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Remembering the *El Faro* Tragedy: Ten Years On

This week marks ten years since the sinking of the *El Faro*, one of the worst U.S. maritime disasters in modern history. On October 1, 2015, the American cargo ship went down in Hurricane Joaquin near the Bahamas, claiming the lives of all 33 crew members aboard.

The 790-foot vessel, operated by TOTE Maritime, was en route from Jacksonville, Florida, to San Juan, Puerto Rico, when it sailed directly into the path of the powerful Category 4 storm. Investigators later determined that a combination of outdated weather data, mechanical failure, and human error sealed the ship's fate.

The tragedy sparked sweeping changes in maritime safety regulations and shipboard communication procedures. The U.S. Coast Guard and the National Transportation Safety Board (NTSB) investigations revealed that the captain, Michael Davidson, relied on outdated weather forecasts and that critical watertight doors were left open as the ship began taking on water.

In response, the Coast Guard mandated new rules requiring ships to carry modern electronic weather systems and stricter oversight of safety drills and cargo loading practices. The incident also prompted reforms in mariner training and vessel tracking.

Wreath-laying ceremonies are being held this week at the *El Faro* memorial in Jacksonville, where the names of all 33 crew members are engraved in stone. The victims included both seasoned sailors and young cadets from the Maine Maritime Academy, whose loss continues to resonate across the maritime community.

"*El Faro* changed the industry forever," said Capt. John Gatti, president of the American Maritime Officers union. "Every safety improvement we've made since then carries their legacy." A decade later, the story of *El Faro* stands as both a warning and a remembrance, of the dangers of the sea, the courage of mariners, and the cost of complacency.

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Government Shutdown Freezes Key Federal Services Nationwide

As the U.S. federal government enters a second week of shutdown with no end in sight, the fallout is intensifying across agencies, workers, public services, and the economy. Congressional gridlock over funding packages has turned essential services into flashpoints, leaving federal employees in limbo and the public navigating confusion over disrupted programs.

At 12:01 a.m. ET on October 1, the federal government entered a lapse in appropriations after both Republican and Democratic proposals failed to move in the Senate. The immediate trigger: a funding impasse between House Republicans and Senate Democrats over health care subsidies, Medicaid cuts, and other policy riders attached to budget legislation.

Ahead of the shutdown, House Republicans passed a continuing resolution meant to maintain funding through mid-November, but the measure collapsed in the Senate amid Democratic opposition.

Federal agencies have activated shutdown protocols: certain nonessential activities have been suspended or slowed, and many employees have been furloughed. The Congressional Budget Office estimates that nearly 750,000 federal employees could be idled each day because of the shutdown, representing a staggering portion of the workforce. In addition, thousands more continue to report to work under "excepted" status, carrying out functions deemed critical, but doing so without pay until the shutdown ends.

For the Maritime industry, this hits particularly hard, one of the immediate effects is slower processing of cargo. Customs and Border Protection (CBP) officers are deemed "essential" and are still on duty, but many support staff are furloughed. That means customs inspections are continuing but at reduced capacity, causing delays in clearance. In past shutdowns, such as 2018–2019, dwell times at major ports, i.e. the time containers sit waiting for clearance, rose by 15 to 20 percent. If the current impasse drags on, that pattern may repeat, squeezing perishable goods, pharmaceuticals, and time-sensitive exports.

Also affected is export licensing. The Bureau of Industry and Security (BIS), which handles

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China Begins Collecting Port Fees on U.S.-Linked Ships

China has officially begun collecting special port fees from vessels owned, operated, built, or flagged in the United States, in a move that deepens maritime tensions between the world's two largest economies. The levies, which took effect Tuesday, apply at a ship's first Chinese port of call, but in a late adjustment Beijing said Chinese-built ships and empty vessels entering shipyards for repair will be exempt.

The measure was first announced by China's Ministry of Transport last Friday as a direct response to a new U.S. rule imposing similar charges on Chinese-linked shipping. Washington's fees, also effective Tuesday, target vessels with ownership or operational ties to China, citing national security and competitive concerns in strategic supply chains.

The tit-for-tat actions mark a significant escalation in the ongoing economic rivalry between the two nations, extending their disputes beyond technology, energy, and trade into the traditionally neutral maritime sector.

Under the new Chinese policy, the country's Maritime Safety Administration (MSA) will assess and collect the port fees through the National Single Window digital platform. Ships must submit a new *U.S.-Linked Vessel Information Report Form,* which will allow Chinese authorities to verify ownership, flag, and operational details before granting port clearance.

Analysts say the late exemptions suggest Beijing may be trying to blunt potential market disruption. By excluding Chinese-built ships, many of which are owned by foreign companies, China effectively narrows the scope of the new levies. "The exemption for Chinese-built tonnage will sharply reduce the number of vessels affected, particularly in the dry bulk and tanker trades," broker Arrow said in a note to clients on Tuesday. "The overall market impact may therefore be smaller than initially expected."

The dry bulk segment, which frequently transports iron ore, coal, and grain to and from China, relies heavily on ships

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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 Lundeberg .... **BK#4090**
Vince O'Halloran .... **BK#2463**
James Clay .... **BK#4794**
Mike Worth .... **BK#3629**
Terrence Lane .... **BK#4107**
Teofilo Rojas .... **BK#3194**
Leo Moore .... **BK#6492**
Duke Maringer .... **BK#6518**

Organization/ General Fund

David Garcia **$50**
Christopher Bartolo **$20**
Kalae Huihui **$20**
Jonathan Agbayani **$50**
Scott Oliphant **$50**
Estate Of Frank Parks **$10,000**

Political Fund

Brian McCarthy **$20**
Steve Swinson **$25**
Patrick Weisbarth **$100**
Bruce Thompson **$100**
(In Memory Of "Virgil Burnett")
Dave Connolly **$100**
Cliff Toralba **$50**
Brendan Bohannon **$50**
Jonathan Agbayani **$50**
Mike Dirksen **$200**

West Coast Sailors

Ron Reed **$20**

SUP Meetings 2025

HQ	Branches
September 8	September 15
October 14*	October 20
November 10	November 17
December 8	December 15

*Tuesday meeting due to holiday

Final Departures

Cordell Bendeck, Book No.5740. Born in Honduras in 1940. Joined SUP in 1986. Died on September 6, 2025. Pensioner)

Damon Collins, Jr., Permit No.19680. Born in California in 1992. Joined SUP in 2019. Died on September 18, 2025. (Active)

SUP Pensioners Join the Ranks of Retirement

No New Pensioners Reported

Membership and Ratings Committee

The Committee met on October 2, 2025 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Senority
Jose Rallos	Bk#3218	6 yrs.	A.B.	A
Romulo Racoma, Jr.	Bk#3219	6 Yrs.	A.B.	A
Joshua Dickey	Bk#2767	6 yrs.	A.B.	A
Antonio Respicio	Bk#3220	6 yrs.	A.B.	A
Khonesavanh Xaymountry	B-19853	1 yr	A.B.	B
Vincent Punjabi	B-19854	1 yr.	O.S.	B
Jason Tenorio	B-19855	1 yr	A.B.	B
Victorgil Mariano	B-19856	1 yr.	A.B.	B
Shoal Nervo	B-19857	1 yr.	A.B.	B
Alex Teresinski	C-3130	30 days	O.S.	C
Alexander Hunting	C-3131	30 day	A.B.	C
Ratings: Bosun Stamp				
Manjula Kondapperuma	Bk#3192			
Steve Fuentes	Bk#2265			

Ratings Committee: Matt Dulay, A-2765, Jerome Pope Jr. BK#19780 and Geremie Dean, BK#19668.

The October Membership and Ratings Committee met at SUP Headquarters on October 2: From left to right: Jerome Pope, Geremie Dean, and Matt Dulay.

From Left to Right: Bosun Zbigniew Kaczor, AB Timothy Jackson, 3M Mark Accord, AB Noel Matthews, AB Roiden Isberto aboard the *USNS Seay*.

West Coast Sailors

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WELFARE NOTES

Medicare for Active and Retired Participants

Medicare does not send official notices when you become eligible for Medicare coverage. To avoid penalties that will require you to pay an additional penalty amount forever, you must enroll when you become eligible for Medicare. Your initial enrollment period lasts seven months including the 3 months before you become 65 years old and the three months after your birthday. As an example, if your birthday is in June your enrollment period is March 1 through September 30.

Medicare Part A helps pay the cost of a hospital admission, stay in a skilled nursing facility, home health care, hospice care, and medicines administered to inpatients. There is no premium payment required in most cases for enrollment in Part A, so active participants should enroll in Medicare Part A when they become eligible.

Medicare Part B provides coverage for doctor visits in the office and hospital, outpatient services, rehab therapy, lab tests, medical equipment, and most medicines administered in a doctor's office. Enrollment in Medicare Part B requires a premium payment. Active SUP participants who are enrolled in a health plan most likely do not need to enroll in Medicare Part B because copayments for most services will likely be less than the monthly Part B premium amount.

Medicare Part D coverage includes prescription drugs, insulin supplies, and some vaccines. Part D enrollment includes a required premium. There are a large number of Part D options that will require you to choose the best one for you.

If an active participant who is age 65 or older loses his active coverage for any reason including insufficient work time to continue coverage, he should enroll for Medicare Part B and Part D coverage as soon as possible to avoid any penalty for late enrollment.

Active coverage terminates on the date of your retirement. Medicare may charge you with a penalty if you have not worked for eight months prior to your enrollment in Part B or Part D. When considering retirement, check with the Medicare Social Security office about open enrollment periods and any situations that may cause you to face a penalty for late enrollments. The SUP Welfare Plan office will help you with any forms you may have to complete for enrollment.

