



# West Coast Sailors

Official Organ of the Sailors' Union of the Pacific

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Monday May 18, 2026

## Support Full FY'27 Funding For The Maritime Security Program

STEPHEN M. CARMEL  
UNITED STATES MARITIME ADMINISTRATOR  
(2025)

*"A strong maritime sector is not nostalgia—it's strategy. It means resilient supply chains we control; credible logistics for our joint forces; good jobs across our coasts, rivers, and Great Lakes; and the freedom to move what America needs, when and where America needs it — under our own flag."*

### OBJECTIVE

To fully fund the Maritime Security Program (MSP) in FY'27 at the Congressionally authorized level of \$400.5 million contained in the FY'25 National Defense Authorization Act.

From the earliest days of our nation to the current hostilities in the Persian Gulf, American mariners never fail to sail into harm's way when needed by the United States. There is no guarantee or reason to believe that foreign crews will do the same. It is essential that Congress and the Administration stop the further loss of U.S.-flag vessels and the outsourcing of American maritime jobs. The choice for our Nation is simple: either the United States continues to entrust the security of our nation and the



safety of American troops deployed overseas to U.S.-flag vessels and their U.S. citizen crews, or instead turns over America's security interests and the well-being of American troops to foreign flag, foreign crewed vessels which may or may not choose to support America and our allies.

### BACKGROUND

The Maritime Security Program is a unique U.S. Government-U.S. private shipping industry partnership that provides the Department of Defense (DOD) with the commercial sealift readiness capability, global intermodal systems, and U.S. citizen civilian mariners it needs to advance America's interests and to support American troops deployed around the world.

Originally enacted as Public Law 104-239, the Maritime Security Act of 1996 authorized the establishment of a maritime security fleet comprised of 47 militarily-useful, privately-owned

U.S.-flag commercial vessels. Public Law 108-136, the National Defense Authorization Act of 2004, reauthorized and extended MSP for an additional ten years and expanded the maritime security fleet from 47 to 60 militarily-useful, privately-owned U.S.-flag commercial vessels. The Program is currently authorized through FY'35.

GENERAL JACQUELINE VAN OVOST, COMMANDER, UNITED STATES TRANSPORTATION COMMAND (2022)

*"Our organic capabilities are insufficient to meet our military requirements around the globe, and we are absolutely, inextricably linked. So, the Maritime Security program gives us that guaranteed access, and it is a*

*Continued on page 7*

## Hormuz in Crisis: World Oil Supply Faces Severe Disruption

The global oil supply chain is under acute strain as disruptions in the Strait of Hormuz ripple across energy markets, shipping networks, and national economies, creating what analysts describe as the most severe energy shock in decades. Roughly 20% of the world's oil normally passes through the narrow waterway between Iran and Oman. Since late February, however, conflict tied to the Iran war has effectively choked off that flow, slashing tanker traffic and forcing producers to curtail exports.

The scale of the disruption is staggering. Saudi Aramco estimates the global market is losing as much as 100 million barrels of oil per week as shipments stall, while tanker traffic has collapsed from roughly 70 vessels per day to just a handful. The result is a tightening supply chain that is being felt far beyond the Persian Gulf.

Oil prices have surged in

response. Benchmark crude has climbed toward \$110 per barrel in recent days, reflecting both immediate shortages and fears of prolonged instability. Government forecasts suggest prices could climb even higher if the disruption continues into the summer, with inventories already being drawn down at an accelerated pace.

But the crisis extends beyond price spikes. The supply chain itself—tankers, insurers, refineries, and distribution networks, is increasingly strained. Shipping companies have grown reluctant to enter the region amid missile and drone threats, while insurance costs have surged to as much as 3% to 8% of a vessel's value. Even efforts by the United States to stabilize shipping through a maritime insurance program have largely failed to attract participation. This has created a cascading bottleneck. Oil is stranded at production

sites in the Middle East, with storage tanks filling up and output being shut in. At the same time, downstream markets are scrambling to secure alternative supplies, rerouting shipments through pipelines or longer maritime routes where possible.

The consequences are especially severe in Asia, where countries depend heavily on Gulf exports. Nations like China, India, Japan, and South Korea rely on the region for the majority of their crude imports, leaving them vulnerable to shortages and price volatility. Some governments have already turned to strategic reserves or imposed energy rationing measures to manage the shortfall.

The disruption is also spreading into secondary supply chains. Shortages of refined products and petrochemical inputs are beginning to emerge, with industries ranging from

*Continued on page 4*

## Trump–Xi Meeting Produces Limited Progress on Trade and Security

The high-stakes summit between U.S. President Donald Trump and Chinese President Xi Jinping on May 14<sup>th</sup> and 15<sup>th</sup> underscored both the urgency and complexity of relations between the world's two largest economies, producing modest progress but few concrete breakthroughs. Held in Beijing over two days, the meeting marked the first formal summit between the two leaders in several years. It came at a time of heightened geopolitical strain, with disputes spanning trade, technology, regional security, and global influence. The visit was steeped in symbolism, military honors, and a formal banquet inside the Great Hall of the People, gestures reflecting the importance both governments placed on stabilizing ties.

At the center of the discussions were long-running trade tensions that have weighed

heavily on global markets. U.S. officials pressed for greater market access and reductions in Chinese tariffs, while Beijing signaled a willingness to ease some restrictions, particularly in agricultural imports. Early indications suggested China may expand purchases of American soybeans, beef, and other goods, offering a potential reprieve to U.S. exporters.

Despite these signals, major structural disagreements remain unresolved. The United States continues to raise concerns over intellectual property protections, industrial subsidies, and restrictions on American firms operating in China. Meanwhile, Chinese officials reiterated opposition to U.S. export controls and sanctions targeting key technology sectors, including semiconductors and artificial intelligence.

Security issues also loomed

large over the summit. Tensions over Taiwan, freedom of navigation in the South China Sea, and broader military posturing in the Indo-Pacific were all discussed, though neither side reported significant movement toward compromise. Both leaders emphasized the need to avoid direct confrontation, with aides describing the talks as "candid" but measured.

In a joint statement, Trump and Xi agreed to maintain open lines of communication and pursue further negotiations in the months ahead. The leaders framed the summit as a step toward managing competition responsibly, rather than resolving it outright. Trump described the talks as "very productive," while Xi called for a "stable and constructive relationship" built on mutual respect.

Analysts noted that the sum-

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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 ..... BK#3162
- Gunnar Lundeborg.....BK#4090
- Vince O'Halloran.....BK#2463
- James Clay .....BK#4794
- Mike Worth .....BK#3629
- Terrence Lane ..... BK#4107
- Teofilo Rojas ..... BK#3194
- Leo Moore.....BK#6492
- Don Nichols.....BK#2470

## Political Fund

- Anna Lena Von Machui .....\$200
  - Vincent O'Halloran .....\$200
  - David Green.....\$30
  - Matt Stelpstra .....\$50
  - Gil Manipon .....\$20
  - Haiden Isberto.....\$50
  - Emmanuel Rezada.....\$50
  - Jonathan Agbayani.....\$50
  - Chase Henderson .....\$25
  - Roy Tufono .....\$100
  - Ron Reed.....\$50
- (In Lieu Of Dues Increase)

## West Coast Sailors

- Roy Carvalho.....\$50
- Chase Henderson .....\$25

## Organization/General Fund

- Matt Stelpstra .....\$50
- Haiden Isberto.....\$50
- Jonathan Agbayani.....\$50
- Jeffer Bagoio.....\$50

## Final Departures

**Todd Carroll, Bk #4790.** Born in Washington in 1962. Joined SUP in 1981. Died in Washington, March 24, 2026. (Pensioner)

**John Mancilla, Bk #6431.** Born in California in 1932. Joined SUP in 1956. Died in W. Los Angeles, California, April 19, 2026. (Pensioner)

## WELFARE NOTES

### New Fiscal Year

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

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

### Summary Plan Descriptions and Benefit Forms

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

- Michelle Chang, Administrator michelle@marinerbenefits.org
- Wilma Alday, SUP Trusts Accountant wilma@marinerbenefits.org
- Brian Farmer, MPP & 401(k) Plans, Death Benefits brian@marinerbenefits.org
- Gina Jew, Claims gina@marinerbenefits.org
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- Judy Kim, SIU-PD Pension Plan judy@marinerbenefits.org
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- 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

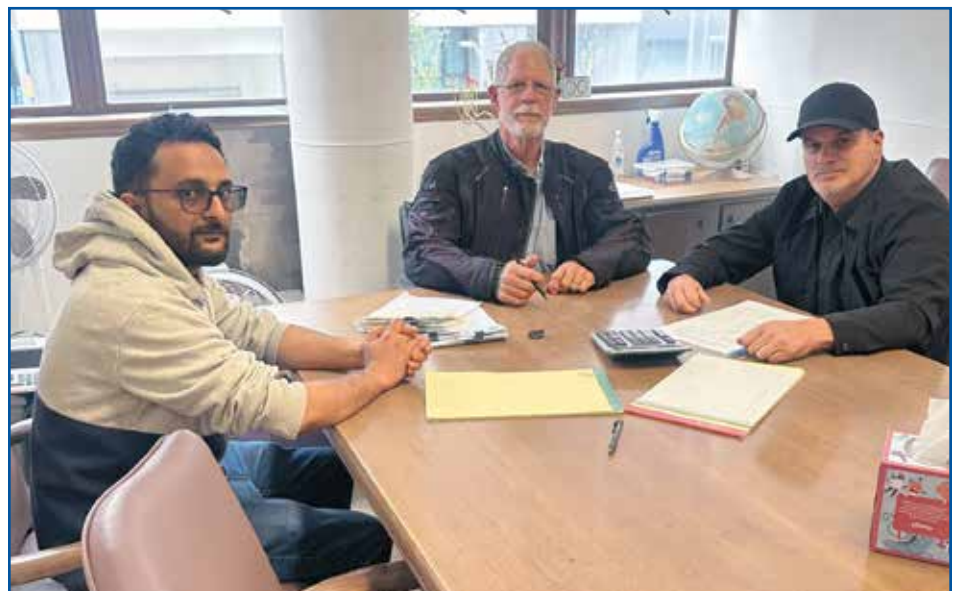
## Membership and Ratings Committee

The Committee met on May 11, 2026 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatetime	Rating	Seniority
Graham Gault	BK#3052	6 yrs.	A.B	A.
Ifeatu Okafor	B-19874	1 yr.	A.B.	B
Jayke Chiovarou	B-19875	1 yr.	O.S.	B
Betty Nora Si ra it	B-19876	1 yr.	A.B.	B
Arianna Wilkinson	B-19877	1 yr	A.B	B
Mohamed Moore	B-19878	1 yr.	O.S	B.
Ahmed Alsadam	B-19879	1 yr.	A.B	B
Tanya Zapata	C-3153	30 days	A.B.	C
Lucas Hayes	C-3154	30 days	A.B.	C
Tyrie Williams	C-3155	30 days	A.B.	C
Lance Sambaoa	C-3156	30 days	O.S.	C
Brandon Grisham	C-3157	30 days	A.B.	C
Jason Truesdale	C-3158	30 days	A.B.	C

**Ratings: Bosun Stamp**  
None

Ratings Committee: Michael Henderson BK# 5879 , Ahmed Mohamed B-19460, and James Linderman BK# 4126.



