sovereignty.

Officials said the contract awards finalize procurement for all 11 planned vessels, ending years of incremental contracting and signaling a shift toward sustained production. Construction is expected to proceed over the next decade, with initial deliveries anticipated later this decade and full program completion projected in the mid-2030s. "These cutters will ensure we maintain a credible and capable presence in the Arctic," a senior Coast Guard acquisition official said in a statement. "The Arctic is no longer a remote frontier, it is an active maritime domain with increasing commercial, strategic and environmental importance."

Davie Defense, a subsidiary of Quebec-based shipbuilder Davie, has expanded its U.S. footprint in recent years and positioned itself as a key partner in polar ship construction. The company has emphasized its experience building ice-capable vessels and working with allied navies and coast guards in northern environments.

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Matson Announces Preliminary Fourth-Quarter 2025 Results, Signals Steady Pacific Demand

Matson Inc. released preliminary financial results for the fourth quarter of 2025, reporting stronger-than-expected performance driven by resilient demand across its core Pacific shipping routes and continued strength in its logistics division. The Honolulu-based carrier said it anticipates fourth-quarter operating income to exceed prior guidance, supported by higher container volumes in its China-U.S. and Hawaii services and improved freight rates compared with the same period a year earlier. Final audited results are expected later this month.

Company officials cited sustained consumer demand and inventory restocking by major retailers as key factors behind the improved performance. Matson's expedited China service, a premium offering that provides faster transit times to the U.S. West Coast, remained a primary contributor to earnings during the quarter. "Demand in our China service remained solid through the holiday shipping season, with favorable freight

rate conditions compared with the prior year," the company said in a statement accompanying the preliminary release.

Matson's domestic trade lanes, including Hawaii, Alaska and Guam, also delivered stable volumes during the quarter. The Hawaii service, the company's largest market, benefited from consistent consumer and construction-related shipments, while Alaska volumes held steady despite seasonal fluctuations.

The company's logistics segment, which provides intermodal transportation, warehousing and supply chain management services, is also expected to post year-over-year growth in operating income for the quarter. Matson said the division continued to see healthy demand tied to e-commerce, retail distribution and project cargo movements.

Industry analysts noted that Matson has remained relatively insulated from some of the volatility affecting global container shipping due to its niche Pacific focus and premium service offer-

ings. Unlike larger global carriers, Matson concentrates heavily on U.S. domestic and trans-Pacific markets where it can command higher margins and maintain tighter schedule reliability.

However, company executives cautioned that uncertainties remain heading into 2026, including shifting global trade patterns, geopolitical tensions in key shipping lanes and potential changes in consumer demand. Fuel prices and operating costs also remain variables that could influence performance in coming quarters.

Despite those concerns, Matson said it expects continued stability in its core domestic markets and believes its China service will remain competitive as shippers prioritize reliability and speed for high-value cargo. Matson is scheduled to release full fourth-quarter and full-year 2025 financial results during its upcoming earnings call, where executives are expected to provide updated guidance and discuss market conditions for the year ahead.

U.S. Navy Responds After Iranian Drone and Gunboats Test American Forces

A U.S. Navy fighter jet shot down an Iranian drone that approached the aircraft carrier USS *Abraham Lincoln* in the Strait of Hormuz on Feb. 3, according to Pentagon officials, in the latest sign of rising tensions in one of the world's most strategically vital waterways.

A Pentagon spokesperson said the incident took place in the Arabian Sea, roughly 500 miles off Iran's coast, when the unmanned aerial vehicle "aggressively approached" the carrier strike group. In response, the USS *Abraham Lincoln* launched an F-35C fighter jet, which intercepted and destroyed the drone after it failed to alter course. "The drone was operating in a manner deemed unsafe and unprofessional," the spokesperson said, adding that U.S. forces acted in accordance with standing rules of engagement to protect

American personnel and assets. No injuries or damage were reported following the shootdown.

U.S. officials did not specify the type of drone involved but said it was believed to be operated by Iran's Islamic Revolutionary Guard Corps (IRGC). Iranian authorities had not immediately issued a public response to the incident as of late Tuesday.

Several hours after the drone was downed, tensions escalated further when three Iranian gunboats intercepted an American-flagged tanker transiting the Strait of Hormuz. According to maritime security firm Vanguard, the vessel was identified as the *Stena Imperative*. The gunboats reportedly approached the tanker and ordered the crew to stop the vessel and prepare for boarding. The master of the ship declined the request and

maintained course through the narrow shipping lane, adhering to international maritime navigation rules and guidance from maritime security authorities.

Shortly thereafter, a U.S. Navy warship moved to join the tanker and provide escort through the remainder of its transit, according to U.S. officials and shipping monitors. No shots were fired and the Iranian vessels eventually withdrew.

The Strait of Hormuz, located between Iran and Oman, is one of the most critical chokepoints for global energy supplies. Roughly one-fifth of the world's oil passes through the narrow waterway each day, making it a focal point for geopolitical tensions between Iran, the United States, and regional allies.

Maritime security analysts say recent incidents highlight the

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari.....Bk#2251
Hannu Kurppa k#3162
Gunnar Lundeberg..... Bk#4090
Vince O’Halloran Bk#2463
James ClayBk#4794
Mike WorthBk#3629
Michael DirksenBk#2739
Terrence LaneBk#4107
Teofilo RojasBk#3194
Leo Moore..... Bk#6492
Duke Maringer.....Bk#6518
Lymwel Gador Bk#3024
Don Nichols..... Bk#2470
Hamilton Parone..... Bk#3883

Organization/ General Fund

Leo Moore.....\$50
Sean Bane\$30
Nicholas Marinovich.....\$50
Cosme Bigno\$50
Reid Barlow\$50
(In Lieu Of Dues Increase)
Peter Winter\$100

SUP Pensioners Join the Ranks of Retirement

No New Pensioners Reported

Political Fund

Vince O’Halloran\$200
Zachary Robert..... \$10
Gary Gelfgren..... \$100
(In Memory Of Jack Dalton)
Jonathan Agbayani.....\$50
Erik Thunstrom..... \$100
Elston Wong\$30
Terence O’Neill..... \$100
Jeffrey Baccay \$100
Jesse Williams\$50
Everett Emerson\$50
Milton Caballero\$10
Erick Weiss\$100
Adian Minty\$50
Erling Eastmark\$20
Cosme Bigno\$50
Arsenio Purganan\$50
Gil Manipon\$30
Peter Winter\$100

West Coast Sailors

Mark Littlejohn\$50
Jonathan Agbayani.....\$50
Victor Marino.....\$10)

Final Departures

Lorraine "Lee" Cherry. Born in Indiana in 1925. Joined SUP in 1945. Died January 13, 2026. (Pensioner

SUP Meetings 2026

| HQ | Branches | HQ | Branches |
|----------|----------|--------------|--------------|
| March 9 | March 16 | August 10 | August 17 |
| April 13 | April 20 | September 14 | September 21 |
| May 11 | May 18 | October 13 | October 19 |
| June 8 | June 15 | November 9 | November 16 |
| July 13 | July20 | December 14 | December 21 |

WELFARE NOTES

Medicare Part B Reimbursement

for Pensioners and Eligible Spouses

In order to continue reimbursements of Medicare Part B Premiums, the SUP Welfare Plan annually requires pensioners to submit a copy of the form received from the Social Security Administration which states “Your New Benefit Amount” (2026) and the amount that is being withheld from your Social Security check for Medicare Part B coverage.

This information must be received in the SUP Welfare Plan Office by February 15, 2026. If the information is not received, reimbursements will be held pending receipt of this information.

Very important: You must notify the SUP Welfare Plan if at any time you are no longer required to pay a Medicare Part B premium, or if any other entity is paying your premium on your behalf.

The above notice was originally sent to pensioners in early January with reminders subsequently sent to those who had not responded.

Verification of Receipt of SIU Pacific District Pension Plan Benefit Payments

The SIU Pacific District Pension Plan verifies annually that pensioners are receiving their benefit payments. Forms for completion were sent out to all pensioners and survivors of pensioners at the beginning of January 2026. If you have not returned your form yet, please do so promptly to avoid possible delay of future benefit payments.

Michelle Chang, Administrator michelle@marinerbenefits.org,
Wilma Alday, SUP Trusts Accountant wilma@marinerbenefits.org
Brian Farmer, MPP & 401(k) Plans, Death Benefits brian@marinerbenefits.org
Gina Jew, Claims gina@marinerbenefits.org
Michael Jacyna, Eligibility michael@marinerbenefits.org
Hazel Ywan, SIU-PD Trusts Accountant hazel@marinerbenefits.org
Dau Naw, SIU-PD Contribution Accountants Payable dnaw@marinerbenefits.org
Derek Chang, SIU-PD Supplemental Benefits, Contributions derek@marinerbenefits.org
Dan Gaipa, SIU-PD Pension Plan dan@marinerbenefits.org
Training Representative Berit Eriksson 206-551-1870
berittrainrep@sbcglobal.net
SUP Welfare Plan 730 Harrison Street Suite 415, San Francisco, CA 94107
Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991
Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on February 5, 2026 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

| Name and Membership | Number | Seatime | Rating | Seniority |
|---------------------|----------|---------|--------|-----------|
| Douglas Boe | Bk#S 774 | 6 yrs. | A.B. | A |
| Rocky Casazza | Bk#4836 | 6 yrs. | A.B. | A |
| Thomas Stephens | B-19869 | 1 yr. | O.S. | B |
| Simeon Palmer | B-19870 | 1 yr. | A.B. | B |
| Faisal Ali | B-19871 | 1 yr. | O.S | B. |
| Jerry Estenso | B-19872 | 1 yr. | A.B | B. |
| Deitric Harris | C-3144 | 30 days | O.S | C |