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Training Representative Berit Eriksson 206-551-1870
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SUP Welfare Plan 730 Harrison Street Suite 415, San Francisco, CA 94107
Phone Numbers: 415-778-5490 or 1-800-796-8003 Fax: 415-778-5495
SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991
Seafarers Medical Center 415-392-3611

Banking on Shipbuilding: JPMorgan Targets Maritime Revival in National Security Push

JPMorgan Chase & Co. has unveiled a sweeping $1.5 trillion, 10-year Security and Resiliency Initiative aimed at financing and investing in industries vital to the United States' national and economic security, with a notable focus on revitalizing America's shipbuilding sector.

The initiative, one of the largest private-sector commitments of its kind, is designed to strengthen domestic industrial capacity, promote energy independence, and reduce reliance on fragile global supply chains. The plan will combine lending, project finance, and direct equity investments, including up to $10 billion in venture capital to support strategic manufacturing and innovation efforts across the country.

"It has become painfully clear that the United States has allowed itself to become too reliant on unreliable sources of critical minerals, products and manufacturing – all of which are essential for our national security," said Jamie Dimon, Chairman and CEO of JPMorgan Chase, in a statement announcing the plan. "Our security is predicated on the strength and resiliency of America's economy. America needs more speed and investment. It also needs to remove obstacles that stand in the way: excessive regulations, bureaucratic delay, partisan gridlock and an education system not aligned to the skills we need."

The bank's initiative will concentrate on four main areas:

1. **Supply Chain and Advanced Manufacturing** — This includes critical materials, precision manufacturing, and the U.S. shipbuilding and repair industry, which has seen decades of decline but remains indispensable to both national defense and commercial logistics. JPMorgan Chase said it intends to work with shipyards, suppliers, and port infrastructure developers to modernize facilities and strengthen the maritime industrial base.
2. **Defense and Aerospace** — Investments will support companies developing key defense components, missile systems, and next-generation aerospace technologies that underpin U.S. military capabilities.
3. **Energy Independence and Resilience** — The firm plans to finance projects in nuclear energy, renewables, and domestic energy production to reduce exposure to volatile global energy markets.
4. **Frontier and Strategic Technologies** — This category encompasses artificial intelligence, quantum computing, semiconductors, nanomaterials, and other high-impact technologies seen as essential to long-term competitiveness.

In total, these four themes break down into 27 sub-sectors, ranging from shipbuilding and critical minerals to advanced materials, batteries, and cybersecurity — all identified as foundational to U.S. strategic resilience.

The renewed focus on shipbuilding signals recognition of the sector's strategic importance amid rising global tensions and competition with China. Once a powerhouse of industrial innovation and employment, U.S. shipyards have struggled for decades under foreign competition and a dwindling skilled workforce. "Shipbuilding is not just about ships," said a JPMorgan spokesperson. "It's about a supply chain of steel, propulsion systems, electronics, logistics, and talent. Revitalizing this sector means revitalizing an ecosystem that underpins trade, defense, and infrastructure."

Industry analysts welcomed the move, noting that public-private collaboration could play a critical role in reversing years of underinvestment. The initiative aligns with broader national efforts to bolster critical manufacturing, such as the CHIPS and Science Act and the Defense Production Act expansions.

For JPMorgan Chase, the announcement marks a strategic expansion beyond traditional finance into industrial policy and national resilience. The initiative will leverage the bank's global financing network to back projects that strengthen the domestic economy's "real assets" factories, shipyards, energy systems, and advanced research centers. "This is not philanthropy," Dimon said. "It's a recognition that America's long-term prosperity and security are intertwined. A strong, self-sufficient economy is the foundation of national power and stability."

As part of the effort, the bank plans to establish partnerships with universities, training institutions, and regional development agencies to address workforce and skills gaps, a step many see as crucial for sustaining industrial renewal. While details of specific projects will unfold over the coming months, the scope of JPMorgan's initiative underscores growing private-sector alignment with national security priorities once left largely to government. "Economic strength is national strength," Dimon concluded. "We intend to put capital to work in ways that ensure America remains the most secure, innovative, and resilient economy in the world."

New Jersey Governor Signs Bipartisan Bill Ensuring Students Learn About Unions

New Jersey Governor Phil Murphy has signed a bipartisan bill requiring that public school students be taught about labor unions, collective bargaining, and the role of organized labor in shaping the nation's economy and history, a move supporters say will strengthen civic understanding and workforce readiness.

The new law mandates that the state's Department of Education incorporate lessons on the history and principles of organized labor into middle and high school social studies curricula. Topics will include the rise of the American labor movement, key legislation protecting workers' rights, and how unions continue to influence wages, benefits, and workplace safety today. "This is about giving young people a complete and honest understanding of how our economy works, and who built it," said Murphy at the bill signing ceremony in Trenton. "Unions helped create the middle class, improve working conditions, and secure fair pay and benefits for millions. Students deserve to know that history and to understand their rights and responsibilities in the workplace."

The measure passed both chambers of the New Jersey Legislature with strong bipartisan support. Lawmakers from both parties emphasized that the goal is not to promote union membership, but to ensure students have a well-rounded view of labor's role in the nation's development.

Assemblywoman Carol Murphy (D-Burlington), a prime sponsor of the bill, said the legislation will help bridge a knowledge gap for students entering an increasingly complex job market. "Many young people graduate without understanding the basic history of labor rights or how unions have shaped modern employment standards," she said. "This bill ensures that all students are equipped with that knowledge."

Republican lawmakers who backed the bill said they saw value in a curriculum that highlights the contributions of working men and women. "Understanding the history of labor is understanding the history of America," said State Senator Anthony Bucco (R-Morris). "This is about teaching respect for hard work and for the people who built our communities."

The New Jersey Education Association (NJEA), the state's largest teachers' union, applauded the signing, calling it a "forward-looking and unifying step." NJEA President Sean Spiller said the measure recognizes that labor education is part of civic education. "Students who understand collective effort and advocacy are better prepared to participate in democracy and contribute to a fair economy," he said.

The Department of Education will begin developing lesson plans and resources over the next academic year, with full implementation expected by 2027. "By teaching the next generation about the value of cooperation, fairness, and workers' rights," Governor Murphy said, "we are investing not only in their education, but in the future of New Jersey's economy and democracy."

Los Angeles Plans Pier 500 Terminal to Welcome World's Largest Ships

The Port of Los Angeles, the nation's busiest import hub, has announced plans for a major expansion that would give it the capacity to handle the world's largest container ships and keep pace with long-term global shipping demand. The proposed Pier 500 project would be built on the southern end of Terminal Island along the Pier 400 channel. Early designs envision two berths and 3,000 feet of wharf spread across 200 acres of reclaimed land. If completed, it would mark the first time in more than a generation that the port has constructed a brand-new container terminal.

Port officials say the development is aimed at ensuring Los Angeles remains competitive as shipping lines continue to deploy ultra-large container vessels capable of carrying more than 24,000 twenty-foot equivalent units (TEUs). Such ships require deeper channels, longer berths, and highly efficient cargo handling systems.

Together with the neighboring Port of Long Beach, Los Angeles forms the nation's busiest container gateway. The two ports handled 10.3 million and 9.6 million TEUs, respectively, in 2024, representing roughly 40 percent of all containerized imports into the United States. "For the first time in a generation, the Port of Los Angeles plans to build a new container terminal to meet global supply chain demand for decades into the future," said Port Executive Director Gene Seroka in a statement. "The development of the cleanest terminal possible would enhance our efficiency and sustainability while creating new jobs in our communities."

The port has issued a request for proposals (RFP) to enter into a pre-development agreement, which will examine the project's financial feasibility, environmental requirements, and engineering design. Officials emphasized that sustainability will be central to the plan, citing a goal of building "the cleanest terminal possible." The Port of Los Angeles has long been a testing ground for green technology in the maritime sector. Recent initiatives include the deployment of battery-electric cargo handling equipment, shore power connections for container ships, and pilot programs for hydrogen-fueled drayage trucks. The Pier 500 terminal, officials said, could serve as a showcase for next-generation zero-emission operations.

Local labor and business groups are expected to follow the project closely. A new terminal could generate hundreds of construction jobs during its development phase and support thousands of permanent positions once operational. At the same time, regional leaders will weigh the project's potential impact on traffic congestion, air quality, and surrounding communities. The San Pedro Bay ports have faced pressure from environmental advocates in recent years to balance growth with aggressive pollution reduction targets. The Pier 500 project is likely to undergo extensive environmental review before moving forward.

While the timeline for construction remains uncertain, the announcement signals the port's intent to expand capacity in anticipation of rising trans-Pacific trade. If approved and built, Pier 500 would represent one of the most significant U.S. port infrastructure projects in decades. "Global commerce is evolving, and so must we," Seroka said. "Pier 500 will position Los Angeles to continue leading the way in moving cargo safely, sustainably, and efficiently for generations to come."

Judge Blocks Trump-Era Order Stripping Defense Employees of Labor Rights

A federal judge has granted a preliminary injunction halting enforcement of a Trump-era executive order that stripped collective bargaining and workplace rights from hundreds of thousands of Department of Defense (DoD) civilian employees.

In a detailed ruling issued after a September 30 hearing, U.S. District Judge Paul L. Friedman sided with a coalition of federal employee unions who argued that the executive order unlawfully curtailed rights guaranteed by federal labor law. The injunction temporarily blocks the government from applying the order to unionized civilian workers across the Defense Department while the case proceeds through the courts.

The order, originally signed by former President Donald Trump in December 2020, authorized the Defense Department to exclude civilian employees from collective bargaining protections if their duties were deemed critical to national security. Supporters of the order argued it would give the Pentagon flexibility to manage a fast-changing workforce, while critics said it would gut decades of worker protections and silence employee voices.

Although implementation was delayed during subsequent policy reviews, the order resurfaced earlier this year when the DoD issued internal guidance to begin identifying positions that could be excluded. The unions responded by filing suit, claiming the directive was unconstitutional and a violation of the Federal Service Labor-Management Relations Statute (FSLMRS), which ensures bargaining rights for most federal employees.