The Membership and Ratings Committee of Ahmed Mohamed, James Linderman, and Michael Henderson met at SUP HQ on Thursday, May 7th.



SUP President Matt Henning introduces CA Congressional district 11 candidate Connie Chan before she addresses the SF Port Maritime Council. Connie Chan is campaigning to succeed Speaker Emerita Nancy Pelosi in the upcoming June 2, 2026 primary election. She has been a vocal supporter of the Jones act and immediately condemned President Trumps Jones Act Waivers.

Photo by Sam Worth.

## West Coast Sailors

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## SUP Meetings 2026

HQ	Branches	HQ	Branches
June 8	June 15	September 14	September 21
July 13	July 20	October 13	October 19
August 10	August 17	November 9	November 16
		December 14	December 21

# Hanwha Targets 10,000 New Jobs in Philadelphia Shipbuilding Push

South Korea-based industrial conglomerate Hanwha Group is preparing a sweeping expansion of its U.S. shipbuilding operations, with plans to quadruple the workforce at its Philadelphia Navy Yard facility over the next five years. According to a report by the *Philadelphia Business Journal*, the company aims to hire up to 10,000 workers as part of a broader strategy to dramatically scale up production capacity at Hanwha Philly Shipyard. If successful, the move would transform one of the nation's largest shipyards into a far more competitive player on the global stage.

The expansion is ambitious. Hanwha intends to increase the shipyard's output from roughly one-and-a-half vessels per year to as many as 20 annually, more than a tenfold jump. Such growth would mark a significant shift for the

U.S. shipbuilding sector, which has long lagged behind its international counterparts. Globally, shipbuilding remains dominated by Asian powers. China alone constructed approximately 1,000 ships in 2024, while the United States completed just eight. Countries like South Korea and Japan also maintain far higher production capacities, underscoring the steep challenge facing American yards.

The initiative aligns with a broader push by the federal government to revive domestic shipbuilding. President Donald Trump has called for aggressive action to rebuild the industry, framing it as both an economic and national security priority. In February, the administration unveiled "America's Maritime Action Plan," which outlines steps to expand commercial shipbuilding capacity and reduce reliance on foreign shipyards.

The plan envisions what Trump described as a "new Maritime Golden Age," driven by increased investment, workforce development, and modernization of aging infrastructure. Local leaders have embraced Hanwha's proposal as a potential economic turning point. Philadelphia Mayor Cherelle Parker voiced strong support, highlighting the opportunity to reshape the city's industrial base. "I want you to imagine if the former industrial bottom of South Philadelphia ... becomes a new thriving economic hub," Parker said, pointing to the potential for thousands of jobs and renewed economic activity in the region.

The Philadelphia Navy Yard, once a cornerstone of U.S. naval production, has in recent decades transitioned into a mixed-use campus with a smaller shipbuilding presence. Hanwha's expan-

sion could reverse that trend, restoring large-scale industrial operations and creating a new pipeline for skilled labor.

Still, significant challenges remain. Recruiting and training thousands of workers in a tight labor market will require sustained investment, while supply chain constraints and regulatory hurdles could complicate rapid expansion. Additionally, competing with entrenched global leaders in shipbuilding will demand long-term commitment and innovation.

Despite those obstacles, industry observers say the scale of Hanwha's plan signals a rare moment of momentum for U.S. shipbuilding. If realized, the project could help narrow the gap with overseas competitors while anchoring a new era of maritime manufacturing in Philadelphia.

## UK Expands Military Role in Strait of Hormuz Security Mission

The United Kingdom is sharply expanding its military role in safeguarding the vital shipping lanes of the Strait of Hormuz, unveiling a new package of advanced deployments as part of a broader multinational effort to stabilize one of the world's most strategically sensitive maritime corridors.

In an announcement made Tuesday, May 12, British defense officials confirmed plans to contribute a mix of cutting-edge and conventional capabilities, including autonomous mine-hunting systems, counter-drone technology, Eurofighter Typhoon aircraft, and the Royal Navy destroyer HMS Dragon. The assets will support a future coalition mission aimed at deterring threats to commercial shipping and ensuring freedom of navigation through the narrow waterway.

The decision was revealed during a virtual summit of defense ministers representing more than 40 nations. British officials emphasized that the initiative is "strictly defensive" in nature, designed

not to escalate tensions but to restore confidence among global shipping operators increasingly wary of operating in the region.

The Strait of Hormuz, a chokepoint through which roughly a fifth of the world's oil supply passes, has long been a flashpoint for geopolitical tensions. In recent years, incidents involving mine attacks, drone strikes, and vessel seizures have heightened concerns about the vulnerability of commercial traffic. The new multinational mission seeks to counter these risks through coordinated surveillance, rapid response capabilities, and enhanced maritime domain awareness.

According to the UK Ministry of Defense, the mission, jointly led by the United Kingdom and France, will become operational "when conditions allow." While no firm timeline has been established, officials say that planning is already well underway, with participating nations contributing a range of naval, air, and technological assets.

Central to the UK's contribution are its autonomous mine-hunting systems, which represent a shift toward unmanned solutions in naval warfare. These systems can detect and neutralize underwater mines without placing sailors directly in harm's way, a critical advantage in contested environments like the Persian Gulf. Complementing this capability is the deployment of counter-drone technology, reflecting growing concerns over the use of unmanned aerial systems in maritime attacks.

The inclusion of Typhoon fighter jets adds an air superiority and rapid-response component, enabling coalition forces to monitor and, if necessary, intercept airborne threats. Meanwhile, HMS Dragon, equipped with advanced radar and missile defense systems, will provide a formidable surface presence capable of protecting both military and civilian vessels.

British officials framed the deployment as part of a broader commitment to inter-

national security and the protection of global trade. "This mission underscores our determination to work with allies to ensure the free flow of commerce through critical waterways," a Ministry of Defence spokesperson said.

Despite the defensive framing, the move is likely to draw scrutiny from regional actors, particularly Iran, which has historically viewed increased Western military presence in the Gulf with suspicion. Analysts warn that while the mission aims to deter aggression, it could also risk further entanglement in an already volatile region. Still, for many in the shipping industry, the initiative represents a necessary step toward stabilizing a corridor that remains indispensable to the global economy. As preparations continue, the effectiveness of the multinational effort will depend not only on military capability but also on careful diplomacy in a region where tensions remain close to the surface.

## U.S. Targets Iran-China Oil Pipeline in Dual Sanctions Move on Shipping and Finance

The United States intensified its economic pressure on Iran Friday, May 1, unveiling a coordinated sanctions package aimed at both the physical movement of oil and the financial networks that turn those shipments into cash. Officials described the dual action as a significant step to disrupt the full Iran-China energy trade chain, from tanker loading to revenue generation.

The U.S. Department of State announced sanctions on China-based Qingdao Haiye Oil Terminal Co., Ltd., accusing the facility of importing "tens of millions of barrels" of Iranian crude oil since early 2025. According to U.S. officials, the terminal played a central role in facilitating billions of dollars in revenue for Tehran by receiving cargoes tied to sanctioned vessels and supporting deceptive shipping practices.

Those practices include ship-to-ship (STS) transfers, a method widely used to obscure the origin of oil shipments. U.S. authorities have long warned about the use of offshore transfer hubs, particularly

in and around Southeast Asia, as part of a broader "dark fleet" network that enables Iran to bypass international sanctions and continue exporting crude.

In addition to the terminal itself, the State Department designated an individual associated with the operation, as well as a tanker and several vessel management companies previously identified as key links in Iran's covert export system. The move effectively cuts those entities off from the U.S. financial system and restricts their ability to conduct international business.

While the State Department's actions targeted the maritime side of the trade, the U.S. Department of the Treasury simultaneously moved against the financial infrastructure underpinning Iran's oil revenues. Treasury officials imposed sanctions on three Iranian currency exchange houses and their affiliated networks, which they say process billions of dollars annually.

According to the Treasury, these exchange houses function as critical in-

termediaries, converting proceeds from oil sales, often conducted in foreign currencies, into usable funds for the Iranian government. Officials allege that some of these funds are funneled to regional proxy groups, further raising concerns about the broader geopolitical implications of Iran's oil trade.

"This action reflects a whole-of-government approach to disrupt Iran's ability to generate revenue from illicit oil sales," a senior administration official said, emphasizing that targeting both logistics and finance increases the overall impact of sanctions enforcement.

The coordinated measures come amid heightened tensions in the Middle East and growing scrutiny of China's role as a primary buyer of Iranian crude. Despite existing sanctions, analysts estimate that a significant portion of Iran's oil exports continue to flow to Chinese refineries, often rebranded or blended to mask their origin.

Energy market observers say the latest sanctions could complicate those flows,

particularly if enforcement is sustained and expanded. However, they caution that Iran has developed sophisticated workarounds over years of sanctions pressure, including the use of aging tankers, opaque ownership structures, and alternative payment systems.

The sanctions framework, first developed in prior administrations and now being expanded under President Donald Trump, reflects Washington's broader strategy of economic containment. By targeting both the ships that move oil and the financial channels that monetize it, U.S. officials aim to squeeze Tehran's primary source of revenue more effectively than in previous campaigns.

