

Soybean Slowdown Raises Doubts About Real Gains for U.S. Farmers

China's long-awaited return to the U.S. soybean market appears to have hit an unexpected pause, less than two weeks after Washington hailed a sweeping trade truce that was supposed to ease tensions between the world's two largest economies. The slowdown has raised fresh concerns among American farmers and trade analysts who fear that political optimism may once again be outpacing economic reality.

After a brief surge of activity late last month, marking China's first significant U.S. soybean purchases of the season, traders now report that orders have abruptly stalled. Several traders, who requested anonymity to discuss private commercial information, said they were unaware of any new shipments being booked in recent days. The sudden quiet in the market contrasts sharply with the upbeat tone from the Trump administration, which has touted the trade accord as an important breakthrough for U.S. agriculture.

For soybean growers across the Midwest, the development feels worryingly familiar. Over the past several years, U.S. farmers have weathered volatile commodity markets, fluctuating input prices, and repeated geopolitical shocks that have reshaped

global grain trade. The Biden and Trump administrations alike have leaned on China, historically the biggest customer for American soybeans, to stabilize farming communities that have struggled under the pressure of inflation and rising fuel and fertilizer costs. The latest truce was pitched as a critical step toward restoring predictable market access.

Instead, analysts say, what has emerged is a renewed sense of uncertainty. "China has always used soybean purchases as a diplomatic barometer," said one agricultural economist. "A quick burst of orders followed by silence is a signal that Beijing is still negotiating, not only on trade, but on the broader geopolitical relationship."

China's hesitation to ramp up purchases this season has already created financial stress. U.S. soybean exports to China totaled more than \$12 billion last year, a volume the Trump administration has insisted could rise under the new agreement. But for now, traders say the flows remain well below seasonal norms. Brazil, meanwhile, continues to expand its dominance as the world's largest soybean exporter, filling Chinese demand with record harvests and aggressive pricing.

The dynamic leaves American farmers caught between geopolitical maneuvering and intensely competitive global markets. Many entered this growing season with high expectations that diplomatic progress would translate into stronger exports and firmer prices. Instead, some growers now find themselves holding larger inventories at a time of cooling demand.

Agricultural groups have urged the administration to stay vigilant. Several farm-state lawmakers expressed concerns this week that Chinese buying patterns remain tied to political leverage rather than market fundamentals. "Farmers need certainty," said one Midwestern senator. "They need real, verifiable commitments, not hopeful projections."

The truce itself is broad and

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U.S. Government Reopens After Record 43-Day Shutdown

After 43 days of shutdown, the U.S. federal government reopened today when President Donald Trump signed into law a funding extension stemming from a bipartisan deal in Congress. The legislation restores government operations after the longest federal shutdown in U.S. history. The shutdown began on October 1, 2025, when funding lapsed and a political standoff took hold between Republicans in Congress and Democratic leaders over health care subsidies under the Affordable Care Act.

The newly signed bill funds most of the government through January 30, 2026, and provides full-year appropriations for

certain departments such as Agriculture, Veterans Affairs and the Legislative Branch. It also guarantees back pay for federal workers who were furloughed or required to work without pay during the shutdown, reverses recent mass layoffs, and halts additional reductions in force through January. Food assistance programs such as the Supplemental Nutrition Assistance Program (SNAP) are again fully funded, benefiting tens of millions of Americans.

The deal in the Senate advanced with exactly 60 votes, including eight Democratic senators breaking with their party leadership to join Re-

publicans. The House then voted 222-209 to approve the measure, with six Democrats joining nearly all Republicans. President Trump praised the outcome as "a message" to Democrats and insisted his party would not yield to what he called "extortion."

Although the government is now funded, one major issue remains unresolved: the extension of ACA premium tax credits that Democrats demanded be included in any reopening deal. The bill does not include a guarantee to extend those subsidies. Democrats say premiums will soar if the credits expire at

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Emergency Powers or Overreach? High Court Examines Tariff Legality

In a closely watched hearing November 5th, the U.S. Supreme Court weighed a challenge to the Trump administration's sweeping use of tariffs, a case with vast implications not only for presidential powers but also for the global shipping industry that moves nearly every product Americans buy.

At issue is whether the president can lawfully invoke the *International Emergency Economic Powers Act* (IEEPA) of 1977 to impose broad import duties under the guise of a national emergency. The Trump administration used the law to levy tariffs on steel, aluminum, and manufactured goods from dozens of countries, citing threats to national security and unfair trade practices.

Solicitor General D. John Sauer, representing the government, argued that the tariffs were regulatory, not tax-raising, and thus valid under IEEPA. He said persistent trade imbalances and foreign competition undermining American industry constituted an "extraordinary threat" warranting emergency action.



But several justices expressed sharp skepticism. Chief Justice John Roberts noted that the law "does not say a word about tariffs," calling them "a direct tax on Americans." Justice Sonia Sotomayor added bluntly, "You're calling them something else, but tariffs are taxes, and Congress controls taxes."

Justice Neil Gorsuch questioned whether the case illustrated a broader erosion of congressional power. "Are we to believe the president may, by emergency declaration, rewrite tariff schedules that Congress has carefully legislated?" he asked. Justice Brett Kavanaugh, however, appeared more open to the administration's position, suggesting that foreign-affairs emergencies

might justify temporary trade actions similar to embargoes.

Beyond constitutional questions, the case carries serious consequences for global trade and shipping logistics. The tariffs in question reshaped the flow of goods into U.S. ports and disrupted longstanding supply chains across

Asia, Europe, and Latin America. Shipping lines rerouted cargo, importers scrambled for alternate suppliers, and container costs surged as duties drove up prices on raw materials and consumer goods alike.

According to data from the American Association of Port Authorities, containerized imports through major ports like Los Angeles, Savannah, and New York fell as much as 12% during peak tariff periods, while trans-Pacific freight rates doubled between 2020 and 2023. Logistics analysts say another round of uncertainty tied to the Court's decision could again destabilize freight markets already weakened by inflation and

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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’HalloranBK#2463
James ClayBK#4794
Mike WorthBK#3629
Terrence Lane BK#4107
Teofilo Rojas BK#3194
Leo Moore.....BK#6492
Duke Maringer BK#6518

Political Fund

Scott Oliphant\$50
Cesar Runatay\$20
Vincent O’Halloran\$400
Venerando Ramos\$50
Rodolfo Bautista.....\$25

Organization/ General Fund

Ronald Reed\$20
Venerando Ramos\$100
Paul Harsany\$55
Rodolfo Bautista.....\$25

West Coast Sailors

Jason Alonzo\$25
Zachary Robert.....\$10

SUP Meetings 2025

HQ	Branches
November 10	November 17
December 8	December 15
*Tuesday meeting due to holiday	

Final Departures

No deceased reported for October

Defend the Jones Act

Support the SUP Political Fund

Membership and Ratings Committee

The Committee met on November 6, 2025 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Venerando Ramos	Bk#3221	6 yrs,	A.B.	A
Jonathan Escala	Bk#1902	6 yrs,	A.B.	A
Christian DeMes	Bk#2768	6 yrs.	A.B.	A
Kekoa Morton	B-19858	1 yr.	A.B.	B
Royce Reyes	B-19859	1 yr.	A.B.	B
Maika Verdadero	B-19860	1 yr	O.S.	B
Baltazar Sambaoa	B-19861	1 yr.	A.B.	B
John Chiovarou	B-19862	1 yr.	A.B.	B
Muafa Ali Quraish	B-19863	1 yr.	A.B.	B
Sean Kaleiopu	C-3132	30 days	O.S.	C
Adnan Ahmed	C-3133	30 days	O.S.	C

Ratings: Bosun Stamp

Christian DeMesa	Bk#2768
Romulo Racoma, Jr.	Bk#3219

Ratings Committee: Dennis Solijon, BK#7543; Edward Moody, BK#5324 and Marcelo Javier, BK#B19700.



The Membership and Ratings Committee met at SUP Headquarters on Thursday, November 6th. From left to right: Dennis Solijon, Edward Moody, and Marcelo Javier.

SUP Pensioners Join the Ranks of Retirement

Lynn Gador	Book No. 3024	11/10/2025
Hamilton Parone	Book No. 3883	11/10/2025



Pensioners and members practicing their marlinspike seamanship at the Wilmington hall. From left to right: Mark Hurley, Steven Riley, Andy Robles, Jose Cervantes, Grant Eli Wegger, Lucy Bishop, Scott Stokes.

WELFARE NOTES COMMUNICATION BY EMAIL

When you are on a voyage shipping, contacting the Welfare Plan office by email is likely the best option for you. Please check your email on a regular basis since the Welfare Plan also uses email to inform you of situations including your eligibility and enrollment as well as Plan changes and NEW INFORMATION.

The Welfare Plan office may request information from you in response to your inquiry, so be sure to respond to any questions we may ask.

You can give us your name and email address, but do not indicate your social security number or date of birth in your emails. If we need more information to identify you, we will let you know.

For up-to-date information on your eligibility, you can contact us when your voyage ends.

If you are reaching age of 65, you should contact Medicare/Social Security. You should enroll for Medicare Part A since there will likely be no premium required of you. If you are currently eligible and enrolled for Plan coverage, you will not need to enroll for Medicare Part B or Medicare Part D. When your coverage terminates, you will need to enroll for Part B and Part D quickly. If you need help with filling out forms for Medicare, contact the Welfare Plan office. The open enrollment period is currently going on and will end December 7, 2025.

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SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764- 4991
Seafarers Medical Center 415-392-3611

West Coast Sailors

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

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U.S. and China Suspend Port Fees, Easing Maritime Trade Tensions

The United States and China have agreed to suspend the costly port fees that were first imposed in mid-October, marking a tentative step toward easing tensions in the world’s largest maritime trade relationship. The announcement came following a high-level meeting between President Donald Trump and Chinese President Xi Jinping in South Korea last week, where both leaders sought to stabilize a trade environment strained by months of escalating fees and countermeasures.

In a statement released by the White House, the administration confirmed that the U.S. will suspend implementation of the port fees introduced under its Section 301 investigation into China’s maritime, logistics, and shipbuilding industries. The investigation, launched earlier this year, alleged unfair industrial policies and state subsidies that Washington said distorted competition and disadvantaged U.S. shipping and logistics firms.

China’s Ministry of Commerce said it welcomed the U.S. move and would make “corresponding changes” to its own set of retaliatory measures once the suspension takes effect. Those countermeasures included steep port surcharges on U.S.-flagged container ships and restrictions on certain American shipping services operating in Chinese ports.

While neither side released further details or a timeline for the suspension, industry observers described the decision as a critical de-escalation in what had become an increasingly costly standoff for global supply chains.

The International Chamber of Shipping (ICS) called the development “a welcome and positive step,” noting that the fees had added millions in additional costs for shipping operators, importers, and exporters already facing high fuel prices and volatile freight rates. “A stable and predictable trading environment between the U.S. and China is

essential to global economic recovery,” the ICS said in its statement.