Judge Friedman agreed that the plaintiffs were likely to prevail on the merits. In his 42-page opinion, he wrote that "while the President possesses broad discretion in matters of national security, that authority does not extend to nullifying statutory rights granted by Congress." He added that the order "upsets the balance Congress established between executive authority and the rights of federal employees." The injunction means that for now, collective bargaining agreements, grievance procedures, and other workplace protections covering more than 750,000 DoD civilian employees remain intact.

Union leaders hailed the decision as a landmark victory for federal workers and for the rule of law. "This ruling reaffirms that no administration, regardless of party, can simply erase the rights of federal employees by decree," said Randy Erwin, national president of the National Federation of Federal Employees (NFFE), one of the plaintiffs in the case. "These men and women serve their country every day, in shipyards, depots, and defense installations, ensuring that our armed forces have what they need. They deserve respect and fair treatment, not arbitrary exclusion."

The American Federation of Government Employees (AFGE), which represents more than 300,000 Defense Department workers, echoed that sentiment. "Without union representation, these workers would lose their voice in safety, scheduling, and working conditions, issues that directly affect mission readiness and morale," said AFGE National President Everett Kelley. "This decision is a crucial safeguard for fairness, stability, and national security itself."

The Justice Department, which defended the order on behalf of the government, declined to comment on whether it would appeal the injunction.

Legal experts say the decision underscores the judiciary's reluctance to allow executive overreach in areas governed by congressional statute. "Judge Friedman's ruling is a reminder that even in the name of national security, the President cannot override laws passed by Congress," said Emily Rogers, a professor at Georgetown University Law Center and expert in federal employment law. "The courts are signaling that workplace rights for civilian employees remain protected, even in sensitive agencies like Defense."

The unions have asked the court for a permanent injunction, which would nullify the order entirely. A full trial on the merits is expected sometime next year. In the meantime, federal employee organizations are urging Congress to take further action to codify protections and prevent similar executive orders in the future. Labor advocates note that the Defense Department is the nation's largest employer of civilian workers, encompassing engineers, shipbuilders, firefighters, nurses, and logistics specialists.

"For decades, these employees have been the backbone of our national defense," said Erwin. "They work long hours under challenging conditions, often side by side with military personnel. The court's ruling ensures that their voices, and their rights, will continue to be heard, not silenced by executive fiat." The injunction, he added, offers "a measure of stability in a time when public service and civil institutions need it most."

Rising Cargo Fires Push Shipping Lines Toward AI-Powered Safety Checks

The global shipping industry is increasingly deploying artificial intelligence to prevent one of its most dangerous and costly hazards, cargo fires. As incidents linked to misdeclared or improperly packed hazardous goods surge, carriers, insurers, and regulators are embracing data-driven tools to identify high-risk shipments before they reach the ocean.

Over the past decade, cargo fires at sea have grown more frequent and severe, fueled by the rise in electric vehicles, lithium-ion batteries, and other volatile cargoes. According to the International Union of Marine Insurance, such fires occur on average once every 60 days, causing losses that can exceed hundreds of millions of dollars per incident.

To address the growing threat, major shipping lines are testing AI-powered systems capable of scanning cargo manifests, bills of lading, and container data to detect anomalies that might indicate undeclared hazardous goods. The technology, developed in collaboration with insurers and logistics tech firms, uses machine learning to flag suspicious patterns, such as mismatched cargo descriptions or high-risk trade routes, for further inspection. "The majority of fires start because someone mis declares or hides dangerous goods," said Lars Jensen, a maritime analyst based in Copenhagen. "AI is giving carriers a new level of visibility, allowing them to catch risky shipments before they ever leave port."

Hapag-Lloyd, Mediterranean Shipping Co. (MSC), and Maersk are among the early adopters, integrating AI cargo-screening systems into their booking processes. Insurers have welcomed the move, saying that early detection could significantly reduce catastrophic losses. "This technology could be a game-changer," said Jane Holloway of the International Group of P&I Clubs. "It's proactive risk management that could save lives, ships, and billions in damages."

The tools rely on massive data sets collected from global trade databases, customs filings, and past incident records. AI models learn from these patterns to predict which shipments carry the highest probability of fire-related danger. Some systems can even cross-check cargo descriptions with temperature, route, and storage conditions to identify combinations more likely to overheat or combust.

Regulators, including the International Maritime Organization (IMO), are also monitoring the trend closely. IMO officials have indicated that AI could soon play a role in compliance verification under its dangerous goods code, though privacy and data-sharing concerns remain barriers to global implementation.

\Still, the technology's promise has generated strong industry interest. "We're seeing a cultural shift toward prevention rather than response," said maritime safety consultant Patrick Lim. "AI allows operators to act before disaster strikes — that's the difference between a contained incident and a burned-out hull."

As more shippers adopt automated risk assessment tools, experts say AI could become standard in port and fleet safety systems within the decade. With global trade volumes rising and new cargo types entering the supply chain, the industry hopes digital vigilance will keep pace with physical risk.

Swedish Prosecutors Close Baltic Sea Cable Investigation, Find No Foul Play

Swedish prosecutors have closed their investigation into damage to an undersea communication cable between Sweden and Latvia, concluding that the incident was the result of an accident rather than sabotage. The decision comes after months of inquiry into an event that raised regional security concerns amid heightened tensions in the Baltic Sea.

The investigation began after damage to the fiber-optic cable was detected on January 26, 2025. The cable, which carries telecommunications and data traffic between Sweden and Latvia, was found to have been severed on the seabed southeast of Gotland, disrupting service for several hours. Given the cable's strategic importance, Swedish authorities initially suspected deliberate interference and launched a criminal probe for gross sabotage.

Attention quickly turned to the Maltese-flagged bulk carrier *Vezhen*, which had been operating near the site at the time of the incident. The vessel was seized by Swedish authorities and detained in the port of Nynäshamn on January 29 for inspection. Investigators conducted interviews with the crew and reviewed ship-tracking data, but the *Vezhen* was released on February 3 after no conclusive evidence of wrongdoing was found.

On Tuesday, prosecutor Mats Ljungqvist announced that the investigation had been formally closed. "The conclusion is that the cable was damaged through external mechanical impact, most likely caused by an anchor or fishing gear," Ljungqvist said in a statement. "There is no indication of intentional sabotage." Ljungqvist, who also led Sweden's high-profile probe into the Nord Stream pipeline explosions, said investigators analyzed sonar imagery, satellite tracking data, and traces found near the damaged site. "Everything points to an accident linked to maritime activity in the area," he said.

The case had fueled speculation of possible hostile activity in the Baltic Sea, a region where critical infrastructure has come under increasing scrutiny since the war in Ukraine began. Similar incidents in recent years, including damage to gas pipelines and power cables, have heightened fears of sabotage targeting Western assets. Latvian authorities, who conducted a parallel inquiry, reached a similar conclusion. "We found no evidence of deliberate tampering," Latvia's Ministry of Defense said in a statement. "The cooperation with Swedish investigators has been close and effective."

While the ruling brings clarity to the January incident, officials emphasized the continuing vulnerability of the region's undersea infrastructure. "Even accidental damage can have significant consequences for security and communication," said Anna Lund, a senior analyst at the Swedish Defence Research Agency.

Sweden has since increased monitoring of subsea cables through enhanced surveillance by the navy and coast guard. Ljungqvist noted that while this case is now closed, awareness of such risks must remain high. "This event shows the importance of protecting critical infrastructure in shared waters," he said.

Newsom Vetoes Port Emissions Oversight Bill, Citing Fiscal Concerns

California Governor Gavin Newsom has vetoed Senate Bill 34, a measure that sought to tighten oversight of emissions from port operations at the Ports of Los Angeles and Long Beach, citing fiscal concerns rather than opposition to its environmental goals.

The legislation, authored by State Senator Lena Gonzalez (D–Long Beach), would have imposed new requirements on the South Coast Air Quality Management District (SCAQMD), the regional agency responsible for monitoring and regulating air pollution across Southern California. SB 34 aimed to strengthen the district's authority over cargo-handling equipment, trucks, and rail operations at the two ports, which together handle about 40 percent of U.S. containerized trade.

Supporters said the bill was designed to accelerate efforts to curb diesel emissions and improve air quality in communities surrounding the ports, where residents have long suffered from elevated rates of asthma and other pollution-related illnesses. Environmental and community groups argued that the measure would have provided more accountability and transparency from the SCAQMD, which they say has been slow to act on emissions from heavy-duty transport.

However, in his veto message released Tuesday, Newsom said his decision was guided by fiscal prudence rather than disagreement with the bill's environmental aims. "SB 34 would require an additional $100 million a year, forever, to be spent on CalWORKs grants, without regard to whether the budget can sustain the increase or whether that is the highest priority," Newsom wrote. While the governor's explanation appeared to reference fiscal impacts outside the direct scope of port emissions oversight, his office later clarified that the funding mechanism within the bill would have created permanent spending obligations inconsistent with the state's current budget plan.

Senator Gonzalez expressed disappointment with the veto, calling the decision a setback for communities near the ports. "This was about holding polluters accountable and giving working families in Long Beach and Wilmington cleaner air to breathe," Gonzalez said in a statement. "The governor's veto ignores the urgent health crisis at our ports."

Environmental advocates echoed those concerns, saying the state must do more to reduce emissions from the logistics sector. "California has led the nation on clean air and climate, but we can't slow down now," said Adrian Martinez, an attorney with Earthjustice. "The people living near these ports can't wait for another study or another delay."

Business groups, however, welcomed the veto, warning that stricter regulatory mandates could have increased operational costs and disrupted port competitiveness. The Pacific Merchant Shipping Association praised Newsom's decision as "balanced and pragmatic," noting the need to coordinate environmental goals with economic realities.

The veto leaves existing SCAQMD programs and port sustainability plans intact but stalls legislative efforts to impose new oversight mechanisms for now. Lawmakers are expected to revisit the issue in the next session as California continues to grapple with balancing its environmental ambitions and fiscal constraints.

