



Eli Wegger, Daniel Tin Tun, Branch Agent Leo Martinez, Rinaldo Dimatulac, and Lucy Gage marching in the Los Angeles Annual Labor Day parade along with the rest of the maritime community.

Taiwan Boosts Patrols to Protect Undersea Cables

Taiwan has intensified its maritime security efforts by launching round-the-clock coast guard pa-

trols to protect the undersea communication cables that connect the island to the rest of the world, following several suspected sabotage incidents in recent months. The move comes amid growing concerns over “grey-zone” activities, operations designed to destabilize without triggering open conflict, allegedly carried out by vessels linked to China. These operations have included fishing trawlers, research ships, and unidentified commercial vessels lingering near key cable landing sites in Taiwanese waters.

Undersea cables are critical to Taiwan’s economic and national security. They handle over 95% of the island’s international data traffic, including financial transactions, internet connectivity, and government communications. With Taiwan’s status as a global hub for semiconductor manufacturing, any disruption to its digital

continued on page 10

Unsafe Cargo Practices Still Widespread, New Report Finds

The World Shipping Council (WSC) has released a new report showing that 11.39% of inspected cargo shipments worldwide were found to have deficiencies in 2024, underscoring persistent challenges in maritime cargo safety. The findings continue a critical data series that the International Maritime Organization (IMO) discontinued last year, leaving the industry with less visibility on cargo risks.

The WSC said its latest review is based on port state control inspections, flag state reports, and industry contributions. The 11.39% figure reflects instances where deficiencies were noted, ranging from improper container weight declarations and misdeclared dangerous goods to failures in securing cargo.

While not every case led to detention or immediate safety hazards, the data highlights systemic weaknesses in cargo handling and compliance. “The safe carriage of cargo is fundamental to protecting ships, crews, and the environment,” said WSC President and CEO John Butler. “By continuing to publish this data, we are helping the industry maintain focus on areas where improvement is urgently needed.”

The report’s release comes one year after the IMO’s decision to halt its global summary of cargo deficiency statistics, which had served as a benchmark for regulators and ship operators. At the time, the IMO cited budgetary pressures and a shift in data priorities. Industry groups, however, warned that the absence

of consistent reporting could weaken oversight of dangerous goods and stowage practices. By stepping in to fill the gap, WSC is aiming to provide continuity. The 2024 data show little change from previous years, when global cargo deficiency rates hovered between 10% and 12%. Analysts say this suggests that while compliance has not worsened, long-standing issues remain unresolved. “Nearly one in nine shipments inspected shows a problem,” noted maritime risk consultant Andrea Lopez. “That’s not a trivial figure. Each deficiency increases the potential for incidents ranging from container fires to pollution.”

The WSC report also emphasized the importance of accurate cargo declarations, particularly

Continued on page 10

Cape Henry Returns to San Francisco from Pathways Mission

The *Cape Henry* started the Operation Pathways mission on December 28, 2024 in San Francisco, CA. She called ports on the West Coast and Pearl Harbor, Hawaii before calling Sattahip, Thailand, to off-load equipment in support of Joint Exercise Cobra Gold 2025 (CG25). Joint Exercise Cobra Gold 25 — the 44th iteration of this exercise — exemplifies a longstanding Alliance between the United States and Thailand, and reflects a shared commitment to preserving a peaceful, prosperous, and secure Indo-Pacific region.

The full evolution called Operation Pathways is an overarching umbrella that supports the deployment and redeployment of equipment coming from the U.S. to support a number of bilateral and multilateral training events throughout Southeast Asia. After their stay in Sattahip, Thailand the mission went on calling ports in Subic Bay, Philippines, Japan, Melbourne and Darwin Australia to name a few. The mission was finally complete

on September 1st, when the ship docked back at pier 96 in San Francisco, CA.

The *Cape Henry* is part of the Ready Reserve Force, a subset of vessels within the Maritime Administration - MARAD’s National Defense Reserve Fleet ready to support the rapid worldwide deployment of U.S. military forces.

The *Cape Henry* is a 750-foot long roll-on, roll-off (RO/RO) cargo vessel with four decks of cargo space. It can accom-

modate 186,000 sq. ft. of cargo, which equates to about 4.3 acres of space that can equal roughly 38,000 tons of cargo. Despite its massive presence, the ship’s characteristically low draft allows for this impressive amount of tonnage while still getting into smaller ports. The vessel can carry a significant amount of containerized and RO/RO cargo, which makes it large enough to be militarily useful, but small enough to get into the smaller ports.



From Left to Right: Delegate Ian Serra, AB Ronald Brito, OS Mhark Poquez, AB Jerry Etenso, OS Thomas Stephens, OS Blaise Kanahele, AB Edgar Juluat, Bosun Marc Calairo.