The tit-for-tat port charges were introduced just weeks after both countries imposed new tariffs on shipbuilding components and logistics technology, widening the scope of their trade dispute beyond manufactured goods to include critical maritime sectors. Analysts warned that the additional fees threatened to disrupt trans-Pacific supply chains and drive up consumer prices, particularly ahead of the busy holiday shipping season.

The decision to suspend the port charges suggests both Washington and Beijing may be seeking to rebuild confidence in bilateral trade ahead of further negotiations. Sources familiar with the talks said the agreement does not end the broader Section 301 investigation but is intended as a “confidence-building measure” while discussions continue.

Economists and trade experts ex-

pressed cautious optimism. “This is a pause, not a peace,” said Sarah McGuire, a trade policy analyst at the Peterson Institute for International Economics. “But it’s an important signal that both sides recognize the mutual damage of continuing escalation.” For American exporters, particularly those reliant on ocean freight to Asia, the suspension offers immediate relief. Shipping firms reported that port fees had added up to \$1,000 per container on some routes since mid-October, costs that were often passed down to importers and consumers.

As details of the suspension are finalized, both governments face pressure from industry groups to ensure the agreement holds and to move toward a more durable resolution. For now, maritime operators, logistics firms, and shippers are welcoming a rare bit of good news in an industry too often at the mercy of politics and the weather.

Democrats Score Major Win as Prop 50 Redistricting Measure Passes

Voters in California handed a decisive victory to Proposition 50 on November 4, 2025, approving a sweeping redistricting initiative that will reshape the state’s congressional map and give the Democratic Party a strategic advantage heading into the 2026 U.S. House of Representatives midterm elections.

Under Prop 50, the current system of having the California Citizens Redistricting Commission (an independent commission) draw the U.S. House district lines will be suspended temporarily. Instead, the Democratic-controlled state legislature will draw new maps for the 2026, 2028 and 2030 election cycles. Supporters say this change is a necessary countermeasure to Republican-driven

redistricting in states like Texas, where maps have been redrawn to favor GOP candidates.

Early tallies indicated strong support for the measure, with about 63% of voters in favor. The high turnout and broad approval marked the measure as a major win for Gavin Newsom and California Democrats, who framed the vote as part of a national fight over control of Congress and the future of American democracy.

Proposition 50 was explicitly designed to create opportunities for Democrats to flip **up to five** Republican-held U.S. House seats in California. At present, Democrats hold 43 of California’s 52 congressional seats; the new map is aimed at chipping away at the nine held by Republicans.

Political analysts note that control of the House is likely to be decided by mere single-digit margins, so changes in even a few districts could determine which party has legislative control.

Supporters, including Governor Newsom and major Democratic figures, said the measure was essential to defend against what they described as partisan redistricting by Republicans in other states which threatens to skew representation. “We will fight for our democracy,” Newsom declared.

The vote comes amid a wider national battle over redistricting. Republican-led states such as Texas have aggressively redrawn maps mid-cycle to shore up GOP seats, prompting Democratic states like

California to respond in kind. The passage of Prop 50 is widely viewed as a major victory for the Democratic Party in this larger struggle.

The new maps will go into effect beginning with the 2026 congressional elections, giving Democrats potentially stronger positions in key districts. Legal challenges are anticipated; opponents of Prop 50 have signaled intent to file lawsuits contesting the measure’s constitutionality and its process.

For California voters and the national political landscape alike, the passage of Proposition 50 signals a new era of intensified redistricting battles, and one that places competitive U.S. House districts squarely in the crosshairs.

A New Era Begins: Zohran Mamdani Elected Mayor of New York City

In a landmark election that drew the highest turnout in decades, New York City has elected Zohran Mamdani as its next mayor. The 34-year-old state assembly member and self-described democratic socialist clinched the victory in the 2025 mayoral contest, defeating former New York governor Andrew Cuomo and Republican candidate Curtis Sliwa to become the city’s 111th mayor. Early returns showed that more than two million New Yorkers cast ballots, marking the largest turnout for a mayoral race since 1969. Mamdani reportedly secured just over 50 percent of the vote, placing him well above his rivals and demonstrating a clear mandate from voters.

Mamdani’s campaign was built on a forward-looking, progressive agenda focused heavily on affordability and housing. Key elements included proposals to freeze rents for millions of tenants in rent-stabilised units, expand universal childcare, and make public bus service faster and free. He vowed to usher in what he described as an “age of relentless improvement,” stating that New York City belongs to its people and that his victory signals a new chapter of governing for the working class. The election also marks a number of historic firsts: Mamdani will be New York City’s first Muslim mayor,

the first with South Asian heritage, and one of the youngest to assume the office in more than a century.

For Cuomo, who entered the race as an independent after earlier losing the Democratic primary, the outcome was a setback that several analysts attributed to shifting political dynamics within the city’s electorate. His campaign emphasized experience and continuity, but it was unable to counter the momentum behind a younger, more grassroots candidate. Sliwa, who had run on a Republican platform in a largely Democratic city, captured only a modest share of the vote.

Voters made clear that the cost of living was their top concern. Exit polls suggested that issues like housing affordability, public safety, and equitable access to services dominated voter priorities. Younger voters, in particular, were strongly supportive of Mamdani, especially women between 18-29, among whom his support was reported at an exceptionally high level. With his victory, Mamdani faces the immediate challenge of turning campaign promises into policy across one of the largest and most complex municipal governments in the United States. He will need to navigate a city budget, contend with entrenched



bureaucracies, and build coalitions to deliver on ambitious goals— all while managing expectations heightened by a booming turnout and strong mandate.

As the official transition begins, outgoing mayor Eric Adams and New York State officials congratulated Mamdani on his win and pledged cooperation. State and local leaders cited the importance of addressing affordability, infrastructure, and equity in the coming term.

For New York City residents, this election represents more than a change in

leadership. It signals a shift in political energy, with younger voters, grassroots organizer’s, and progressive platforms propelling a candidate who promised bold change. Whether that change is delivered will depend on execution, alliances and the realities of governing. Mamdani is set to be inaugurated on January 1, 2026. The coming months will be critical as he assembles his team, outlines his first budget, and begins the work of translating a campaign of “hope” into government of results.

New Container Berth to Cement Mobile’s Role as Gulf Gateway

The Alabama Port Authority and APM Terminals Mobile announced Wednesday that they have reached an agreement to begin construction of a new 1,300-foot container berth at the Port of Mobile, a \$131 million project that will significantly expand the port’s capacity and strengthen its position as one of the Gulf Coast’s fastest-growing container gateways.

The project, which will increase berth capacity by 50%, is funded through a combination of federal appropriations and private investment from APM Terminals, a subsidiary of A.P. Moller–Maersk. When completed, the expanded terminal will be capable of handling three ultra-large container vessels (ULCVs) simultaneously — a milestone for the Gulf region’s maritime infrastructure.

Construction is slated to begin in 2026, with completion targeted 24 months after groundbreaking. Once operational, APM Terminals Mobile’s annual berth capacity will rise to 1.4 million twenty-foot equivalent units (TEUs), supported by a fleet of seven ship-to-shore cranes. “This project represents a transformational investment for the Port of Mobile and for the state of Alabama,” said John C. Driscoll, director and CEO of the Alabama Port Authority. “The partnership with APM Terminals underscores our shared commitment to building modern, efficient, and resilient port infrastructure that meets the needs of the global shipping industry.”

The expansion will complement a series of recent upgrades at the port, including intermodal rail connections via CSX and CN, dredging of the Mobile Ship Channel to 50 feet, and improvements to the logistics park and container yard. Together, these projects position the Port of Mobile as a strategic alternative to congested East and West Coast gateways. “Mobile has become one of the most reliable ports in North America,” said Brian Harold, managing director of APM Terminals Mobile. “With this new berth, we’ll be able to accommodate the largest ships calling the Gulf Coast and deliver faster, more efficient service for our customers. It’s a long-term investment in the future of U.S. trade.”

The Port of Mobile has recorded double-digit growth in container volumes over the past five years, driven by manufacturing exports, e-commerce imports, and the port’s proximity to major inland markets. The addition of the new berth is expected to create hundreds of construction and permanent terminal jobs while boosting Alabama’s logistics and industrial sectors.

Federal Maritime Administration officials have lauded Mobile’s expansion as a model of public-private collaboration.

“This project demonstrates how federal investment, combined with private-sector expertise, can deliver real economic benefits,” said a MARAD spokesperson. “It strengthens domestic supply chains and enhances America’s competitiveness.”

Once completed, APM Terminals Mobile will join a small group of Gulf Coast facilities capable of berthing multiple post-Panamax and ultra-large vessels simultaneously. The port’s enhanced capacity is expected to attract new trans-Atlantic and trans-Pacific services, reinforcing Mobile’s growing role in U.S. trade flows. “Mobile is proving that you don’t have to be on the East or West Coast to be a global port,” Driscoll said. “With this expansion, we’re ready to move even more cargo, create more jobs, and keep Alabama connected to the world.”

MARAD Nominee Stephen Carmel Testify's at Commerce Committee Hearing

President Trump’s nominee to lead the U.S. Maritime Administration (MARAD), Stephen Carmel, told senators last week that the American-flag fleet is “on a lifeline” and that swift action is needed to strengthen the U.S. Merchant Marine before it becomes too late.

Carmel, a longtime shipping executive and former ship captain, appeared before the Senate Commerce Committee for his confirmation hearing despite the ongoing government shutdown that has stalled much of Washington’s business. Senators also considered two pending nominations to the Federal Maritime Commission.

A senior executive at Maersk Line, Limited (MLL), Carmel has spent decades in the maritime sector, including years sailing for the Military Sealift Command and Maritime Overseas Corporation. His nomination to head MARAD, which oversees the U.S. Merchant Marine, the Maritime Security Program, and federal shipbuilding initiatives, drew praise from lawmakers on both sides of the aisle.

“I believe that your nomination represents an important milestone for MARAD,” said Sen. Todd Young (R-Ind.), a co-sponsor of the bipartisan SHIPS for America Act, alongside Sen. Mark Kelly (D-Ariz.). “You have a unique experience and a perspective that you can bring to bear on the challenges we face and a familiarity with the commercial industry that we desperately need at this time.”

In his testimony, Carmel emphasized that reversing the decline of the U.S.-flag fleet must be a national priority. He warned that without a stronger commercial maritime base, the United States risks losing both its economic independence and its ability to project military power overseas.

“The state of our shipping and shipbuilding industries, starting with shipping, is basically on a lifeline,” Carmel said. “We do not carry our own commerce. Flat out. A merchant marine is supposed to be carrying a nation’s commerce, and we need to find a way to get back there.”