Still, the long-term impact remains uncertain. Much will depend on international cooperation, particularly from countries and companies operating at key nodes of the global oil supply chain. For now, the latest measures signal a sharper, more synchronized U.S. effort to choke off Iran's energy lifeline at every stage

# From Combat to Homecoming: Ford Crew Reunites After Nearly a Year at Sea

The Navy's newest and most advanced aircraft carrier, USS *Gerald R. Ford* (CVN-78), returned home this morning after an extraordinary 326-day deployment, tying up at Pier 11 before a crowd of thousands of waiting families. The moment was equal parts celebration and reckoning.

Waving flags and holding handmade signs, spouses, children, and parents packed the pier long before sunrise. For many, the reunion marked the end of nearly a year of separation. Defense Secretary Pete Hegseth stood pierside to greet the crew, carrying with him a rare honor: the Presidential Unit Citation awarded to the entire strike group. It is the first such citation tied to the Iran conflict and one not handed out lightly.

Rear Adm. Gavin Duff, commander of Carrier Strike Group 12, offered a statistic that cut through the ceremony's formality. Eighty sailors, he said, held their newborn children for the first time this morning. That number alone underscores the personal cost behind

the mission—a reminder that while ships deploy, families endure.

The homecoming was emotional, but it also raised difficult questions. Chief among them: why deployments of this length are becoming more common, and whether the Navy has the capacity to sustain such demands without placing unsustainable strain on sailors and their families. A nearly year-long deployment, while not unprecedented, reflects a force stretched thin by global commitments and an evolving security environment.

The mission itself was anything but routine. The *Ford* and its strike group operated across three combatant commands, projecting power and maintaining a near-constant presence in contested waters. The destroyers *Bainbridge*, *Mahan*, *Mitscher*, *Forrest Sherman*, and *Winston S. Churchill* formed the backbone of a force that faced sustained threats in one of the most volatile regions in the world.

Carrier Air Wing 8 alone conducted more than 11,800 launches and recoveries during the deployment, according to military reports. Between February 28 and May 1, the strike group flew over 1,700 combat sorties as part of Operation Epic Fury, a coordinated U.S.-Israeli campaign targeting Iranian military infrastructure. The pace of operations was relentless.

Those missions were carried out under constant danger. The official citation refers to "persistent threat from enemy missiles and one-way attack drones," a phrase that only partially captures the intensity of the environment. Sailors and aviators operated knowing that each sortie, each watch, carried real risk.

In that context, the Presidential Unit Citation reflects not just operational success but sustained performance under pressure. It recognizes a level of cohesion and resilience that few units achieve, particularly over such an extended period. Still, recognition does not resolve the underlying strain. Long deploy-

ments have become a recurring feature of modern naval operations, driven by a combination of high demand and limited supply. The Navy's fleet size, long debated in Washington, remains a central factor. With fewer ships available to meet global commitments, those that deploy are staying out longer.

For the families gathered at Pier 11, policy debates were secondary to the moment. Tears, embraces, and laughter replaced months of uncertainty. Yet even amid the joy, the broader reality lingered: the cost of maintaining a forward-deployed Navy is measured not only in budgets and readiness, but in time, time away, time missed, and time that cannot be recovered. As the *Gerald R. Ford* settles back into port, its return offers both a point of pride and a prompt for reflection. The mission was real. The combat was real. And so, too, is the question of how much more can be asked of those who serve, and the families who stand behind them.

## Spirit Airlines to Shut Down After Failed \$500M Bailout Talks

Low-cost carrier Spirit Airlines announced Saturday that it will cease operations immediately after failing to secure a \$500 million federal bailout from the administration of Donald Trump, marking a dramatic collapse for one of the nation's most recognizable budget airlines.

In a statement released May 2, the Florida-based airline said it had begun an "orderly wind-down" of operations, canceling all flights effective immediately and advising passengers not to travel to airports. The abrupt shutdown has left thousands of travelers stranded across the United States and beyond, while employees face sudden job losses.

"All Spirit flights have been cancelled, and Spirit Guests should not go to the airport," the company said in a notice posted early Saturday. The airline added that customers who purchased tickets using credit or debit cards would receive refunds to their original form of payment. However, passengers who booked using vouchers, credits, or loyalty points will have

to await decisions from a bankruptcy court. Spirit also stated it would not cover additional expenses such as hotel stays or replacement flights.

The shutdown follows weeks of negotiations between Spirit executives and federal officials over a potential rescue package aimed at stabilizing the struggling carrier. Talks ultimately broke down despite what company leaders had described as progress as recently as late April. Chief Executive Dave Davis blamed the airline's collapse on surging jet fuel costs tied to escalating tensions in the Middle East, particularly the recent conflict involving the United States, Israel, and Iran. "The sudden and sustained rise in fuel prices in recent weeks ultimately has left us with no alternative but to pursue an orderly wind-down of the company," Davis said.

But Transportation Secretary Sean Duffy disputed that explanation, arguing that Spirit's financial troubles predated the latest geopolitical crisis. Speaking at a Saturday news confer-

ence, Duffy pointed to the airline's repeated bankruptcies and questioned the sustainability of its ultra-low-cost business model. "Spirit was in dire straits long before the war with Iran," Duffy said. "Their model wasn't working."

Industry analysts have long warned that Spirit's bare-bones pricing strategy, reliant on charging for add-ons such as baggage and seat selection, left little room to absorb rising operational costs. The airline had only recently been working through its second bankruptcy restructuring in recent years, highlighting persistent financial instability.

Labor groups reacted with outrage to the announcement. The International Association of Machinists and Aerospace Workers, which represents many Spirit employees, called the shutdown

"devastating" and blamed company leadership for the failure. "Our members on the ramp did not cause this failure; corporate mismanagement and poor financial stewardship did," the union said in a statement. "Our members deserve answers and support."

President Trump said in a Friday interview that the administration had presented Spirit with a "final proposal" to remain operational, suggesting the airline ultimately walked away from the deal. The collapse of Spirit Airlines is expected to ripple across the broader aviation industry, potentially reducing low-cost travel options and increasing fares on key domestic routes. For now, stranded passengers and displaced workers are left grappling with the immediate fallout of one of the most sudden airline shutdowns in recent memory.

## Hormuz in Crisis: World Oil Supply Faces Severe Disruption

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transportation to manufacturing feeling the pressure. Even seemingly unrelated sectors, such as synthetic motor oil production, are reporting tightening supplies due to reduced availability of key base oils sourced from the region.

Economists warn that the longer the Strait of Hormuz remains constrained, the greater the risk of broader economic fallout. Rising energy costs are feeding inflation, while supply shortages threaten to slow industrial output and global trade. Some analysts have drawn comparisons to the 1970s oil crisis, noting similar patterns of price shocks, supply disruptions, and geopolitical uncertainty.

Efforts to mitigate the crisis are underway but remain limited. Saudi Arabia and the United Arab Emirates have attempted to reroute exports through alternative pipelines to the Red Sea, though these routes can only handle a portion of normal volumes. Meanwhile, diplomatic and military efforts to secure the strait have yet to restore consistent

shipping.

For now, the global oil system is operating under strain rather than collapse. Stockpiles and alternative routes are cushioning the immediate impact, but those buffers are finite. If the disruption persists, the current supply chain crunch could deepen into a full-scale energy crisis—one with consequences reaching far beyond the oil market.

## Trump-Xi Meeting

*continued from page 1*

mit's most tangible outcome may be its tone rather than its substance. By reaffirming dialogue, both sides signaled a desire to prevent further deterioration in ties that could ripple across the global economy. Still, skepticism remains about whether incremental steps can bridge the deep divides separating Washington and Beijing. As the two powers continue to navigate an increasingly competitive relationship, the summit highlighted a central reality: cooperation remains necessary, but compromise remains elusive.



**Maunalei crew in Oakland, CA. From left to right: Anthony Wylie, Jonathan Pampilon, Romelito Linatoc, standby Luis Abea, standby Jaquante McCoy, and Alhagie Touray.**

# Remembering the Mariners: Memorial Day and the Merchant Marine

Each year on Memorial Day, Americans pause to honor the men and women who died in military service. Flags are lowered, wreaths are laid, and the nation reflects on the sacrifices made in defense of freedom. Yet among those remembered are a group whose contributions are often overlooked: the U.S. Merchant Mariners.

Unlike members of the armed forces, merchant mariners are civilians. But in times of war, they become a critical lifeline, transporting troops, fuel, weapons, and supplies across dangerous waters. Their role has been especially vital during major conflicts such as World War II, when the Merchant Marine helped sustain Allied operations across multiple theaters.

During World War II, more than 240,000 Americans served in the Merchant Marine. They faced constant threats from enemy submarines, aircraft, and mines, often sailing without the protection afforded to naval vessels. The casualty rate among merchant mariners was staggering—higher, by some estimates, than that of any branch of the U.S. military. Thousands lost their lives, and many ships never returned home.

Despite their sacrifices, merchant mariners did not

receive full recognition as veterans for decades. It was not until 1988 that those who served in World War II were officially granted veteran status by the federal government. For many, the acknowledgment came too late.

Today, maritime advocates and veterans' groups continue to push for greater awareness of the Merchant Marine's role in American history. Memorial Day ceremonies in port cities and maritime communities often include tributes to these sailors, ensuring their service is not forgotten.

The importance of the Merchant Marine extends beyond wartime. In peacetime, U.S.-flagged commercial vessels support the nation's economy and provide a pool of trained mariners who can be called upon in emergencies. As global tensions and supply chain vulnerabilities grow, the strategic value of a strong maritime workforce has come back into focus.

Still, the legacy of those who served, and died, remains



at the heart of Memorial Day. Their stories are a reminder that service to the nation takes many forms, not all of them in uniform. As Americans gather for parades, ceremonies, and quiet moments of reflection, the contributions of merchant mariners stand as a testament to courage under fire and dedication beyond recognition. On this Memorial Day, they are remembered alongside all who gave their lives in service to the United States.

## Six crew missing after U.S.-flagged ship found overturned in Pacific

An overturned cargo vessel discovered near the U.S. territory of Saipan following a powerful typhoon has been confirmed as the missing ship *Mariana*, with six crew members still unaccounted for, the U.S. Coast Guard said Monday, as an extensive multinational search and rescue operation continues across the western Pacific.