Coast Guard Cutter *Storis* Returns to Seattle After First Arctic *Patrol*

The U.S. Coast Guard Cutter *Storis* (WAGB 21) arrived in Seattle Friday October 3rd, concluding a 112-day inaugural patrol that underscored the Coast Guard's expanding role in the increasingly strategic Arctic region. The vessel's return marks a new chapter in America's polar operations, signaling both operational readiness and growing concern over foreign activity near Alaska's northern waters. Commissioned earlier this year, the medium polar icebreaker departed Pascagoula, Mississippi, on June 1 for its maiden voyage. The ship transited the Panama Canal, crossed the Pacific, and conducted sea trials before heading north through the Bering Strait into Arctic waters. Its deployment under the Coast Guard's newly established Arctic District supports Operation Frontier Sentinel, a long-term mission aimed at securing the U.S. maritime boundary in the high north.

The *Storis*'s first Arctic patrol focused on sovereignty enforcement, maritime domain awareness, and coordination with U.S. Northern Command and allied Arctic partners. Coast Guard officials said the cutter's presence north of the Bering Strait strengthens America's ability to monitor maritime activity, deter illicit operations, and ensure safe navigation in a region where ice conditions, weather, and geopolitical tension intersect.

"The *Storis*'s patrol demonstrates our commitment to protecting U.S. interests in the Arctic," said Vice Adm. Nathan Moore, commander of the Coast Guard Pacific Area. "As global attention on the region grows, the Coast Guard must be prepared to respond, whether to foreign incursions, environmental hazards, or the needs of Alaskan communities." During the patrol, *Storis* operated in an area that saw an unusual concentration of foreign research and survey ships. According to Coast Guard officials, five China-affiliated vessels conducted extended operations in or near the U.S. exclusive economic zone in the Arctic this summer, prompting heightened monitoring. While the vessels maintained communication with U.S. authorities, their activity reinforced the Coast Guard's emphasis on persistent presence.

Photo courtesy of US Coast Guard.

"The increased traffic from foreign-flagged ships near U.S. waters shows the importance of sustained Arctic operations," said Capt. Eric Donovan, commanding officer of *Storis*. "Our crew trained hard for this mission, and their professionalism in harsh conditions shows what the next generation of polar operations will look like."

Built by Halter Marine in Mississippi, *Storis* is the first in a new class of medium polar icebreakers designed to complement the heavy icebreaking capability of the future Polar Security Cutters now under construction. At 360 feet long and equipped with advanced navigation, propulsion, and science-support systems, the ship can operate independently for months in ice up to four feet thick.

Beyond defense missions, *Storis* also delivered humanitarian and logistical support to remote Alaskan villages, conducted environmental monitoring, and collaborated with the National Oceanic and Atmospheric Administration (NOAA) to collect Arctic climate data. Analysts view the ship's successful first patrol as a sign that the U.S. is moving to close its long-standing capability gap in polar operations. With sea ice retreating and global powers increasing their Arctic activity, the Coast Guard's enhanced presence reflects a new strategic urgency.

"The *Storis*'s deployment is more than a patrol, it's a signal," said Heather Conley, president of the Arctic-focused Wilson Center. "The United States is reasserting its role as an Arctic nation." The *Storis* will remain in Seattle for maintenance and crew rotation before preparing for its next deployment in early 2026.

Sudoku is fun to play, and the rules are simple. Fill in the blanks so that each row, each column, and each of the nine 3x3 grids contain one instance of each of the numbers 1 through 9.

		6			8	4	9	
4						1	7	
		2	9	1				6
	4	7		5		6	8	
	6						2	
	5	9		2		3	4	
5				3	6	9		
	1	3						7
	7	4	8			2		

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MSC Presented Civilian Service Achievement Medal to Nicholas Ross

The Military Sealift Command (MSC) has presented the Civilian Service Achievement Medal to Nicholas Rossi, a licensed deck officer and member of the International Organization of Masters, Mates & Pilots (MM&P), in recognition of his outstanding service and professionalism while supporting U.S. Navy operations.

Rossi, a crewmember of Warren, received the award for a temporary assignment to the MSC fleet replenishment oiler USNS Guadalupe (T-AO 200), whose second officer cargo billet was gapped. While on Guadalupe, he used his background as a cargo officer to assist with the completion of tank cleaning. Under Rossi's direction, Guadalupe's crew completed tank cleaning operations, transferring tank washings and facilitating their safe offload to contractor tank trucks shoreside. This assignment involved long hours on deck and required keen attention to detail to ensure the safety of the ship and its crew, as well as thorough compliance with environmental safeguards. Rossi's Person-in-Charge (PIC) license endorsement to facilitate petroleum, oil and lubricants (POL) transfer operations, gave the ship the ability to have crew members to do the work, at the pier, saving MSC nearly $1 million.

CMA CGM Places First Vessel Order in India

French container shipping powerhouse CMA CGM, parent company to APL has placed its first-ever vessel construction order in India, marking a major step in the country's emergence as a global shipbuilding hub and a milestone in the diversification of the company's fleet production strategy. The Marseille-based carrier announced Tuesday that it has signed a deal with Cochin Shipyard Ltd. (CSL) for the construction of six LNG-powered container ships, each with a capacity of around 1,700 TEUs. The vessels are scheduled for delivery between 2029 and 2031 and will be deployed on regional and feeder services within Asia and the Middle East.

The agreement represents a significant endorsement of India's shipbuilding capabilities, traditionally overshadowed by established yards in South Korea, China, and Japan. It also underscores CMA CGM's effort to localize parts of its supply chain and strengthen ties with one of the fastest-growing maritime markets in the world. Cochin Shipyard, based in the southern Indian state of Kerala, has built a reputation for constructing high-value vessels, including passenger ferries, offshore support ships, and defense platforms. The yard's partnership with CMA CGM is expected to bring in new technology and expertise, particularly in dual-fuel LNG propulsion systems, which are central to the company's decarbonization strategy.

Under the deal, HD Hyundai Heavy Industries of South Korea will provide technical assistance, ensuring the vessels meet international standards for design and efficiency. The ships will be equipped with the latest energy-saving features and digital systems to optimize fuel consumption and reduce emissions. "Cochin Shipyard has proven its ability to deliver high-quality, complex vessels, and this agreement reflects our confidence in India's growing maritime industrial base," a CMA CGM spokesperson said. "These ships will play a vital role in advancing our commitment to sustainable shipping."

India's Minister of Ports, Shipping and Waterways Sarbananda Sonowal hailed the deal as a "historic leap forward" for the nation's shipbuilding ambitions, noting that it aligns with Prime Minister Narendra Modi's 'Maritime India Vision 2030', a long-term plan to transform the country into a global maritime manufacturing and logistics center.

The order also signals India's intent to attract more international shipbuilding contracts as global carriers seek alternative construction hubs amid supply chain realignments and rising costs in East Asia. CMA CGM operates a fleet of more than 625 vessels serving 420 ports worldwide and including 11 American Flag ships under American President Lines (APL).

Pentagon Accused of Silencing Reporters With Restrictive Access Policy

A growing revolt among major U.S. news outlets has erupted over the Pentagon's new press access policy, with nearly every major media organization refusing to sign what they describe as an unprecedented attempt to control coverage and stifle independent journalism.

The Associated Press, The New York Times, The Washington Post, CNN, Fox News, Reuters, and dozens of others have rejected the Department of Defense's new terms, calling the policy "a direct threat to the First Amendment." The Pentagon has warned that those who do not comply will lose their credentials and be barred from its press offices — a move critics say effectively weaponizes access to coerce compliance.

Under the policy, journalists must acknowledge that the Pentagon may revoke credentials if a reporter "solicits" information deemed classified or even "unapproved" for release, language so broad that it could encompass almost any act of investigative reporting. The policy also limits reporters' physical movement within the Pentagon, requires some interviews to be pre-cleared, and gives officials the discretion to determine who is a "security risk."

"This is not about protecting national security; it's about controlling the narrative," said Sally Buzbee, executive editor of *The Washington Post*. "They're trying to intimidate reporters into silence and redefine journalism as a privilege granted by the Pentagon."

Even after a partial revision acknowledging that publishing sensitive information is "generally protected" by the Constitution, the Pentagon retained language implying that reporters who *ask* for such information could be punished. That distinction, critics say, is a fundamental misunderstanding of how journalism works. "This language criminalizes curiosity," said Julie Pace, executive editor of the *Associated Press*. "If a reporter can't ask tough questions without risking their credentials, then the Pentagon can effectively control what the public learns about its actions."

The Pentagon Press Association (PPA), representing more than 100 news organizations covering defense affairs, issued a blistering statement accusing the Defense Department of attempting to "gag Pentagon employees and punish journalists for doing their jobs." "This policy turns access into a loyalty test," said Jeff Schogol, PPA president and a longtime defense reporter. "If enforced, it would dismantle decades of hard-won transparency and public accountability at the heart of American democracy."

Several outlets have already begun scaling back their Pentagon operations rather than sign the agreement. Editors at multiple organizations privately warned that they would rather lose access entirely than accept terms that could criminalize normal reporting practices.

Defense Secretary Pete Hegseth defended the new rules as "common-sense safeguards" to prevent leaks and protect sensitive material. But reporters say the Pentagon is conflating legitimate oversight with espionage.

"The idea that asking questions about defense spending, foreign operations, or internal policy could make a journalist a 'security risk' is outrageous," said David Martin, CBS News national security correspondent. "It's a clear attempt to chill scrutiny and shield the Pentagon from accountability."

Legal scholars have echoed those concerns, warning that the Pentagon's conditions may violate both the First Amendment and established precedent affirming the right of the press to seek information — even classified material — without penalty. Erwin Chemerinsky, dean of the UC Berkeley School of Law, said the policy "sets a dangerous constitutional precedent. The government cannot make access contingent on surrendering the right to investigate."