Carmel expressed strong support for the SHIPS for America Act, which aims to expand U.S.-flag shipping, bolster domestic shipyard capacity, and increase government cargoes for American vessels. The measure would provide incentives for the use of U.S.-flag ships in international trade and direct more federal funding to ship construction and repair in U.S. yards.

“The SHIPS for America Act is a good starting point,” Carmel said. “We must create more cargo opportunities for our operators. Without that, the fleet will continue to wither away, and the skilled mariners we rely on in times of crisis will disappear with it.”

Lawmakers from both parties have long expressed concern about the dwindling number of U.S.-flag ships operating in international trade, which has fallen to fewer than 90 vessels today. The decline has raised alarms about national security and logistics readiness in the event of conflict or global emergency.

If confirmed, Carmel would take the helm at MARAD during one of the most challenging periods in recent memory for the U.S. maritime sector, with shipyards struggling, aging vessels in the government’s sealift fleet, and limited commercial opportunities for U.S.-flag carriers. Carmel’s nomination is expected to move to the full Senate for a confirmation vote in the coming weeks.

CMA CGM to Acquire 20% Stake in Hamburg Terminal

CMA CGM has signed a term sheet to acquire a 20% stake in EUROGATE Container Terminal Hamburg, marking a major step in the French shipping group’s expansion across Northern Europe’s port infrastructure. The move strengthens CMA CGM’s position as one of the world’s leading integrated maritime and logistics companies, extending its influence in one of Europe’s most strategically important ports. According to a joint statement released Monday, the transaction is expected to close in the first half of 2026, pending regulatory approvals and final agreement.

The investment underscores CMA CGM’s confidence in the long-term growth of the Port of Hamburg, which remains a key trade gateway between Europe and Asia.

Once finalized, the acquisition will make CMA CGM a key partner in one of the most ambitious port development projects in the region. The EUROGATE Container Terminal Hamburg currently handles around 4 million twenty-foot equivalent units (TEUs) annually and serves as a major transshipment hub for Northern Europe. The facility also plays a pivotal role in CMA CGM’s global operations, regularly handling some of its largest vessels, including 23,000 TEU LNG-powered container ships operating on the company’s French Asia Line (FAL) service connecting Asia with Northern Europe.

“Hamburg is a cornerstone of European trade and a critical link in our global network,” a CMA CGM spokesperson said. “This investment reflects our commitment to supporting port development and improving supply chain resilience for our customers.” EUROGATE, one of Europe’s largest terminal operators, welcomed the move as a positive step toward strengthening the terminal’s long-term competitiveness. “CMA CGM’s participation brings valuable operational expertise and a shared commitment to innovation and sustainability,” said EUROGATE CEO Emanuel Schiffer. “Together, we will ensure that Hamburg remains at the forefront of global shipping.”

The acquisition also aligns with CMA CGM’s broader strategy to expand and integrate its global terminal network, which now includes stakes or management interests in 64 terminals worldwide through its subsidiary CMA Terminals and joint ventures with Terminal Link. Over the past decade, the company has pursued an aggressive investment program across key global gateways, from Los Angeles and Tangier to Singapore and Rotterdam.

Analysts say the Hamburg investment further solidifies CMA CGM’s Northern European footprint, complementing its existing presence at other major regional hubs and enhancing its ability to manage capacity and service reliability amid shifting trade patterns.

The deal comes as major carriers increasingly seek to control critical nodes of the global logistics chain, from ports and terminals to inland distribution and air cargo operations. CMA CGM has been at the forefront of this trend, expanding beyond ocean transport into integrated logistics, energy transition projects, and digital supply chain solutions.

In recent years, the group has made a series of high-profile investments in Europe’s maritime infrastructure, including stakes in terminals in Le Havre, Antwerp, and Dunkirk. Its latest Hamburg initiative underscores its long-term commitment to the European market, even as the global shipping industry faces uncertain trade volumes and economic headwinds. Once approved, the Hamburg partnership is expected to accelerate port modernization efforts, including upgrades to automation systems, sustainability initiatives, and digital platforms to improve cargo flow efficiency. “The Port of Hamburg has always been a symbol of innovation and resilience,” CMA CGM said. “We are proud to contribute to its next chapter of growth.”



SUP crew on the bridge of the CMA CGM *Phoenix*. From left to right: Bosun Marc Calairo, Ponciano Siquina, Reid Barlow, Arsenio Purganon, delegate Doug Boe, and Thomas Shafer.

Apocalyptic’ Scene as UPS Jet Explodes After Takeoff in Louisville

A cargo aircraft operated by United Parcel Service crashed on Nov. 4, 2025, shortly after take-off from Louisville Muhammad Ali International Airport, killing at least 12 people and leaving several others missing or injured in what officials described as an “apocalyptic” scene.

The aircraft, a McDonnell Douglas MD11F freighter, operating as Flight 2976 from Louisville to Honolulu, suffered a catastrophic engine separation and wing fire just seconds after lift-off. The left engine detached from the wing during the take-off roll, triggering a blaze and causing the plane to crash into an industrial area near the airport boundary.

According to investigations by the National Transportation Safety Board (NTSB), the plane achieved little altitude, reported at around 475 feet, and at a speed of approximately 210 mph when its left engine separated and a fire erupted in the wing. The resulting debris field stretched for nearly half a mile and damaged nearby businesses, including

a petroleum-recycling facility and an auto-parts yard. Louisville’s mayor, Craig Greenberg, described the scene as worse than “anything from the movies.” He confirmed that the confirmed fatalities include three crew members on board, and that many of the missing are believed to have been on the ground.

Governor Andy Beshear declared a state of emergency and said a young child was believed among the deceased, underscoring the tragedy’s wide ripple beyond the flight crew. Emergency personnel reported that the fire burned intensely due to the aircraft’s fuel load, about 38,000 gallons of fuel for the long-haul flight, making containment difficult and prolonging the search and recovery. Nearby businesses, residents and workers were forced to evacuate or shelter in place, while fire crews combed the charred zone for victims and debris. Two individuals remained in critical condition in hospital as of the latest update.

UPS’s global air-cargo hub, UPS Air-



lines’ “Worldport” in Louisville, temporarily halted operations in aftermath of the crash, causing major disruptions in the company’s network and broader logistics chains. The NTSB is leading the investigation, with the cockpit voice recorder and flight-data recorder already recovered. Maintenance records, the detached engine, and flight-path data will all be part of the inquiry, though a full report may take a year or more.

A vigil has been scheduled to honor the

victims, and local authorities have set up support resources for affected families and workers. Many in the surrounding industrial corridor remain shaken by the dramatic explosion and the swift devastation. As the investigation unfolds, key questions remain: what prompted the engine to separate? Was there a fire before or after the separation? How will this impact cargo aviation safety going forward? The answers may help prevent a future tragedy of this scale.

European Forces Seize Iranian Dhow Linked to Tanker Hijacking off Somalia

European naval forces have taken control of an Iranian-flagged dhow believed to have been used as a mother ship in the recent hijacking of the tanker Hellas Aphrodite, marking a significant victory in the international campaign to curb piracy in the Western Indian Ocean. The dhow was discovered abandoned along Somalia’s northwestern coast after suspected pirates fled the scene following the arrival of European Union Naval Force (EUNAVFOR) units. The operation was led by ESPS Victoria, the Spanish Navy frigate serving as the flagship of Operation ATALANTA, in close coordination with an Indian Navy warship stationed in the region.

The Hellas Aphrodite, a Greek-owned crude oil tanker, was secured without harm to its crew once the pirates evacuated the vessel. “The Pirate Action Group operating in the area has been definitely disrupted,” EUNAVFOR ATALANTA announced in a statement, declaring the operation a “decisive success” in neutralizing an immediate threat to commercial shipping lanes.

Once on board the dhow, ATALANTA

boarding teams conducted thorough searches and verifications to ensure crew safety. A medical team examined the dhow’s crew, confirming they were “in good condition, safe, and free,” according to the official communiqué. No hostages were found, and the dhow’s crew was determined to have been coerced into supporting the pirates’ operations.

The seizure represents not only a tactical win but also a valuable intelligence breakthrough. EUNAVFOR officials reported that forces aboard the dhow gathered critical evidence and intelligence related to the hijacking, which will be used to support the legal prosecution of the perpetrators. This evidence, combined with material recovered from the Hellas Aphrodite, is being shared with Somali and international authorities.

“The intelligence gathered will be essential for tracking, identifying, and prosecuting those responsible,” said an ATALANTA spokesperson. “This operation shows the continuing effectiveness of multinational coordination in maintaining maritime security.”

The effort involved a complex, multina-

tional response drawing from European, Asian, and regional partners. The ESPS Victoria deployed its helicopter, uncrewed aerial vehicles (UAVs), and a Special Operations Unit to secure both the dhow and surrounding waters. Overhead surveillance was provided by the Spanish Maritime Patrol and Reconnaissance Aircraft VIGMA D4, while a Japanese P-3C patrol aircraft operating under the Combined Maritime Forces (CMF) contributed additional reconnaissance capabilities.

The Indian Navy warship maintained a close presence throughout the operation, providing situational awareness and ensuring safe passage for merchant vessels transiting the area. The Seychellois Air Force also provided regional air coverage, while the Federal Government of Somalia and the Puntland authorities assisted in coordinating follow-up actions on land to locate and apprehend the fleeing pirates.

Maritime security analysts hailed the joint operation as one of the most successful counter-piracy missions of the year, demonstrating renewed international resolve to contain the resurgence of Somali piracy after several years of relative

calm. “It underscores how effective coordination among European, Asian, and regional forces can disrupt pirate networks before they reestablish strongholds,” said maritime security expert Rachel Donnelly of the London-based Center for Ocean Policy.

Operation ATALANTA, launched in 2008 by the European Union, remains one of the longest-running naval missions combating piracy and protecting international shipping in the Horn of Africa region. The latest success highlights both the persistence of piracy threats and the continued importance of cooperative security patrols in one of the world’s most strategically vital maritime corridors. As investigations continue, officials from EUNAVFOR and the Somali government pledged ongoing collaboration to ensure those behind the Hellas Aphrodite attack are brought to justice. For the shipping industry and the thousands of mariners navigating the Western Indian Ocean each year, the operation serves as a reminder that vigilance, and cooperation, remain the strongest deterrents against piracy’s return.

From Paycheck to Millionaire: Morningstar Reveals the Top Strategy

A recent article by Morningstar lays out a clear and straightforward path by which many Americans are reaching millionaire status, not through high-flying startups or flashy real estate flips, but via consistent, long-term retirement investing.

The piece points to retirement savings accounts such as 401(k)s and IRAs as the leading vehicles for accumulating wealth. Key to this process is steady contributions, compounding returns, and time. As Morningstar writes, the “number-one way Americans become millionaires” is through disciplined savings and investment habits rather than chasing big, risky bets.

It’s a message of financial modesty but also power: start early, keep at it, let your money work. One anchor in the story is data showing how many accounts have topped the \$1 million mark thanks to this approach. For example, retirement plan data from major providers show a meaningful uptick in million-dollar account balances among long-term savers.