The Coast Guard said the vessel was first spotted upside down on April 18<sup>th</sup> in waters northeast of Saipan, part of the Commonwealth of the Northern Mariana Islands, after days of severe weather swept through the region. Nearby debris included a partially submerged life raft that was found partially inflated, suggesting at least some emergency response effort may have occurred before or during the vessel's capsizing.

An HC-130 Hercules aircraft crew from the U.S. Air Force 31st Rescue Squadron confirmed the identity of the wreck as the *Mariana*, a 145-foot U.S.-registered dry

cargo ship that went missing earlier in the week. Search teams were subsequently deployed, including divers and rescue personnel, as authorities assessed whether any access points could be reached inside the overturned hull. "If divers locate a viable access point, the team may employ an underwater remotely operated drone to further investigate the vessel," the Coast Guard said in a statement.

The search effort has expanded rapidly, involving coordinated operations between U.S. agencies and international partners from Guam, Japan, and New Zealand. So far, crews have covered more than 75,000 square nautical miles, scanning vast stretches of ocean battered by the same typhoon that struck the *Mariana*.

Despite those efforts, there has been no confirmed sign of the six missing crew members. Authorities have not released their identities, pending notification of families. The *Mariana* encountered trou-

ble on April 15<sup>th</sup> as a powerful typhoon moved through the region, bringing high winds, heavy seas, and reduced visibility that complicated maritime operations. According to the Coast Guard, the vessel reported a failure of its starboard engine while transiting near Saipan and requested assistance as conditions deteriorated.

In response, the Coast Guard established a one-hour communication schedule with the ship to maintain contact and monitor its status as the storm intensified. However, communications were eventually lost as the typhoon reached peak strength, leaving authorities uncertain about the vessel's final moments.

Maritime officials say the western Pacific's typhoon season can create extremely hazardous conditions, particularly for smaller cargo vessels operating in open waters. The combination of engine failure and severe weather is considered especially dangerous, as ships can quickly lose ma-

neuverability and become vulnerable to capsizing in high swells.

The discovery of the overturned hull has shifted the focus of the operation from search-and-communication efforts to potential recovery and salvage, though officials stressed that the priority remains locating survivors. The Coast Guard has not commented on the cause of the capsizing but said investigators will review mechanical failure reports, weather data, and communication logs once search operations conclude.

For now, crews continue to comb the vast search area, facing challenging sea conditions and fading hope as time passes since the vessel was last in contact. Authorities say the operation will continue "as long as there is a viable chance of locating the missing crew," underscoring the urgency of one of the region's most complex maritime search efforts in recent years.

## U.S. Expands LNG Power With Major Gulf Coast Export Terminal

A massive new liquefied natural gas export terminal on the U.S. Gulf Coast is moving forward, underscoring America's growing dominance in global energy markets and reshaping the future of international gas trade. The roughly \$13 billion Commonwealth LNG project, one of the largest export developments approved this year, is expected to begin operations in 2030. Once complete, the facility will be capable of loading some of the world's largest LNG carriers, with capacities up to 216,000 cubic meters, positioning it as a major hub for transoceanic energy shipments.

The project reflects a broader shift in global energy dynamics, as the United States continues to expand its role as the leading supplier of LNG. With European nations seeking alternatives to Russian gas and Asian markets demanding stable long-term supply, U.S. export capacity has become a cornerstone of global energy security.

Commonwealth LNG has already

secured long-term offtake agreements with a slate of major international players, including EQT, Glencore, Mercuria, PETRONAS, and Aramco Trading. These agreements provide both financial certainty for the project and assurance to buyers navigating an increasingly volatile energy landscape. "This landmark occasion is the culmination of years of strategic planning, strong partnerships and commitment to delivering a fully integrated 'wellhead-to-water' project," said Ben Dell, managing partner of Kimmeridge and chairman of Commonwealth LNG.

The development is central to Caturus' strategy of building a vertically integrated gas platform that spans production, transportation, and export. The company has rapidly scaled its upstream footprint, now producing more than 1 billion cubic feet equivalent per day following its acquisition of the Galvan Ranch assets from SM Energy. That production base is expected to feed directly into the LNG facility,

creating a streamlined supply chain from shale fields to global markets.

Backed by a powerful consortium of investors, the project has attracted financing from Mubadala Energy and CPP Investments, along with major institutional players such as BlackRock, Ares Management, and EOC Partners. The breadth of financial support highlights continued investor confidence in LNG as both a transitional fuel and a long-term commercial opportunity.

Construction is already gaining momentum. Engineering and design work is being led by Technip Energies, which has begun procuring critical long-lead equipment. The facility will incorporate advanced technologies, including Baker Hughes LM9000 gas turbines, Honeywell cryogenic heat exchangers, and power generation systems from Solar Turbines, aimed at maximizing efficiency and throughput.

Industry analysts note that projects of this scale are not without risk. LNG

markets remain sensitive to geopolitical shifts, regulatory pressures, and price volatility. Environmental concerns and the long-term trajectory of global decarbonization efforts also continue to shape the outlook for large fossil fuel infrastructure investments.

Still, the Commonwealth LNG project arrives at a moment when demand is strong and supply chains are under pressure. Ongoing disruptions in key energy corridors, including the Strait of Hormuz, have heightened the importance of diversified supply sources and reliable export capacity.

For the United States, the expansion of LNG infrastructure represents both an economic opportunity and a strategic tool. As new terminals come online over the next decade, the country is poised to deepen its influence over global energy flows, solidifying its position not just as a producer, but as a central player in the geopolitics of energy.



The *Cape Vincent* was recently turbo activated out of Beaumont, Texas. The SUP answered the call and had the ship fully crewed in 72 hours. From left to right: OS Jose Campollo, Bosun Dimitrios Kolymparis, Victorino Compendio, Jeremy Smoot, OS Ezra Rabin, Ryan Chapman, Tyric Williams, OS Andy Robles, and Forbes Gumapac.

**National Maritime Center**  
Mariner Ready, Mission Steady



**Resumption of Services at the National Maritime Center and Regional Examination Centers**

Funding for the Department of Homeland Security and US Coast Guard has been restored, and the National Maritime Center (NMC) and Regional Examination Centers (RECs) are resuming normal operations in a phased approach to prioritize the most critical functions and address the backlog of applications and examinations resulting from the lapse in appropriations.

**Application Procedures and Processing Timelines**

- The Application Submission Portal (ASAP) for submission of applications and supporting documentation remains active.
- Applications for merchant mariner credentials (MMCs), medical certificates, and course approvals and related requests will be processed on a **first-in/first-out basis**.
- Only applications that demonstrate a clear and documented nexus to national defense will be considered for expedited processing. Marine employers with national defense-related requests are advised to contact the NMC Customer Service Center (CSC).
- All extension policies and mitigation measures outlined in [Update #3: Mitigation Efforts – Extensions, dated April 22, 2026](#), remain in effect through their stated expiration dates. Mariners should refer to that bulletin for full details.

During the prolonged lapse, the NMC has accumulated a significant backlog of applications, currently more than 19,000 submissions and growing. Processing timelines are expected to **extend 8-12 months** from the date a completed application is received.

To avoid potential delays and disruptions to employment and operations, mariners are **strongly encouraged to apply at least 8-12 months** in advance of expiration. After submission, mariners should also allow additional time for applications to be entered into the system before checking the status online or contacting the CSC.

**RECs**

RECs will resume operations; however, counter (walk-in) services will remain suspended until further notice to allow staff to focus on backlog reduction and examination scheduling.

**Examination Scheduling Priorities**

Examination scheduling will be conducted in the following order of priority:

1. Mariners with previously scheduled examinations on or after May 1, 2026: Appointments will be honored as scheduled.
2. Mariners whose examinations were scheduled and cancelled between February 17, 2026, and May 1, 2026: Mariners will be contacted by REC staff to reschedule at the earliest available opportunity.
3. All other applicants: Scheduling will open once priority groups have been accommodated.

During the initial resumption period, the CSC will not schedule examinations. After the period for mariners whose examinations were canceled during the furlough to re-schedule is completed, the opportunity to schedule an exam for all mariners will be available through the CSC. Anticipate opening exam schedule for all other mariners shortly.

**Course Approvals**

Course approvals will continue to be processed on a first-in, first-out basis. Mariners are encouraged to monitor the [NMC website](#) for updates regarding processing times, REC operations, and policy adjustments as operations stabilize. For ongoing updates, sign up for the NMC list server by scanning the QR code below.

For questions, contact our Customer Service Center via the [NMC online chat system](#), by e-mailing [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil), or by calling 1-888-IASKNMC (427-5662).

Sincerely,

/P. A. Drayer/

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

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5/4/2026

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# A New National Maritime Policy

The United States is facing a steady erosion of its maritime industrial base that now poses a direct risk to economic security, supply chain resilience, and national defense. Decades of decline in the U.S.-flag fleet, domestic shipbuilding capacity, and available merchant mariners ready to work have left the nation increasingly dependent on foreign-flag vessels to move global commerce, many of which are controlled by strategic foreign competitors or operate under "flags of convenience" (FOCs) that evade U.S. labor, tax, safety, and environmental standards. Without decisive action, the United States will continue to lose any competitive advantage in global shipping while ceding further control over the movement of imports and exports to foreign interests.

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

Recognizing these vulnerabilities, President Trump issued **Executive Order (E.O.) 14269, "Restoring America's Maritime Dominance,"** last year directing federal agencies to address the structural disadvantages facing the U.S. maritime sector. In a follow-up to the Executive Order, bipartisan legislation was introduced in the House of Representatives (HR 3151) and the Senate (S 1541), and the Trump

Administration released its **Maritime Action Plan (MAP)** on February 20, 2026. Both initiatives, the SHIPS for America legislation and the Maritime Action Plan, signal a clear commitment to rebuilding the U.S.-flag fleet, revitalizing domestic shipbuilding, and expanding the maritime workforce. These initiatives reflect a growing consensus that maritime strength is not optional - it is foundational to our national economic and military security. However, without innovative and aggressive joint Congressional and Administration action and policy, the state of our nation's maritime industry will continue to suffer.