With the Pentagon controlling nearly $900 billion in annual spending and vast global operations, journalists argue that transparency is not optional but essential. "If these rules stand," said Cliff Levy, managing editor of *The New York Times*, "the Pentagon will decide what the public gets to know, and that's not how democracy works."

As of Thursday, One America News Network remains the only major outlet to sign the policy, a fact many see as symbolic of how politicized the issue has become.

The standoff now marks one of the sharpest clashes between the U.S. government and the national press in decades, a test not just of Pentagon access, but of whether the government can dictate the terms of truth itself.

U.S. Seeks to Stall Global Shipping Emissions Charge at IMO Talks

The United States has proposed adding another procedural step before adopting a landmark measure to charge ships for their greenhouse gas emissions, a move widely seen as an attempt to delay or weaken global climate action in the maritime sector.

The proposal came during a crucial week of talks at the International Maritime Organization (IMO), the United Nations agency responsible for regulating global shipping. Delegates from more than 170 countries are gathered in London to decide whether to move forward with a system that would make vessels pay for their carbon emissions, effectively creating the first global price on maritime pollution.

The U.S. delegation, representing the Trump administration, introduced a late-stage procedural proposal on Wednesday that would alter the voting and acceptance process for the new rules. According to an IMO document circulated to member states, Washington's amendment would require a further round of consultations and reviews before any emissions pricing mechanism could be formally adopted.

Critics said the move was a clear attempt to stall progress. "This is a classic delay tactic," said Maria Lindström, a negotiator from Sweden. "The world's shipping industry cannot wait another decade for action while emissions continue to climb." The proposal reflects Washington's broader opposition to what it has called a "global carbon tax" that would unfairly penalize American consumers and shippers. U.S. officials have argued that the measure would raise costs for exports and imports, potentially harming domestic industries and supply chains.

"The administration believes this proposal would effectively tax Americans for goods moving across the ocean," a U.S. representative said during the session, reiterating the government's view that climate measures should be voluntary and market-driven rather than mandated by international regulators.

Supporters of the emissions levy, however, said the measure is essential to meet the IMO's 2050 decarbonization target and to level the playing field for cleaner fuels and technologies. "Without a price on carbon, there is no incentive to switch to low- or zero-emission alternatives," said Akira Sato, Japan's delegate to the talks. "Delaying the process undermines the credibility of the IMO's climate commitments."

The International Chamber of Shipping, representing major shipowners, has urged governments to move forward, calling a global levy the most efficient way to cut maritime emissions. Environmental groups also criticized Washington's position, warning that any procedural delay could derail years of negotiations.

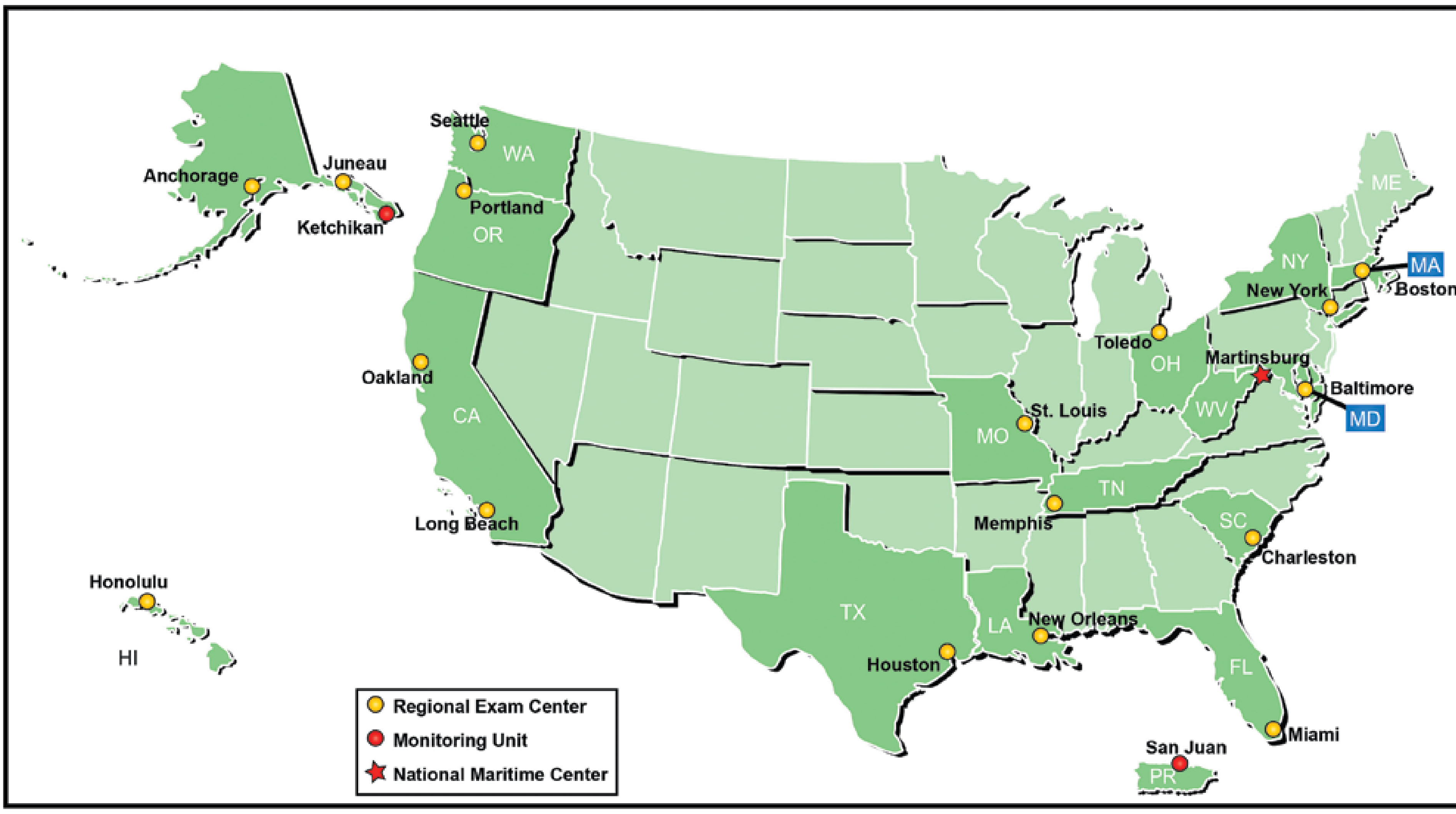
The outcome of this week's IMO meeting remains uncertain, with several nations, including China, India, and Russia, expressing concerns over how the emissions charge would affect developing economies and trade competitiveness. A vote on the proposal and the broader carbon pricing framework is expected before the session concludes on Friday.

If approved, the measure would mark one of the most significant climate policy decisions in the shipping industry's history, and a rare instance of a global sector-wide price on carbon. If blocked, it would underscore how political resistance continues to slow the pace of international climate cooperation.

AB Sanoe Waters-Lambert and Delegate Ken Speas on the *Texas Voyager* in Richmond, CA. *Photo by Sam Worth.*

***USNS Red Cloud* L to R: AB Luisito Tabada, OS Angela Clinton, AB Brent Wells, AB Jason Alonzo, Bosun Mahon Gandy Bosun, AB John Rodgers, OS Abdul Shahbain, AB John Relojo, OS Abdul Hasson at top of photo.**

Map of Coast Guard Regional Exam Centers



Government Shutdown Freezes Key Federal Services Nationwide

continued from page 1

many export license and commodity classification requests, has cut back on its operations, only processing urgent or national security-related requests. Freight firms say they are starting to brace for weeks of backlog. Some industry observers warn that global supply chains, already strained by external disruptions, may see amplified pressure from the U.S. bottlenecks.

The shutdown is also affecting maritime regulatory functions. For instance, the National Maritime Center, which issues mariner credentials and administers licensing exams, has suspended many of its services. That means new mariners may not be credentialed, renewals will not be processed, exams are postponed, and paperwork is delayed.

Meanwhile, the U.S. Coast Guard continues to perform core operations, maritime safety, search and rescue, port security, but nonessential functions like plan review or vessel security plan enforcement may be curtailed. The Federal Maritime Commission (FMC) is also running on barebones staffing: only its sitting commissioners are active while much of its staff remain furloughed.

Trade analysts, port authorities, and shipping firms alike say the current disruption is manageable only in the short term. A protracted shutdown could unravel fragile maritime supply chains, inject costs across the economy, and weaken U.S. competitiveness in global shipping. "The ports are open today, but the real question is how long the system can absorb the pressure before congestion and risk become critical," one logistics executive said.

Other industries have been hard hit as well. Department of Health and Human Services: roughly 41 percent of its workforce faces furloughs, with the Centers for Disease Control and NIH among agencies scaling back operations. Other departments are similarly affected, the Internal Revenue Service, Education, Commerce, Environment, and more have announced substantial staffing cuts.

Some personnel, such as air traffic controllers, TSA workers, FBI, border agents, and military service members, fall under "essential" classification and remain on duty despite the shutdown. However, these employees are not paid until appropriations are restored.

The financial stakes are mounting. A White House memo, citing the Council of Economic Advisers, warns that the economy could lose $15 billion per week in output during the shutdown. Other analysts put the figure somewhat lower but still consequential. Meanwhile, the Trump administration has threatened to begin mass layoffs rather than simply furlough workers temporarily. In response, a federal judge in San Francisco has blocked the administration's attempt to fire over 4,100 employees, ruling that the cuts appear politically motivated and poorly handled.

Union leaders and furloughed employees are bracing for financial distress. Many are facing mounting bills, missed mortgage payments, and uncertainty over back pay, despite the Government Employee Fair Treatment Act requiring retroactive payment once the shutdown ends.

As of mid-October, efforts in Congress to pass a clean continuing resolution or omnibus funding bill continue to stall. Senate votes have repeatedly failed, and neither side shows a willingness to compromise on core priorities like Medicaid funding or ACA subsidies.