Several elements make this result possible:

- Automatic payroll contributions into tax-advantaged accounts mean many people save without even thinking about it.
- Investment returns, especially in equity markets, give decades of compounding time to work.
- Keeping costs low and holding through market ups and downs ensures the strategy stays effective without needing “magic” timing.
- Time — indeed, simply staying invested for many years, emerges as the decisive factor rather than trying to pick winning stocks or make a quick fortune. Morningstar emphasizes that luck plays less of a role than persistence.

The article also gently dispels popular myths. For instance, becoming a millionaire typically doesn’t require investing in the “next big thing” or buying property that instantly skyrockets in

value. Those stories may attract attention, but for the average person, they’re the exception. Morningstar frames the “steady saver” model as far more common and accessible.

Those insights come with practical take-aways for individuals aiming to build wealth:

- Participate in employer retirement plans as early and as fully as feasible.
- Accept that consistent, modest contributions over time add up more reliably than seeking one big payoff.
- Keep investment costs down, resist frequent trading or gimmicky schemes.
- Let time work in your favor by staying invested through market cycles.
- Recognize that while you may not end up with a multi-million-dollar fortune, reaching seven figures in retirement savings is within reach

for many who adopt this discipline.

Of course, the model is not without caveats. Market volatility, changing tax laws, employment disruptions or failure to contribute can all interrupt the compounding effect. Additionally, reaching “millionaire” status today doesn’t carry the same purchasing power as it once did. Still, as Morningstar underscores, it remains a meaningful milestone and a marker of long-term financial health.

In a sense the article offers a reassuring counter-narrative to get-rich-quick fantasies. Wealth accumulation, says Morningstar, is far more often the result of boring discipline than bold speculation. For many Americans, the path to a million dollars begins not with a sudden windfall, but with decades of dedicated saving.

Whether you are just starting out or decades into your career, the lesson is clear: stay the course, keep investing, resist the urge for shortcuts, and you may well reach the millionaire club, one paycheck at a time.

50 Years Since the Storm: Legacy of the SS Edmund Fitzgerald

Fifty years ago today, on November 10, 1975, the Great Lakes freighter *SS Edmund Fitzgerald* vanished beneath the waves of Lake Superior during a fierce storm, taking all 29 crew members with her. Half a century later, the tragedy remains one of the most haunting maritime disasters in American history, a story of human courage, relentless nature, and enduring mystery.

The 729-foot *Fitzgerald*, then the largest ship on the Great Lakes, was carrying 26,000 tons of taconite pellets from Superior, Wisconsin, to a steel mill in Detroit when she encountered one of the worst storms ever recorded on the inland seas. Winds of over 60 miles per hour and waves reaching 25 feet battered the lake. At 7:10 p.m., Captain Ernest McSorley radioed the nearby freighter Arthur M. Anderson, saying, “*We are holding our own.*” Minutes later, radar contact was lost. The ship and her crew were gone.

The wreck was discovered just days later, resting in two large pieces under 530 feet of water, about 17 miles north-northwest of Whitefish Point, Michigan. Despite multiple investigations, including those by the U.S. Coast Guard and the National Transportation Safety Board, the exact cause of the sinking remains uncertain. Theories range from structural failure to water flooding through open cargo hatches, to the possibility that the ship grounded on a shoal during the storm.

In the decades since, the Edmund Fitzgerald has become both a symbol and a cautionary tale of Great Lakes shipping. The disaster prompted new safety regulations, including improved weather forecasting, mandatory survival suits, and more stringent load line and hatch cover standards for commercial vessels.



This weekend, hundreds gathered at the Great Lakes Shipwreck Museum at Whitefish Point to mark the 50th anniversary. Bells tolled 29 times, once for each lost sailor — and a 30th for all who have perished on the Great Lakes. Family members, mariners, and historians reflected on how the tragedy reshaped maritime safety and left a permanent mark on regional identity. “Every November 10, we remember the men of the *Fitzgerald*,” said museum director Bruce Lynn. “Their story reminds us of the respect these lakes demand, and the bravery of those who work upon them.”

The wreck’s enduring legacy also lives on in popular culture. Gordon Lightfoot’s 1976 ballad, “*The Wreck of the Edmund Fitzgerald*,” brought the story to audiences around the world, turning the freighter’s final voyage into a piece of living folklore. The song’s somber lyrics, “Does anyone know where the love of God goes when the waves turn the minutes to hours?” continue to echo through Great Lakes towns each fall.

Half a century later, the mystery and memory of the *Edmund Fitzgerald* remain as deep as the waters that claimed her. For the families of the crew and the mariners who still cross Lake Superior’s unpredictable expanse, the *Fitzgerald*’s story is not just a tragedy of the past, it is a solemn reminder of the enduring bond between ship, sea, and those who sail.

The Last Cent: Treasury to Retire the Penny After 236 Years in Circulation

The U.S. Treasury Department announced this week that it will end production of the one-cent coin, marking the end of a 235-year chapter in American currency history. Treasury Secretary Scott Bessent said the decision reflects both economic and environmental considerations, as the cost of minting pennies has far exceeded their face value for nearly two decades. “The penny has served the United States well, but it’s time to modernize our currency for a new era,” Bessent said in a statement. “Ending penny production will save taxpayers hundreds of millions of dollars while streamlining cash transactions nationwide.”

The penny, first authorized by the Coinage Act of 1792, was among the earliest coins produced by the U.S. Mint. The original design, featuring a portrait of Lady Liberty, was struck in pure copper and about the size of today’s half dollar. Over time, the coin’s composition, design, and symbolism evolved, from the Indian Head cent of the 19th century to the Lincoln cent introduced in 1909 to commemorate the 100th anniversary of Abraham Lincoln’s birth.

The Lincoln penny became an enduring icon of American life, with more than 300 billion minted since its debut. Yet despite its cultural resonance, the coin’s economic practicality has been questioned for years. According to the Mint’s 2024 annual report, each penny costs 2.8 cents to produce and distribute, meaning taxpayers lose money on every coin made.

Economists have long urged the government to phase out the denomination, pointing to inflation, declining cash usage, and the inefficiency of small-denomination coins. “No one wants to be the one to kill the penny, but the num-

bers just don’t lie,” said economist Laura Shepherd of Georgetown University. “It’s a sentimental symbol, but economically it makes no sense in the 21st century.” Under the Treasury’s plan, the Mint will halt penny production by mid-2026. The coins currently in circulation will remain legal tender indefinitely, but banks will gradually withdraw them as they return to the Federal Reserve. Businesses will be encouraged to round transactions to the nearest five cents, following a model already adopted in Canada, Australia, and New Zealand.

While public reaction has been mixed, most consumer advocates have supported the change. “This is a common-sense move,” said Eric Johnston, head of the National Retail Federation’s payments committee. “Digital payments dominate most transactions today, and eliminating the penny will simplify cash handling without burdening consumers.”

Still, some have expressed nostalgia for the nation’s smallest coin. Collectors and historians note that the penny carries emotional weight far beyond its monetary value. “From lucky pennies to Lincoln’s legacy, it’s part of our shared heritage,” said coin historian Michael Corley. “It’s hard to imagine an America without it.” Treasury Secretary Bessent acknowledged the sentimental reaction but emphasized the need to adapt to changing economic realities. “We’re honoring history by making responsible choices for the future,” he said.

The penny’s farewell marks more than just the disappearance of a coin, it signifies a turning point in how Americans think about money itself. As the nation transitions further into a digital economy, one of its oldest symbols will quietly fade from circulation, leaving behind a legacy measured in more than just cents.

United States Coast Guard

National Maritime Center

Lapse in Appropriations and Government Shutdown

UPDATE #3: Mitigation Efforts – Extensions

This update supersedes and cancels [Update #2](#) dated October 15, 2025.

The National Maritime Center (NMC) and all Regional Examination Centers (RECs) remain closed. Customer walk-in service at the RECs is suspended. Examinations and other REC appointments are cancelled. To mitigate the impact caused by the government shutdown, the NMC has implemented the following measures:

E-mail submission of applications and supporting documentation remains active. Processing will resume once appropriations are restored.

Merchant Mariner Credentials (National Endorsements only) and Medical Certificates (National and Pilot expiration dates only) that expire in October and November 2025 remain valid until January 31, 2026. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential AND a copy of the attached letter while sailing under the authority of those credentials. The NMC will not issue separate or replacement MMCs or Medical Certificates reflecting the extension.

Additional information letters, approval to test letters, and mariner training course completion certificates that expire in October and November 2025 are extended until January 31, 2026. The NMC will not issue updated letters reflecting the extension.

Qualified Assessor and Designated Examiner certification letters and course approvals that expired October 31, 2025, remain extended to February 28, 2026. Those that expire on November 30, 2025, are extended until March 31, 2026. The NMC will not issue updated certificates/letters reflecting the extension.

Mariner Examinations:

Mariners who began but did not complete all modules of an examination prior to October 1, 2025, may resume testing without penalty once the NMC reopens. Testing should be completed within 60 days of reopening. Contact the NMC regarding waivers due to sea service.

90-day retest periods are paused beginning on October 1, 2025, and will restart upon reopening. Contact the NMC regarding waivers due to sea service.

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United States Coast Guard

National Maritime Center

For questions regarding credentialing issues related to National Defense, marine employers are advised to contact our Customer Service Center.

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

The NMC understands the shutdown will affect our industry customers and stakeholders, and we apologize for any potential inconvenience.

Sincerely,

/P. A. Drayer/

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

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The Louvre Robbery: A Jewel Heist That Shook France

In a brazen daylight raid that shocked the world, thieves struck the Louvre Museum in Paris on 19 October 2025, making off with priceless royal jewels in what officials are calling one of the most audacious art-heists in living memory.

Around 9:30 a.m., about half an hour after the museum’s doors had opened, a small team of masked intruders, believed to number between three and four, mounted a mechanical basket lift on the Seine-facing façade, reached a first-floor window of the prestigious Galerie d’Apollon and forced an entry. They entered the gallery, smashed two high-security display cases containing the jewels, and escaped on scooters in under eight minutes.

Their haul comprised eight objects of immense cultural and historical significance: among them, a sapphire diadem, a necklace and single earring once belonging to 19th-century French queens MarieAmélie and Hortense; an emerald necklace and earrings from the set of Empress MarieLouise, wife of Napoleon Bonaparte; a “reliquary” brooch; and a diamond-encrusted diadem and corsage-bow brooch belonging to Empress Eugénie, wife of Napoleon III.

In a dramatic twist, the crown of Empress Eugénie, set with some 1,300 diamonds and 56 emeralds, was dropped

during the getaway and found broken outside the museum. While partly recovered, it suffered significant damage. French prosecutors estimate the total value of the stolen objects at about \$102 million, though they stress the historical and symbolic loss is far greater.