Periodicals’ postage paid at San Francisco, CA (USPS 675-180)



SUP Honor Roll

Voluntary contributions from the membership to the following funds:

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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

Political Fund

Thomas Tynan \$50
Kim Dulay \$50
Ed Barraca50
Vince O'Halloran \$200
Sharif Ali Mohamed..... \$60
Roy Tufono \$100
Carey Floyd \$25

West Coast Sailors

Jose Campoll0..... \$10

Final Departures

Carl Schou, Book No. 7401. Born in Denmark in 1933. Joined SUP in 1956. Died in Denmark on, January 30, 2024. (Pensioner}

Richard Goen, Book No. 3014. Born in Oregon in 1956. Joined SUP in 1976 Died in Oregon, June 11, 2025. (Pensioner}

Luis Pacas, Permit No. 17519. Born in El Salvador in 1936. Joined SUP in 1980. Died on May 16, 2025. (Pensioner}

Douglas Ahuna, Book No.3806. Born in Hawaii in 1940. Joined SUP in 1980. Died on August 19, 2025. (Pensioner}

Membership and Ratings Committee

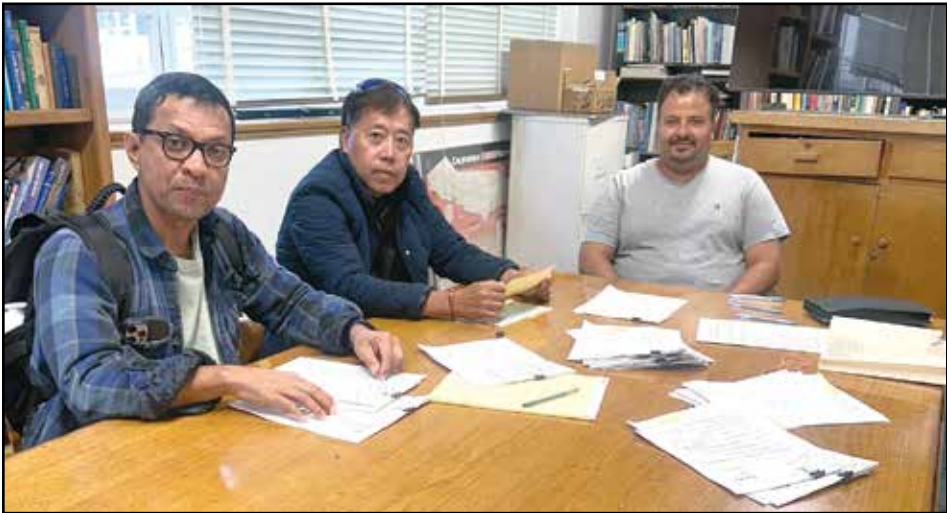
The Committee met on September 4, 2025 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Manjula Kondapperuma	Bk#3192	6 Yrs.	A.B.	A
Andy Robles	B-19846	1 yr.	O.S.	B
Kristopher Brown	B-19847	1 yr.	O.S.	B
Ahmed M. Ahmed	B-19848	1 yr.	A.B.	B
Blair Sjoberg	B-19849	1 yr.	O.S.	B
Terrell LeBeauf,	Jr.B-19850	1 yr.	O.S.	B
Richard Nazareno	B-19851	1 yr.	O.S.	B
Zachary Jacoby	B-19852	1 yr.	A.B.	B
Kenneth Mills,	Jr.C-3119	30 days	A.B.	C
Anthony Cisneros	C-3120	30 days	O.S.	C
Darnell Jordan	C-3121	30 days	A.B.	C
Daniel Quinn	C-3122	30 days	O.S.	C
Rognae Roberts	C-3123	30 days	O.S.	C
Sharif Ali Mohamed	C-3124	30 days	O.S.	C
Andrew Nakama	C-3125	30 days	O.S.	C
Aniyah Williams	C-3126	30 days	O.S.	C
Faisali Alfaisali	C-3127	30 days	O.S.	C
Jonathan Alegria	C-3128	30 days	A.B.	C
Robert Garcia	C-3129	30 days	A.B.	C

Ratings: Bosun Stamp

Justin Foster Bk#2260

Ratings Committee: Elixer Ponce, BK#3387, Taufid Wasel BK# 3633, Romelito Linatoc, 19544



Membership and Ratings Committee from left to right: Romelito Linatoc, Elixer Ponce, and Taufiq Wasel. Photo by Roy Tufono.

WELFARE NOTES

Reimbursement For Copayments

When you are eligible and enrolled for Plan coverage, you can be reimbursed for copayments on covered services.

This benefit is for services when the Member is the patient. Services for spouses and dependents are not eligible for reimbursements on copayments.

The claim for reimbursement must be submitted to the SUP Welfare Plan within 180 days of the date of services.

An itemized bill is required for reimbursement. The itemized bill must indicate:

Patient’s name

Date of service

Name and address of the Provider of services

Description of the services

Explanation of Benefits, if applicable

For reimbursement of Dental Claims, a copy of the Explanation of Benefits from your Dental Plan (e.g. Delta or United Health Care Dental) is required).

For Prescriptions from Kaiser, please go to the Membership Services Department to request the form “**Authorization for Use and Disclosure of Pharmacy Information.**” Please complete the form and give it to a Kaiser representative. When you pick up a prescription, request a BAG TAG and Kaiser’s pharmacy will give you a printout of the information needed to process your prescription claims.

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SIU-PD Pension 415-764-4987 SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

SUP Pensioner Join the Ranks of Retirement

Donald Nichols

Bk#2470

September 1, 2025



Matson *Maunawili* crew from left to right: Giorgio Pompei, Phillip Romei, Gerald Marshall, Brandon Keopohiwa, Ziggy Lewandowski (Bosun) and Cesar Runatay.