House Speaker Mike Johnson has warned that the shutdown could stretch longer than anticipated, calling the impasse a test of priorities. In parallel, President Trump has ordered the Defense Department to repurpose unused funds to pay military personnel, raising constitutional and legal questions about redirecting funds without Congressional authorization.

Thousands of federal workers, contractors, and citizens are now caught in the middle, waiting on political maneuvering to restore funding, and with it, a return to normal government function.

United States Coast Guard National Maritime Center

Lapse in Appropriations and Government Shutdown
UPDATE #1: Mitigation Efforts – Extensions

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.
- Additional information letters sent to mariners, training providers, designated examiners, and qualified assessors that expire on or after October 1, 2025, will be extended from the date funding is restored for a period equal to the duration of the shutdown.
- Approval to test letters, drug test letters, and mariner training course certificates that expire on or after October 1, 2025, will be extended from the date funding is restored for a period equal to the duration of the shutdown.
- 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.

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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SUP President's Report

APL

The Consumer Price Index for all Urban Consumers (CPI-U) report was published on September 11, 2025 by the Bureau of Labor Statistics of the U.S. Department of Labor. From August 2024 to August 2025 shows a 2.9 percent cost of living adjustment (COLA) for all items. Therefore, there is no COLA added to the October 1, 2025 APL/SIU-Pacific District wage increase. Only a COLA above 4 percent, not to exceed five percent, shall be added to the base wage and wage-related items effective on each anniversary date of the agreement per section 36 (a) of the general rules. With no cost-of-living increase, the five- and one-half percent (5.5%) increase on wage and wage related items (action taken at last month's meetings) will remain the same. See page 11 of the WCS for pay scale.

CMA-CGM Phoenix: I spoke with Gregory Doyle of APL Maritime on October 14th, and he informed me that the CMA-CGM *Phoenix* will be operated by APL Marine Services for 90 days while the arbitration cases are going on with SUP and MFOW. During this time SIU-PD will crew the unlicensed department for the ship. The ship calls ports on the East Coast, India, and Sri Lanka.

MATSON NAVIGATION

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.

PATRIOT CONTRACT SERVICES

The SUP was notified on September 24, 2025, that MSC anticipates exercising Option Period 3 with Patriot Contract Services under contract N3220523C4031 for the operation and maintenance of the *USNS Seay* and *USNS Pililaau*. The anticipated period of performance is November 1, 2025, through October 31, 2026.

The *USNS Watson* and *USNS Charlton* have transferred over to MARAD, with both ships being renamed *George Washington* and *Cornelius H. Charlton*, respectively. The *George Washington* will be docked in Marrero, LA, in ROS, with a crew of one Bosun, two ABs, and one OS. The manning will be the same for the *Cornelius H. Charlton* in Baltimore, MD. The next ship scheduled to transfer will be the *USNS Soderman* on January 1, 2026, in Marrero, LA.

There were three pay increases recently, as reported in last month's Presidents Report. If you get dispatched to a Patriot ship, please make sure you request a pay scale from your Branch Agent. All SUP contract rates are available at each hall.

T-AGOS Vessels — On September 19, the Union was notified that Amendment 13 to the request-for-proposal for the operation and maintenance of the five T-AGOS and one T-AGM vessel had been published and that the time to update proposals was extended to September 26.

GOVERNMENT SHUTDOWN

One of the many fallouts during the government shutdown is that Coast Guard Regional Exam Centers (RECs) have been closed since October 1 and will remain closed until the shutdown is over. Members are strongly encouraged to stay on top of their documents during this time. If you need training, please fill out an application so we can start the process.

Whether you need to renew your MMC, add an endorsement, or apply for a new medical certificate, the message remains the same: take the necessary steps and submit your application and/or 719K to the REC via email. Email submission of applications remains active; however, processing will resume once appropriations are restored.

If you wait until the REC reopens, there will be a long line of applications ahead of yours to be processed. Please check with your Branch Agents if you have any questions.

CHEVRON SHIPPING COMPANY

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.

HOLIDAYS

Veterans Day: The SUP Halls will be closed Tuesday, November 11, 2025 in observance of Veterans Day, which is a contract holiday.

Matt Henning

Unions Sue Trump Administration Over Social Media Surveillance of Visa Holders

Three major labor unions filed a lawsuit Thursday in federal court challenging the Trump administration's program that monitors and reviews social media accounts of non-U.S. citizens, alleging the system unlawfully targets individuals for expressing views critical of the government.

The lawsuit, filed in the U.S. District Court for the Southern District of New York, accuses the administration of "scouring" posts and online activity from more than 55 million visa holders to identify and revoke visas from people whose political views or affiliations are deemed unfavorable. The unions say the program violates constitutional and statutory protections, including free speech and due process rights.

The plaintiffs include the American Federation of Teachers (AFT), the Service Employees International Union (SEIU), and the Communications Workers of America (CWA). Together, the groups represent millions of workers across multiple industries, including education, healthcare, and telecommunications. "This is about protecting the fundamental right to free expression," said AFT President Randi Weingarten in a statement. "Our government should not be policing political speech, especially not by punishing immigrants for criticizing those in power."

At the center of the lawsuit is a Department of Homeland Security (DHS) initiative that expanded under the Trump administration to systematically review the online presence of visa holders and applicants. The unions allege that immigration officers have used the data to deny entry, cancel visas, or initiate deportation proceedings against individuals who post or share material critical of U.S. policies.

Civil liberties advocates have long warned that the government's digital surveillance efforts could chill speech and lead to discrimination based on political or religious beliefs. The unions argue that the system's lack of transparency and oversight has turned lawful expression into grounds for punishment.

The complaint cites several instances in which international students, journalists, and workers reportedly lost their visas after posting or "liking" content perceived as anti-administration. In one cited case, a graduate student from India was denied reentry to the U.S. after tweeting criticism of immigration policy.

Administration officials have defended the surveillance program as a national security measure, saying social media provides critical information for assessing threats. DHS has said the monitoring applies only to public content and is aimed at preventing fraud or extremism.

But the unions' lawsuit marks the first direct legal challenge to the social media monitoring program itself, not just its individual outcomes. "Immigrants should not have to choose between silence and exile," said SEIU President Mary Kay Henry. "We are challenging a system that punishes dissent and undermines the democratic principles America claims to uphold."

The case could set a major precedent in defining how far the U.S. government can go in using online speech as a basis for immigration enforcement.

AB Eric Williams, OS Zulma Guity, and OS Isaac Samoa painting safety stanchions aboard the *USNS Pililaau*.

Trump Terminates Hudson Rail Tunnel Project

President Donald Trump announced Wednesday, October 15th that his administration has "terminated" the long-delayed Gateway rail tunnel project under the Hudson River, abruptly halting one of the most significant infrastructure efforts in the United States. The decision comes just two weeks after federal funding for the project was suspended as part of the ongoing government shutdown.

Speaking at a wide-ranging news conference at the White House, Trump said his administration had used the shutdown as an opportunity to eliminate federally funded initiatives that he described as "wasteful," many of which had been supported by Democratic lawmakers. Among them, he singled out the $16 billion Gateway tunnel, calling it a "New York boondoggle" that primarily benefited blue states. "It's billions and billions of dollars that Schumer has worked 20 years to get," Trump said, referring to Senate Majority Leader Chuck Schumer of New York, one of the project's fiercest advocates. "Tell him it's terminated."

The Gateway project, a joint effort between New York and New Jersey, was designed to build a new two-track rail tunnel beneath the Hudson River and rehabilitate the existing century-old tubes that carry Amtrak and New Jersey Transit trains into Manhattan. The tunnel is considered vital to the Northeast Corridor, which connects major cities from Washington to Boston and carries more than 200,000 passengers daily.

The existing tunnels, severely damaged by saltwater intrusion during Superstorm Sandy in 2012, have increasingly been a source of concern for engineers and commuters alike. Officials have long warned that if one of the two tubes were forced to close for repairs before a new tunnel is built, rail capacity between New York and New Jersey could be cut by as much as 75 percent, crippling regional travel and commerce.

Trump's decision drew immediate condemnation from Democratic leaders and transportation officials. Schumer called the move "reckless and vindictive," accusing the administration of "putting politics ahead of public safety." New Jersey Governor Phil Murphy labeled the announcement "an assault on the people of the Northeast," vowing to explore legal and legislative avenues to restore the project's funding.

Transportation advocates were also quick to react. "This isn't just a New York issue, it's a national economic issue," said Nicole Gelinas, a senior fellow at the Manhattan Institute. "The Gateway tunnel is essential to the functioning of the most productive region in the country." The Federal Railroad Administration had previously agreed to fund nearly half of the project through low-interest loans and grants. Construction had been expected to begin in 2026, following years of environmental reviews and design planning.

Administration officials offered few details Wednesday about how the termination would be carried out or whether any previously allocated funds could be reprogrammed. A senior White House aide said the president "remains open to future discussions" if states propose "a fairer cost-sharing plan." For now, however, the Gateway tunnel, long hailed as a linchpin of American infrastructure renewal, appears to be on indefinite hold.

TSA Union Warns Longer Lines Coming as Shutdown Drags On

Air travelers could soon face longer lines, delayed flights, and possible ground stops as the ongoing government shutdown stretches into its third week, with many essential airport workers now going unpaid. Transportation Security Administration (TSA) screeners and air traffic controllers are required to continue working through the shutdown, even as their paychecks stop arriving. Both groups received their final pay for the foreseeable future this week, raising concerns that widespread absences could soon strain the nation's air travel system.

The TSA confirmed that agents received only partial pay on Oct. 10, while the union representing air traffic controllers said its members also received their last partial installment earlier this week. "These employees are performing critical national security functions without pay," said a spokesperson for the National Air Traffic Controllers Association. "Morale is low, and frustration is understandably rising."