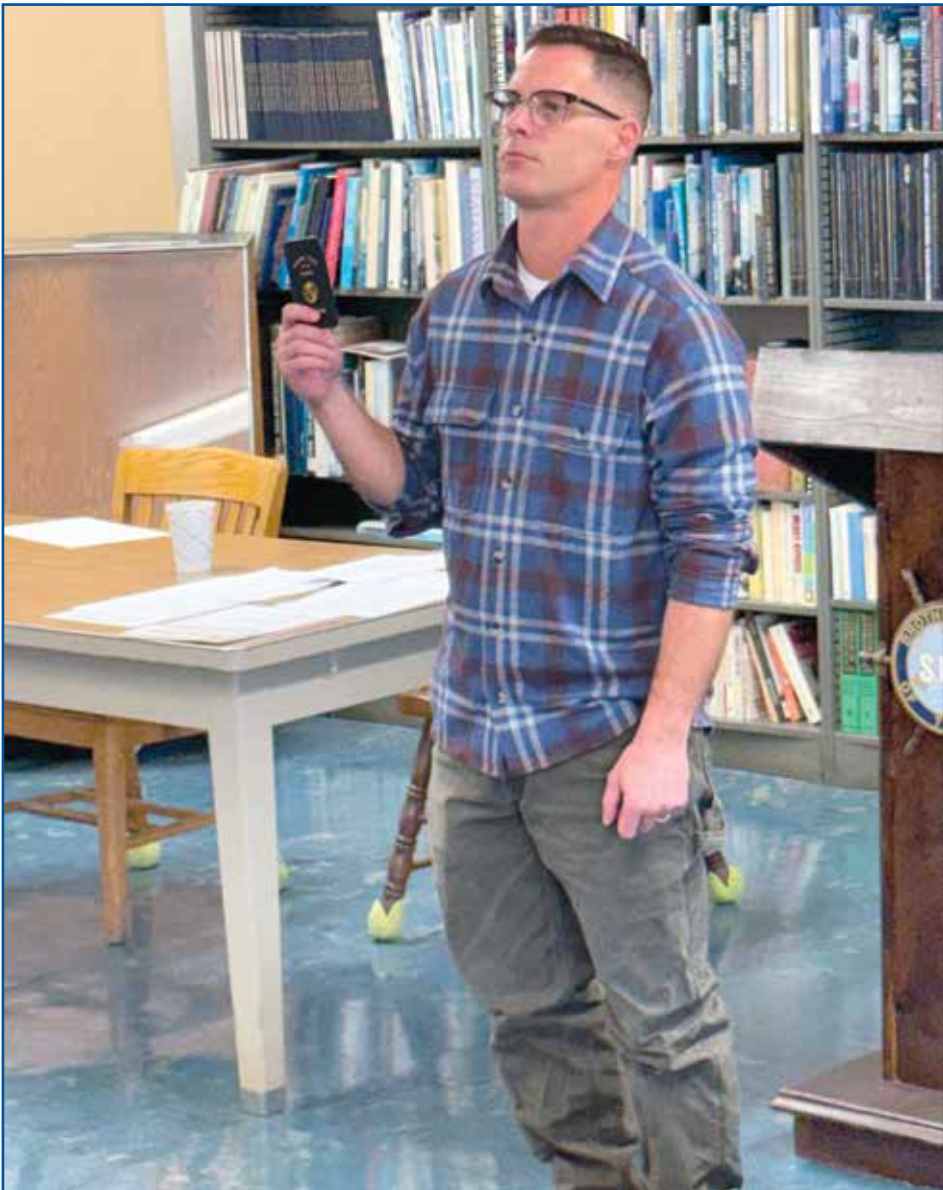
Ratings: Bosun Stamp

Douglas Boe Bk#5774

Ratings Committee: Robert L. Reed BK# 3203, Jesus Hermosillo BK# 5885, Marc Dulay BK# 2761.



From left to right: Robert Reed, Jesus Hermosillo, and Marc Dulay served on the February Membership and Ratings Committee.



Rocky Casazza BK# 4836 takes the Oath of Obligation at the headquarters meeting in San Francisco on February 9, 2026.

West Coast Sailors

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Matt Henning,
President/Secretary-Treasurer
Editor

BRANCH OFFICES
Seattle, WA 98199
4005 20th Ave. W. Ste.115 (206) 467-7944
FAX: (206) 467-8119
Wilmington, CA 90744
533 N. Marine Ave. (310) 835-6617
FAX: (310) 835-9367
Honolulu, HI 96813
707 Alakea St., Rm. 101 (808) 533-2777
FAX: (808) 533-2778
WELFARE OFFICE
(415) 778-5490
PENSION PLAN OFFICE
(415) 764-4987

Trump Administration to Make It Easier to Fire 50,000 Federal Workers

The Trump administration is moving forward with plans to make it easier to discipline and potentially terminate tens of thousands of senior federal employees, a sweeping change to civil service protections that could affect roughly 50,000 government workers across multiple agencies.

The proposal centers on reclassifying certain career federal employees into a new category that would reduce long-standing job protections and make them more directly accountable to agency leadership and presidential priorities. Administration officials say the change is intended to increase efficiency, improve accountability and ensure that policy directives are carried out more quickly across the federal government.

Under the plan, many senior-level policy, management and advisory roles would be redesignated into what officials describe as a more flexible employment category. Workers in these roles could face expedited disciplinary action or removal compared with current procedures, which often re-

quire lengthy review processes and appeals.

Supporters of the proposal argue that existing civil service rules make it too difficult to address poor performance or remove employees who resist policy changes. Administration officials have framed the effort as a modernization of the federal workforce aimed at improving responsiveness to elected leadership. “Americans deserve a federal government that is efficient, accountable and aligned with the policies they voted for,” a senior administration official said. “This reform ensures that leadership has the tools necessary to manage agencies effectively.”

The Office of Personnel Management (OPM), which oversees the federal workforce, is expected to issue guidance to agencies outlining which positions could be affected and how they should be reclassified. Agencies would then review eligible roles and determine whether they fall under the new designation.

The move builds on earlier efforts by the administration to reshape the federal workforce by expanding presidential

authority over certain policy-influencing positions. Officials say the new framework targets employees whose roles involve shaping or implementing major policy decisions rather than rank-and-file civil servants.

Labor unions representing federal employees have sharply criticized the proposal, calling it an attack on the non-partisan civil service system that has been in place for more than a century. Union leaders warn that reducing job protections could politicize federal agencies and discourage experienced professionals from public service. “This proposal undermines the merit-based civil service and opens the door to politically motivated firings,” said a spokesperson for one major federal employee union. “Federal workers should be able to serve the public without fear of losing their jobs over political disagreements.”

Good-government groups and some lawmakers have also expressed concern that the changes could erode institutional expertise and continuity within federal

agencies. They argue that experienced career officials provide stability across administrations and play a key role in implementing complex programs.

However, supporters in Congress and the private sector say greater managerial flexibility is necessary to address inefficiencies and improve government performance. Some business groups and conservative policy organizations have long advocated for reforms that make it easier to remove underperforming federal employees.

Implementation of the changes is expected to unfold over several months, with agencies identifying affected positions and updating personnel policies. Legal challenges are likely, as unions and advocacy groups prepare to contest the move in court.

If fully enacted, the plan would represent one of the most significant overhauls of federal employment policy in decades, potentially reshaping how senior government officials are hired, disciplined and removed across the executive branch.

Trump Administration Sets March Date for 80-Million-Acre ‘Big Beautiful’ Gulf Lease Sale

The Trump administration has set a March date for what officials are calling one of the largest offshore oil and gas lease offerings in U.S. history, opening roughly 80 million acres in the Gulf of Mexico for potential development in a move aimed at boosting domestic energy production.

The lease sale, dubbed by administration officials as a “big, beautiful” opportunity for energy independence, will offer drilling rights across vast swaths of federal waters in the central and western Gulf. The Department of the Interior confirmed the sale will proceed in late March, marking the first major offshore leasing effort of the administration’s current term.

Interior Secretary officials said the sale aligns with the administration’s broader strategy to expand U.S. oil and gas output, reduce reliance on foreign energy sources and strengthen economic activity in Gulf Coast states. Proceeds from offshore leases contribute billions annually to federal and state governments through royalties,

rents and bonus bids.

“Responsible offshore development remains a cornerstone of American energy security,” an Interior Department spokesperson said in a statement. “This lease sale reflects our commitment to job creation, economic growth and maintaining the United States as a global energy leader.”

The Gulf of Mexico currently accounts for roughly 15% of total U.S. crude oil production, with hundreds of offshore platforms operating in federal waters. Industry groups have welcomed the announcement, arguing that expanded access to offshore acreage provides long-term stability for energy investment and supports thousands of jobs across the maritime, shipbuilding and oil service sectors.

The American Petroleum Institute said in a statement that predictable lease schedules are essential for planning large offshore projects that can take years to develop. “Regular offshore lease sales help ensure continued domestic produc-

tion and support energy affordability for American consumers,” the group said.

However, the announcement has drawn swift criticism from environmental organizations and some coastal communities concerned about potential ecological risks and the long-term impact of expanded fossil fuel development. Critics argue that opening such a large area for leasing could increase greenhouse gas emissions and pose threats to marine ecosystems and fisheries.

Environmental advocates also raised concerns about the timing and scale of the lease offering. Several groups signaled they are reviewing legal options to challenge the sale, citing federal environmental review requirements and climate considerations. “This massive lease sale doubles down on fossil fuel expansion at a time when the country should be accelerating the transition to cleaner energy,” said one environmental policy analyst. “The Gulf is already heavily industrialized, and further drilling

raises the stakes for coastal resilience and marine health.”

Gulf Coast state officials, meanwhile, expressed cautious support, noting the economic importance of offshore energy to regional employment and infrastructure funding. Under federal law, a portion of offshore revenues is shared with Gulf-producing states to support coastal restoration and hurricane protection projects.

The March lease sale is expected to attract bids from major international and domestic oil companies, though market conditions and regulatory factors will influence participation. Results of the auction, including total high bids and acreage leased, will be released shortly after the sale concludes. If successful, the offering could mark a significant step in shaping U.S. offshore energy policy for years to come, reinforcing the Gulf of Mexico’s central role in the nation’s energy landscape while intensifying debate over the future of fossil fuel development.

SUP Celebrates Black History Month

Black History Month is an annual observance dedicated to recognizing and celebrating the achievements, contributions, and history of African Americans. Its origins date back more than a century and are closely tied to the efforts of historian Carter G. Woodson, often called the “Father of Black History.” Black History Month began as Negro History Week in 1926, created by Carter G. Woodson and the Association for the Study of Negro Life and History (now the Association for the Study of African American Life and History, or ASALH).

Woodson believed that Black Americans were largely absent from history books and classroom teaching. He wanted to ensure that African American history was researched, preserved, and taught to the public. He chose the second week of February for Negro History Week because it included the birthdays of two figures important to Black Americans:

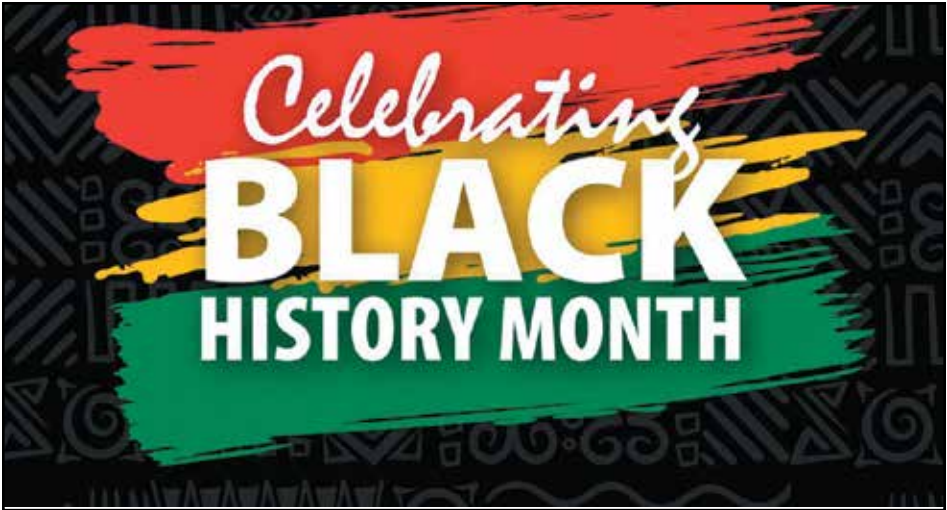
- Abraham Lincoln (Feb. 12), who issued the Emancipation Proclamation
- Frederick Douglass (Feb. 14), the formerly enslaved abolitionist and writer

The week gained popularity quickly, with schools, churches, and community groups organizing events and lessons focused on Black history.