West Coast Sailors

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

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Container Shipping Profits Plunge 56% in Q2 as Global Demand Weakens

The container shipping industry posted a combined net income of \$4.4 billion for the second quarter of 2025, according to maritime financial analyst John McCown, marking a sharp reversal from the record-breaking earnings of recent years. The figure represents a 56 percent sequential decline from the \$9.9 billion profit booked in the first quarter of this year, and a 63.7 percent drop year-over-year compared with the \$12 billion earned in Q2 2024. McCown, who tracks publicly listed ocean carriers in his quarterly report, described the downturn as “one of the steepest corrections in modern liner shipping history.” “The sector is still profitable, but the margin erosion we’re seeing is significant,” McCown said.

“After two years of extraordinary financial performance, carriers are now facing the realities of a cooling global economy, falling freight rates, and rising operating costs.”

The plunge comes after container lines reaped record windfalls during the COVID-19 pandemic, when supply chain bottlenecks and surging demand for consumer goods sent freight rates soaring. At their peak in 2021–2022, some operators earned more in a single quarter than in the entire previous decade. But as inflation, higher interest rates, and slowing trade have tempered global demand, carriers have been forced to contend with overcapacity and declining spot rates on major routes. According to McCown’s analysis, average revenue per container fell by nearly 30 percent compared with the same quarter last year. Costs are also climbing. Rising fuel expenses, labor agreements, and compliance with new emissions rules under the International Maritime Organization (IMO) have eroded margins further. Several carriers have resorted to capacity cuts, idling ships, or blanking sailings to try to stabilize rates.

Industry leaders have acknowledged the turbulence. A.P. Moller-Maersk, the world’s second-largest container line, warned last month that it expects “challenging market conditions” to persist into 2026. Mediterranean Shipping Company (MSC), the largest operator, has likewise announced service adjustments to mitigate the downturn.

Regional differences are evident. Trans-Pacific trade lanes, once the most lucrative during the pandemic boom, have seen the sharpest rate declines. European routes remain under pressure from weak manufacturing output in Germany and France, while Middle East disruptions tied to Red Sea security risks have added volatility to supply chains. Despite the weaker earnings, analysts caution against writing off the sector’s resilience. “Even at \$4.4 billion, this is still a historically elevated profit compared with pre-pandemic norms,” said Sarah Hsu, a logistics

economist at Cornell University. “In 2019, most quarters saw carriers hovering near breakeven.”

Still, investors appear wary. Several publicly traded shipping stocks slipped following the earnings data, reflecting skepticism about how long carriers can sustain profitability in the face of overcapacity. Industry consolidation and alliances, once credited with shoring up stability, may come under renewed scrutiny if losses mount. Looking ahead, much hinges on the trajectory of global trade. If central banks ease monetary policy and consumer demand recovers, freight markets could regain some balance. But if the downturn persists, carriers may face more aggressive restructuring. “The boom is over,” McCown said. “The question now is whether this is a soft landing or the beginning of a prolonged reset for container shipping.”

Hiring Slowdown Continues in First Jobs Report Since Trump Fired Commissioner

The nation’s job market showed further signs of cooling in August, the first employment report released since former President Donald Trump dismissed the head of the Bureau of Labor Statistics (BLS) last month. According to the August 5th data, U.S. employers added 122,000 jobs in August, well below the monthly average of 187,000 recorded earlier this year. The unemployment rate edged up to 4.2 percent, its highest level since 2021, while wage growth remained flat at 0.2 percent.

The report arrives under heightened political scrutiny following Trump’s abrupt firing of BLS Commissioner Erica Groshen in early August. Trump, who is campaigning on a pledge to restore economic

growth, accused Groshen of “suppressing the truth about the economy” and promised more “honest” reporting under new leadership. The White House has yet to nominate a permanent replacement.

Economists caution that the weaker jobs numbers reflect broader economic forces rather than any immediate change in statistical oversight. “We’ve seen hiring steadily lose momentum over the past six months as higher borrowing costs weigh on businesses,” said Dana Williams, a senior labor economist at the University of Michigan. “This report is consistent with that trend.”

Industries tied to consumer spending, including retail and leisure, added only modest positions, while construction

and manufacturing shed workers amid slowing demand. Healthcare remained a bright spot, posting a gain of 34,000 jobs.

The political stakes are high. Trump has made the strength of the labor market a central campaign theme, frequently pointing to stock market gains and pledging to bring back manufacturing jobs. Friday’s report, however, complicates that message. Democrats seized on the data to question Trump’s handling of economic policy. “Firing a respected commissioner doesn’t change the facts,” said Rep. Pramila Jayapal (D-Wash.). “Families are struggling with job insecurity and stagnant wages.” Republicans, meanwhile, argued that the slowdown underscores the need for Trump’s proposed tax cuts

and deregulation. “This report shows why America must stay the course with pro-growth policies,” said Sen. Ted Cruz (R-Tex.).

Market reaction was muted, with Wall Street indexes slipping slightly on the news. Investors appeared focused on whether the Federal Reserve might respond with a pause in interest rate hikes at its September meeting. While the BLS report drew political fire, analysts emphasized its independence. “These numbers are produced by career statisticians following longstanding methods,” Williams said. “They tell us the labor market is losing steam, regardless of who sits in the commissioner’s office.”