The last time the federal government shut down for an extended period, a record 35 days in late 2018 and early 2019, a growing number of TSA officers began calling in sick as their paychecks stopped. That led to hours-long security lines at major airports and forced the temporary closure of some screening lanes. Air traffic control facilities also experienced staffing shortages, resulting in cascading flight delays across major hubs like New York's LaGuardia and Atlanta's Hartsfield-Jackson airports.

Now, many fear a repeat scenario. "We may start to see the impact as soon as Thursday, Sunday, or Monday, the busiest travel days of the week," Joe Shuker, regional vice president for the TSA workers' union, told *Forbes*. "People can only go so long without pay."

Because several federal websites are offline or unmaintained during the shutdown, travelers have limited visibility into where airport wait times may already be worsening. The TSA's online tracker for security checkpoint delays is not currently being updated, making it difficult to gauge real-time impacts.

So far, the union representing TSA employees told the Associated Press that absences have not yet caused significant disruptions. Still, union leaders warned that the situation could deteriorate rapidly once employees begin missing rent or mortgage payments.

The shutdown, which began nearly three weeks ago amid a congressional impasse over spending legislation, is inching closer to becoming one of the longest in U.S. history. If it continues into next month, it will surpass the 2019 record.

For now, travelers are being urged to arrive at airports early, expect longer waits, and brace for possible disruptions that could ripple through the aviation system in the coming days.

Retired Rear Admiral Tom Anderson to Lead Hanwha's U.S. Shipbuilding Expansion

Hanwha Defense USA has named retired U.S. Navy Rear Admiral Tom Anderson as president of its U.S. shipbuilding business, the company announced Monday, marking a high-profile hire as the South Korean defense firm expands its American maritime footprint. Anderson, a 34-year Navy veteran who most recently served as Program Executive Officer for Ships and as acting commander of Naval Sea Systems Command (NAVSEA), will lead Hanwha's U.S. shipbuilding programs and oversee shipyard operations, workforce development and future program strategy.

Anderson's role places him at the center of Hanwha's effort to scale up domestic shipbuilding capacity following its acquisition of Philly Shipyard, now operating under the Hanwha banner. In his new post, Anderson is charged with turning corporate strategy into shipyard reality: directing program execution, upgrading infrastructure, and building the skilled workforce Hanwha says it needs to support longer-term growth in U.S. naval and commercial work. Company materials emphasize that the hire is intended to pair Hanwha's capital investment with deep, U.S.-based technical and program leadership. "Tom has had a distinguished and impactful naval career, and we are delighted to bring his deep industry expertise, creative thinking, and demonstrated leadership to Hanwha," Mike Smith, president and CEO of Hanwha Defense USA, said in the company release. The company framed Anderson's appointment as a strategic move at "a pivotal time for the Navy and U.S. shipbuilding writ large," signaling Hanwha's intention to compete for a broader set of U.S. maritime contracts.

Anderson brings program leadership experience across the lifecycle of naval platforms, from design and construction to sustainment and modernization, gained over more than three decades in uniform. While serving as PEO Ships and during his stint as acting NAVSEA commander, he oversaw major acquisition programs and fleet maintenance activities that touched surface combatants and support vessels alike. Industry observers say those credentials will help Hanwha navigate complex U.S. procurement rules and the tightly networked defense industrial base.

The hire comes as Hanwha pursues an aggressive U.S. industrial strategy: since entering U.S. shipbuilding, the company has highlighted investments in advanced manufacturing, training and modernization at its American yards. Hanwha's stated ambitions include reviving capacity and creating skilled manufacturing jobs — a message designed to resonate with policymakers focused on strengthening the U.S. maritime industrial base. Competitors and primes in the U.S. shipbuilding sector are likely to watch closely as the company builds out both capabilities and relationships with Navy program offices and ship operators.

Industry analysts said Anderson's presence gives Hanwha immediate credibility with Navy program offices and primes while underscoring a broader trend of former senior military acquisition officials moving into industry roles that bridge government and commercial shipbuilding. For Hanwha, the calculus is simple: combine deep operational and acquisition know-how with capital and yard capacity to win work, an approach that, if successful, could reshape competitive dynamics

APLMS/SUP WAGE AND OVERTIME RATES

Effective October 1, 2025

Maritime Security Program

(APL EAGLE, OCEANIA, ISLANDER, PRESIDENT ADAMS, BUSH, CARTER, GRANT, JOHNSON, MONROE, REAGAN)

Rating	Wages Monthly	Wages Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily	Money Purchase Pension Daily
Bosun (Bosun/AB)	$7,661.85	$255.40	$7,895.94	$4,737.56	$157.92	$25.00
A.B.	$5,403.54	$180.12	$5,901.23	$3,540.74	$118.02	$25.00
"A.B. Watchstander/ Daystander"	$5,403.54	$180.12	$5,901.23	$3,540.74	$118.02	$25.00
0.S. (5TOS)	$4,093.48	$136.45	$4,631.77	$2,779.06	$92.64	$18.51

OVERTIME RATES

	10/1/2025	10/1/2025 Money Purchase "Pension Plan Daily
The hourly overtime rate for all ratings: except the Ordinary Seaman (STOS}	$44.10	
Ordinary Seaman (STOS)	$33.10	

CARGO RATES

The hourly cargo rate for all ratings:		
Straight Time Hours	$33.10	
Overtime Hours	$54.49	
SHORTHANDED (Section 7 SUP Work Rules)		
Bosun $75.27		
A.B. $56.72		
5T05 $42.55		
STANDBY RATES (Section 43 SUP Work Rules)		
Bosun		
Straight Time Hours	$42.12	$25.00
Overtime Hours	$69.23	
A.B.		
Straight Time Hours	$40.35	$25.00
Overtime Hours	$66.50	
SHIFT SHIP GANGS (Section 44 SUP Work Rules)		
Bosun		
Straight Time Hours	$37.27	$25.00
Overtime Hours	$62.03	
A.B.		
Straight Time Hours	$35.19	$25.00
Overtime Hours	$59.29	
DECK PORT WATCHES (Section 55 SUP Work Rules)		
Bosun		
Straight Time Hours"	$50.20	
Overtime Hours	$75.31	
A.B. and 5TOS		
Straight Time Hours	$37.81	
Overtime Hours	$56.72	
FUEL OIL SPILL CLEANUPS		
Straight Time, all ratings	$26.94	

TIME BACK RATES

Bosun	$31.93
AB	$22.52
STOS	$17.06

Maintenance and Extra Maintenance Rates

Rating	10/1/2025	10/1/2025 Money Purchase Plan
Rigging-Splicer and Sail Maker		
Straight Time	$49.35	$25.00
Overtime	$81.88	
Rigging-Wire Splicers Helper		
Straight Time	$45.35	$25.00
Overtime	$76.07	
Rigging-General Maintenance Work		
Straight Time	$43.40	$25.00
Overtime	$72.97	
Spray Painting, Sandblasting, Steam Cleaning and Welding		
Straight Time	$47.19	$25.00
Overtime	$78.66	
Storekeeper - General Maintenance		
Straight Time	$45.81	$25.00
Overtime	$76.41	
Bosun		
Straight Time	$52.82	$25.00
Overtime	$86.60	
Bosun's Mate or Leaderman		
Straight Time	$49.36	$25.00
Overtime	$81.88	
Carpenter		
Straight Time"	$48.30	$25.00
Overtime	$80.54	
Spraying, Sandblasting enclosed spaces additional per hour	$1.74	
Extra Maintenance Crew Personnel Agreement, Section 55		
Bosun		
Straight Time	$52.75	$25.00
Overtime	$86.60	
AB - {Rigging - General Maintenance Work)		
Straight Time	$43.31	$25.00
Overtime	$72.97	

SUP Officers' Wages

Consistent with the full disclosure intent of Article XV, Section 3 of the SUP Constitution and follow- ing the ratification of APL wage increases, the following table reflects the Union officer wage scale as required by the Section 1 of the same article of the Con- situation.

Weekly Wages for SUP officers effective October 1, 2025:

....$2,203.58

Vice President/

Assistant Secretary-Treasurer

....$2,058.12

Branch Agents

....$2,058.12

Business Agent

.... $2,021.23

Benefits: Medical and dental coverage (SUP Welfare Plan); four weeks vacation per year, participation in the SIU-Pacific District Pension Plan and a $100 per week auto allowance. SUP officials can contribute to the SUP 401(k) Plan. No contributions are made for SUP officials to the SUP Money Purchase Pension Plan.

China Begins Collecting Port Fees on U.S.-Linked Ships

continued from page 1

constructed in Chinese yards. The exemption could thus limit cost pressures on major commodity shippers and charterers, though container and energy carriers with stronger U.S. affiliations may face higher exposure.

Still, shipping executives expressed unease over what they described as increasingly politicized rules of engagement. "Shipping has moved from being a neutral conduit of global commerce to a direct instrument of statecraft," said one Asia-based maritime lawyer. "The danger is that every flag or ownership link becomes a point of leverage."

One area of particular concern is the ambiguous definition of U.S. ownership. According to the MSA's guidelines, any vessel whose owning entity has U.S. persons controlling 25 percent or more of equity, voting rights, or board seats will be considered American-linked and subject to the new port fee. That has already prompted several U.S. nationals serving on shipping company boards to step down in recent days to avoid entangling their fleets.

While Beijing has not disclosed the exact rate of the new port fees, brokers say the costs are "non-trivial" and likely to add operational friction for carriers on trans-Pacific and intra-Asia routes. Industry groups are urging both governments to reconsider, warning that politicizing port access could undermine global supply chain stability at a time of already fragile trade flows.

With both sides now enforcing reciprocal measures, the maritime industry finds itself at the front line of a broader economic confrontation. As one ship manager put it, "The ocean used to be where nations met to trade. Now it's becoming where they draw lines."