During the Civil Rights Movement of the 1950s and 1960s, there was growing awareness of the importance of African American history and culture. Colleges and universities, particularly historically Black colleges, began expanding Negro History Week into a full month of observance. In 1976, during the U.S. Bicentennial, Negro History Week officially became Black History Month. President Gerald Ford recognized it nationally and urged Americans to honor the contributions of Black citizens that had often been overlooked.

Black History Month serves several purposes:

- Celebrating achievements of African Americans in politics, science, arts, sports, and more



- Acknowledging the role of Black Americans in shaping U.S. history
 - Educating people about slavery, segregation, civil rights struggles, and ongoing issues
 - Highlighting stories often underrepresented in traditional history education
- Black History Month has helped bring African American history into mainstream education and public awareness. While some view it as a necessary reminder of overlooked history, others see it as a starting point for integrating Black history into year-round learning. Either way, it remains an important time to reflect on the struggles, resilience, and contributions of Black Americans throughout history.

U.S. Navy’s Next Supercarrier Completes First Sea Trials, Clearing Major Ford-Class Hurdle

The future USS *John F. Kennedy* has successfully completed its first Builder’s Sea Trials, marking a major milestone for the U.S. Navy’s newest supercarrier and advancing the service’s second Gerald R. Ford-class vessel toward eventual fleet delivery.

The initial round of at-sea testing concluded Wednesday after several days underway, during which sailors, shipbuilders and Navy officials evaluated key systems aboard the 100,000-ton aircraft carrier. The ship’s first voyage brought together members of the pre-commissioning unit, shipbuilders from Newport News Shipbuilding, a division of Huntington Ingalls Industries, and representatives from multiple Navy commands responsible for carrier development and testing.

Builder’s Sea Trials represent a critical phase in the construction process, allowing engineers and operators to assess propulsion, navigation, aircraft launch and recovery systems, and other core capabilities in real-world conditions for the first time. The tests also provide an opportunity to identify and correct deficiencies before the vessel is formally delivered to the Navy. “Seeing this Navy-industry team take CVN 79 to sea for the first time was nothing short of thrilling,” said Rear Adm. Casey Moton, the Navy’s program executive officer for aircraft carriers. “It is a testament to the dedication, ingenuity and resilience of the entire team, from the shipbuilders to the suppliers across the country, who have worked tirelessly to get us to this milestone.”

Moton emphasized that the successful trials reflect years of coordination across the U.S. maritime industrial base and represent a significant step toward delivering the carrier to the fleet. The ship is expected to undergo additional testing and inspection periods before formal acceptance by the Navy.

The USS *John F. Kennedy* (CVN-79) is the second ship in the Ford-class series, which is designed to replace aging Nimitz-class carriers and introduce a new generation of technology aimed at improving sortie generation, reducing crew size and lowering long-term maintenance costs. Among the ship’s most notable features are the Electromagnetic Aircraft Launch System (EMALS), Advanced Arresting Gear (AAG), and a redesigned flight deck intended to support more efficient aircraft operations.

Lessons learned from the first-in-class USS *Gerald R. Ford* have been incorporated into the Kennedy’s construction and testing process. Navy officials have said those improvements should streamline post-delivery work and reduce the risk of delays that affected the lead ship.

Newport News Shipbuilding, the nation’s sole builder of nuclear-powered aircraft carriers, has worked for years to advance the Kennedy toward completion. Thousands of shipyard workers and suppliers across dozens of states have contributed to the effort, underscoring the scale and complexity of modern carrier construction.

Following Builder’s Sea Trials, the ship will return to port for maintenance and adjustments before undergoing Acceptance Trials, conducted by the Navy’s Board of Inspection and Survey. Successful completion of those trials will clear the way for delivery and eventual commissioning.

Once operational, the USS *John F. Kennedy* will join the fleet as one of the Navy’s most advanced and capable warships, reinforcing U.S. power projection and global maritime presence for decades to come.

Port of Baltimore Sets Cargo Records in 2025 After Key Bridge Collapse

The Port of Baltimore posted record cargo volumes in 2025, completing a remarkable recovery just over a year after the collapse of the Francis Scott Key Bridge killed six workers and temporarily shut down one of the East Coast’s most important shipping channels.

Maryland Gov. Wes Moore announced that the port handled 2,223 cargo vessel calls in 2025, surpassing the previous record of 2,137 set in 2023. The total represented a 21 percent increase over 2024, underscoring the speed of the port’s rebound following the March 2024 disaster and the reopening of the Fort McHenry shipping channel. “The Port of Baltimore is a cornerstone of Maryland’s economy and one of the most important ports in the country,” Moore said in a statement.

“We are grateful to the workers whose commitment and resilience made this recovery possible.”

The collapse of the Key Bridge, caused when a container ship lost power and struck one of the structure’s main supports, halted most maritime traffic into Baltimore for weeks and forced cargo to be diverted to other East Coast ports. Salvage crews worked around the clock to clear debris from the Patapsco River, while federal, state and local agencies coordinated the reopening of the channel. By early summer 2024, a temporary deep-draft channel had been restored, allowing commercial traffic to resume. A full reopening followed later in the year, paving the way for Baltimore’s resurgence as a major hub for roll-on/roll-off cargo, automobiles, farm equipment and containerized freight.

Port officials credited longshore workers, maritime pilots, tug operators and terminal employees for maintaining operations under difficult conditions. Investments in logistics coordination and infrastructure also helped speed the port’s return to normal activity. Baltimore has long ranked among the nation’s top ports for handling automobiles and heavy equipment, and shipping lines quickly returned once the channel reopened. State officials said pent-up demand and improved supply chain conditions contributed to the surge in vessel calls throughout 2025.

The port supports tens of thousands of jobs across Maryland and generates billions of dollars in economic activity each year. Its swift recovery has been viewed as a testament to the resilience of the U.S. maritime industry and the importance of coordinated emergency response planning.

Reconstruction plans for the Francis Scott Key Bridge continue to move forward, with state and federal officials working toward a modern replacement structure designed to accommodate larger vessels and enhance safety. Moore said the port’s record-setting year reflects both economic momentum and the determination of the region’s maritime workforce. “Baltimore faced an extraordinary challenge,” he said. “What we’ve seen since then is an extraordinary comeback.”

Harbor Improvements Aim to Keep Georgia Auto Gateway Competitive

Dredging work is underway at the Port of Brunswick in Georgia as state and federal officials move to deepen and maintain shipping channels to accommodate larger vessels and sustain the port’s rapid growth in vehicle and bulk cargo trade. The project at the Port of Brunswick is being carried out in partnership with the U.S. Army Corps of Engineers and the Georgia Ports Authority (GPA), which oversees operations at Brunswick and the Port of Savannah. Officials say the dredging will improve navigational safety, maintain authorized channel depths and ensure continued access for deep-draft vessels calling at the fast-growing port.

The work focuses on maintaining the harbor’s federal navigation channel and berthing areas, where sediment buildup can restrict vessel access over time. Crews are using hopper dredges and cutter suction equipment to remove accumulated material and restore the channel to its authorized depth, allowing car carriers, roll-on/roll-off vessels and bulk ships to operate efficiently.

Brunswick has become one of the busiest U.S. ports for automobile imports and exports, handling more than 800,000 vehicles annually in recent years. GPA officials say maintaining adequate depth is critical as shipping lines deploy larger vessels to maximize efficiency and meet rising demand for vehicle transport across global markets. “This dredging effort ensures Brunswick remains competitive and capable of serving the next generation of vessels,” a Georgia Ports Authority spokesperson said. “It’s essential for maintaining reliability for our customers and supporting continued cargo growth.”

The dredged material is being placed in designated offshore or upland containment areas in accordance with environmental permits. Federal and state regulators require extensive monitoring to minimize impacts on marine life, water quality and surrounding coastal habitats.

Local business leaders have welcomed the project, noting the port’s importance to the regional economy. The Port of Brunswick supports thousands of jobs in logistics, warehousing and transportation across coastal Georgia and beyond, with cargo moving by rail and truck to markets throughout the Southeast and Midwest. In addition to maintaining existing depths, planners are evaluating potential future harbor improvements to accommodate evolving shipping trends and increased cargo volumes. While no major deepening project has been formally approved, officials say continued maintenance dredging is essential to keep the port operating at peak efficiency.

The current dredging campaign is expected to continue through the coming months, with work scheduled to minimize disruptions to vessel traffic. Once completed, port officials say Brunswick will be better positioned to handle steady growth and maintain its role as a key gateway for U.S. automotive and bulk cargo trade.



The crew on the *Cape Horn* "turned to" for a mission on January 24th. Job orders were sent by Patriot 72 hours before the turn to date, and all jobs were immediately dispatched, proving once again the effectiveness of the SUP hiring halls. From left to right: Christian Demesa, Lester Punzalan, Edgar Juliat, OS Muad Ghaleb, Jason Alonzo, Ron Sutherland, OS Esther Gonzalez, OS Marquez Wilson, and Bosun Ian Serra (kneeling).

Senate Leaves Washington Without DHS Deal, Shutdown Risk Grows

Congress moved closer to a partial government shutdown this week as lawmakers left Washington without an agreement to fund the Department of Homeland Security, deepening a stand-off over immigration policy that has exposed sharp divisions between Senate Democrats and the White House. Negotiations over funding for the Department of Homeland Security (DHS) collapsed late Thursday, February 12th, leaving the agency on track to run out of money after Friday if Congress fails to approve a stop-gap spending measure. The impasse centers on proposed changes to Immigration and Customs Enforcement (ICE), which Democrats say must be reformed as part of any long-term funding package.

With no deal in hand, lawmakers departed the Capitol for the weekend but were warned to remain ready to return at a moment’s notice. Senate Majority Leader John Thune and Senate Democratic Leader Chuck Schumer told rank-and-file senators to keep their schedules flexible as negotiators continue to search for a breakthrough. “We’re not there yet, but conversations are ongoing,” Thune said before leaving Washington. “If there’s a path forward, members will be called back immediately.”

At the center of the dispute is a Democratic push to include new oversight and operational limits on ICE in exchange for supporting a long-term DHS funding bill. Democrats argue that reforms are necessary to address concerns about detention conditions, enforcement priorities and accountability within the agency.

Republicans and officials at the White House have resisted linking immigration enforcement changes to a must-pass funding bill, warning that doing so risks undermining border security operations and setting a precedent for attaching major policy demands to appropriations measures.

Schumer said Democrats remain committed to preventing a shutdown but insisted that “serious discussions” about ICE policy must be part of any agreement. “We want to keep DHS funded and functioning,” he said. “But we also need responsible reforms that reflect our values and ensure accountability.”

The funding fight comes at a time when DHS faces mounting operational pressures, including ongoing border management challenges, cybersecurity threats and disaster response responsibilities. A shutdown would not halt all DHS functions, many employees deemed essential would continue working, but thousands of workers could face furloughs or delayed pay, and some programs would be temporarily suspended.

Behind closed doors, aides say negotiators remain far apart on the scope and timing of any ICE-related changes. Republican leaders have floated a short-term funding extension that would keep DHS operating while broader immigration debates continue, but Democrats have so far resisted passing a clean extension without policy concessions.

The stalemate reflects broader tensions in Congress over immigration enforcement and border policy, issues that have repeatedly complicated funding negotiations in recent years. With both sides wary of appearing to concede ground, neither has yet offered a proposal capable of attracting bipartisan support.