U.S. Pushes Back on IMO Emissions Deal, Threatens Tariffs and Port Levies

The United States has escalated tensions in global shipping diplomacy, warning that countries backing a proposed United Nations marine fuel emissions deal could face punitive trade measures, including tariffs, visa restrictions, and new port levies. The warning comes as the International Maritime Organization (IMO) prepares to finalize a landmark agreement aimed at cutting greenhouse gas emissions from the shipping industry, which accounts for nearly 3% of global carbon output. The draft deal would commit member states to stricter marine fuel standards, carbon reduction targets, and a levy on polluting vessels to accelerate the transition toward cleaner alternatives.

Washington has argued that the proposed framework risks imposing disproportionate costs on American carriers and exporters, particularly at a time of global trade uncertainty. A senior U.S. official described the plan as “unbalanced and unenforceable,” claiming it could undermine competitiveness for nations heavily dependent on maritime commerce. “If the IMO proceeds with this deal in its current form, the U.S. will not hesitate to use every tool at its disposal to protect its economic interests,” the official said, noting that tariffs on goods from supportive countries and additional port fees were “active considerations.” The measures mark a striking departure from the Biden administration’s earlier climate pledges and reflect growing political pressure at home, where shipping companies and some labor unions have raised alarms over potential fuel price spikes.

Many U.S. allies, including the Euro-

pean Union, Japan, and several Pacific Island nations, have endorsed the draft IMO deal, framing it as a vital step toward achieving net-zero shipping by 2050. They argue that uniform global rules are essential to avoid a patchwork of regional regulations that could complicate trade. The EU has already introduced its own Emissions Trading System (ETS) for ships calling at European ports, while countries such as Singapore and South Korea have supported carbon-pricing mechanisms to fund decarbonization technologies. “The U.S. stance risks isolating Washington at a critical moment for climate leadership,” said Dr. Lina Müller, a maritime policy researcher at the University of Hamburg. “By threatening retaliation, the U.S. is effectively undermining the multilateral framework it helped to build.”

Shipping industry leaders remain divided. Major carriers such as Maersk and MSC have invested heavily in methanol- and ammonia-fueled vessels and support stricter global standards to create a level playing field. Smaller operators, however, warn that the transition could cripple their businesses. The International Chamber of Shipping has urged compromise, calling on the IMO to design “flexible but fair” measures that recognize the differing capabilities of developed and developing nations.

The IMO is expected to debate the proposal at its next Marine Environment Protection Committee session later this year. Diplomats say the U.S. warning will likely dominate discussions, with some countries wary of antagonizing Washington while others push for stronger

climate commitments regardless. “The future of maritime climate policy may hinge on whether the U.S. chooses confrontation or cooperation,” said Müller. “If Washington follows through on threats, it could fracture global shipping

rules and delay critical progress against emissions.” For now, the standoff underscores the difficult balance between trade, sovereignty, and environmental responsibility, one playing out on the world’s busiest sea lanes.



Crewmembers of the *USNS PILILAAU* just forward of the stern ramp. Bosun Fernando Rigonan, AB Limneo Bation, AB Kayla Doiron, and AB John Chiovaru.

India Charts \$1 Trillion Maritime Roadmap to 2047

India has unveiled an expansive and futuristically ambitious \$1 trillion maritime investment roadmap, underlining the government’s comprehensive strategy to transform its maritime infrastructure over the next two decades. Announced today by Union Ports, Shipping and Waterways Minister Sarbananda Sonowal, the plan is central to India’s vision of becoming a dominant maritime power by the country’s 100th Independence anniversary in 2047.

This monumental roadmap aims to attract massive investments across critical areas of the maritime ecosystem: port modernization, shipping, inland and coastal waterways, green fuel infrastructure, and supply chain digitization. It is designed to drastically reduce logistics costs and reinforce India’s standing as a global shipping hub.

The goal: increase port handling capacity to 10,000 million tons per annum by 2047, a nearly sixfold increase from

current capacities, which have already seen a doubling from 820 MMT to 1,630 MMT since 2014.

Key infrastructure highlights include: Vadhaven Port in Maharashtra: Envisioned as India’s largest container port, with phased completion slated between 2029 and 2037, backed by an investment of (*Indian Rupee ₹*) ₹76,000 crore (~\$9.5 billion).

A transshipment port at Galathea Bay in Great Nicobar (the International Container Transshipment Port): Structured in phases, Phase 1 (operational by 2028) is projected to cost ₹41,000–₹44,000 crore (~\$5.2 billion) and boasts a natural depth exceeding 20 meters. The final handling capacity is expected to reach 16 million TEUs.

Recognizing the capital intensity of this initiative, the government is leaning heavily on Public-Private Partnerships (PPPs). There are already 50 such projects worth over ₹60,000 crore under develop-

ment, and the goal is to escalate private participation in major ports to 85% by 2030. Substantial legislative reform has also cleared the path, with five landmark maritime bills recently passed. These reforms bolster global best practices, ease investor entry, and ensure operational autonomy for ports.

To fuel these investments, the Maritime Development Fund (MDF) is set to play a pivotal role. Originally proposed at ₹25,000 crore, the fund is now being boosted to ₹70,000 crore (~\$9 billion), nearly tripling its potential impact and widening its reach to support shipyards, repair, ancillary services, and tonnage expansion.

By 2030, the MDF is anticipated to generate 1.3–1.5 trillion in direct and indirect investments, fueling infrastructure growth and generating up to 1.1 million jobs.