A central challenge facing the maritime industry is the lack of private-sector cargo demand for U.S.-flag shipping. Commercial shippers make cost-driven decisions,

and U.S.-flag vessels operate at a structural disadvantage against heavily subsidized foreign fleets—particularly those backed by China. Congress has a clear opportunity to address this gap by leveraging the U.S. Tax Code to incentivize businesses to "Ship American." A proposed shipper tax incentive for moving commercial cargo on U.S.-flag vessels would lower the effective cost of choosing U.S.-flag carriers without imposing burdensome mandates. A recent **PwC economic analysis prepared for the American Maritime Congress** estimates that such an incentive could increase demand for U.S.-flag shipping by approximately 20 percent, supporting the addition of 18 to 20 new U.S.-flag vessels and generate investment across the maritime industrial base.

At the same time, U.S.-flag fleet growth cannot occur without addressing the persistent shortage of U.S. merchant mariners, an industrial challenge that has intensified since the global pandemic. For example, American mariners are fully subject to federal income tax on wages earned in international commerce while many foreign competitors exempt their mariners from taxation altogether as an incentive to join the industry. This disparity increases operating costs for U.S.-flag carriers and accelerates workforce attrition. Therefore, establishing a federal income tax exclusion for U.S. merchant mariners would significantly level the playing field, improve recruitment and retention, and ensure the United States maintains a trained, available mariner pool capable of crewing U.S.-flag vessels during times of both peace and conflict.

In addition to targeted, fiscally responsible adjustments to the tax code to encourage the shipment of commercial cargoes on U.S.-flag vessels and attract mariners to the industry, there are other equally important steps that demand immediate attention. For example, since 1954, 50 percent of U.S.-government generated non-defense cargoes are reserved for U.S.-flag vessels to the extent such vessels are available at fair and reasonable rates. Unfortunately, Federal agencies have over the years failed to comply with the spirit and letter of the law, ignoring the "Ship American" requirement. Consequently, as called for in both the SHIPS for America legislation and the President's Maritime Action Plan, the share of government cargoes - paid for by the American taxpayer - should be increased to 100 percent so that such shipments benefit the U.S.-flag fleet and American mariners, and not foreign flag and crewed ships.

Through these actions, and other critically important steps including modernizing mariner credentialing procedures to eliminate burdensome regulatory delays for the issuance and renewal of merchant mariner documents and licenses, and strengthening mariner workforce recruitment and retention efforts, our country can once again drive investment into our maritime industry, restore competitiveness, and reestablish a strong, commercially viable internationally sailing U.S. Merchant Marine capable of supporting both American economic interests and our overall national security objectives.

To do otherwise — to fail to act to reverse the decline of the U.S. maritime and shipbuilding industries will deepen U.S. dependence on foreign-controlled shipping and further erode America's ability to compete in global trade. Congress has a narrow window to address these challenges and increase American maritime competitiveness, strengthen national security, and ensure the United States can once again lead as a maritime nation.

April 22, 2026

## Support Full FY'27 Funding For The Maritime Security Program

*continued from page 1*

**great value for the dollar to ensure that we can have US-flagged, US-crewed ships available to support us into the future."**

### NATIONAL SECURITY BENEFITS OF MSP

STEPHEN M. CARMEL

UNITED STATES MARITIME ADMINISTRATOR (2026)

*"Commercial shipping forms the logistical backbone of military power. In times of conflict, the ability to move equipment, fuel, and supplies across oceans becomes essential. The United States has historically relied on its merchant marine to provide surge capacity for military logistics. However, the size of the U.S.-flag merchant fleet has declined dramatically since the mid-twentieth century. Many policymakers now worry that sealift capacity could become a constraint in large-scale conflicts requiring sustained overseas deployment."*

In its 2017-2018 maritime policy statement, the Navy League of the United States stated, "[Failing to provide full funding for MSP] could reduce reserve sealift readiness and capacity below levels that would fully meet the combatant commanders' operational plans for major deployment of ground forces, which call for 95 percent of unit equipment and sustaining supplies to be moved by strategic sealift. Reduced funding will decrease the number of mariners employed on these vessels, and without adequate sealift and sealift manning, mission capability will be compromised."

General Randall Reed

Commander, United States Transportation Command (2026)

*"Our partnership with the commercial sealift industry and labor unions is critical to mobilizing strategic sealift capacity during times of crisis. Congressional action and the support of the American people are strengthening the maritime industrial base and the U.S. flag fleet. ... Strategic sealift is an essential component of National Defense strategy, providing the afloat mobility capability to project and sustain combat power globally. The U.S. national sealift objective is to ensure sufficient military and civil maritime resources will be available to meet defense deployment, and essential economic requirements in support of the national Security Strategy."*

### ECONOMIC BENEFITS OF MSP

According to the Navy League of the United States, It would cost approximately \$13 billion in taxpayer funds to replicate vessel capacity alone without the MSP.

In addition, the United States Transportation Command has estimated that it would cost the U.S. Government an additional \$52 billion to replicate the global intermodal systems made available to DOD by MSP contractors who are continuously developing, maintaining, and upgrading their logistics systems. Instead of the estimated \$65 billion it would cost the taxpayer if there were no MSP, a fully funded MSP will continue to provide DOD with the militarily-useful U.S.-flag vessels, U.S. civilian maritime manpower, and the global intermodal systems it needs at a cost to the taxpayer of \$400.5 million in FY'27 as authorized by Congress.

### REQUEST FOR ACTION

We ask all Members of the House and Senate to urge the Committees on Appropriations to provide full funding for MSP at its FY'27 Congressionally authorized level.

April 22, 2026

# America Is More Secure Because Of Its Strong Domestic Maritime Industry

## China's Maritime Ambitions Make the Jones Act Even More Important

A family of laws applying to coastwise trade, commonly referred to as the Jones Act, require vessels engaged in trade between two domestic points to be US-owned, US-crewed, US-flagged, and US-built. These laws are critical for American economic, national, and homeland security, which is why the Jones Act has enjoyed the support of the Defense Department, Members of Congress of both parties, and every President in modern history. Support for the Jones Act is particularly important now because of China's well-documented maritime ambitions.

### The Domestic Maritime Industry Is Key to America's Economic Strength and Security.

America's domestic shipping industry—shipping companies, shipyards, mariners, and advanced logistics systems—is responsible for nearly 650,000 American jobs and more than \$154 billion in annual economic output, according to a study by PricewaterhouseCoopers for the Transportation Institute. The domestic fleet is comprised of over 45,000 vessels. Labor compensation associated with the domestic fleet exceeds \$41 billion annually, and those wages are spent in virtually every corner of the United States. The benefits of the domestic maritime industry do not stop at the water's edge. Other fundamental U.S. industries depend on the efficiencies and economies of domestic maritime transportation to move raw materials and other critical commodities, making the domestic maritime industry critical to the wider economy.

### The U.S. Navy Says the Jones Act Is Critical to National Security.

The U.S. Navy's position is clear: repeal of the Jones Act would "hamper [America's] ability to meet strategic sealift requirements and Navy shipbuilding." America's domestic fleet is an important part of the national maritime infrastructure, which helps ensure there will be ample U.S. sealift capacity to defend our nation. American ships, crews to man them, ship construction and repair yards, intermodal equipment, terminals, cargo tracking systems, and other infrastructure can be made available to the U.S. military at a moment's notice in times of war, national emergency, or even in peacetime. In addition, during a major mobilization, American domestic vessels move defense cargoes to coastal ports for overseas shipments. That is why military leaders have consistently emphasized their strong support for the Jones Act and the vessels, shipyards, mariners, and maritime infrastructure that result from a strong American domestic fleet.

### The Jones Act Is Critical to Homeland Security.

An essential Jones Act benefit relates to border protection, homeland security, and the prevention of illegal immigration. The Jones Act makes America stronger and its borders more secure by ensuring that the U.S. Coast Guard and Customs and Border

Protection (CBP) carefully screen the owners, crewmembers, and builders of domestic vessels before receiving their licenses. They operate under specific regulations to ensure that America remains safe and secure. CBP officials have noted the near impossibility of maintaining the security and coverage of America's waters without the protections of the Jones Act. Moreover, American mariners are the eyes and ears of American homeland security, and the Jones Act is an essential reason why they play that important role.

## China Is Aggressively Expanding Its Maritime Capabilities Worldwide as Part of Its Global Ambitions.

China's leaders have made clear that they view the acquisition of commercial vessels, terminals, ports, and other parts of the maritime industry around the world as an important part of their military ambitions. China has proffered billions of dollars in loans and other financing to acquire facilities and other global assets as part of its Belt and Road Initiative. It also has subsidized its own maritime industry to the tune of more than \$132 billion between 2012-2018, according to the Center for Strategic and International Studies. 1 China would like nothing more than to gain a foothold within America's domestic navigation system, an issue discussed in depth in "The Jones Act Blocks China's Plan for Global Domination" by former representative and House Transportation Appropriations Subcommittee chairman Ernest Istook.2 Referencing China, former National Security Advisor Robert O'Brien called the Jones Act a "framework for sustaining our [American] shipbuilding posture and it must not be abandoned now." 3 Also, writer George Landrith asked a most basic question: "Who in their right mind would want to allow Chinese built, crewed and flagged ships to sail up and down the more than 20,000 miles of [U.S.] inland waterways?" 4 As China builds up a stronger presence in maritime operations, the United States should be working to strengthen its own maritime industry, a core part of which is the domestic Jones Act fleet and associated infrastructure.

April 2026

1 Jude Blanchette et al., Hidden Harbors — China's State-backed Shipping Industry, CSIS (July 8, 2020), <https://www.csis.org/analysis/hidden-harbors-chinas-state-backed-shipping-industry>. April 2026

2 Ernest Istook, *The Jones Act blocks China's plan for Global Domination*, FRONTIERS OF FREEDOM (Apr. 5, 2020), <https://www.ff.org/the-jones-act-blocks-chinas-plan-for-global-domination/>.

3 Robert C. O'Brien, *A wakeup call from China: What Congress must do now*, THE HILL (Feb. 10, 2023), <https://thehill.com/opinion/national-security/3852064-a-wakeup-call-from-china-what-congress-must-do-now/>.

4 George Landrith, *China's Spy Balloon Is National Security Wake-Up Call for the US*, DEF. POST (Feb. 10, 2023), <https://www.thedefensepost.com/2023/02/10/china-balloon-national-security-us/>.