If lawmakers fail to reach an agreement before the deadline, DHS would become the first major federal department to shut down in the current fiscal year, potentially setting off a new round of brinkmanship in an already polarized Congress. For now, senators remain on standby, waiting for negotiators to find a compromise that has so far proved elusive. Without a last-minute breakthrough, the clock is ticking toward a shutdown with no clear off-ramp in sight.

Captain Phillip Brady of the St. Andrew Bay Pilots Dies in Fall

Captain Phillip Brady, a veteran harbor pilot with the St. Andrew Bay Pilots, has died following a tragic fall while disembarking from a vessel in the Port of Panama City earlier this month. He was 46.

The accident occurred on January 12 as Captain Brady was leaving the outbound M/V *Lowlands Luck*, a Singapore-flagged bulk carrier, after safely piloting the vessel through St. Andrew Bay. According to maritime officials, Captain Brady fell from a pilot ladder into the water during the transfer to the pilot boat. The pilot boat crew immediately recovered him from the water and initiated emergency response efforts. Despite those actions, Captain Brady later succumbed to his injuries.

Captain Brady was a highly respected member of the maritime community, known for his professionalism, steady demeanor, and deep knowledge of local waters. He joined the St. Andrew Bay Pilots after a distinguished seagoing career and had served as a harbor pilot for more than a decade.

A 2001 graduate of the United States Merchant Marine Academy, Captain Brady hailed from Mobile, Alabama. Friends and colleagues say his com-

mitment to maritime safety and mentorship of younger mariners left a lasting impression on those who worked alongside him.

“Phillip was the kind of pilot every captain was grateful to see come aboard,” said one fellow pilot. “He took pride in doing the job right and looking out for everyone on the bridge.”

The St. Andrew Bay Pilots released a statement expressing profound sorrow over the loss, calling Captain Brady “a trusted colleague, skilled mariner, and devoted family man.” Flags at the pilot station were lowered to half-staff in his honor.

Pilots routinely face hazardous conditions while boarding and leaving ships at sea, often at night and in challenging weather. The incident has renewed attention on the inherent risks of pilot ladder transfers, which remain one of the most dangerous aspects of the profession.

Captain Brady is survived by his wife and children. The maritime community across the Gulf Coast has continued to share tributes, remembering him as a consummate professional whose life was dedicated to the safety of ships and crews entering and leaving St. Andrew Bay.



USNS Watkins in Vancouver, Washington. Delegate Aaron Mitchell and Bosun Camilo Moreno.

Income Tax Tips for 2025, Deadlines Filing in 2026

The deadline for filing 2025 federal income tax returns is April 15, 2026. This date is also the deadline to pay any taxes owed to avoid penalties and interest. An extension can be requested to move the filing deadline to October 15, 2026, though taxes owed must still be paid by April 15.

- 1. Call home (if you are under 24) to confirm how your parents are claiming**
If you’re under 24 years old, ask your parents if they’re claiming you as a dependent on their tax returns before you file yours. If you’re out of college or have a full-time job, chances are you’ll file on your own. But you can avoid headaches by checking first.
- 2. See if any “Self-Employed” rules apply to you**
Whether you’re driving for a ride-sharing service once a week or occasionally freelancing, you’ll need to pay taxes on any self-employment income. Unlike your regular paycheck, taxes aren’t withheld, which requires extra planning and recordkeeping on your part.

In many cases you’ll be expected to pay taxes quarterly rather than paying it all at the end of the year or you may face penalties when you file in April. However, you may be able to deduct many expenses related to your side job. See [Self-Employed Individuals Tax Center](#) for details and worksheets.

- 3. Take advantage of free filing tools, if you qualify**
From accountants to tax software, there are plenty of places for you to turn for help filing your taxes. But if you make less than \$72,000 a year, the IRS offers free software to guide you through the process of completing and filing your returns. Even if you make more, you can still complete and file the forms online for free -- there’s just less guidance.
- 4. Itemize, if it makes sense for your situation**
Unless you have a large number of deductible expenses, it makes more sense to take the standard deduction (\$12,550 for individuals or \$25,100 for married couples filing jointly in 2021²). But if you have a mortgage, state and local taxes, large medical bills or self-employment expenses, you may have enough deductions to justify itemizing.

It’s not just the big-ticket items, though. Charitable donations, home efficiency improvements, job hunting and self-employment expenses can be deducted if you itemize. Be sure to keep all receipts and records so you’ll be able to calculate accurately when it’s time to do taxes and back up your deductions if you get audited.

- 5. Student loans may be deductible**
Student loan interest [may be deductible](#) up to \$2,500 even if you don’t itemize. If you’re still in college or continuing your education, you may be eligible for the [American Opportunity Tax Credit](#) or the [Lifetime Learning Credit](#), each of which can potentially reduce your tax burden by thousands of dollars.
- 6. Take advantage of pre-tax opportunities and employer matches**
If your employer offers a 401(k) or other retirement plan, look at it as an opportunity to put away your money before it’s taxed. Just as important, if your employer matches your contributions, make it a priority to meet the match. It’s an opportunity to double your money.

- 7. Consider the tax implications of life event milestones**
Getting married? Expecting children? Both have significant tax implications. Inform Social Security if you change your name when you get married or divorced, and make sure you apply for Social Security numbers (PDF) for your newborn children. They’ll need one if you plan on claiming them as a dependent on your tax return. If you’re thinking about tying the knot, do it on or before December 31. You’ll be able to file as a married couple for the entire year.

If you move because of a job change, or if you moved for a job right out of college, you may be able to deduct moving expenses, even if you don’t itemize. However, certain criteria must be met including distance moved and time spent at the new job.

- 8. State of mind – remember state taxes**
Once you’re done with your federal taxes, don’t forget you’ll probably need to file state income taxes unless you live in one of the seven states that don’t have them. Filing dates may differ, so be sure you know what you have to do and when to file. Many popular tax software programs carry over information from your federal return, saving you time when you need to tackle your state taxes.

Taxes are just part of your broader financial picture, which includes savings, investments, and your plans for the future. Consider working with a financial professional or tax professional.

Disclaimer: This is not financial or tax filing advice. CONSULT YOUR TAX ADVISOR, or the INTERNAL REVENUE SERVICE, or your state’s TAX AUTHORITY for definitive information particular to your situation.

Saltchuk Expands Maritime Portfolio with \$1.5 Billion Great Lakes Dredge & Dock Acquisition

Seattle-based Saltchuk Resources, Inc. has agreed to acquire Great Lakes Dredge & Dock Corporation, the largest dredging contractor in the United States, in an all-cash transaction valued at approximately \$1.5 billion, the companies announced Tuesday. Under the terms of the agreement, Saltchuk will launch a tender offer to purchase all outstanding shares of the Houston-based, Nasdaq-listed company for \$17.00 per share in cash. The offer represents a 25% premium to Great Lakes' 90-day volume-weighted average price as of Feb. 10 and roughly a 5% premium to the company's all-time high closing price. Great Lakes Chairman Lawrence R. Dickerson said the board unanimously approved the deal after conducting an extensive strategic review. "This transaction delivers immediate and certain value at a premium to our highest valuation," Dickerson said. "After a comprehensive

review process, the board determined this agreement is in the best interests of our shareholders and positions the company well for the future." Founded in 1890, Great Lakes Dredge & Dock has long been a central player in maintaining and expanding the nation's maritime infrastructure. The company performs capital and maintenance dredging for ports, waterways, and coastal protection projects across the United States and is a major contractor for the U.S. Army Corps of Engineers. Its work includes harbor deepening, beach nourishment, coastal restoration, and offshore wind support services. Saltchuk, a privately held transportation and distribution company with a broad portfolio of marine, energy, and logistics businesses, said the acquisition will significantly expand its maritime footprint and strengthen its presence

in marine infrastructure services. The company's existing maritime holdings include tug and barge operators, shipping lines, and logistics providers such as Foss Maritime and Tote Group. Saltchuk President and CEO Mark Tabbutt described Great Lakes as a strong strategic fit that aligns with the company's long-term investment approach and commitment to maritime operations. "Great Lakes is an iconic American maritime company with a critical role in maintaining our nation's ports, waterways, and coastlines," Tabbutt said. "We have deep respect for its people, history, and capabilities, and we look forward to supporting its continued growth and investment as part of the Saltchuk family." Company officials said Great Lakes will continue to operate under its existing name and leadership team following the acquisition. Saltchuk indicated it plans

to support ongoing fleet modernization and pursue growth opportunities in port expansion, coastal resilience, and offshore energy development. The deal comes amid increasing demand for dredging and coastal protection projects driven by port expansion, larger vessel traffic, and climate-related shoreline restoration efforts. Analysts say the combination of Saltchuk's capital resources and Great Lakes' specialized expertise could position the company to play a larger role in major U.S. infrastructure projects in the coming years. The transaction is expected to close later this year, subject to regulatory approvals and the successful completion of the tender offer. Once finalized, Great Lakes Dredge & Dock will become a privately held subsidiary of Saltchuk, marking one of the most significant maritime acquisitions in recent years.

Drone Swarms Target Fuel Depots and Port Infrastructure in Southern Russia

Russia's southern coast along the Black Sea came under sustained drone attack February 15th, with regional officials reporting damage to port infrastructure and fuel storage facilities in what appears to be one of the largest recent Ukrainian UAV strikes on the country's energy and transport network. Authorities in Russia said air defenses engaged multiple waves of drones targeting the Krasnodar region, a strategic area that hosts key oil export terminals and logistics hubs supporting military operations. According to regional officials, the attack focused heavily on facilities near the Taman Peninsula, including the Taman seaport. Krasnodar Governor Veniamin Kondratyev said in a statement posted on Telegram early Sunday that air defense units and emergency services were mobilized overnight to counter the assault.

He described the strike as a "massive UAV attack" and said debris from intercepted drones caused fires and structural damage at several sites, including fuel storage tanks near the port. Emergency crews were dispatched to contain blazes sparked by falling drone fragments and secondary explosions. Kondratyev reported that no fatalities were immediately confirmed, though several workers at affected facilities were evaluated for minor injuries and smoke inhalation. Authorities temporarily restricted access to sections of the port and surrounding infrastructure as fire suppression and damage assessments continued into the morning. The Krasnodar region, formally known as Krasnodar Krai, has increasingly become a focal point for long-range drone strikes attributed to Ukraine as Kyiv seeks to disrupt Russian energy exports

and military supply routes. The area includes pipelines, rail links and shipping terminals critical to transporting fuel and equipment to Russian forces operating in southern Ukraine and occupied Crimea. Russian defense officials said air defenses shot down dozens of drones across the region overnight, though they did not provide a precise tally. Independent verification of the number of UAVs launched and intercepted was not immediately available. Video shared on Russian social media showed flashes in the sky consistent with air defense fire and large fires burning near industrial facilities, though the authenticity and locations of all footage could not be confirmed. Ukraine rarely comments directly on specific drone operations inside Russia but has previously indicated that energy infrastructure and military logistics sites are legitimate targets in its campaign to

weaken Moscow's war effort. Over the past year, Kyiv has expanded its use of long-range drones capable of reaching deep into Russian territory, including refineries, oil depots and ports along the Black Sea coast. The latest attack underscores the growing reach of Ukrainian unmanned systems and the vulnerability of critical infrastructure far from the front lines. Analysts say repeated strikes on fuel depots and export terminals are intended to strain Russia's supply chains and reduce revenue from energy shipments, even if damage is often repaired within days or weeks. Russian officials vowed to strengthen air defenses around key facilities in the south following the overnight assault, warning that additional strikes could occur as the conflict continues to expand beyond traditional battlefield zones.