Modernization efforts extend beyond steel and cement. Through digital ini-

tiatives like the One Nation–One Port Process (ONOP) and the MAITRI App, India intends to streamline port operations, reduce delays, and accelerate trade using AI and blockchain integration.

Environmental sustainability is also prioritized. The ‘Harit Sagar’ guidelines are advancing green shipping, with plans for green hydrogen hub ports, green fuel bunkering, and electric tugs. Ports such as Kandla, Tuticorin, and Paradip are earmarked for hydrogen infrastructure.

The roadmap signals India’s determined pivot toward maritime preeminence. By scaling up capacity, encouraging private and global collaboration, and embracing sustainability and innovation, India is laying a robust foundation to rival established maritime powers. As Sonowal noted, forging ahead on this path ensures that by 2047, India not only harnesses its rich maritime heritage but also reclaims leadership on the global shipping stage.

Turkey Bars Israeli Ships, Tightens Air Restrictions Amid Gaza War Tensions

Turkey has formally barred Israeli vessels from accessing its ports and prohibited Turkish ships from docking in Israel, Foreign Minister Hakan Fidan told lawmakers on Friday, marking the latest in a series of retaliatory steps Ankara has taken against Israel over the war in Gaza.

Fidan, addressing parliament, also confirmed that new restrictions have been placed on Israeli aircraft using Turkish airspace. He provided few specifics, suggesting that many of the measures were already in place or in the process of being implemented.

“Turkey will not allow Israeli ships to enter our harbors, nor will we permit Turkish ships to call at Israeli ports,” Fidan said, framing the move as a direct response to Israel’s ongoing military campaign in Gaza. “We have also restricted

the entry of Israeli aircraft into our airspace. These steps reflect our firm stance in solidarity with the Palestinian people.”

The announcement follows months of escalating rhetoric from President Recep Tayyip Erdoğan’s government, which has been a vocal critic of Israel’s operations in Gaza and has repeatedly accused Israeli leaders of committing atrocities against civilians. Turkish officials have also intensified calls for an immediate ceasefire and unimpeded humanitarian access.

Trade between Turkey and Israel, worth more than \$6 billion annually before the war, has already slowed sharply since October, when Ankara first began curtailing exports of critical goods. The maritime restrictions are expected to hit sectors ranging from construction materials to consumer goods, while also complicating

regional shipping routes that often rely on Turkish ports as logistical hubs.

Aviation analysts say the airspace restrictions could pose additional challenges, particularly for Israeli commercial airlines that regularly operate routes through Turkish-controlled corridors. While Fidan did not elaborate on whether the measure represents a full closure or selective bans, any limitation could force carriers to reroute flights at higher cost.

Israel’s government has not issued an immediate response, though officials in Jerusalem have previously accused Turkey of engaging in “politically motivated” trade and transport measures. Relations between the two countries have remained volatile for more than a decade, despite intermittent attempts at normalization.

Diplomats note that Turkey’s latest steps may carry broader geopolitical consequences, given Ankara’s role as a NATO member and its position as a key energy and logistics bridge between Europe and the Middle East. Some Western officials worry that severing transport links with Israel could further destabilize regional supply chains already under strain.

For Erdoğan’s government, however, the move appears aimed at reinforcing its regional standing. Turkish leaders have positioned themselves as defenders of Palestinian rights, a message that resonates strongly with domestic audiences and much of the wider Muslim world.

“These are not symbolic acts,” Fidan told lawmakers. “They are concrete steps showing that Turkey will not stand by while Gaza burns.”

Taiwan Accuses China of Illegal Drilling in Its Waters Near Pratas Islands

Taiwan has accused Beijing of conducting unauthorized oil and gas drilling inside its Exclusive Economic Zone (EEZ) near the contested Pratas Islands, warning that the activity violates international maritime law and risks further destabilizing the South China Sea. Officials in Taipei said rigs operated by the China National Offshore Oil Corporation (CNOOC) had been spotted carrying out exploratory and extraction operations within 200 nautical miles of Taiwan’s southern outpost. The Pratas Islands, also known as the Dongsha Islands, are controlled by Taiwan but claimed by China, which regards the self-governed island as

part of its territory.

Taiwan’s foreign ministry condemned the activity as a breach of the United Nations Convention on the Law of the Sea (UNCLOS), which grants coastal states sovereign rights over natural resources within their EEZ. “These drilling operations are a direct violation of Taiwan’s maritime rights and an attempt to undermine the status quo in the South China Sea,” the ministry said in a statement. Beijing has not directly commented on the allegations but has previously rejected Taiwan’s maritime claims. China does not recognize Taipei’s EEZ boundaries, asserting what it calls “historical rights”

across most of the South China Sea, a claim widely disputed and rejected in a 2016 international arbitration ruling.

Analysts say the drilling underscores Beijing’s willingness to press its claims through resource exploitation rather than military coercion alone. “This is lawfare mixed with grey-zone activity,” said Dr. Amanda Hsiao, a regional security expert. “China is using state-owned companies to normalize its presence, daring Taiwan to respond while avoiding direct naval confrontation.”