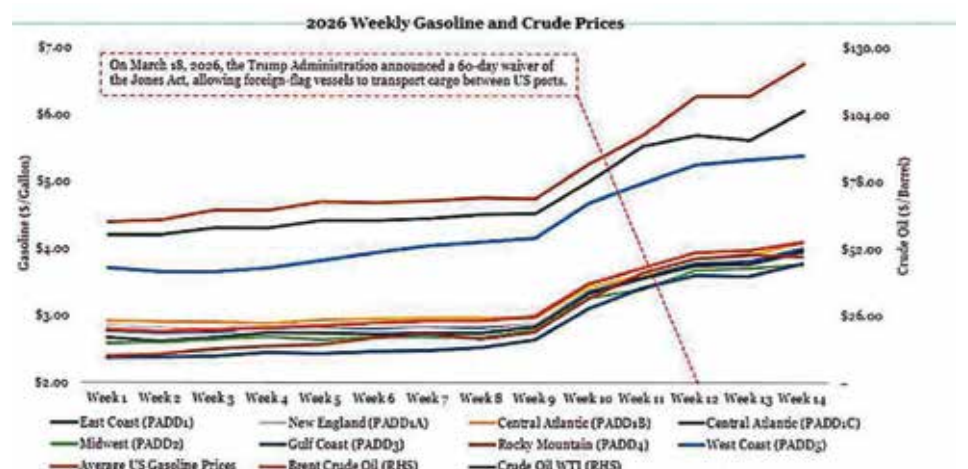
# The Blanket Jones Act Waiver Should Not Be Extended

The Jones Act requires that vessels engaged in waterborne trade between two domestic points to be U.S.-owned, U.S.-crewed, U.S.-flagged, and U.S.-built. These laws are critical for American economic, national, and homeland security, which is why the Jones Act has long been supported by strong, bipartisan majorities in both the House and the Senate.

The Jones Act was recently waived by the Administration in response to rising gas prices as a result of the Iran conflict. This historically broad blanket waiver of the Jones Act began on March 17 and is set to expire on May 17.

The waiver was issued under 46 U.S.C. 50 I (a), which allows waivers only when "necessary in the interest of national defense to address an immediate adverse effect on military operations."

The waiver is overly broad, covering more than 600 categories of merchandise and lasting 60 days. It includes certain products like fertilizer that have no impact on military operations, much less an "adverse effect." There is broad concern that the waiver is being used not for its intended purpose, but is instead being used by oil traders and others for short-term profit. There is no evidence that any savings are passed along to consumers. The waiver was issued to address rising gas prices. As predicted, the waiver has had no impact on gasoline



The waiver appears to allow foreign vessels to operate in U.S. domestic commerce without complying with certain U.S. laws including U.S. tax and immigration laws. (Section 501 allows only a waiver of the navigation and vessel inspection laws.) As such, a waiver appears to actually grant foreign operators a built-in cost advantage over American operators in U.S. domestic trades.

Finally, the waiver is also inconsistent with the Trump Administration's historically proactive effort to restore American maritime dominance. The Jones Act is the fundamental law of the American maritime industry. A waiver outsources U.S. jobs and undermines investor confidence in U.S. maritime and shipbuilding.

The Jones Act is the foundation for more than 650,000 American jobs, an annual economic impact of more than \$150 billion, and a fleet of 45,000 vessels, according to a study for the Transportation Institute by PricewaterhouseCoopers. This broad waiver is harming the domestic maritime industry and should not be extended.



APL Eagle crew taking a photo on the bridge wing. From left to right: McKevin Dulay, Motea Lahsoon, Abdulwali Ahmed, Bosun Ali Ghaleb, Ali Saeed, and Jill Holeman.



# SUP PRESIDENT'S REPORT

## MATSON NAVIGATION

Matson Offshore labor Relations Manager Danny Defanti acknowledged and responded to the SIU-Pacific District letter requesting to meet and negotiate a new contract, including the SIU-PD GENERAL Rules, the individual work rules of the SUP, the SIU-AGLIWD and the MFOW, as well as Shipping Rules and Maintenance Agreements. Negotiations will take place in May and June of this year. In accordance with Article XVII of the SUP Constitution, the committee shall consist of five members from the rank and file who are affected by the contract being negotiated. Mr. Chairmen, I recommend that you call for nominations.

## SUP BUILDING CORP.

In accordance with Article XIII of the SUP Constitution, all vacancies shall be filled at the regular meeting at Headquarters. With the retirement of Berit Eriksson, the Building Corp has four trustees and the constitution calls for five trustees. Therefore, there is a vacancy to be filled, to stay consistent with the constitution. I hereby nominate Norhaslan Idris.

## PATRIOT CONTRACT SERVICES

T-AGOS & T-AGM ships could be crewing as soon as early June. The ships will be crewed with 1 bosun, 3 AB's and 2 OS's. If your documents are in order and you have military training we need you to take these jobs. With six billets compared to the nine that were in Watson class, Patriot will not have the ability to waive training as in the past. Please make sure to contact your Branch Agent or our training representative Liz Zeiger if you need to renew or are interested in getting military training. Most of these ships home port will be in Japan. With the majority of the Watson Class going into ROS a smooth turnover with all billets dispatched is paramount to our union's future.

On April 14, the Union was notified by PCS labor relations that the company will be making a change to payroll pay dates starting May 1, 2026. The pay days will be pushed back by two days, moving the pay day from Wednesday to Friday. Patriot stated that this will allow for better accuracy versus the estimated overtime hours.

## NATIONAL MARITIME CENTER

As our agents have pointed out, the NMC lates update says that renewals could take up to 8-12 months. For anyone that has a document expiring in 2026, you need to renew now. If your MMC is expiring in 2027, please reach out to our training representative Liz Zeiger and she will get you into the appropriate class to renew your Basic Training.

## MARITIME SAIL IN

On April 22, I traveled to Washington, D.C. to participate in the annual Maritime "Sail In," a coordinated effort that brings together maritime labor and industry leaders to engage directly with members of the House and Senate. The event serves as an important opportunity to advocate for key maritime priorities, including legislation, funding, and policies critical to the strength of the U.S. maritime sector.

This year's discussions focused heavily on the need to fully fund the Maritime Security Program (MSP) and the Tanker Security Program (TSP), as well as main-



Ron Reed doing some well needed maintenance work at the Andrew Furuseth School of Seamanship. Photo by Sam Worth.



Outside Senator Patty Murray (WA) office. From left to right: Anthony Poplawski (MFOW), Daniel Twohig (MM&P), Matt Henning (SUP), Lianne Endo (TTD)

taining strong support for the Jones Act, which remains foundational to the nation's domestic shipping industry and maritime workforce. The Jones Act waiver came up in every meeting and as we pointed out, there has been zero relief at the gas pump for any Americans.

I participated as part of a delegation that included Anthony Poplawski (MFOW), Daniel Twohig (MM&P), Lianne Endo (TTD), and Jeff Surrell (USMMA Alumni Foundation). Together, we met with the Senate offices of Sen. Cyndy Hyde-Smith (R-Mississippi) – Chair, Transportation Appropriations Subcommittee. Sen. Mazie Hirono (D-Hawaii) – Lead Democrat on MSP appropriations letter. Sen. Time Sheehy (R-Montana) -Member, Seapower Subcommittee, Armed Services Committee. Sen. Patty Murray (D-Washington) – Ranking Democrat, Committee on Appropriations.

## JONES ACT WAIVER

On April 24, 2026, the White House announced that President Donald Trump granted a 90-day extension of the Jones Act waiver to help curb rising energy costs. This second, longer waiver allows foreign-flagged vessels to continue transporting oil, fuel, and fertilizer between U.S. ports, extending the previous 60-day exemption until mid-August 2026.

## National Maritime Day

National Maritime Day is observed annually on May 22 in the United States. It honors the men and women who serve and have served in the U.S. Merchant Marine, as well as those who work across the maritime industry. Established in 1933 by Congress, this date was chosen to commemorate the SS *Savannah*, which began the first transoceanic voyage by a steam powered vessel from Savannah, Georgia, to Liverpool, England in 1819. Since then, generations of mariners have followed in that pioneering wake; through peace and war, storm and calm, moving goods, people, and ideas across the seas.

We pay special tribute to the men and women of the U.S. Merchant Marine, whose courage and commitment have supported our economy and safeguarded our freedoms. They have served not only as the backbone of global commerce but also as vital partners in national defense, often risking their lives without fanfare or recognition.

## HOLIDAYS

**Memorial Day:** SUP Halls will be closed on Monday, May 25<sup>th</sup> for Memorial day. This is a contract holiday for all companies.

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

## ACTION TAKEN

M/S to elect Matson Negotiating Committee: Isnin Idris BK#885, Norhaslan Idris BK#888, Philip Coulter BK#4824, Philip Romei BK#3202, Ahmed Mohamed B-19460. (Fuentes, several ). Carried unanimously.

M/S to approve Norhaslan Idris BK#888, for Building Corp. trustee. (Coulter, several ). Carried Unanimously.

M/S to approve Congressman Adam Smith (D-WA) annual luncheon. (Romei, several). Carried Unanimously.

M/S to concur with the balance of the President's Report. (Babbin, several). Carried Unanimously.

Matt Henning

# Attack at White House Correspondents' Dinner Renews Fears of Extremism

What began as one of the capital's most high-profile social and political gatherings descended into chaos Saturday night when gunfire erupted at the annual White House Correspondents' Association dinner, triggering panic, a massive security response, and renewed fears over political violence in the United States.

The incident unfolded around 8:35 p.m. Saturday April 25th at the Washington Hilton, where President Donald Trump, senior administration officials, lawmakers, journalists, and celebrities had gathered for the black-tie event. According to law enforcement officials, a 31-year-old suspect armed with multiple weapons attempted to breach a security checkpoint leading into the ballroom.

Witnesses described hearing a series of sharp cracks before Secret Service

agents rushed to evacuate top officials. Guests dove under tables as confusion rippled through the packed venue. "I thought something had fallen," one attendee said. "Then you saw agents with weapons drawn, and everyone realized this was real."

Authorities said the suspect, identified as Cole Tomas Allen of California, was carrying a shotgun, handgun, and knives when he approached the event. He was intercepted by Secret Service agents before reaching the main ballroom, where the president had been speaking. During the confrontation, at least one federal agent was injured but is expected to recover. The suspect was subdued and taken into custody. Officials later confirmed he is facing federal charges, including attempted assassination of the president

and assault on a federal officer.