Harbor Improvements Aim to Keep Georgia Auto Gateway Competitive

Dredging work is underway at the Port of Brunswick in Georgia as state and federal officials move to deepen and maintain shipping channels to accommodate larger vessels and sustain the port's rapid growth in vehicle and bulk cargo trade. The project at the Port of Brunswick is being carried out in partnership with the U.S. Army Corps of Engineers and the Georgia Ports Authority (GPA), which oversees operations at Brunswick and the Port of Savannah. Officials say the dredging will improve navigational safety, maintain authorized channel depths and ensure

continued access for deep-draft vessels calling at the fast-growing port. The work focuses on maintaining the harbor's federal navigation channel and berthing areas, where sediment buildup can restrict vessel access over time. Crews are using hopper dredges and cutter suction equipment to remove accumulated material and restore the channel to its authorized depth, allowing car carriers, roll-on/roll-off vessels and bulk ships to operate efficiently. Brunswick has become one of the busiest U.S. ports for automobile imports and exports, handling more than 800,000 vehicles annually in recent years. GPA officials say maintaining adequate depth is critical as shipping lines deploy larger vessels to maximize efficiency and meet rising demand for vehicle transport across global markets. "This dredging effort ensures Brunswick remains competitive and capable of serving the next generation of vessels," a Georgia Ports Authority spokesperson said. "It's essential for maintaining reliability for our customers and supporting continued cargo growth." The dredged material is being placed in designated offshore or upland

containment areas in accordance with environmental permits. Federal and state regulators require extensive monitoring to minimize impacts on marine life, water quality and surrounding coastal habitats. Local business leaders have welcomed the project, noting the port's importance to the regional economy. The Port of Brunswick supports thousands of jobs in logistics, warehousing and transportation across coastal Georgia and beyond, with cargo moving by rail and truck to markets throughout the Southeast and Midwest. In addition to maintaining existing depths, planners are evaluating potential future harbor improvements to accommodate evolving shipping trends and increased cargo volumes. While no major deepening project has been formally approved, officials say continued maintenance dredging is essential to keep the port operating at peak efficiency. The current dredging campaign is expected to continue through the coming months, with work scheduled to minimize disruptions to vessel traffic. Once completed, port officials say Brunswick will be better positioned to handle steady growth and maintain its role as a key gateway for U.S. automotive and bulk cargo trade.



Paint and Rigging Gang members Elston Wong, Nick Manessiotis, Emo Aulelava, and Antonio Respicio on board a launch boat to assist the *Matson Lurline* with lifeboat testing.

Floating the Carbon Solution: Offshore CO₂ Storage Gains Momentum

As pressure mounts on heavy industry to curb emissions without sacrificing output, offshore carbon capture and storage (CCS) is emerging as a critical piece of the global decarbonization puzzle. Floating offshore infrastructure designed to inject and permanently store carbon dioxide beneath the seabed is gaining attention as companies and regulators search for scalable solutions to manage industrial emissions.

Interest in CCS has accelerated as energy-intensive sectors such as cement, steel, chemicals and refining adapt to stricter regulatory frameworks, shifting customer expectations and growing competitive pressure to reduce carbon footprints. For many of these industries, large-scale carbon management is increasingly viewed not as optional but essential to maintaining market access and long-term operational resilience.

Offshore storage, in particular, is being positioned as a strategic component of the carbon value chain. Classification society American Bureau of Shipping (ABS) and other maritime stakeholders are working to develop standards, partnerships and technical frameworks to support deployment of offshore carbon storage networks and associated infrastructure.

Capturing carbon dioxide at land-based industrial facilities and transporting it offshore for permanent geological storage is widely seen as one of the most viable pathways to compliance with emerging emissions mandates. While carbon injection into underground formations is not new, having been used for decades in enhanced oil recovery and pilot storage projects, the scale required for mean-

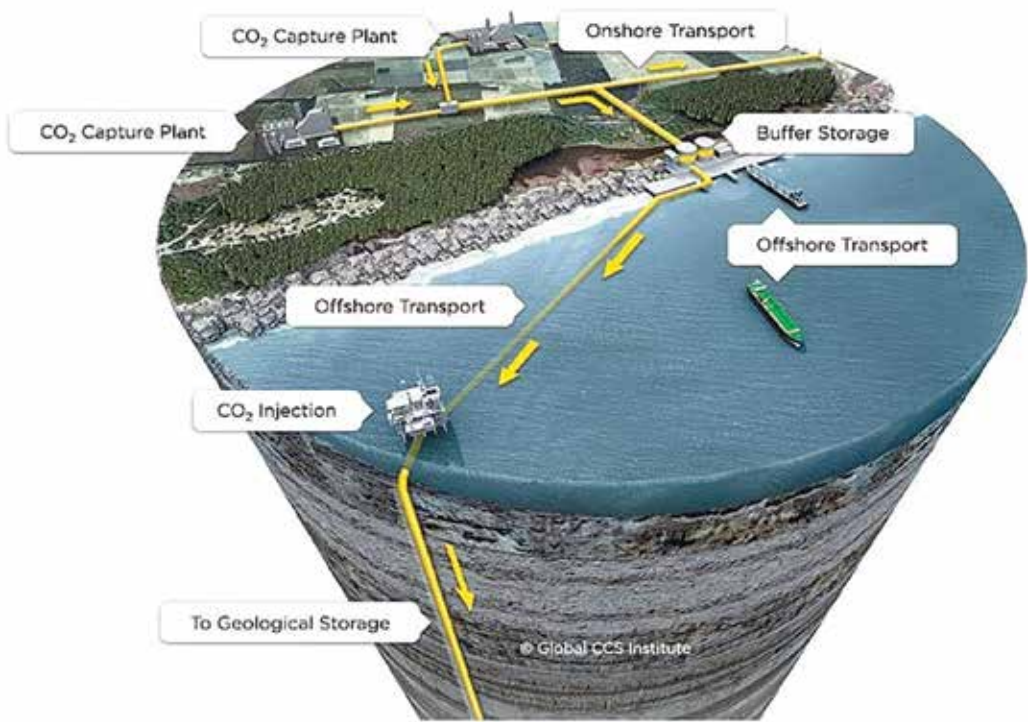
ingful decarbonization will demand significant investment and coordination across multiple sectors.

One concept gaining momentum is the Floating Storage and Injection Unit (FSIU), an offshore platform or vessel designed to receive liquefied CO₂ from specialized carriers, store it temporarily and inject it into subsea reservoirs for permanent sequestration. Proponents say FSIUs could offer flexibility and cost advantages by reducing the need for extensive fixed offshore infrastructure, particularly in regions where suitable storage sites are located far from shore.

The offshore carbon value chain consists of three primary segments: the industrial emitter where carbon dioxide is captured and processed, the transport provider responsible for moving the liquefied gas, often via purpose-built CO₂ carriers, and the offshore storage operator managing injection and long-term monitoring of underground reservoirs. Each segment faces its own regulatory, technical and financial challenges.

Misalignment among stakeholders remains one of the largest obstacles to project development. Differences in CO₂ purity specifications, pressure and temperature requirements, or delivery sched-

TRANSPORT OVERVIEW



ules can create bottlenecks that disrupt the entire chain. Financing structures and liability frameworks also remain under discussion, particularly regarding long-term responsibility for stored carbon and potential environmental risks.

Industry observers say closer collaboration across all parts of the CCS ecosystem will be essential to moving projects from concept to reality. Classification societies, shipbuilders, energy companies and regulators are increasingly working together to establish common standards for equipment, safety and operational procedures.

Supporters argue that offshore CCS, particularly when paired with floating

injection and storage units, could provide the scalability required to meet global emissions targets while allowing heavy industry to continue operating. As regulatory pressure intensifies and carbon pricing mechanisms expand, the development of reliable offshore storage networks may become a cornerstone of industrial decarbonization strategies worldwide.

While challenges remain in aligning economic incentives and regulatory frameworks, momentum behind offshore carbon storage continues to build, positioning floating injection and storage solutions as a potentially transformative element in the evolving energy transition.

Master Sentenced to 14 Months for Misleading Authorities After Onboard Death

A court in Singapore has sentenced the master of a gas tanker to 14 months in prison for providing false information and concealing key details following a fatal onboard accident, delivering one of the clearest warnings yet to maritime professionals about the legal consequences of misleading authorities after a casualty at sea.

The ruling marks a rare moment in commercial shipping where a vessel's master has been imprisoned not for a collision, pollution event or navigational failure, but for actions taken after a crew member's death. Prosecutors said the captain admitted to supplying inaccurate information and failing to properly report the circumstances surrounding a seafarer's fatality during hazardous tank-cleaning operations, long regarded as among the most dangerous tasks aboard tanker vessels.

According to court findings, the incident occurred during routine cleaning of cargo tanks on a gas carrier operating in regional waters. Tank cleaning often involves entry into confined spaces where toxic vapors, oxygen depletion and flammable residues can quickly create life-threatening conditions. International safety protocols require strict supervision, atmospheric testing and rescue readiness before any crew member enters such spaces.

Investigators determined that after the fatal accident, the master did not provide an accurate account of events to authorities and failed to disclose critical details about the working conditions and

procedures being followed at the time of the incident. Instead, misleading information was submitted that obscured the sequence of events and the risks faced by the deceased seafarer.

The court heard that the false reporting delayed the investigation and hindered efforts to determine whether safety violations or procedural failures contributed to the death. By concealing the full circumstances, prosecutors argued, the master undermined both regulatory oversight and the broader safety culture essential to high-risk maritime operations.

Singapore's maritime authorities, including the Maritime and Port Authority of Singapore, treat transparency following serious onboard incidents as a cornerstone of global shipping safety. Accurate casualty reporting allows regulators and industry stakeholders to identify systemic risks, issue safety recommendations and prevent similar tragedies.

Legal analysts say the sentence reflects a growing willingness among maritime regulators to pursue criminal penalties not only for accidents themselves but for attempts to obstruct investigations or mislead officials afterward. While masters and senior officers have faced prosecution in the past for pollution offenses or major collisions, imprisonment for post-incident misrepresentation remains uncommon.

Industry groups note that tank cleaning continues to present significant hazards despite decades of safety improvements,

including better ventilation systems, gas detection equipment and confined-space entry procedures. Fatalities still occur when procedures are bypassed, risk assessments are incomplete or supervision lapses during high-pressure turnaround operations in port.

The case is expected to reverberate across the global tanker sector, where masters bear ultimate responsibility for safety and regulatory compliance aboard

their vessels. Maritime lawyers say the conviction underscores that transparency with investigators is not optional and that attempts to conceal or distort facts following a fatality can carry severe personal consequences. Safety experts say the decision sends a strong signal that accountability in shipping extends beyond navigation and cargo handling to the integrity of reporting when things go wrong.



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Peru Faces Sovereignty Questions Over Chinese-Controlled Megaport

The United States has warned that Peru risks “losing sovereignty” over a major Chinese-owned port near its capital after a court ruling that limits local regulatory oversight, escalating geopolitical tensions surrounding infrastructure investment in Latin America. In a statement posted on X, the U.S. State Department Bureau of Western Hemisphere Affairs said it was concerned by reports that Peruvian authorities could be unable to fully oversee operations at the Port of Chancay, one of the country’s largest and most strategically significant maritime projects.