The fallout has been swift and severe. The Louvre, the world’s most visited museum, briefly shut its doors, evacuated tens of thousands of confused visitors, and placed a portion of its collection, especially the gallery where the theft occurred, under forensic investigation. Meanwhile, museum director Laurence des Cars publicly acknowledged a “terrible failure” of security and offered her resignation to the Culture Minister, an offer which was ultimately refused.

Interior Minister Laurent Nuñez described the thieves as “seasoned” and said authorities suspect an organized criminal gang, perhaps with international backing, carried out the raid. Investigators say at least 100 people are now working the case, analyzing CCTV footage, the basket lift used in the robbery, and any possible internal collusion.

The incident has triggered a major reckoning in France over security at cultural landmarks. Critics say the Louvre’s recent renovation plan, which includes



a \$800 million overhaul, has focused more on visitor flow and branding than on safeguarding its treasures. Staff and unions have long raised concerns about understaffing and inadequate surveillance across the sprawling museum complex.

President Emmanuel Macron weighed in, calling the theft “an attack on a heritage that we cherish,” and promising that the culprits will be caught and the artefacts retrieved. Analysts, however, caution that the chances of full recovery may be slim: once such jewels are recut or their settings altered, they can vanish into grey-market circulation. “Professional crews often break down and re-cut large, recognizable stones to evade detection,”

one expert warned.

For now, the Galerie d’Apollon remains closed, protective walls still screen off the crime scene, and tourists queue under heightened security. The cultural wound inflicted by the theft lingers: not merely the shimmering gems lost, but the empathy people feel for a national treasure betrayed by its own defenses. As one commentator put it, the heist “feeds the shame of a country that feels vulnerable.”

Whether the jewels will ever shine again in the Louvre’s gilded halls remains to be seen. But the message has been sent: the guardians of history will have to raise their game, or risk other major losses of patrimony in the digital age.

Philadelphia Shipyard Tapped for South Korean Nuclear Submarine, Despite Lacking Capability

President Trump announced Wednesday October 29th that South Korea will build a nuclear-powered submarine in Philadelphia as part of a sweeping \$350 billion trade and defense agreement between the two countries, even though no U.S. shipyard in Philadelphia currently has the capability to construct submarines or nuclear-powered vessels.

The statement, made during a press conference at the White House and later amplified on Trump’s Truth Social account, immediately drew confusion and skepticism among defense analysts, shipbuilding experts, and labor leaders. Philadelphia is home to Hanwha Philly Shipyard, a commercial shipbuilder that has produced cargo and tanker vessels but never submarines, and the Philadelphia Naval Shipyard, which has been defunct for decades.

“South Korea has agreed to pay the USA 350 billion dollars for a lowering of the Tariff’s charged against them by the United States,” Trump posted. “Our Military Alliance is stronger than ever before and, based on that, I have given them approval to build a Nuclear-Powered Submarine, rather than the old fashioned, and far less nimble, diesel-powered Submarines that they have now.”

In a follow-up post, Trump added: “South Korea will be building its Nuclear-Powered Submarine in the Philadelphia Shipyards, right here in the good ol’ U.S.A. Shipbuilding in our Country will soon be making a BIG COMEBACK.”

The comments were part of a broader trade announcement outlining \$350 billion in South Korean investments in the United States over the next decade. Of that amount, \$150 billion is earmarked for rebuilding American shipbuilding capacity, a sector U.S. officials have increasingly framed as critical to national security and industrial independence.

The deal also includes a reduction in tariffs on Korean automobiles and auto parts, from 25 percent to 15 percent, which Trump described as “a fairer and more balanced agreement.”

But the centerpiece claim, that South Korea will construct a nuclear-powered submarine in Philadelphia, has raised more questions than confidence. Hanwha Philly Shipyard, formerly Aker Philadelphia Shipyard, has built 30 commercial vessels since its founding in 2003, primarily containers and product tankers. It has no experience, infrastructure, or certification for nuclear construction or submarine design.

“Building a nuclear-powered submarine is not remotely comparable to assembling a tanker or container ship,” said Dr. Mark Stevens, a naval engineering professor at the U.S. Naval Academy. “It requires specialized dry docks, radiation-handling facilities, nuclear propulsion expertise, and classified design clearances. None of that exists in Philadelphia right now.”

Those capabilities currently reside in only two U.S. shipyards, General Dynamics Electric Boat in Groton, Connecticut, and Huntington Ingalls Industries’ Newport News Shipbuilding in Virginia, both of which have spent decades developing nuclear programs and infrastructure under strict Navy oversight.

Industry observers also questioned whether U.S. law and international non-proliferation agreements would even allow South Korean firms to participate directly in a nuclear submarine project on American soil. “There are massive legal and diplomatic hurdles before a single rivet could be installed,” said one retired Navy acquisition officer familiar with shipyard operations.

Labor representatives in Philadelphia were more measured but equally uncertain. “We’d welcome any project

that brings shipbuilding jobs back to this city,” said Joe McHugh, a longtime union steward at Philly Shipyard. “But let’s be honest, we don’t have the tooling, the people, or the nuclear expertise for something like this. You can’t just flip a switch.”

Despite the skepticism, Trump hailed the plan as a “historic rebirth” for American shipyards and said the Philadelphia project would “create thousands of jobs and demonstrate the strength of our alliance with South Korea.”

South Korean officials in Washington confirmed ongoing discussions about shipbuilding investments but made no mention of any submarine construction plans. If realized, the Philadelphia submarine initiative would mark the first nuclear-powered vessel ever built in the city, and one of the most ambitious industrial undertakings in modern U.S. history. For now, however, experts say it remains a political promise facing a hard test in engineering reality.



AB Arthur Griggs and Bosun Arturo Orcino aboard the Cornelius H Charlton in Baltimore, Maryland.

SIU Pacific District Pension Plan

730 Harrison Street, Suite 400 — San Francisco, CA 94107 Tel. #415 764-4990 — Fax #415 495-6110
November 2025

Annual Funding Notice for SIU Pacific District Pension Plan

Introduction

This notice provides key details about your multiemployer pension plan (the “Plan”) for the plan year beginning August 1, 2024 and ending July 31, 2025 (“Plan Year”).

This is an informational notice. You do not need to respond or take any action.

This notice includes:

- Information about your Plan’s funding status.
- Details on your benefit payments guaranteed by the Pension Benefit Guaranty Corporation (PBGC), a federal insurance agency.

What if I have questions about this notice, my Plan, or my benefits?

Contact your plan administrator at:

- Ms. Michelle Chang, Administrator
- Phone:** (415) 764-4993
- Address:** 730 Harrison Street, Suite 400, San Francisco, CA 94107
- Email:** mcsupsiupd@sbcglobal.net

To better assist you, provide your plan administrator with the following information when you contact them:

- Plan Number:** 001
- Plan Sponsor Name:** Board of Trustees of the SIU Pacific District Pension Plan
- Employer Identification Number:** 94-6061923

What if I have questions about PBGC and the pension insurance program guarantees?

Visit www.pbgc.gov/prac/multiemployer for more information. For specific information about your pension plan or pension benefits, you should contact your employer or plan administrator as PBGC does not have that information.

Federal law requires all traditional pension plans, also known as defined benefit pension plans, to provide this notice every year regardless of funding status. This notice does not mean your Plan is terminating.

How Well Funded Is Your Plan?

The law requires the Plan’s administrator to explain how well the Plan is funded, using a measure called the “funded percentage.” The funded percentage is calculated by dividing Plan assets by Plan liabilities. In general, the higher the percentage, the better funded the plan. The chart below shows the Plan’s funded percentage for the Plan Year and the two preceding plan years. It also lists the value of the Plan’s assets and liabilities for those years.

	Funded Percentage		
	2024	2023	2022
Valuation Date	August 1	August 1	August 1
Funded Percentage	99%	100%	103%
Value of Assets	\$115,921,741	\$113,787,949	\$113,467,106
Value of Liabilities	\$116,664,431	\$113,343,371	\$110,185,471

Year-End Fair Market Value of Assets

To provide further insight into the Plan’s financial position, the chart below shows the fair market value of the Plan’s assets on the last day of the Plan Year and each of the two preceding plan years as compared to the actuarial value of the Plan’s assets on August 1.

- Actuarial values (shown in the chart above)** account for market fluctuations over time. Unlike market values, actuarial values do not change daily with stock or market shifts.
- Market values (shown in the chart below)** fluctuate based on investment performance, providing a more immediate snapshot of the plan’s funding status.

	July 31, 2025	July 31, 2024	July 31, 2023
Fair Market Value of Assets	\$118,609,120*	\$114,987,897	\$108,929,504

** This figure is preliminary and unaudited.*

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan’s funding status determines the steps a plan must take to strengthen its finances and continue paying benefits:

- Endangered:** The plan’s funded percentage drops below 80 percent. The plan’s trustees must adopt a funding improvement plan.
- Critical:** The plan’s funded percentage falls below 65 percent or meets other financial distress criteria. The plan’s trustees must implement a rehabilitation plan.
- Critical and Declining:** A plan in critical status is also designated as critical and declining if projected to become insolvent — meaning it will no longer have enough assets to pay out benefits — within 15 years (or within 20 years under a special rule). The plan’s trustees must continue to implement the rehabilitation plan. The plan’s sponsor may seek approval to amend the plan, including reducing current and future benefits.

The Plan was not in endangered, critical, or critical and declining status in the 2024 Plan Year.

Participant and Beneficiary Information

The following chart shows the number of participants and beneficiaries covered by the Plan on the last day of the Plan Year and the two preceding plan years. The numbers for the Plan Year reflect the plan administrator’s reasonable, good faith estimate

Number of participants and beneficiaries on last day of relevant plan year	2024	2023	2022
1. Last day of plan year	7/31/2025	7/31/2024	7/31/2023
2. Participants currently employed	770	771	752
3. Participants and beneficiaries receiving benefits	766	775	788
4. Participants and beneficiaries entitled to future benefits (but not receiving benefits)	481	481	448
5. Total number of covered participants and beneficiaries (Lines 2 + 3 + 4 = 5)	2,016	2,027	1,988

Funding & Investment Policies

Funding Policy

The law requires that every pension plan have a procedure for establishing a funding policy to carry out the plan’s objectives. A funding policy relates to the level of contributions needed to pay for benefits promised under the plan currently and over the years. The Plan’s benefits are funded by employer contributions and investment returns on those contributions. Commencing January 1, 2016, the shipping companies have agreed to make contributions to the Plan and may agree through collective bargaining in the future to make additional contributions as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 (“ERISA”) and the Internal Revenue Code (“Code”). The Plan’s funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

Investment Policy

Once the money is contributed to the Plan, the money is invested by Plan officials called fiduciaries.