The Pratas Islands, located roughly 275 nautical miles southwest of Taiwan, sit at a strategic crossroads between the South China Sea and Pacific shipping lanes. While less well known than the Spratly or Paracel Islands, they are seen as a potential flashpoint in any cross-strait or regional conflict. Washington has previously warned that any unilateral attempts to alter the status quo around Taiwan’s outposts would be “destabilizing and dangerous.” Japan, another close partner of Taipei, has also expressed concern over Chinese drilling activities elsewhere in the East China Sea. “Resource exploitation in disputed waters is not just about oil or gas—it’s about sovereignty,” said Professor Michael Tsai, a former Taiwanese defense official. “If China can drill without consequence, it erodes Taiwan’s claims and weakens the very principle of international law in the region.”

Taiwan has said it is considering

diplomatic protests and possible law enforcement patrols around the Pratas to deter further drilling. The Coast Guard Administration has increased aerial surveillance and pledged to “defend Taiwan’s maritime rights with appropriate measures.” However, Taipei faces constraints in directly confronting Chinese rigs, which could trigger escalation with the People’s Liberation Army Navy. Instead, officials are seeking to build international support by highlighting the violation of UNCLOS and appealing to partners in the US, Europe, and Asia. “Taiwan’s best tool is diplomacy and visibility,” said Hsiao. “By making this public, Taipei signals to the world that Beijing is not just threatening militarily but also undermining the rules-based order economically.”

The incident is the latest in a string of maritime disputes involving China. In recent years, Manila, Hanoi, and Kuala Lumpur have all lodged protests over Chinese drilling and survey operations within their EEZs. While such activities rarely lead to direct clashes, they highlight the complex interplay between resource competition, sovereignty disputes, and great-power rivalry in the South China Sea. For Taiwan, already under mounting military and diplomatic pressure, the stakes are particularly high. As Professor Tsai warned: “Losing ground at sea, even inch by inch, can translate into losing ground politically. The world cannot afford to ignore this.”



Left to Right: Travis Johnson, Jason Tenorio, Terrin Dowdell, Mohamed Obad, Arthur Griggs and Shane McCullough.

U.S. Maritime Administration Launches New *State of Maine*

The U.S. Maritime Administration (MARAD) has officially christened the *State of Maine*, a state-of-the-art training vessel that will serve generations of cadets at Maine Maritime Academy. The ceremony, held Thursday, August 28th, at the academy’s waterfront campus, drew maritime leaders, alumni, students, and community members who hailed the ship as a milestone investment in American maritime education. The *State of Maine* is the first of five National Security Multi-Mission Vessels (NSMVs) being delivered by MARAD to U.S. maritime academies. The \$300 million program aims to modernize aging training fleets with ships capable of supporting both cadet instruction and federal emergency response missions.

The ship, measuring 525 feet in length, is equipped with modern navigation and propulsion systems, extensive training spaces, and facilities designed to simulate commercial shipping operations. It can berth up to 600 cadets and crew and is fitted with a roll-on/roll-off ramp and con-

tainer storage to support relief operations. Maine Maritime Academy President Jerry Paul, himself a graduate of the institution, called the ship’s arrival “a transformative moment.” He noted that the academy’s previous training vessel, an older version of the *State of Maine*, had served beyond its expected lifespan. “Our cadets will now train on a ship that reflects the industry they are preparing to enter,” Paul said. “It ensures they graduate with skills that are relevant and immediately applicable.”

Students aboard the vessel will gain hands-on experience in seamanship, engineering, and navigation, training considered vital as the maritime sector faces a looming shortage of qualified officers. Federal officials have warned that the U.S. merchant marine is struggling to recruit enough mariners to support both commercial trade and defense sealift requirements.

The new *State of Maine* is also designed with sustainability in mind, incorporating more efficient engines and reduced emissions systems compared to earlier training



vessels. Its dual role as a training and relief ship means it could be deployed to assist in hurricane recovery, earthquake response, or overseas humanitarian missions.

For cadets and alumni, Thursday’s christening marked both a farewell and a new beginning. “The old *State of Maine* gave us

our sea legs,” said senior cadet Emily Johnson. “This one will carry future generations even further.” With a ceremonial bottle of champagne shattered across its bow, the newest *State of Maine* officially joined the U.S. fleet, a symbol of maritime heritage and a vessel built for the future.

Sapphire Blast Halts Operations at Baltimore Harbor

An early morning explosion aboard the *W-Sapphire*, a Singapore-flagged container vessel docked at the Port of Baltimore, rocked the city’s industrial waterfront on Wednesday, leaving thick plumes of black smoke rising over the harbor and sending emergency crews scrambling. The blast occurred shortly after 6:30 a.m. while the 984-foot ship was berthed at Seagirt Marine Terminal for offloading. Witnesses reported hearing a deep boom that shook buildings as far as Canton and Fells Point. Several nearby residents initially mistook the noise for an earthquake. “I was pouring coffee when the windows rattled and the whole house shook,” said Evelyn Torres, who lives less than two miles from the port. “When I ran outside, I could see smoke and flames above the cranes.”

Baltimore Fire Department officials confirmed that multiple crews responded within minutes, supported by U.S. Coast Guard vessels and port security. Helicopters circled overhead as firefighters attempted to suppress flames shooting from the midsection of the ship.

At a press conference, Fire Chief James Wallace said at least 11 crew members were injured, three critically, and all

have been transported to area hospitals. Another five remain unaccounted for, raising fears of fatalities. “Our priority is still search and rescue,” Wallace stated. “This is an evolving incident, and conditions aboard the vessel remain extremely hazardous.” Port operations at Seagirt and adjacent terminals were immediately suspended. Trucks queued for entry were turned away as hazmat units assessed potential chemical risks from the vessel’s cargo. Officials have not disclosed the ship’s full manifest, but records indicate the *W-Sapphire* carried containers of industrial solvents, consumer goods, and automotive parts.