“Concerned about latest reports that Peru could be powerless to oversee Chancay, one of its largest ports, which is under jurisdiction of predatory Chinese owners,” the bureau wrote. “Let this be a cautionary tale for the region and the world: cheap Chinese money

costs sovereignty.” The warning reflects growing scrutiny by the administration of Donald Trump over Chinese investment in critical infrastructure across the Western Hemisphere. Washington has increasingly framed such projects as potential strategic footholds for China, particularly in sectors including ports, telecommunications and energy.

The dispute centers on the Chancay megaport, located roughly 50 miles north of Lima and largely financed and controlled by Chinese state-linked shipping and logistics interests. Designed to serve as a major Pacific gateway for South American exports to Asia, the deepwater port is expected to significantly reduce shipping times between the region and Chinese markets once fully operational.

However, a recent ruling by a Peruvian court determined that certain aspects of

the port’s operations fall outside the scope of local port authority control, potentially limiting oversight by Peruvian regulators. Details of the decision have not been fully disclosed, but reports indicate it could affect how national authorities supervise security, customs and operational compliance. The ruling has raised concerns among U.S. officials that Peru’s ability to enforce its own laws and regulations at the facility could be weakened. Analysts say Washington fears that reduced oversight at a strategically located port could increase Beijing’s influence over regional trade routes and supply chains.

Peruvian officials have not publicly accepted the U.S. characterization and have emphasized that the project is vital to economic development and export competitiveness. The government has promoted Chancay as a transformative

infrastructure investment that will position Peru as a logistics hub for the Pacific coast of South America.

China has similarly defended its overseas infrastructure investments as commercially driven partnerships that support development and connectivity. Beijing has rejected accusations that such projects undermine host-country sovereignty, arguing that they provide financing and expertise often unavailable from other sources.

Still, the dispute highlights intensifying competition between Washington and Beijing for influence in Latin America. As countries across the region pursue large-scale infrastructure to support trade and economic growth, questions about ownership, regulation and national control are likely to remain at the center of geopolitical debate.

Northern Boom: Energy and Mining Drive Record Arctic Vessel Numbers

Arctic ship traffic reached a record high in 2025 as energy, mining and infrastructure projects accelerated across the far north, underscoring the region’s growing importance to global trade and resource development. According to newly released figures from the Arctic Council working group on the Protection of the Arctic Marine Environment (PAME), a total of 1,812 unique vessels operated within the Polar Code area last year. The milestone represents a 40% increase from 2013, when PAME began tracking vessel movements through its Arctic Ship Traffic Data system.

The surge reflects steady expansion in commercial activity across Arctic waters, particularly tied to natural resource extraction and associated logistics. Bulk carriers, tankers and general cargo vessels made up a growing share of traffic as mining operations in northern Canada and Scandinavia expanded output and new energy projects moved forward in Alaska and Russia.

Officials with Protection of the Arctic Marine Environment said the latest data highlights how economic development and climate change are reshaping maritime patterns in the region. Longer ice-free seasons and improved navigation

technology have enabled ships to operate further north and for extended periods each year. “Shipping activity in the Arctic continues to evolve in scale and complexity,” PAME representatives said in a statement accompanying the report. “Resource development, community resupply and destination tourism are key drivers of the growth we are observing.”

Resource projects accounted for a significant share of the increase. Tanker movements tied to liquefied natural gas exports and oil production rose sharply, while bulk carriers transporting ore and concentrates from remote northern mines also posted gains. Increased resupply operations to support new industrial sites and Arctic communities further added to vessel numbers.

The Northern Sea Route along Russia’s Arctic coast remained the busiest corridor, though traffic also climbed in the Canadian Arctic Archipelago and waters surrounding Greenland. Expedition cruise ships and adventure tourism vessels continued to return following pandemic-era disruptions, contributing to overall traffic growth.

Despite the economic benefits, the rising number of ships has intensified con-

cerns among Arctic nations and environmental groups over safety, infrastructure and ecological risks. Much of the region lacks deep-water ports, search-and-rescue capacity and reliable communications, creating challenges for emergency response in the event of accidents.

Environmental advocates warn that increased traffic heightens the risk of fuel spills, underwater noise impacts on marine mammals and emissions in a fragile ecosystem already affected by climate change. Regulators have emphasized the importance of compliance with the International Maritime Organization’s Polar Code, which sets standards for vessel safety and environmental protection in

polar waters.

Arctic Council officials said monitoring ship movements remains essential for policymakers and industry as activity expands. The Arctic Ship Traffic Data system aggregates satellite tracking information to provide one of the most comprehensive pictures of vessel operations in the region. With multiple new mining and energy projects scheduled to come online later this decade, analysts expect Arctic shipping volumes to continue climbing. The 2025 record, they say, may represent only the beginning of a sustained shift toward greater commercial use of northern sea routes as global demand for resources and shorter transit options grows.

American Speed Skating Star Stolz Captures Two Olympic Golds in Italy

American speed skating sensation Jordan Stolz delivered a historic performance at the 2026 Winter Olympics in Italy, capturing two gold medals and cementing his status as one of the breakout stars of the Milano-Cortina Games.

The 21-year-old Wisconsin native opened his Olympic campaign with a dominant victory in the men’s 1,000-meter event at the Milano Speed Skating Stadium on Feb. 11. Stolz crossed the line in 1 minute, 6.28 seconds, setting a new Olympic record and securing the first Olympic gold of his career. Dutch skater Jennings de Boo took silver, while China’s Ning Zhongyan claimed bronze.

Just three days later, Stolz doubled his gold medal tally in spectacular fashion. In the men’s 500-meter race, he delivered another record-setting performance, finishing in 33.77 seconds to claim gold and again rewrite the Olympic record books. De Boo repeated as silver medalist, and Canada’s Laurent Dubreuil earned bronze.

The back-to-back victories marked one of the most impressive starts to an Olympic speed skating campaign in recent memory. With wins in both the 1,000m and 500m, Stolz became only the second man in Olympic history to capture gold in both events at the same Winter Games, joining American legend Eric Heiden.

Observers have described Stolz’s per-

formances as among the defining moments of the 2026 Winter Olympics. His winning time in the 500m not only set an Olympic record but also became the fastest 500-meter race ever skated at sea level, underscoring his technical precision and explosive speed on the ice.

Raised in Kewaskum, Wisconsin, Stolz has been considered a prodigy in long-track speed skating for several years. He burst onto the international scene as a teenager and entered the Milan-Cortina Games widely viewed as a multi-event gold medal contender. His Olympic breakthrough has now confirmed those expectations, showcasing both his athletic maturity and strategic approach to the sport.

Stolz’s two gold medals also boosted the United States’ standing in the overall medal race and provided one of Team USA’s signature storylines in Italy. With additional events still ahead in the Olympic program, including the 1,500 meters and mass start, the young American has an opportunity to further expand his medal haul and potentially challenge long-standing Olympic records.

For now, however, Stolz’s two-gold performance has already secured his place among the standout athletes of the 2026 Winter Olympics, and signaled the arrival of a new American star on the world speed skating stage.



Crew on the *USNS Dahl* transiting through the Panama Canal in early February. Back row: OS Jake Chiovarou, Bosun Dominic Metz, OS Tawfiq Ahmed, AB Lois Black. Front row: AB Noel Romero and OS Thomas Stephens.



SUP PRESIDENT'S REPORT

CHEVRON SHIPPING COMPANY

On Friday, January 30th, the SUP Negotiating Committee of; Matt Henning, Sam Worth, Ron Gill, Rocky Casazza, and Ken Speas reached a tentative agreement with Chevron Shipping Company. The three-year agreement includes wage increase of 4%, 3.5%, and 3% each year, compounding for a 10.87% wage increase over the three years. Dispatch lengths were reduced by 15 days, with a bonus pay on base wages by 1.5 times regular wage after 85 days. Creation of the AB Maintenance position, rotating every thirty days with the AB watch position. There were several other incremental improvements increasing the continuous service bonus from \$750 to \$1,000, increasing the safety shoe reimbursement amount, credential service assistance. Mr Chairman, I recommend a ratification vote here.

MATSON NAVIGATION

The current collective bargaining agreement between SUP and Matson expires on June 30th, 2026. This is a friendly reminder that all proposals need to be submitted in writing, via email or turned into your branch agent for the negotiating committee to review.

PATRIOT CONTRACT SERVICES

On January 20th the Union was notified by Patriot that they intended to bid on a new charter for one Western Pacific medium range tanker. The solicitation calls for a Coast Guard-approved, U.S. flag vessel to be reflagged prior to delivery. On January 23rd, SUP signed a tripartite agreement with the MFOW and SIU covering unlicensed wages and benefits, based on the Department of Labor Service Contract

Act Wage Determination, to be submitted to all employers. Numbers were submitted to PCS on January 26th.

On February 13th the Union was given written notification of a forthcoming contract modification as required under FAR 22.1004-6(a)(2). MSC anticipates exercising Option Period 4 with Patriot Contract Services, under contract N3220521C3009 for the Operation and Maintenance of the WATSON Class LMSRs; *USNS RED CLOUD*, *USNS WATKINS*, *USNS POMEROY*, *USNS SISLER*, and *USNS DAHL*. The anticipated period of performance is 1 April 2026 – 31 March 2027.

The *USNS Watson*, *Charlton*, and *Soderman* are not listed. Those three ships were already transferred over from MSC to MARAD in 2025.

NATIONAL MARITIME CENTER

The new portal for submitting applications and uploading documents is officially up and running. You will still receive a confirmation email when submitting your application, but it is important to continue to keep an eye online and see the status of your application and if any documentation is needed/missing in the portal. As always, when renewing your MMC you should check the date of your Basic Training certificate. You will most likely need to take BTRV before you renew and show one year's worth of discharges in the past five years.

Also, it is important to note the change in your medical certificate. The Coast Guard will now be emailing your medical certificate. Make sure to check your email regularly and print out a copy once you receive the email. Do not delete the email, as it will be a great way to "back up" your medical certificate if you lose it or have it damaged.

HOLIDAYS

Lincoln's Birthday: SUP Halls will be closed on Thursday February 12th, in observance of President Abraham Lincoln's birthday. This is a contract holiday for Matson and APL.

President's Day: SUP halls will be closed on Monday, February 16th, for President's Day. Presidents Day is a contract holiday for all companies except Chevron and SFBP which observe Presidents Washington's Birthday February 22nd.