President Trump was quickly escorted from the venue and later addressed the nation from the White House, praising law enforcement for their "swift and decisive action." He confirmed he was unharmed and announced that the dinner would be rescheduled.

The annual event, long known for blending politics, media, and entertainment, typically draws a concentration of high-ranking government officials, raising concerns about security vulnerabilities when so many leaders gather in one place. Discussions about a potential "designated survivor" had taken place prior to the event, though no single official was formally assigned the role.

Investigators are examining a manifesto reportedly sent by the suspect shortly

before the attack, which criticized administration policies and suggested political motivations. Authorities believe the suspect acted alone, though the investigation remains ongoing.

The shooting has sparked a broader national conversation about rising political tensions and the safety of public events. In the aftermath, commentators and public figures across the political spectrum condemned the violence while warning of an increasingly volatile climate. For many attendees, the experience was deeply unsettling. One journalist, who is set to be married later this week, recalled thinking amid the chaos, "I can't die now," underscoring the personal toll of the incident.

# CMA CGM, Hapag-Lloyd Halt Cuba Bookings Amid Expanded U.S. Restrictions

Two of the world's largest container shipping companies, CMA CGM and Hapag-Lloyd, have suspended all new bookings to and from Cuba, dealing a significant blow to the island's already fragile economy as expanded U.S. sanctions take effect.

The companies confirmed Sunday May 17th that the decision follows a sweeping executive order issued by President Donald Trump on May 1, which broadens restrictions on foreign entities doing business with Cuba. The move is expected to disrupt a substantial portion

of the country's maritime trade, with industry sources warning that as much as 60% of Cuba's shipping volume could be affected.

In a statement, CMA CGM said it had "decided to suspend its bookings to or from Cuba until further notice," citing the need to comply with evolving U.S. regulations. The company added that it is "closely monitoring the situation" and will adjust operations as necessary. Hapag-Lloyd echoed the decision, with a spokesman noting the suspension was driven by "compliance risks associated with the U.S. president's executive order."

The latest restrictions significantly expand the scope of U.S. sanctions, targeting not only American firms but also "any foreign person" operating in key sectors of the Cuban economy. These include energy, defense, financial services, mining, and other industries deemed critical to the island's economic infrastructure. The broad language of the order has created uncertainty across global shipping networks, prompting companies to withdraw rather than risk potential penalties.

Maritime analysts say the fallout will be immediate and severe. Cuba relies heavily on imported goods, including fuel, food, and industrial supplies, much of which arrives by sea. The suspension of bookings by major carriers effectively cuts off key logistics channels, particularly those connecting Cuba to Asia and Europe.

Shipping routes from China are ex-

pected to face the greatest disruption, according to sources familiar with the situation. Trade lanes from Northern Europe and the Mediterranean will also be significantly impacted, as both CMA CGM and Hapag-Lloyd play major roles in those corridors. Smaller carriers may attempt to fill the gap, but many are likely to face similar compliance concerns, limiting their willingness to step in.

The development comes as Cuba grapples with a deepening economic crisis marked by fuel shortages, inflation, and declining industrial output. A separate U.S. effort to restrict oil shipments to the island has already strained energy supplies, leading to rolling blackouts and transportation disruptions. The loss of shipping capacity threatens to exacerbate these challenges, further constraining access to essential imports.

For global shipping companies, the decision underscores the growing complexity of navigating geopolitical risk. As sanctions regimes expand beyond national borders to target international actors, firms are increasingly forced to balance commercial interests against regulatory exposure.

For Cuba, however, the consequences are far more immediate. With fewer ships willing to dock at its ports, the island faces mounting isolation from global trade networks, an outcome that could accelerate its economic decline in the months ahead.

SUP Pensioners Join the Ranks of Retirement		
B Eriksson	BK#1899	Apeil 1, 2026
R Reed	BK# 3203	May 1, 2026
Sale Ugaitafa	B-19487	May 1, 2026
Ernesto Lecarnaque	BK#4119	May 1, 2026



Crew of the CMA CGM Phoenix pausing for a photo after taking arrival in Savannah, Georgia. From left to right: Jonan Johair, Giorgio Pompei, Ariel Odion, Margo Meraz, Robert Tomas, and Bosun Marc Calairo.



Edward Hopper, "Ground Swell" (1939 — oil on canvas, 91.9 x 127.2 cm) Smithsonian National Gallery of Art, Washington, DC, USA

**SAILORS' UNION OF THE PACIFIC  
QUARTERLY FINANCE COMMITTEE'S REPORT  
FOR THE QUARTER ENDED March 31, 2026**

The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on April 13, 2026 hereby submits the following report:

**SUMMARY OF CASH AND INVESTMENTS**

GENERAL FUND	\$ 3,491,100.21
POLITICAL FUND	19,847.92
STRIKE FUND	1,293,730.99
<b>TOTAL CASH &amp; INVESTMENTS</b>	<b>\$ 4,804,679.12</b>

**GENERAL FUND**

<b>INCOME</b>	
Dues, Initiation, Assessments	\$ 143,500.00
Interest and Realized Gain (Loss)	55,219.15
Donations - <i>West Coast Sailors</i>	220.00
Joint Committee & Hiring Hall	250,246.59
Advertising & Promotion	30.00
Miscellaneous Income	665.00
Reimbursed Administrative Expenses	31,905.48
Contributions	925.00
<b>TOTAL INCOME</b>	<b>\$ 482,711.22</b>

<b>EXPENSE</b>	
Transportation Expense	\$ 744.55
Rent	23,781.27
Postage, Printing & Office	(9,112.88)
Telephone	6,625.58
<i>West Coast Sailors</i> Publishing Expense	13,368.84
Per Capita Taxes	19,026.50
Association Dues	2,350.00
Salaries & Payroll Taxes	283,867.30
Office Workers Pension	10,046.40
Insurance	65,490.75
Election Expense	--
Meeting/Committee & Neg. Conference & Conv.	2,727.36
Investment Expense	2,710.79
Officials Pension	8,718.00
Subscription	--
Accounting	191.38
Legal	1,728.00
Advertising & Promotion	360.00
Miscellaneous	1,498.74
Bank Charges	700.24
<b>TOTAL EXPENSE</b>	<b>\$ 434,822.82</b>

**BUILDING CORPORATION**

<b>INCOME</b>	
Rents	\$ 86,171.37
Miscellaneous Income	--
<b>TOTAL INCOME</b>	<b>\$ 86,171.37</b>

<b>EXPENSE</b>	
Building Services & Utilities	\$ 27,437.78
General Tax Expense	24,876.22
Office Equipment	939.13
Repairs & Maintenance	3,857.75
Consulting Fees	1,826.64
Insurance	--
Accounting	6.50
Legals	--
Advertising & Promotion	10.00
<b>TOTAL EXPENSE</b>	<b>\$ 58,954.02</b>

**POLITICAL FUND**

<b>INCOME</b>	
Contributions	\$ 3,190.00
<b>TOTAL INCOME</b>	<b>\$ 3,190.00</b>

<b>EXPENSE</b>	
Contributions	--
CA Filing Fee	\$ 50.00
<b>TOTAL EXPENSE</b>	<b>\$ 50.00</b>

**NET INCOME(LOSS) \$ 78,245.75**

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



Left to right: Michael Henderson, James Linderman, Haz Idris, Peter Leo, and Ron Reed.

# Navy Secretary Ousted Amid Disputes Over Fleet Expansion

President Donald Trump said Thursday, April 23rd that Navy Secretary John Phelan was dismissed following internal clashes with senior Pentagon leadership over shipbuilding priorities, offering the clearest explanation yet for an abrupt leadership shakeup that has unsettled Washington and raised new questions about the administration's maritime strategy.

Phelan's removal, first announced without explanation by the United States Department of Defense on Wednesday, April 22<sup>nd</sup> but Trump's remarks reframed the decision as the result of mounting tensions over how aggressively to pursue naval expansion and overhaul the nation's struggling shipbuilding sector. "He's a hard charger, and he had some conflicts with some other people, mostly as to building and buying new ships," Trump told reporters in the Oval Office. "Got to get along, especially in the military, got to get along."

According to reports by Reuters, Phelan's ouster followed disputes with Pentagon officials who were frustrated with what they viewed as a slow pace in implementing reforms aimed at accelerating ship production. Sources familiar with the matter said disagreements extended beyond timelines, touching on procurement strategy, contractor oversight, and broader industrial policy.

The episode highlights deepening friction inside the administration as it seeks to expand the U.S. Navy fleet amid rising global competition, particularly with China, whose naval buildup has intensified pressure on American defense planners.

Phelan had been tasked with helping to modernize a shipbuilding enterprise long plagued by delays, cost overruns, and workforce shortages. While he was seen by some as a methodical reformer, critics inside the Pentagon reportedly grew impatient with the pace of change, arguing that more aggressive action was needed to meet strategic goals.

The Navy has struggled in recent years to meet fleet expansion targets, with key programs, including next-generation destroyers and submarines, facing repeated setbacks. Administration officials have emphasized the urgency of reversing those trends, warning that delays could erode the U.S. military's edge in critical regions such as the Indo-Pacific.

Phelan's departure now injects fresh uncertainty into those efforts. Analysts say leadership turnover at such a high level risks disrupting ongoing initiatives and could complicate coordination between the Navy, defense contractors, and Congress. "This kind of instability at the top makes it harder to execute long-term industrial plans," said one defense expert. "Shipbuilding is not something you can fix overnight—it requires consistent leadership and sustained investment."

Lawmakers from both parties have also expressed concern about the implications for oversight and accountability. Several members of Con-

gress noted that while internal disagreements are not unusual, the lack of transparency surrounding the dismissal has fueled speculation about deeper divisions within the administration.

The White House has not yet named a permanent replacement for Phelan, though officials said an interim leader would be appointed in the coming days.

For now, the focus is shifting to whether the administration can maintain momentum on its maritime agenda despite the disruption. Trump has made naval expansion a central pillar of his defense policy, frequently calling for a larger and more modern fleet.

But Phelan's exit underscores the challenges of translating that vision into reality. With competing priorities, bureaucratic hurdles, and industrial constraints all in play, the path forward for U.S. shipbuilding remains uncertain, now further complicated by a high-profile leadership clash at the heart of the Pentagon.