Dispatcher's Report

Headquarters — September 2025

Deck	
Bosun	**1**
Carpenter	**0**
MM	**2**
AB	**19**
OS	**4**
Standby S.F.	**12**
Engine/Steward	
QMED	**0**
Pumpman	**0**
Oiler	**0**
Wiper	**0**
Steward	**0**
Cook	**0**
Messman	**0**
Total Jobs Shipped-All Depts	**38**
Total B, C, & D Shipped-All Depts	**29**
Total Registered "A"	**23**
Total Registered "B"	**35**
Total Registered "C"	**9**
Total Registered "D"	**25**

SUP Branch Reports

Honolulu

September 2025

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Steady, 1 AB Day steady, 1 AB Day Return, 3 AB Watch steady, 1 AB Watch Relief, and 1 AB Maintenance Steady. There were 4 Standbys Jobs dispatched for the month.

REGISTERED: 8 A-Cards, 17 B-Cards, 9 C-Cards, and 3 D-Cards.

SHIPS CHECKED: *USNS Charlton, USNS Watson* (Because a ship changes activation status. Does not mean you can just bail off if your time is not up. You're still needed), *D.K. Inouye, Manulani, R.J. Pfeiffer, Mokihana, Lurline, Kaimana Hila, Mahimahi, Manoa, Maunawili, Matsonia,* and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report

There were a lot of sudden job orders with last minute dispatches. I appreciate everyone who stepped up to make sure the billets were filled. I realize you guys literally had to drop what was going on in your life. Mahalo for being good union members. As well as those who may have burned a card to take relief jobs. I appreciate you guys thinking of your brothers and sisters. However, it should be noted that a "relief trip" is only possible if there is someone available to take it. If there is nobody to take it. Then you will have to wait. Furthermore, if you take a job. It is with understanding that you will do your time. Quitting without being properly relieved and/or a valid reason can come with consequences. Don't make the union agents be the bad guys. Understand, the role you play being dispatched to a ship is important, and everyone (members and officials) are counting on you to do your part when you sign aboard. We are a UNION. Not an employment agency. This is your career. Not a job. Please treat them as such.

Along with the MFOW, we attended the Maritime Career Expo hosted by the Marimed Foundation at Windward Community College. I really appreciate members Ali'i Aleka, Luke Satsuma, Andrew Nakama, and applicant Blaise Kanahele volunteering their time to share their experiences of not only being a Merchant Mariner. But also, being an SUP member. I appreciate your commitment to being community minded.

Along with MFOW Port Agent Mario Higa. We have begun the planning process for the SUP/MFOW Holiday party. We are accepting anything members may want to donate or volunteer (entertainment, gifts for the kids, activities and/or games, specialty food and/or desserts, etc.) to help make the party better. Please let me or Mario know.

If you have six months before your documents expire. Please get started on the renewal process. If you need help. Come see me.

Fraternally Submitted,
Patrick Max Weisbarth,
Honolulu Branch Agent

Wilmington

September 2025

Shipping: Bosun 3, AB/W 6 ,AB/D 6, OS/STOS 4, GVA/GUDE 0, Standby: 43

Total Jobs Shipped: 62 Registrations: A 27, B 32, C 10, D 2.

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

Agent's Report

Listen up gang, the holidays are closing in fast. That means we'll be seeing plenty of suitcase parades up and down the decks. Make sure you're squared away and ready to work. Job calls hit at 1000, and if they're still open, we run again at 1400. Get in the office for jobs on the board, make sure your dues are current, and double check that your certs and documents haven't expired.

This is permit and registrant season time to step up and show what you've got. Get your seabag packed, parka ready, and be prepared to move when the bell rings.

On the lighter side we're hosting the annual Christmas party this year. No set date or details yet, but I want to hear your ideas. The Wilmington Hall usually throws down pretty hard, so let's make sure SUP stands out yet again. Swing by and drop your suggestions.

Also, the L.A. Federation of Labor's Community Service Program is holding their annual Thanksgiving food distribution on November 22, from 0900 to 1200. If you want to pitch in, donate, or need a hand yourself, come see me in the office. They're also running a Turkey & Toys Drive, so if you're able to give, bring your donations in.

And if times are rough this season don't tough it out alone. I've got info, contacts, and resources that can help get you through the holidays. Come see me.

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

Seattle

September 2025

Shipping: 2 AB/W (A); 1 Navy AB (D); 0 Standy AB

Registered: 3 A card for a total of 6, 6 B card for a total of 13, 1 C card for a total of 2. 3 D card for a total of 2.

Agent's Report

Pfeiffer called for a full crew to join at the Singapore shipyard for a one-way trip back to Seattle, and we mopped up two AB Watch jobs Honolulu couldn't fill. Pfeiffer will lay at Seattle Vigor shipyard until early January.

THC & CBD products are now widely available in many states, and it is lashing a lot of sailors to the beach lately. There have been a few instances of positive results from pain relieving lotions and other related products. If a topical works to relieve joint pain, that means it is in your system. Steer clear of these products if you value your paychecks.

As of this writing, the Federal Government is shut down, including the NMC. I encourage those needing to renew, to proceed with required BSTR training and paperwork in preparation for the reopening. As in the past, when they reopen there will be a backlog in applications and if you have everything ready to go you will be near the top of the list.

Fraternally,
Brandon Bohannon, Seattle Port Agent

Vice President's Report

September2025

USNS DAHL — Tim O'meara, Delegate. Dahl in Jinhae, Korea. Planned to make a crossing to the mainland USA sometime in January. Likely set for shipyard in January. Few minor beefs. Dominic Metz, Bosun.

USNS Seay **—** Mutee Ghaleb, Delegate. Ship loading up in Jacksonville, Fl. New plans for voyage to Korea, likely underway through December. Bosun Zbigniew Kaczor, Bosun.

USNS Pililaau **—** Erick Williams, Delegate. Ship arrived and is going through crew changes in Diego Garcia. Crew maintaining course and keeping the ship mission ready. Xerxes Cunanan, Bosun.

USNS WATSON **—** Ship tied up alongside the dock in Baltimore renamed as, George Watson, now in RRF. Jason Tenorio, Bosun.

USNS POMEROY **—** Oleg Steklar, Delegate. Crew preparing work deck for upcoming smart inspection. Tied up alongside Soderman. Sherwin Bongayan, Bosun.

USNS SODERMAN — Hever Carranza Ramirez, Delegate. Soderman has a great crew, tied up alongside Pomeroy, maintaining Hagglund cranes and parts maintenance. Likely transfer to RRF in December. Frank Walker, Bosun.

USNS RED CLOUD — Jason Alonzo, Delegate. Red Cloud has been a good ship. Arrived at the anchorage in Germany, had a brief stop in the Azores, Portugal. Fair weather, no beefs and getting the work done. Scuttlebutt is the ship will head back to Corpus Christi by the end of September and will load up again and head for Subic Bay in mid October. Mohan Gandy, Bosun.

USNS WATKINS — Delegate, Aaron Mitchell. Putting in the hard work and impressing the contract workers with the upkeep maintenance on deck. Getting bunkers ready for the transit heading back to the states. Camilo Moreno, Bosun.

CAPE HUDSON — Ventrell Johnson, Delegate. Cape Hudson appears to be in different countries all the time during this mission. Ship is in Philippines for crew changes. SUP crewed up mariners on a moment's notice and delivered for mission readiness. Jesus Hermosillo, Bosun.

CAPE HORN **—** Ship is docked in San Francisco doing maintenance and repairs, likely to be activated for upcoming mission. Ian Serra, Bosun.

USNS CHARLTON — Ship shifted to RRF and renamed as *Cornelius H. Charlton*

Sam Worth

Business Agent's Report

September 2025

Members that are eligible for LNG IGF training see your local agent and submit an application.

Manoa – In at Oakland#62 Emo Aulelaua, delegate. Called for clarification on a time – back issue. Spoke to VP Sam Worth and discussed the matter with other minor issues they had on board the ship. Cody Clark as Bosun.

Maunawili – In at Oakland#62 Departed for Honolulu with no issue. Delegate Christopher Go back from trips – off. There's been talk of laying up temporality for 2 weeks for some welding work on the main deck. Hearing from topside that is not going to happen with the RJP and Maunalei laid – up. Always subject to change. Ziggy Lewandowski as Bosun, back from his trips – off.

Maunalei – contact via email with delegate Yvette Cavan. Departed from Tacoma for Shanghai shipyard while enroute a few days out theship was diverted to Singapore shipyard which was a pleasant surprise for the crew. We hear that Matson is planning to fly them back to the states around the middle of October, always subject to change. Noel Itsumaru as Bosun.

Mahimahi – In and out Oakland#62 Dennis Sumague delegate, Bosun Izzy Idris time up relieved by Remoni Tufono with no issues. On schedule continuing on the southern triangle.

Mokihana – still collecting dust at Oakland Outer harbor berth#23.

President JQ Adams – Janan Johair delegate. In at Oakland#56 had a good trip. Good ship worked the crossing, weather permitting, there's plenty of Maintenance work to do on here with relief Bosun Dennis Solijon.

President Monroe – McKevin Dulay delegate, good ship top to bottom, had a good trip making good money. Bosun Jose Duran jr. keeps us working.

Pier#9 SFBP – delegate Chri Auer Training in full mode, trainees getting checked off on the run boats and out to the station boats making good steady progress. Steve Ross Dock Bosun.

With the Government shut down if you have less than 6 months to start the renewal process of the Med Cert, MMC submit them so when the Government opens back up you will be in line or closer to the top of the pile.

Agents Report : Shipping commercial is slowly picking up as the Holidays closing in it will pick up, Members with Military training need to step – up and fill these AB jobs. It's our obligation as Union to fill these jobs and if you're Military trained, take the job. For the Ordinary seaman, sea time has never been more valuable than ever so when you take a job, plan on doing your maximum time 180 aboard the ship.

Union dues can be paid over the phone by calling Headquarters with an added $5.00 processing fee; it will only take 5 minutes whoever answers the phone will be happy to assist you.

Visited the ships, helped out with dispatching, and worked in the front office.

Roy 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.