The Coast Guard has assumed control of the investigation, with support from the National Transportation Safety Board (NTSB) and Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF). Homeland Security officials stressed that there is no evidence of terrorism at this stage. “Right now we are treating this as a catastrophic onboard accident, likely linked to hazardous materials,” said Capt. Laura Chen of the U.S. Coast Guard Sector Maryland. “We will be reviewing crew logs, maintenance records, and the loading process to determine exactly what



went wrong.” The *W-Sapphire*, owned by OceanBright Lines of Singapore, had arrived in Baltimore from Antwerp, Belgium, as part of its regular Atlantic rotation. Built in 2010, the vessel has no prior record of major safety violations, though inspectors in Hamburg earlier this year flagged minor deficiencies in its fire suppression system.

Environmental officials are monitoring the harbor for fuel or chemical spills. The Maryland Department of the Environment confirmed a sheen of oil near the vessel but said containment booms were being deployed. “The potential for water

contamination is real,” said Secretary Dana Holt. “We are working to minimize ecological damage.”

Mayor Brandon Scott urged calm but acknowledged the severity of the situation. “This is a dark day for Baltimore’s maritime community,” Scott said. “Our thoughts are with the injured sailors and their families, and we will hold the shipping line accountable once the facts are clear.” By late afternoon, smoke was still visible from downtown Baltimore as crews continued to battle hot spots aboard the stricken ship. Officials say a full investigation could take months.

Fire Erupts Aboard *USS New Orleans* Near Okinawa; Two Sailors Injured

On August 20, 2025, a sudden and dangerous fire broke out aboard the *USS New Orleans* (LPD-18), a San Antonio-class amphibious transport dock, while it was anchored near Okinawa’s White Beach Naval Facility. Beginning around 4 p.m. local time, the blaze smoldered through the forward sections of the vessel, affecting multiple decks near the bow and posing a serious threat to the crew and ship’s integrity.

Alarmed but unbroken, the ship’s crew mounted an immediate firefighting response, supported by sailors from the nearby *USS San Diego*, Japan’s Maritime Self-Defense Force, and Coast Guard assets. Additional assistance arrived from U.S. naval commands stationed at Fleet Activities Okinawa. The combined efforts battled the fire through much of the night, and after nearly 12 grueling hours, the flames were declared extinguished just before 4 a.m. on August 21.

Two sailors sustained minor injuries and were treated aboard, but both returned to full duty — an encouraging

sign of the crew’s resilience. Shipboard operations continued uninterrupted: living quarters and food service remained active, and supplemental support was made available on the San Diego and onshore if required.

By August 22, the *USS New Orleans* had safely returned under its own power to White Beach Naval Facility, where a detailed damage assessment began. The fire’s effects were reportedly limited to the vessel’s forward area, but a comprehensive evaluation will determine needed repairs and the timeline for operational recovery.

Launched in 2007, the *USS New Orleans* is a vital element in the 7th Fleet’s amphibious warfare capability. Designed to transport Marines, landing craft, and aircraft, the ship plays a critical role in U.S. force projection throughout the Indo-Pacific. Its survival through this fire preserves important naval readiness in a region fraught with geopolitical complexity.

This incident echoes the tragic fire aboard the *USS Bonhomme Richard* in



2020, an ordeal that lasted days and ended with the vessel’s decommissioning. That disaster highlighted gaps in naval readiness and fire-control protocol. Fortunately, this latest event ended far more favorably, underscoring the benefit of effective training, coordination, and alliance cooperation.

Support from Japanese forces and allied U.S. personnel exemplified the strength of the U.S.–Japan partnership. As U.S. Ambassador to Japan George Glass remarked,

the joint response reaffirmed why “the U.S.–Japan Alliance is second to none.”

While the final cause of the fire remains under investigation, early indications point to a containment largely in the forward sections of the ship. With damage assessors aboard and the crew operating safely from within, the path forward seems to focus on repair, recovery, and ensuring that this incident becomes a model for interagency crisis response rather than a repeat of past failures.

U.S. Pushes Back on IMO Emissions Deal, Threatens Tariffs and Port Levies

The United States has escalated tensions in global shipping diplomacy, warning that countries backing a proposed United Nations marine fuel emissions deal could face punitive trade measures, including tariffs, visa restrictions, and new port levies. The warning comes as the International Maritime Organization (IMO) prepares to finalize a landmark agreement aimed at cutting greenhouse gas emissions from the shipping industry, which accounts for nearly 3% of global carbon output. The draft deal would commit member states to stricter marine fuel standards, carbon reduction targets, and a levy on polluting vessels to accelerate the transition toward cleaner alternatives. Washington has argued that the proposed framework risks imposing disproportionate costs on American carriers and exporters, particularly at a time of global trade uncertainty. A senior U.S. official described the plan as “unbalanced