Specific investments are made in accordance with the Plan’s investment policy. Generally speaking, an investment policy is a written statement that provides the fiduciaries that are responsible for the plan investments with guidelines or general instructions concerning the various types or categories of investment management decisions. The Investment Policy of the Plan requires the Trustees of the Plan to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan’s investments, seeking to achieve positive investment results over the long term.

In accordance with the Plan’s investment policy, the Plan’s assets were allocated among the following categories of investments, as of the end of the 2024 Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	5.0%
2. U.S. Government securities	0.0%
3. Corporate debt instruments	0.0%
4. Corporate stocks (other than employer securities):	23.9%
5. Real estate (other than employer real property):	5.0%
6. Value of interest in registered investment companies (e.g., mutual funds)	65.8%
7. Other	0.3%

The average return on assets for the Plan Year was 6.9%.

Events Having a Material Effect on Assets or Liabilities

By law, this notice must include an explanation of any new events that materially affect the Plan’s liabilities or assets. These events could affect the Plan’s financial health or its ability to meet its obligations. For the plan year beginning on August 1, 2025 and ending on July 31, 2026, the Plan expects no such event.

Right to Request a Copy of the Annual Report

Pension plans must file an annual report, called the Form 5500, with the U.S. Department of Labor. The Form 5500 includes financial and other information about these pension plans.

You can get a copy of your Plan’s Form 5500:

- Online:** Visit www.efast.dol.gov to search for your Plan’s Form 5500
- By Mail:** Submit a written request to your plan administrator.
- By Phone:** Call (202) 693-8673 to speak with a representative of the U.S. Department of Labor, Employee Benefits Security Administration’s Public Disclosure Room.

The Form 5500 does not include personal information, such as your accrued benefits. For details about your accrued benefits, contact your plan administrator.

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan’s available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by PBGC, below), the plan must apply to PBGC for financial assistance. PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan’s financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

This Plan is **not** insolvent.

Benefit Payments Guaranteed by PBGC

Only vested benefits — those that you’ve earned and cannot forfeit—are guaranteed.

What PBGC Guarantees

PBGC guarantees “basic benefits” including:

- Pension benefits at normal retirement age.
- Most early retirement benefits.
- Annuity benefits for survivors of plan participants.
- Disability benefits for disabilities that occurred before the earlier of the date the plan terminated or the sponsor’s bankruptcy date.

What PBGC Does Not Guarantee

PBGC does not guarantee certain types of benefits, including:

- A participant’s pension benefit or benefit increase until it has been part of the plan for 60 full months. Any month in which the multiemployer plan was insolvent or terminated due to mass withdrawal does not count toward this 60-month requirement.
- Any benefits above the normal retirement benefit.
- Disability benefits in non-pay status.
- Non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

Determining Guarantee Amounts

The maximum benefit PBGC guarantees is set by law. Your plan is covered by PBGC’s multiemployer program. The maximum PBGC guarantee is \$35.75 per month, multiplied by a participant’s years of credited service.

PBGC guarantees a monthly benefit based on the plan’s monthly benefit accrual rate and your years of credited service. The guarantee is calculated as follows:

- Take 100 percent of the first \$11 of the Plan’s monthly benefit accrual rate.
- Take 75 percent of the next \$33 of the accrual rate.
- Add both amounts together.

- Multiply the total by your years of credited service to determine your guaranteed monthly benefit.

Example 1: Participant with a Monthly \$600 Benefit and 10 Years of Service.

- Find the accrual rate: \$600/10 = \$60 accrual rate.
- Apply PBGC formula:
 - Take 100 percent of the first \$11= \$11
 - Take 75 percent of the next \$33 = \$24.75
- Add the two amounts together: \$11 + \$24.75 = \$35.75
- Multiply by years of credited service: \$35.75 x 10 years = \$357.50

In this example, the participant’s guaranteed monthly benefit is \$357.50.

Example 2: Participant with a \$200 Monthly Benefit and 10 Years of Service.

- Find the accrual rate: \$200/10 = \$20 accrual rate.
- Apply PBGC formula:
 - Take 100 percent of the first \$11= \$11
 - Take 75 percent of the next \$9 = \$6.75
- Add the two amounts together: \$11 + \$6.75 = \$17.75
- Multiply by years of credited service: \$17.75 x 10 years = \$177.50

In this example, the participant’s guaranteed monthly benefit is \$177.50.



SUP PRESIDENT'S REPORT

GOVERNMENT SHUTDOWN

As of Thursday, November 13th, the U.S. government is back open for business. This follows the 43-day federal shutdown, the longest in American history. Approximately 700,000 to 800,000 federal employees had been furloughed, sent home without pay, while another 700,000 “essential” employees were required to continue working without pay. These 1.5 million men and women were not the only ones directly affected; the services they provide are critical, and their absence was felt across the country. For mariners, the impact was immediate and significant.

As most members know, the U.S. Coast Guard’s Regional Examination Centers (RECs) have been closed since October 1st. That closure meant Merchant Mariner Credentials (MMCs) and Medical Certificates could not be renewed. Although the Coast Guard has issued limited extensions, these apply only to national endorsements and do not cover our seagoing members.

With the Coast Guard resuming operations, a substantial backlog of medical certificates and MMC applications is now awaiting acceptance, review, renewal, and issuance. What might have taken 2–4 weeks under normal circumstances could now be delayed significantly. I cannot stress enough the importance of members with documents showing fewer than six months of validity to begin the renewal process immediately. Expect prolonged processing times over the coming months, there is no penalty for being vigilant and renewing early.

PATRIOT CONTRACT SERVICES

On October 24th, SUP was notified by Patriot that the ongoing U.S. government shutdown has directly affected several of its contracts, specifically through the suspension of federal reimbursements to their Maritime Prepositioning Ships. As a result, the *USNS Sisler* and *USNS Dahl* suspended all overtime on October 22nd, with the *USNS Seay* and *USNS Pililaau* following on November 1st.

Executive pay at Patriot headquarters was also suspended on November 1st, reflecting the company’s stated commitment to safeguard vessel operations and preserve crew employment during this crisis. In a message to the union, Patriot stated:

“We are making every effort to continue timely payments. However, if the government shutdown persists, we may be required to temporarily defer payments for wages, benefits, and other compensation until the government reopens. Please note that processing may take additional time even after the official reopening. Should this occur, every effort will be made to ensure payments are completed as quickly as possible. We are also assessing the possibility of operating at minimum safe manning levels if the shutdown continues. The specific crew composition and required positions for such an adjustment are currently under review.”

With the federal government reopening on November 13th no base wages were missed by the company to members working on any of the four Marine ships. Fortunately, the measures that Patriot was considering with crew layoffs were not taken.

I want to personally thank each member serving aboard these vessels for their professionalism and dedication during these challenging times. The loss of overtime pay represents a serious financial burden, and your continued commitment to maintaining safe and effective operations is deeply appreciated.

MATSON

President Trump’s tariffs and port fees continue to face direct retaliation from affected countries. On October 13th, Matson’s *Manukai* docked in Ningbo, China, and while unloading cargo the following day, was charged \$627,943 by Chinese authorities. The Chinese government implemented this retaliatory fee system to penalize U.S. vessels after President Trump enacted similar measures targeting Chinese-owned and operated ships.



Port Agent Patrick Weisbarth and I met with the Paint and Rigging gang during their morning safety meeting to discuss upcoming negotiations with Matson in 2026. Appreciate the gang for welcoming me and going over the day-to-day duties. From left to right: President Matt Henning, Victorino Ramos, Napoleon Nazareno, Jerwin Ablan, Bosun Joe Mantanona, Jonathon Anderson Kaisa, Chris Ortiz, Nick Maneseotis, Storekeeper Raymond Tavai, and Port Agent Pat Weisbarth.

These fees could be devastating for Matson’s business, as all SUP-crewed ships are Jones Act vessels, built in America, crewed by American mariners, and registered under the U.S. flag.

Fortunately, on October 30th, the United States and China reached an agreement to pause these port fees for one year. While this temporary truce provides relief, such tariffs and retaliatory charges ultimately drive up ocean freight costs and, in the long run, directly impact consumers’ wallets. For those working in the maritime industry, these policies have an immediate effect, putting our livelihoods and the stability of U.S. shipping at risk.

As reported last month, in 2023, the Coast Guard informed the SUP that a Basic IGF Code endorsement could not be issued to non-U.S. citizens. This determination was later found to be based on an error contained in the checklist for the Basic IGF Code endorsement. In late September, our training representative, Berit Erickson, sought further clarification from the Coast Guard, which confirmed that non-U.S. citizens are in fact eligible to hold a Basic IGF Code endorsement.

AMERICAN PRESIDENT LINES

The unlicensed departments aboard the *CMA CGM Phoenix* are now crewed by the SIU-Pacific District (SUP, MFOW, and SIU). Licensed positions are filled by MM&P deck officers and MEBA engineers. This arrangement will remain in place for a 90-day temporary period while arbitration cases between MM&P and SUP/MFOW are ongoing.

The *CMA CGM Phoenix* is the largest U.S.-flagged containership ever built, with a capacity of 9,300 TEUs. Measuring approximately 1,079 feet in length, the vessel has a gross tonnage of 110,000 and a deadweight capacity of about 130,000 tons. The ship calls at ports along the U.S. East Coast before crossing the Atlantic to serve ports in India and Sri Lanka as part of the India America Express (INDAMEX) service.

I want to again thank President Anthony Poplawski of the MFOW and President Don Josberger of the MM&P for their leadership in protecting their members’ work with APL. Arbitration cases are never easy, especially against billion-dollar companies, but we must stand firm and defend what is rightfully ours.

CHEVRON

The collective bargaining agreement between the Union and Chevron Shipping Company will expire on January 31, 2026. The memberships and everyone employed under the Chevron collective bargaining agreement is invited to submit proposals in writing soon as possible by mail to the SUP Headquarters at 450 Harrison St, San Francisco CA 94105 or by email to matt@sailors.org or sam@sailors.org. Part of the standard SUP process is to consider, refine, and prioritize any such proposals consistent with the plan of the Negotiating Committee. We expect to begin meetings with the Company in January.

HONOLULU

After attending the International Foundation of Employee Benefits Conference in Honolulu, I stayed an extra day to meet with the paint and rigging gang and to work out of the Honolulu hall, where I had the opportunity to connect with members registered in the port. I want to extend my sincere thanks to our Port Agent, Patrick Weisbarth, and to all the members for their warm welcome and hospitality.

HOLIDAYS

In San Francisco, the joint SUP & MFOW holiday party will be hosted this year at the SUP Headquarters on December 19th from 11:30 to 14:30.

Honolulu will have their party at Ala Moana Beach Park, site #21 on December 6th.

Seattle will have their party at Salty’s in West Seattle on December 13th.

Wilmington will have their party at the hall in Wilmington, on December 13th.

Veterans Day— SUP halls will be close Tuesday, November 11, 2025 for Veterans Day, an SUP contract holiday.