ACTION TAKEN

M/S to elect Ron Gill, Rocky Casazza, and Ken Speas to the Negotiation Committee for Chevron. (Linderman, several) **Carried unanimously.**

M/S (Casazza, several) to concur in the balance of the President's Report. **Carried unanimously.**

Matt Henning



SUMMARY OF GAINS SUP Chevron Negotiations

January 31, 2026

After an intense period of collective bargaining between the SUP Negotiating Committee; Matt Henning, Sam Worth, Ron Gill, Ken Speas, Rocky Casazza and Chevron Shipping Company a tentative agreement was reached on Friday January 30, 2026, with the following improvements:

- 1. Three-Year Deal:** beginning February 1, 2026, through January 31, 2029, covering all three unlicensed departments of Chevron's present and future U.S. flag vessels.
- 2. Wage Increases:** base and overtime wages rise each year for all ratings by 4% in year one, 3.5% in year two, and 3% in year three. Compounding for a total increase of 10.87% after three years.
- 3. Shorter Crew Rotations:** Tour of assignments will be reduced from 90 days to 75 days with a return after 63 days of vacation. 75 on, 63 off.
- 4. Extended Service Bonus:** after a requested 75-day tour of duty base wages shall increase by 1.5 times every day after 85 days of time onboard. (Previously 110 days).
- 5. Continuous Service Bonus:** Increased payment to \$1,000.00 lump sum to be paid for every five years of service.
- 6. Creation of AB Maintenance Position:** AB's will now rotate every 30 days between AB Maintenance and AB Watch. The maintenance and watch positions have overtime guarantees of 4 hours per day Monday-Friday and 12 hours on Saturday and Sunday. AB maintenance will be paid \$34.14 per hour straight time and \$41.60 per hour overtime. A maximum of six hours per day of any type of chipping/scaling protection for AB maintenance position.
- 7. AB Watch:** the AB watch position will have no required duties other than lookout and manning the helm. A lookout chair will be available on the bridge for the AB.
- 8. Bosun's Overtime Rate Increase:** the Bosun position will be paid overtime at \$44.72 per hour worked starting February 1, 2026.
- 9. Credential Service Assistance:** Fees for renewing the Merchant Mariner Credential (MMC), Transportation Worker Identification Card (TWIC), and Passport will be reimbursed with proof of receipt.
- 10. Messman Washing Linens:** when required to wash officers' and other onboard personnel's linens two hours of overtime will be paid.
- 11. Safety Shoe Reimbursement:** Increased to \$225.00 annually.
- 12. Delegates Pay:** Increased to two hours of overtime paid on a weekly basis to perform delegates' duties.
- 13. Standardized time changes at sea:** Advancing the clock twenty minutes at 09:00, 13:00, and 04:00. Retarding the clock twenty minutes for each watch after 17:00 and before 08:00.
- 14. Internet Guaranteed:** high speed internet language incorporated into the agreement.
- 15. Drill Notification:** Crew members will receive advance notice of scheduled drills at least one day prior to commencement.
- 16. 401K:** MOA to address issues raised during negotiations regarding the Company's 401k contribution practices.



SUP crew on the APL President JQ Adams
From left to right: John Chiovarou, Gene Ajoste, Jr. Engineer, Hernani Amar, Aurelio Ventura and Manny Baroman in the back.

Panama Canal Port Control Shift Highlights Rising Geopolitical Stakes

A major court ruling clearing the way for shipping giant Maersk to assume control of key Panama Canal port operations is reshaping the geopolitical landscape surrounding one of the world's most strategic maritime chokepoints.

The decision, issued late last month, removes a Hong Kong-linked port operator from its long-held position man-

aging critical container terminals at the canal's Atlantic and Pacific entrances. In its place, Denmark-based Maersk is expected to take over operations, marking a significant shift in control over infrastructure central to global shipping.

The ruling comes at a time of heightened geopolitical scrutiny over the Panama Canal and surrounding logistics networks. U.S. officials and policymakers have increasingly voiced concern over foreign influence in major global trade corridors, particularly those with ties to China. The canal handles roughly 5% of global maritime trade and remains a vital route for U.S. energy exports, container traffic and bulk commodities moving between Asia, the U.S. East Coast and Europe.

Industry analysts say the transfer of operational

control reflects broader strategic competition over supply chains and maritime infrastructure. "Ports and canals are no longer just commercial assets, they are geopolitical assets," said one maritime policy analyst. "Who operates them, who invests in them and who controls logistics networks all carry strategic implications."

Maersk's anticipated takeover is expected to bring operational continuity but also potential changes in port investment and management strategy. As one of the world's largest container shipping companies and logistics providers, Maersk has been expanding its global terminal and supply-chain footprint in recent years, aiming to integrate port operations more closely with inland distribution and shipping services.

Panama Canal authorities have emphasized that the transition will not disrupt canal operations or vessel transits. Officials say the move is part of a broader effort to modernize infrastructure and strengthen the canal's role as a reliable hub for global commerce.

At the same time, the Panama Canal Authority has launched new tender processes for additional port facilities and pipeline projects designed to expand capacity and improve cargo handling efficiency. The proposed projects include upgraded fuel and energy transport infrastructure as well as enhanced con-

tainer and bulk cargo terminals aimed at supporting long-term growth in global trade volumes. "These investments are critical to maintaining the canal's competitiveness and resilience," a canal authority spokesperson said. "We are preparing for the next generation of shipping and logistics demands."

The infrastructure push comes as the canal continues to face operational challenges tied to climate variability and water supply constraints, which have periodically limited vessel transits. Expanding port capacity and improving logistics networks are seen as essential steps to offset disruptions and maintain throughput.

Shipping industry stakeholders are closely watching how the new port management structure and infrastructure investments unfold. Many view the developments as part of a broader realignment in global maritime logistics, where control over ports and transit routes carries increasing economic and political significance.

As geopolitical tensions continue to shape trade and shipping patterns, the Panama Canal's role as a strategic maritime crossroads remains firmly in the spotlight, with control of its surrounding infrastructure now a central element in the evolving balance of global maritime power.

Super Bowl LX



AB Cory Edgil enjoying the Super Bowl at a watch party in San Francisco, CA.

The Seattle Seahawks captured their second Lombardi Trophy Sunday night, defeating the New England Patriots 29-13 in Super Bowl LX at Levi's Stadium in a defensive-dominated performance that never truly swung in New England's favor.

Seattle controlled the game from the opening drive, leaning on a relentless defense and a powerful rushing attack to keep the Patriots off balance. The Seahawks held New England scoreless through three quarters and forced multiple turnovers, including a key strip sack and late interception that sealed the outcome.

Running back Kenneth Walker III was named Super Bowl Most Valuable Player after rushing for 135 yards on 27 carries and adding key plays that helped Seattle dominate time of possession. Walker became the first running back to earn Super Bowl MVP honors in nearly three decades.

Kicker Jason Myers also played a pivotal role, connecting on a Super Bowl-record five field goals to extend Seattle's lead throughout the night. Quarterback Sam Darnold added a touchdown pass, while the Seahawks' defense recorded six sacks and limited rookie Patriots quarterback Drake Maye to a difficult Super Bowl debut.

The victory marks Seattle's first championship since the 2013 season and avenges its narrow loss to New England in the 2015 Super Bowl.

Beyond the game, the event featured major entertainment moments, including a halftime performance by Bad Bunny, helping cap one of the most anticipated sporting nights of the year.



Hidden optical illusion in Super Bowl 60 logo has NFL fans convinced it 'proves' who will play in San Francisco

Coast Guard Finalizes Arctic Security Cutter Fleet With Last Contract Awards

continued from page 1

Industry analysts say awarding the remaining cutters to a single prime contractor could streamline production and reduce costs through economies of scale. The decision also reflects a broader push by U.S. maritime agencies to accelerate shipbuilding timelines after years of delays tied to funding uncertainties and evolving design requirements.

The Arctic Security Cutter fleet will complement the Coast Guard's Polar Security Cutter heavy icebreaker program and its existing medium icebreak-

ers, creating a layered capability to operate in both polar and sub-Arctic regions. Once delivered, the cutters are expected to be homeported in strategic northern locations and deployed globally as needed.

With the final contracts now in place, Coast Guard leaders say the focus will shift from acquisition planning to sustained production and workforce development, steps seen as essential to ensuring the United States can operate effectively in an increasingly contested Arctic.

AVALON PEDESTRIAN BRIDGE AND PROMENADE GATEWAY GROUNDBREAKING

Join us on Thursday, February 26, 2026 | 1 PM

Ceremony to be held at Wilmington Waterfront Promenade West End Parking lot

THE PORT OF LOS ANGELES LA

Facebook Instagram X LinkedIn YouTube

SAILORS’ UNION OF THE PACIFIC
QUARTERLY FINANCE COMMITTEE’S REPORT
FOR THE QUARTER ENDED DECEMBER 31, 2025

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on January 12, 2026 hereby submits the following report:

SUMMARY OF CASH AND INVESTMENTS

| | |
|--------------------------|------------------------|
| GENERAL FUND | \$ 3,417,624.11 |
| POLITICAL FUND | 16,707.92 |
| STRIKE FUND | 1,293,730.99 |
| TOTAL CASH & INVESTMENTS | <u>\$ 4,728,063.02</u> |

GENERAL FUND

INCOME

| | |
|---------------------------------------|--------------|
| Dues, Initiation, Assessments | \$ 89,900.00 |
| Interest and Realized Gain (Loss) | 52,866.53 |
| Donations - <i>West Coast Sailors</i> | 330.00 |
| Joint Committee & Hiring Hall | 195,851.57 |
| Advertising & Promotion | 120.00 |
| Miscellaneous Income | 665.00 |
| Reimbursed Administrative Expenses | 37,472.15 |
| Contributions | 10,810.00 |

TOTAL INCOME \$ 388,015.25

EXPENSE

| | |
|--|------------|
| Transportation Expense | \$ 765.00 |
| Rent | 23,781.27 |
| Postage, Printing & Office | 15,461.77 |
| Telephone | 5,725.28 |
| <i>West Coast Sailors</i> Publishing Expense | 16,542.20 |
| Per Capita Taxes | 12,438.00 |
| Association Dues | 3,000.00 |
| Salaries & Payroll Taxes | 244,197.28 |
| Office Workers Pension | 9,735.90 |
| Insurance | 75,023.32 |
| Election | -- |
| Meeting/Committee & Neg. Conference & Conv. | 2,361.68 |
| Investment Expense | 2,580.29 |
| Officials Pension | 1,466.00 |
| Subscription | -- |
| Accounting | 1,864.22 |
| Legal | 4,835.34 |
| Advertising & Promotion | 360.00 |
| Miscellaneous | 1,004.12 |
| Bank Charges | 209.36 |

TOTAL EXPENSE \$ 421,351.03

BUILDING CORPORATION

INCOME

| | |
|----------------------|--------------|
| Rents | \$ 90,457.02 |
| Miscellaneous Income | 2,973.89 |

TOTAL INCOME \$ 93,430.91

EXPENSE

| | |
|-------------------------------|--------------|
| Building Services & Utilities | \$ 22,807.08 |
| General Tax Expense | 24,440.22 |
| Office Equipment | 1,049.22 |
| Repairs & Maintenance | 416.65 |
| Insurance | -- |
| Accounting | -- |
| Filing Fee | 20.00 |
| Consulting Fees | 1,826.64 |
| Miscellaneous | -- |
| Advertising & Promotion | 15.00 |

TOTAL EXPENSE \$ 50,637.81

POLITICAL FUND

INCOME

| | |
|---------------|-------------|
| Contributions | \$ 2,805.00 |
|---------------|-------------|

TOTAL INCOME \$ 2,805.00

EXPENSE

| | |
|---------------|----|
| Contributions | -- |
| CA Filing Fee | -- |
| Bank Charges | -- |

NET INCOME(LOSS) \$ 12,262.32

Ron Reed BK#3188, Isnin Idris BK#885, Philip Romei BK#3202, James Linderman BK#4126, and Dennis Solijon BK#7543.