## Dispatcher's Report Headquarters — April 2026

Deck	
Bosun .....	3
Carpenter .....	0
MM .....	3
AB .....	24
OS.....	6
Standby S.F. ....	21
Engine/Steward	
QMED.....	0
Pumpman .....	0
Oiler.....	0
Wiper .....	0
Steward .....	0
Cook.....	0
Messman .....	0
Total Jobs Shipped-All Depts.....	57
Total B, C, & D Shipped-All Depts.	39
Total Registered "A" .....	18
Total Registered "B" .....	24
Total Registered "C" .....	17
Total Registered "D" .....	18

## VICE PRESIDENT'S REPORT

April 2026

**T-GOS CLASS** — These ocean surveillance ships-are some of the silent heroes of modern naval operations. These ships quietly patrol the world's oceans, listening, watching, and gathering intelligence beneath the waves. Designed for anti-submarine warfare, these sleek vessels are equipped with advanced sonar array systems that can detect and track submarines across the sea. T-AGOS Class serve as "ears" in the deep ocean, feeding vital acoustical data to our defense leaders and ensuring maritime security in an increasingly competitive undersea domain. With their distinct catamaran design, T-AGOS ships embody a perfect blend of stealth and technology. Ships like these prove that sometimes the most powerful weapon is the ability to know what's coming before it arrives. This moment is a needed and realized wish for SUP and sister unions. There's going to be a Bosun, 3 AB's and 2 OS's. Take these jobs when they become available.

**CAPE H's** — We are now closing a proud chapter of service alongside the *Cape Hudson*, *Cape Horn*, and *Cape Henry*. These noble vessels have stood their watch as sentinels, guarding San Francisco Bay valiantly for many years.

**Cape Vincent** — Forbes Gumapac, Delegate. We recently crewed *Cape Vincent* for

an activation in a surge of determination, the SUP rallied to crew *Cape Vincent* swiftly, turning what could have been days of recruitment into a matter of hours. Word of good paying ships spread like wildfire along docks and communication highways. It's not just a job, it's a duty, and testament to the union's unshakable solidarity. By sundown, the *Cape Vincent* was live with a fully manned crew, ready to meet the mission fast ahead. Dmitrios Kolymparis, bosun.

**USNS Seay** — Zachary Roberts, delegate. *USNS Seay* successfully supported relief efforts in Saipan after the island was hit by a devastating super typhoon. Thankfully, *Seay* avoided the storm's direct impact. The SUP deck gang put in outstanding effort, completing the cargo offload in Guam and now tackling various annual maintenance tasks. *Seay* will remain in Korea for a period before transiting to Subic Bay, Philippines. All is running smoothly, no beefs to report. Sherwin Bongayan, bosun.

**NMC** — I've been handling multiple Coast Guard applications for mariners, and the outlook is far from encouraging. Processing times have stretched to an exhausting 8-12 months, with a staggering 19,000 applications already waiting for processing, and the backlog growing at a rate faster than NMC/CG can even tend the line on. If your documents are in good order now with recency, my recommendation would be to apply to renew and ship now. CG applications are taking almost a year to complete processing... That's too long to wait for your favorite ship.

Sam Worth

## SUP BRANCH REPORTS

### HONOLULU

April 2026

**SHIPPING:** The following jobs were dispatched for the month: 1 Bosun, 1 Bosun Relief, 4 AB Watch steady, 1 AB Maintenance, 1 AB Maintenance Relief, 2 USNS AB, and 1 USNS Ordinary. There were 28 Standbys Jobs dispatched for the month. **REGISTERED:** 5 A-Cards, 17 B-Cards, 10 C-Cards, and 1 D-Cards.

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

#### Agent's Report:

Shipping has been the same except for Standby work. They have called for 5-6 per ship for CoI work. Appreciate the

members performing this work SUP style knowing it's going to be a grind. The list of members waiting in MMC purgatory is growing. Unfortunately, there is no waiver, extension, or exemption for those awaiting issuance of MMC renewals and/or endorsement upgrades for those working on deep sea vessels. Waivers only apply to those sailing on National Endorsements. We are all keeping a sharp eye on any changing developments and can't wait to give everyone some good news.

Please keep an eye on the expiration dates of your documents. If you have six months or less before they expire. It's time to get started on the renewal process.

Patrick Max Weisbarth,  
Honolulu Branch Agent

### WILMINGTON

April 2026

**Shipping:** Bosun, 2; AB/W, 13; AB/D, 5; OS/STOS, 6; GVA/GUDE, 0. Standby: 42

**Total Jobs Shipped:** 68

**Registrations:** A 26, B 33, C 5, D 4

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

#### Agent's Report:

Things out here in LA keep moving. Work's steady and dispatching has been constant. Jobs keep coming up, so if you know of any AB's or OS's looking for work, send them in to see us. Focus this month has been recruiting new members and getting fresh people through the hall. Shipping stays busy, one way or another. We're keeping people moving and trying to stay ahead of it. USCG document processing has opened, but paperwork is taking time. Right now, documents could take

anywhere from 8-12 months to process, so the sooner you submit your paperwork the better off you'll be. Make sure everything is complete and correct before turning it in. I'd also like to begin holding a Monthly cleanup & BBQ Day here at the Wilmington Hall. Volunteer based, Contact me for more details. Yes, we have janitorial service, but they only handle the basics. It's time we straighten the place out and put some real work into maintaining the hall ourselves. More on that once we get a schedule together. Same drill as always pay your dues, keep your paperwork straight, and stay current. Try to make the monthly meetings when you can.

That's it for now. Stay safe out there.

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

### SEATTLE

April 2026

**Shipping:** 1 Boatswain (A); 1 AB/W (B); 6 Standby AB (4A, 2B).

**Registered:** 3 A card for a total of 8, 5 B card for a total of 12, 3 C card for a total of 6, 3 D card for a total of 3.

#### Agent's Report:

Shipping for MSC jobs is wide open here in Seattle. Aside from entry level billets, all the job orders are going open board. We need more members to take and keep up their MSC training to satisfy our contractual obligations.

Pfeiffer called for nearly an entire crew rotation to take her to the China shipyard period starting in June. I had to call the jobs weeks early to facilitate the Chinese visa requirement for the voyage. Non-US citizen members should note that Matsons passport agency cannot process foreign passports for a Chinese visa and those members will need to do the application on their own. Matson will reimburse for the visa fee to dispatched sailors.

Fraternally,  
Brandon Bohannon, Seattle Port Agent

## BUSINESS AGENT'S REPORT

April 2026

Members needing to renew their documents with BST classes should fill out a training application with your local Agent and submit it to our Training Coordinator, Liz Zeiger. Once your application has been approved she will set you up with a time, date, and location for your class.

**Manoa** — In at Oakland#62 delegate Noel Itsumaru we are on schedule; all is well no issues other than company hasn't called Std-bys for stores for a while. John Crockett as Bosun,

**Maunawili** — Delegate Christopher Go on schedule in and out of Oakland, departed for Honolulu with no issues. All is well good hard working deck gang; very professional top to bottom. All departments working good together. Getting the work done SUP style with Jonathan Anderson-Kaiser as Bosun.

**Mahimahi** — delegate Mark Reajo: just flew back from Singapore after laying up the Mahi Mahi in the shipyard. After going threw the passport process Last we were hearing from Marson indicated 60-90 days for repairs, always subject to change. Isnin Irdis as Bosun.

**Maunawili** — Oak #62 delegate Christopher Go in and out of Oakland with no issues; we departed for Honolulu. All is well with the hard-working gang with Jonathan Anderson-Kaiser as Bosun.

**Maunalei** — Anthony Wylie. Delegate Matson called a for a crew 72 hours later. We sailed for Los Angeles, loading for Honolulu. After Honolulu, we returned back to Oakland to lay-up, always subject to change. Have a hard working gang with Dale Gibson as Bosun.

When completing standby security (Gangway watches), be sure your timesheets are filled out correctly and signed or this will slow down the payment process.

**Kamokuiki** — delegate — Matson called for a crew at the end of April to fly out on May 7th to Malaysia according to Matson once they complete the COI. They will load and discharge cargo in a couple of Ports in Malaysia. Then take a load to the West Coast last we hearing is Long beach, Then Lay-up in Oakland always subject to change. Nick Manessiotis as Bosun.

**CMA CGM Phoenix** — Janan Johair, delegate, Back on the east coast from the European run. The weather was starting to warm up we had a good trip with plenty of maintenance work and money to be made. All is well top to bottom all departments working together. The next crew change is in June either in Charleston or New York. Marc Calario as Bosun.

**President Adams** — Oakland #56 Joe Eckert delegate on scheduled we departed for Japan with no issues. Looking forward to a good trip and looking forward to good weather, according to weather reports. There's a lot of maintenance work to do here. with Jesus Hermosillo as Bosun.

**President Bush** — In at Oakland, berth#56. A new delegate to be elected. Looking forward to a drama free trip, with Mike Raun as Bosun.

**APL Eagle** — delegate Mc Kevin Dulay All is going well; there's plenty of maintenance work we are able to do at anchor. We can use a better shipping agent; shore time is little to none but our morale is high. The gang is United and super strong; there's nothing we can't handle. Crew change has been working out despite the past issues flying out. Running smoothly; getting the work done with Ali Ghaleb as Bosun.

**Pier #9 SFBP** — Chris Auer delegate training continues and is ongoing at pier#9. Since starting this training program for boat operators in the last year. A total of three trainees completing the training program and moved into vacant Boat Operator positions we Congratulate them. The training continues with Steve Ross as Dock Bosun.

**Agents Report** — Now you have heard that the government has reopened. According to the Coast Guard they have a backlog of 19,000 MMC applications that is growing. The Coast Guard recommends starting the renewal process for your MMC when there is less than 12 months to expire. For your Medical Certificate start the renewal process when you have less than 4 months until it expires. Med cert's turn around time has been 7-10 days via email. With these 6 T-AGOS vessel coming in June my advice to B & C seniority class ABs to apply for the training by filling out an application with your local agent. It all comes down to having all your documents current and in order that will keep you working. Don't get left on the dock as your ship sails into the sun set because you had expired documents.

Worked in the front office assisting with the up — grades, dispatched commercial jobs, and visited the ships when time permitted.

Fraternally, Roy Tufono