Thanksgiving— SUP halls will be closed on Thursday, November 27, 2025 for Thanksgiving Day, an SUP contract holiday.

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

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

Matt Henning



Members gather with President Matt Henning and Port Agent Patrick Weisbarth after job call to go over a variety of topics with the union.

Arizona’s Adelita Grijalva Finally Sworn In After Weeks-Long Standoff

More than seven weeks after winning a hard-fought special election, Arizona Democrat Adelita Grijalva was sworn into the U.S. House of Representatives on Wednesday afternoon, ending a tense and unusually prolonged standoff with Speaker Mike Johnson that had kept her from taking office during the record federal government shutdown. Grijalva, the former Pima County supervisor and daughter of longtime Rep. Raúl Grijalva, entered the chamber to warm applause from lawmakers on both sides of the aisle. The moment marked the culmination of an unprecedented delay in seating a duly elected member, a dispute that had grown into a symbol of the partisan bitterness surrounding the shutdown and the broader gridlock gripping Congress.

Her Oct. 18 victory in the Tucson-area special election gave Democrats another seat in a narrowly divided House. But as the shutdown stretched on, Johnson refused to bring her swearing-in to the floor, arguing that procedural uncertainties and “unresolved administrative matters” linked to the shuttered government justified postponement. Democrats accused Johnson of using the shutdown as a pretext to block an additional Democratic vote during a period of razor-thin margins on key spending negotiations.

The impasse triggered weeks of political maneuvering, floor protests, and procedural challenges. Several Democratic members publicly confronted Johnson, while legal scholars raised concerns about the constitutional implications of refusing to seat an elected representative absent a formal challenge to her victory. That tension lifted swiftly on Wednesday as the chamber reopened following the late-night passage of a temporary funding extension. With the lights back on and federal agencies resuming operations, Johnson called Grijalva forward moments after the House convened. She raised her right hand, took the oath from the Speaker, and received a lengthy standing ovation from the Democratic caucus, joined by a smaller but visible group of Republicans.

In brief remarks afterward, Grijalva said she was “relieved to finally begin the work voters sent me here to do” and pledged to focus on border community funding, public education, and infrastructure issues long central to her local political career.

Democratic leaders hailed her swearing-in as a victory for voters and a restoration of constitutional norms. Republicans, meanwhile, downplayed the confrontation, with some aides suggesting the dispute had become a distraction as the party tries to navigate internal divisions and looming budget deadlines. With Grijalva now officially in office, Democrats say they hope the House can turn its attention away from procedural brinkmanship and toward the growing list of legislative challenges still stalled in the wake of the historic shutdown.

Global Rise in Cabotage Laws Tied to National Security and Economic Stability, New Report Finds

A newly released study by Seafarers’ Rights International (SRI) concludes that cabotage laws, longstanding regulations governing domestic maritime trade, now cover 85 percent of the world’s coastlines and are expanding at a pace unmatched in centuries. The comprehensive assessment, *The Cabotage Laws of the World (2025)*, commissioned by the International Transport Workers’ Federation (ITF), underscores the growing recognition among governments that strong domestic maritime protections are essential to national security, economic stability, and supply chain resilience.

Cabotage laws restrict the movement of goods or passengers between two points within the same country to vessels owned, crewed, or operated by domestic carriers. Such rules, advocates say, ensure that internal maritime commerce remains dependable during times of crisis, whether geopolitical conflict, natural disaster, or market disruption—by maintaining a ready and skilled national fleet.

According to the 2025 report, the number of countries enforcing cabotage restrictions has increased from 91 in 2018, when SRI last conducted its global survey, to 105 today. While some expansion was anticipated given global political and economic volatility, researchers said the speed of adoption exceeded expectations. “Cabotage laws were found to have spread around the world faster than ever before in the centuries-long history of cabotage,” the report notes, citing new or strengthened measures in regions as varied as Southeast Asia, West Africa, and Central America.

The analysis attributes the sharp growth to several converging trends. Heightened geopolitical tensions have driven many nations to reevaluate their dependence on foreign-flagged vessels for internal commerce, particularly in strategic sectors such as energy transport and defense supply chains. Meanwhile, pandemic-era supply disruptions highlighted vulnerabilities in global shipping networks, prompting governments to prioritize domestic maritime capacity as a safeguard against future shocks.

Economic considerations also play a central role. By reserving internal shipping routes for national carriers, cabotage laws help protect local maritime jobs, stabilize freight markets, and support long-term investment in shipbuilding and port infrastructure. In many developing countries, cabotage policies have become a tool for cultivating emerging national fleets and building the industrial base needed for broader economic growth.

The report further examines how nations differ in their enforcement of cabotage protections. Some, like the United States with its Jones Act, maintain strict requirements for vessel ownership, construction, and crew nationality. Others adopt more flexible frameworks that allow limited foreign participation under certain conditions. Despite this variation, SRI found a general trend toward tightening regulations rather than loosening them, with several countries closing loopholes or increasing penalties for violations.

ITF leaders welcomed the findings, arguing that the global rise in cabotage laws reflects a renewed understanding of maritime labor’s importance to national resilience. “A strong domestic fleet is not just an economic asset, it is a strategic necessity,” said one official in response to the report.

As policymakers continue navigating an uncertain global landscape, the study suggests cabotage will remain a key pillar of maritime governance. With more nations embracing domestic protections, the authors predict that cabotage’s role in shaping global shipping patterns will only grow in the years ahead.

THIS THANKSGIVING, MAKE SURE IT’S UNION-MADE!

Cookware, Cutlery and Dinnerware

- All-Clad
- Anchor Hocking
- Bennington Potters
- Clauss Knives
- CorningWare
- Cutco Knives
- Fiestaware
- Libbey
- Pyrex

Vegetables and Sides

- Betty Crocker
- Birds Eye
- Del Monte
- Dole
- Hanover Foods
- Ocean Spray
- Ore-Ida

Desserts

- Cool Whip
- Entenmann's
- Kroger 100% Pure Pumpkin
- Marie Callender's
- Reddi-Wip
- Sara Lee

Stuffing and Bread

- Kraft Stove Top
- Stroehmann
- Schwebel's
- Arnold

Turkey and Ham

- Boar's Head
- Butterball
- Cook's Hickory Smoked Spiral Sliced Ham with Honey
- Foster Farms
- Tyson

MORE AT: AFLCIO.ORG/THANKSGIVING

AFL-CIO

SAILORS’ UNION OF THE PACIFIC QUARTERLY FINANCE COMMITTEE’S REPORT FOR THE QUARTER ENDED SEPTEMBER 30, 2025	
The Quarterly Finance Committee, duly authorized to act by the regular meeting at Headquarters on October 14, 2025 hereby submits the following report:	
SUMMARY OF CASH AND INVESTMENTS	
GENERAL FUND	\$ 3,406,579.67
POLITICAL FUND	13,902.92
STRIKE FUND	1,293,730.99
TOTAL CASH & INVESTMENTS	<u><u>\$ 4,714,213.58</u></u>
GENERAL FUND	
INCOME	
Dues, Initiation, Assessments	\$ 121,690.00
Interest and Realized Gain (Loss)	55,736.01
Donations - <i>West Coast Sailors</i>	125.00
Joint Committee & Hiring Hall	242,915.69
Advertising & Promotion	70.00
Miscellaneous Income	695.00
Reimbursed Administrative Expenses	28,658.61
Contributions	380.00
TOTAL INCOME	<u><u>\$ 450,270.31</u></u>
EXPENSE	
Transportation Expense	\$ 1,522.00
Rent	23,781.27
Postage, Printing & Office	10,149.41
Telephone	5,965.35
<i>West Coast Sailors</i> Publishing Expense	19,511.67
Per Capita Taxes	17,140.50
Association Dues	1,525.00
Salaries & Payroll Taxes	234,488.04
Office Workers Pension	9,597.90
Insurance	114,951.36
Election	--
Meeting/Committee & Neg. Conference & Conv.	955.58
Investment Expense	2,579.16
Officials Pension	7,646.00
Subscription	--
Accounting	6,120.00
Legal	754.00
Advertising & Promotion	360.00
Miscellaneous	1,257.26
Bank Charges	75.00
TOTAL EXPENSE	<u><u>\$ 458,379.50</u></u>
BUILDING CORPORATION	
INCOME	
Rents	\$ 77,831.31
Miscellaneous Income	--
TOTAL INCOME	<u><u>\$ 77,831.31</u></u>
EXPENSE	
Building Services & Utilities	\$ 23,958.33
General Tax Expense	--
Office Equipment	939.13
Repairs & Maintenance	1,620.06
Insurance	11,316.00
Accounting	4,080.00
Filing Fee	--
Consulting Fees	1,826.64
Miscellaneous	--
Advertising & Promotion	15.00
TOTAL EXPENSE	<u><u>\$ 43,755.16</u></u>
POLITICAL FUND	
INCOME	
Contributions	\$ 2,170.00
TOTAL INCOME	<u><u>\$ 2,170.00</u></u>
EXPENSE	
Contributions	--
CA Filing Fee	--
Bank Charges	--
NET INCOME(LOSS)	<u><u>\$ 28,136.96</u></u>
Edward Moody B-19700, Dennis Solijon BK# 7543, Marcelo Javier BK# 4324, Geremie Dean B-19668, Andre Price B-19566.	

U.S. Government Reopens

continued from page 1

year-end. Senate Republicans promised a vote in mid-December on the subsidy extension, but no guarantee of passage or House action has been given.

Millions of federal employees will finally receive retroactive pay and return to normal work. Key public services, from airports to food aid programs, will resume full operations. The shutdown had severely disrupted travel, food assistance and federal workforce morale. Economists warned the shutdown had cost the U.S. economy billions of dollars and threatened to drag down fourth-quarter growth if it extended much longer. However, the agreement sets up another showdown: with funding only assured through January, lawmakers already face the next budget deadline after the holidays. Many analysts say the temporary fix leaves underlying

Emergency Powers or Overreach?

continued from page 1

volatile fuel prices.

“Every time a tariff policy changes, the shipping world feels it instantly,” said Sarah Thompson, a maritime economist with Clarkson Research. “It changes which routes make sense, which ports are profitable, and even which ships get chartered. This case could reset those calculations overnight.”

UPS and FedEx have also warned of potential slowdowns if customs enforcement shifts during the ruling’s fallout. Meanwhile, ocean carriers are lobbying for clarity, fearing a patchwork of duties that complicate long-term contracts with U.S. importers.

The coalition challenging the tariffs includes small manufacturers, retail importers, and logistics firms, all arguing that the executive branch exceeded its authority. They contend that by labeling economic disputes as national emergencies, the president bypassed congressional oversight and injected chaos into global trade planning.

Economists estimate that if the Court rules the tariffs unconstitutional, the U.S. government could face refund claims totaling more than \$90

tensions unaddressed.