Honolulu Branch Agent Patrick Weisbarth with MFOW Agent Mario Higa and IBU Director Palani Simon participate in Damien High School career fair in Honolulu, engaging directly with students to discuss maritime career pathways, union opportunities, and the steps required to enter the industry

U.S. Navy Responds After
Iranian Drone and Gunboats
Test American Forces

continued from page 1

fragile security environment for commercial shipping in the region. While encounters between Iranian forces and Western naval vessels are not uncommon, the combination of an aerial confrontation and attempted interference with a commercial tanker in a single day marks a significant escalation.

“These types of actions increase the risk of miscalculation,” said a Gulf-based maritime security consultant who asked not to be named due to the sensitivity of the issue. “When drones, fast-attack craft, and heavily armed naval forces are operating in close proximity, the potential for an incident to spiral quickly is very real.”

The U.S. Navy has maintained a robust presence in the region for decades to ensure freedom of navigation and protect commercial shipping. American and allied warships routinely escort vulnerable vessels during periods of heightened tension.

Pentagon officials said U.S. forces will continue to operate in international waters and airspace in accordance with international law. “We remain committed to ensuring the free flow of commerce and maintaining stability in the region,” the spokesperson said. Shipping companies transiting the Strait of Hormuz have been advised to maintain heightened vigilance and remain in close contact with naval security forces as tensions between Washington and Tehran continue to simmer.



Dispatcher’s
Report

Headquarters —
December 2025

| | |
|------------------------------------|----|
| Deck | |
| Bosun | 3 |
| Carpenter | 0 |
| MM | 3 |
| AB | 17 |
| OS..... | 3 |
| Standby S.F. | 13 |
| Engine/Steward | |
| QMED..... | 0 |
| Pumpman | 0 |
| Oiler..... | 0 |
| Wiper | 0 |
| Steward | 0 |
| Cook..... | 0 |
| Messman..... | 0 |
| Total Jobs Shipped-All Depts..... | 39 |
| Total B, C, & D Shipped-All Depts. | 22 |
| Total Registered “A” | 36 |
| Total Registered “B” | 24 |
| Total Registered “C” | 11 |
| Total Registered “D” | 22 |

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.

Vice President's Report

January 2026

CAPE HORN — Patriot requested a full crew mission ready activation for Cape Horn. SUP delivered entire crew, dispatched 5 AB's and 3 OS's in one afternoon. Crew departed for Tacoma and are now underway. Ian Serra, Bosun.

USNS SISLER — Diamond Payne, Delegate. Sisler heaved anchor for a 24 — hour voyage testing out newly acquired turbine engines. OS's received the opportunity to steer the helm on sea watches. Expecting another two — week sea trial in the coming future. Crew getting plenty of OT. Jeff Nicholas, Bosun.

USNS DAHL — Brandon Hubbard, Delegate. Dahl enroute, crossing the Pacific and doing a passage through Panama Canal to dock and offload in Blount Island, Jacksonville Fl. Crew has been doing an exceptional job and keeping mariner duties SUP style and getting that well — earned OT. After unloading in Blount Island, Dahl will be heading to dry — dock in Bayonne early March. During this time, Dahl is expected to reduce manning while in dry — dock to Bosun, 2 AB's and an OS. Dominic Metz, Bosun.

SUP BRANCH REPORTS

HONOLULU

January 2026

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

REGISTERED: 9 A-Cards, 19 B-Cards, 9 C-Cards, and 1 D-Cards.

SHIPS CHECKED: *Oceania, Islander, D.K. Inouye, Manulani, R.J. Pfeiffer* (Reports Top Side reinventing the wheel on Voyage Stores operations), *Mokihana* (RIP to Marilyn as she goes to the breakers), *Lurline, Kaimana Hila, Mahimahi, Manoa* (Anchor/Pirate watch is payable), *Maunawili, Matsonia*, and the Paint & Rigging Gang (The Hana Moku, the P&R Work Boat is in for repair. Company is hiring a vendor to shuttle P&R gang to do Lifeboat tests. 10 day dispatch delay is also a sore subject).

Agent's Report:

Shipping in Honolulu is about the same as last month. I cannot stress enough the importance of your documents being in

good order. If you have six months to go before any of them expire. Please, start the process. In regard to submitting applications (Med Cert and/or MMC) in person at the Honolulu USCG. Reports are, it's Hit or Miss. The "New and Improved" NMC portal is supposed to be more user friendly. But we'll see. We've heard this before. If you need help? Come in and let's take a look.

The SUP, Along with the MFOW and IBU, participated in the Damien Memorial School Career Fair. At the request of the Hawaii State AFL-CIO. We, along with representatives of the MFOW, IBU, MMP, SIU, and the Marimed Foundation attended the Ka'u, Kea'au, Pahoa Complex Area Summit. In addition, I also attended the Hawaii State AFL-CIO Executive Board, Hawaii State AFL-CIO COPE, and Hawaii Ports Maritime Council meetings.

Fraternally Submitted,
Patrick Max Weisbarth,
Honolulu Branch Agent

WILMINGTON

January 2026

Shipping: Bosun 5, AB/W 5, AB/D 6, OS/STOS 4, GVA/GUDE 0, Standby: 48. Total Jobs Shipped: 68

Registrations: A 36, B 34, C 7, D 2.

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

Agent's Report:

Things are turning. Work comes and goes, but jobs are being called every week. If you want work, Come in and get registered. It is very competitive here so make sure everything is updated.

Spoke with Ms. Berit. The USCG has

already started sending Medical Certificates by email. If you submit your CG-719K, check your inbox. From what I'm hearing, it's nearly immediate.

On port security: show respect. They can and will turn you away if you cause problems, and being banned from a terminal is very real. A security guard made that clear during a recent ship visit, and I told her I'd spread the word. They're doing their job same as we are don't make it harder than it needs to be.

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

SEATTLE

January 2026

Shipping: 1 Boatswain (A), 4 AB/D (3B, C) 4 AB/W, (3A, B); 4 OS (3C, D); 1 Standby Boatswain (A); 9 Standy AB (A, 8B) Registered: 2 A card for a total of 9, 10 B card for a total of 12, 2 C card for a total of 2,3 D card for a total of 4.

Agent's Report:

Close call on Pfeiffer. Pfeiffer was sailing in moderate seas, when an unlicensed crew member was working between the rows and two loose steel wire rolls from an upper tier flat rack came crashing down. He was fortunate enough to dodge being hit by the brunt but caught his leg in the

deck grating while jumping out of the way.

Not that this loose cargo had been previously noticed, but this serves as a sobering reminder of the inherent dangers that are always present in our industry. Keep your eyes and ears open for loose gear or questionably secured cargo. If you spot something, radio the mate and bridge, then secure it immediately or post someone to ward off passerby's until you can get the proper lashings. Don't leave hazards for the next guy.

Fraternally,
Brandon Bohannon, Seattle Port Agent

USNS SEAY — Rodencio Purganan, Delegate. Crew is in continuous change with reliefs coming and others seeking reliefs. Depending on successful repair outcomes, Seay will be going on a mission in March to the Philippines. Seay is currently in Saipan with no beefs. Zbigniew Kaczor, Bosun.

CVX Texas Voyager — Same routine, new chapter. No beef's, clean ship. Rolando Cantiga, Bosun.

We're in those times, most Patriot jobs are shipped or pending travel. Probably a good time to look at shipping competitively and upgrading your shipping card and STCW endorsements if you can.

A decent way of getting ahead of the group is if you have a CAC card recent and up to date, you will have an easier time acquiring the LSE certificate than other mariners. This Landing Signalman Enlisted certificate is required for bosuns on black hulls and at least one preferably two AB's that also have LSE. This is one of the highest caliber certificates for Patriot mariners.

Chevron shipping requires STCW: Basic/Advanced Oil Chemical Tanker Cargo alongside also having a tankerman assist national rating. Please contact me if you have this STCW endorsement. This type of job is a great way to acquire seniority because of the potential permanent retention of employment feature CVX offers.

NMC, now has a "portal" for your MMC renewals, STCW endorsement upgrades and medical certificate renewals. It appears to remain functional even during Gov shutdowns.

Sam Worth

BUSINESS AGENT'S REPORT

January 2026

Next available LNG class is being held February 25th& 26th Maritime Institution San Diego. Basic Training Revalidation classes are being held at Cal-Poly Maritime Academy Vallejo, CA February 25th-26th. See your local agent for a training application to submit to Training Coordinator Berit Eriksson.

Mahi Mahi — In and out Oakland#62 Mark Relajo delegate all is well onboard. On the southern triangle this ship is scheduled for a shipyard period in March. Hasn't been determined what shipyard China or Singapore. Remoni Tufono, Bosun.

Maunawili — In at Oakland#62 delegate Gerry Marshall sailed for Honolulu with no issues; steady as she goes on the Northern triangle, good ship, good gang working steady weather permitting. In good hands with Brandon Keopuhiwa as Bosun.

RJ Pfeiffer — Oakland#62 delegate Kim Sloggett had a couple of questions on some disputed overtime, requested clarification on these issues unfortunately that was the week of the Chevron Negotiations. It was brought to Patrick's attention and squared it away.

Kamokuiki — There is talk of activating this ship for a trip and then bring back to the west coast to lay-up either Oakland or San Francisco

Manoa — Laid-up in Singapore shipyard last heard from Matson late March hoping to finish up repairs.

APL Eagle — Bahrain: TaufiqWasel delegate last couple of months there was turnover of the Gang ,all good guys hard workers great gang she's a moneymaker the Bosun keeps us busy weathers been good having no issues and getting the work done with Saher Ali as Bosun.

CMA CGM Phoenix — New York, delegate Janan Johair Sailed out of New York and East Coast and from there on to the Southern Europe run its about 45 days over and back. Marc Calario as Bosun.

President Adams — Oakland #56 delegate Dennis Solijon on a trip — off ,delegate to be elected for the trip. Sailed for Yokohama with no issues with Scott Oilphant as Bosun.

President Reagan and **President LB Johnson**...check in with no issues.

Pier#9 — **SFBP**: delegate Chris Auer has been attending the last few Union Meetings on off time, advising members at pier#9 the same, especially the newer members.

Those members that fall in the rear in dues no excuse we can pay over the phone. Training the temporary deckhands has been ongoing and steady. Most recently Ari-anna checked off on all the boats and not shortly after one of the station boat operators fell ill and she stepped in to cover the trip. Congratulations to her. Still more training to ahead steady she goes with DockBosun Steve Ross.

Agents Report: Shipping about the same as last month, but more competitive Members with AB tickets that are looking into a long term career especially with this past negotiated contract would definitely recommend looking into Chevron. The company will fly you from your home state to the vessel. National medical coverage. If this sounds interesting to you, see Vice President Sam Worth for more information.

Reminding all members if your Documents are due to expire within 6 months recommend that you start the renewal process. Fill out a training application if you need BTRV or Refresher classes.

When submitting your seatime for up-grading 1 week before the first Thursday of each Month, application, current union dues, Senior members applying for a Bosun stamp must submit, 1. Bosun discharges 2. Sailed delegate SUP vessels 3.10 signatures from members who can attest to your ability to sail Bosun.

Union dues can now be paid over the phone by calling Headquarters with additional \$5.00 processing fee.

Worked with Martha on the up-grades, Dispatched Commercial jobs & visited ships as time permits.

Sincerely,
Roy Tufono.