Democrats in the House criticized the deal as a betrayal of working Americans who were expecting health care reforms alongside reopening. House Minority Leader Hakeem Jeffries called the failure to address ACA subsidies “unacceptable.” On the other side, Republicans framed the result as a victory in fiscal control, with House Speaker Mike Johnson saying the bill reflects responsible governance without giving in to Democratic policy demands.

With the government reopened, attention turns to the negotiations that remain. The fate of health care subsidies, and the next budget deadline in January, loom large. Both parties say they will continue battling over priorities even as agencies resume operations. For now, government workers, businesses and citizens alike can breathe a little easier, but many recognize that the budget drama is far from over.

billion. However, even a partial reversal could spark renewed volatility in commodity prices, affecting shipping demand for steel, aluminum, and consumer goods.

“Ports, warehouses, and carriers need predictability,” said Port of Savannah Executive Director Griff Lynch. “If tariffs flip on and off depending on who’s in power, that uncertainty costs real jobs, not just in factories, but on the docks and in trucking yards.”

Legal observers say the case will define the balance between executive emergency powers and congressional control of trade for decades. A decision is expected by mid-2026, though some justices hinted the Court may move faster given the economic stakes.

As the hearing concluded, it was clear the Court was weighing not only the legality of tariffs, but the broader stability of global commerce. The shipping industry, from container terminals to trucking fleets, will be watching closely, knowing that a few lines in a Supreme Court opinion could alter the currents of global trade.



Dispatcher’s Report Headquarters — October 2025	
Deck	
Bosun	6
Carpenter	0
MM	4
AB	16
OS.....	7
Standby S.F.	17
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler	0
Wiper	0
Steward	0
Cook.....	0
Messman	0
Total Jobs Shipped-All Depts.....	50
Total B, C, & D Shipped-All Depts.	28
Total Registered “A”	23
Total Registered “B”	34
Total Registered “C”	8
Total Registered “D”	21

SUP BRANCH REPORTS

HONOLULU

October 2025

SHIPPING: The following jobs were dispatched for the month:
1 Bosun Return, 1 Bosun Relief, 1 AB Day Steady, 1 AB Day Relief, 6 AB Watch Steady, 1 Ordinary, and 1 RRF Ordinary. There were 11 Standby Jobs dispatched for the month.

REGISTERED: 11 A-Cards, 17 B-Cards, 7 C-Cards, and 5 D-Cards.

SHIPS CHECKED: *Oceania, Islander, Manoa, Maunawili, Matsonia, Mahi-mahi, Manulani, Lurline, D.K. Inouye, Matsonia*, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report

There is a trickle of members with documents beginning to expire. With the Coast Guard currently closed everyone should really keep an eye on when their documents are about to expire and work

on the renewal early, in order to get them in the National Maritime Center queue. It is my understanding that nothing will be processed until the Coast Guard reopens, and that applications will be processed in the order they were received.

The permit has been secured for the SUP/MFOW Holiday Party at Ala Moana Beach Park on December 6, 2025. Our gathering will be at Site #21, Ewa side of the McCoy Pavillion / Tennis courts. Food to be served around 11:30. A Big Mahalo to Antonio Respicio for donating the use of the "Bounce House" for the kids. Please let me or Mario know if you have anything to offer for the event. Member-ship participation is greatly appreciated.

Fraternally Submitted,
Patrick Max Weisbarth,
Honolulu Branch Agent

WILMINGTON

October 2025

Shipping: Bosun 5, AB/W 8, B/D 10, OS/STOS 3, GVA/GUDE 0, Standby: 62.

Total Jobs Shipped: 88 Registrations: A 33, B 33, C 10, D 2.

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

Agent's Report

The past month has been a steady grind, ships out, ships in, work moving like it should. But let's cut through it, side-deals and back-door arrangements need to stop. Handle your business the right way or don't handle it at all.

And another thing, we've got to toughen up. If a little constructive criticism has you breaking down, tighten the bolts. We're sailors, not preschool staff. This job has never been for the thin-skinned, and it sure as hell isn't turning into that now.

Bosuns step it up with the professionalism. The world outside has gone soft as a roll of Charmin, but that doesn't mean we drag that softness onboard. Lead with strength and respect. Not everyone will tolerate the old-school bark, and you never know who you're talking to or who's listening. Respect isn't weakness. it's discipline.

Keep your documents current. Government shutdown or not, get in line now. If you wait until they reopen, enjoy the view from the back of the line with everyone else who dragged their feet.

Mark your calendars: Christmas Party December 13, 2025 at the MMP Hall. Show up, be festive, and stand with the brotherhood.

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

SEATTLE

October 2025

Shipping: 2 AB/D (B, C); 4 AB/W (3A, B); 4 Navy AB (A, 2B, D); 1 OS (B); 1 STOS (C) 14 Standby AB (2A, 2C, 8B, 2MFOW).

Registered: 4 A card for a total of 8, 7 B card for a total of 11, 2 C card for a total of 3, 1 D card for a total of 3

Agent's Report

This year the Pensioners Holiday Party is moving to Salty's on Alki Beach in the Alki Room and will be held on Saturday December 13th. Unlike the past two years, this venue will offer us more space to socialize and will have adequate seating for all. The members and family may

start arriving at noon and the buffet will be ready to serve between 1300 to 1400 with dessert set for 1400. Last call for bar service will be at 1515, and the event will end at 1600.

Salty's is located in West Seattle on Alki Beach at 1936 Harbor Ave. SW.

Please reach out to Pensioners that you keep in touch with and offer them a ride if they need it. I look forward to seeing old friends and shipmates

Fraternally,
Brandon Bohannon
Seattle Port Agent



The *USNS Soderman* crew takes a picture before leaving the East Coast. From Left to Right: OS Michael Jo, OS Raul Perez, AB Angelito Mendoza, AB Dion Martin, OS Jose Campollo, AB Mohamed Obad, AB Nagi Said, Bosun Frank Walker, AB Hever Carranza Ramirez.

VICE PRESIDENT'S REPORT

October 2025

USNS RED CLOUD — Ship rumored to go to Philippines after three — week shipyard repairs on the windlass and winches. Mahon Gandy, Bosun

USNS SEAY — Rod Purganan, Delegate. Seay likely underway through December. No beef's, everyone is happy working. Loading ship for trip to Guam end of October. Zbigniew Kaczor, Bosun.

USNS PILILAAU — Erick Williams, Delegate. Ship is at Diego Garcia. Crew changes are taking place and mariners are being relieved. Recently, crew did a four — day sea trial. Xerxes Cunanan, Bosun.

USNS SISLER — Shane Mccullough, Delegate. Sisler has a new crew, manned and ready with LSE mariners. Crew maintaining morale through the Gov shut down with fingers crossed Gov returns to full fruition. Chris Cupan, Bosun

USNS DAHL — Tim O'meara, Delegate. Few minor beef's being handled on deck. Crew is working on preventative maintenance for Dahl to assure safety at sea. Dahl is likely to go to shipyard 1st quarter of 2026. Dahl in Jinhae, Korea. Dominic Metz, **Bosun.**

USNS SODERMAN — Hever Carranza Ramirez, Delegate. Crew working hard to secure Soderman readiness, hopefully to be chosen for potential mission. Frank Walker, Bosun.

CAPE HORN — Lester Punzalan, Delegate. Cape Horn is doing a short activation, fully crewed with Bosun, 5 AB's and 3 OS's. Patriot ordered a 4 OS standby to prepare ship for activation. SUP eagerly delivered all mariners with great appreciation to share the work with the OS standby workers. Ian Serra, Bosun.

GEORGE WATSON — Gang standing by for departure to New Orleans, late December early February is the rumor. Crew handled Recent COI past month, with full inspection of deck hatch openings, crane and winch operations. Crew maintaining RFF at a presentable superior readiness. Jason Tenorio, Bosun.

CORNELIUS H. CHARLTON — . Neil Jones, Delegate. Like, George Watson, new gang maintains outstanding condition due to continuous maintenance of RFF crew, with daily OT available and optional 8 hours OT for weekends. SUP crew are painting the stack with Marad colors red, white and blue. Arturo Orcino, Bosun.

Med Cert applications are delayed due to Gov shutdown. Please make sure to apply for new Med Cert if your STCW date is expiring, asap. So that when National Maritime Center comes back to operation, you'll be in queue for a Med Cert update sooner than later.

Sam Worth

BUSINESS AGENT'S REPORT

October 2025

With the Government shutdown, if your documents have less than 6 months to expire, start the renewal process, and submit to the Coast Guard. At least your paperwork will be on the pile whenever they reopen.

Mahimahi — Oakland#62 Dennis Sumague delegate, arrived and departed on schedule with no issues. Departed for Los Angeles continuing the Southern Triangle routine with the Gang. Remoni Tufono as Bosun.

Manoa — Oakland#62 Delegate Emo Aulelaua delegate, departed with no issues for Los Angeles Southern triangle run. All is well on board top to bottom still talking shipyard in the future always subject to change. Running smooth getting the work done with Cody Clark as Bosun.

Maunawili — In at Oak#62 Delegate Christopher Go, ship departed for Honolulu with no beefs. On the Northern Triangle it's all good top to bottom. Ziggy Lewandowski as Bosun

Maunalei — Delegate Yvette Cavan, laid-up Singapore shipyard, the latest is the Company plans on calling the crew back at the end of November. Flying back to Singapore around the first week of December. Noel Itsumaru, Bosun.

Mokihana — Still laid-up Oakland outer harbor berth#23

RJ Pfeiffer — Matson plans on activating the RJP into service the first week of November according to Matson. Always subject to change.

Maunalani — Checked in with this vessel that had little or no beef's.

APL continues to call for Gangway Security weekly for those looking to get on unemployment rocking chair and for those who want to make some extra money. We maintain Gangway Security from Arrival to Departure.

President Monroe — Delegate Joe Eckert back from his trip-off In at Oakland, our Gangway security march up the gangway on arrival perfect timing. Departed for Yokohama early in the morning. Looking forward to having a good trip. Jose Duran Jr. as Bosun

President JQ Adams — Delegate Jim Linderman departed for Yokohama with no issues, just a couple carlifaction we went over and squared them away with VP Sam Worth. Looking forward to a good trip with Scott Oilphant as Bosun

President Carter, President Reagan, President LB Johnson. — checked in with little or no beef's.

Pier#9 SFBP — Delegate Chris Auer Training in full mode on the Station boats, Looking for Boat Operators with high level of experience, See Roy SFBA if you have any questions. Steve Ross the Dock Bosun.

Agents Report : Shipping is picking up now with the Holidays near, it's only going to get better. For all you Bs and Cs members, it's your time of the year take advantage of it. All our Military trained members have kept working, shipping never slows down for them. To the Ordinary Seamen that's been waiting to ship, remember how valuable sea time is. Plan on staying aboard the vessel as long as the Union allows you to stay.

Dues can be paid over the phone, call Headquarters and we will be happy to accommodate you.

Roy L. Tufono

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