and unenforceable,” claiming it could undermine competitiveness for nations heavily dependent on maritime commerce. “If the IMO proceeds with this deal in its current form, the U.S. will not hesitate to use every tool at its disposal to protect its economic interests,” the official said, noting that tariffs on goods from supportive countries and additional port fees were “active considerations.” The measures mark a striking departure from the Biden administration’s earlier climate pledges and reflect growing political pressure at home, where shipping companies and some labor unions have raised alarms over potential fuel price spikes. Many U.S. allies, including the European Union, Japan, and several Pacific Island nations, have endorsed the draft IMO deal, framing it as a vital step toward achieving net-zero shipping by 2050. They argue that uniform global rules are essential to avoid a patchwork of regional

regulations that could complicate trade. The EU has already introduced its own Emissions Trading System (ETS) for ships calling at European ports, while countries such as Singapore and South Korea have supported carbon-pricing mechanisms to fund decarbonization technologies. “The U.S. stance risks isolating Washington at a critical moment for climate leadership,” said Dr. Lina Müller, a maritime policy researcher at the University of Hamburg. “By threatening retaliation, the U.S. is effectively undermining the multilateral framework it helped to build.” Shipping industry leaders remain divided. Major carriers such as Maersk and MSC have invested heavily in methanol- and ammonia-fueled vessels and support stricter global standards to create a level playing field. Smaller operators, however, warn that the transition could cripple their businesses. The International Chamber of Shipping has urged compromise,

calling on the IMO to design “flexible but fair” measures that recognize the differing capabilities of developed and developing nations. The IMO is expected to debate the proposal at its next Marine Environment Protection Committee session later this year. Diplomats say the U.S. warning will likely dominate discussions, with some countries wary of antagonizing Washington while others push for stronger climate commitments regardless. “The future of maritime climate policy may hinge on whether the U.S. chooses confrontation or cooperation,” said Müller. “If Washington follows through on threats, it could fracture global shipping rules and delay critical progress against emissions.” For now, the standoff underscores the difficult balance between trade, sovereignty, and environmental responsibility, one playing out on the world’s busiest sea lanes.

Marine Insurers Issue New Safety Guidelines for Shipping Electric Vehicles

The International Union of Marine Insurance (IUMI) has released an updated set of safety recommendations aimed at reducing the risks associated with transporting electric vehicles (EVs) by sea, as concerns mount over the potential for battery-related fires aboard vessels. The new document, titled “*Risk Mitigation for the Safe Ocean and Short-Sea Carriage of Electric Vehicles*”, was published at the beginning of September and reflects the industry’s most comprehensive guidance to date. It builds upon earlier advisories, incorporating recent research into lithium-ion battery behavior and lessons learned from several high-profile maritime incidents involving EV cargo. “Electric vehicles are now a mainstream commodity, and shipping them safely is a priority for insurers, shipowners, and regulators alike,” said IUMI Secretary Gen-

eral Lars Lange. “Our updated guidelines provide practical, science-based measures to minimize risk and enhance safety at sea.” Among the recommendations are stricter pre-loading inspection protocols to verify the condition of EV batteries before shipment, clear documentation of state-of-charge levels, and improved crew training in handling potential thermal runaway events. The guidelines also call for ships to be equipped with enhanced fire detection and suppression systems specifically designed for lithium-ion battery fires, which can behave differently from conventional fuel-related blazes. The move comes after a series of fires aboard car carriers and container vessels; some linked to EV cargo. Although investigations have not always confirmed batteries as the source, the incidents have heightened industry caution. Last year’s

fire aboard the *Fremantle Highway* in the North Sea, which resulted in the vessel’s abandonment, underscored the potential dangers and financial liabilities involved. IUMI emphasized that its recommendations are intended as risk-mitigation measures rather than restrictions. “We are not advocating against shipping EVs,” Lange said. “Rather, we are recognizing the specific risks involved and ensuring all stakeholders, from manufacturers to carriers, apply the necessary safeguards.” The updated guidance is expected to influence regulatory discussions at the International Maritime Organization (IMO), which has been reviewing its own standards for the carriage of EVs and lithium-ion batteries. Several flag states and classification societies have also signaled that they will incorporate IUMI’s

recommendations into their own safety frameworks. Industry reaction has so far been positive. The European Community Shipowners’ Associations (ECSA) welcomed the guidelines as “a timely and practical tool” for improving operational safety. Logistics firms and insurers noted that the measures could also help lower claims costs and reassure shippers at a time when EV demand, and thus seaborne transport volumes, continue to climb. With EV shipments projected to grow rapidly over the next decade, IUMI officials stressed that continued adaptation will be essential. “This is not a one-off,” Lange said. “As technology evolves, so too must our approach to managing the risks of transporting electric vehicles at sea.”

New Defense Deal Strengthens NATO’s Arctic Flank

On August 31st, the United Kingdom and Norway signed a landmark 13.5 billion dollar maritime defense agreement aimed at strengthening NATO’s northern flank and reinforcing their shared naval capabilities in the Arctic and North Atlantic. The deal, announced this week in Oslo, marks one of the largest bilateral defense contracts ever signed between the two nations. Under the agreement, the UK will supply and integrate a fleet of advanced warships for Norway, while both countries commit to joint procurement, logistics support, and operational coordination. The centerpiece involves construction of next-generation frigates and auxiliary vessels designed to enhance anti-submarine warfare, missile defense, and Arctic operations. Defense officials emphasized that the pact is not only about shipbuilding but also about securing the increasingly contested waters of the High North. Melting sea ice has opened new maritime routes and heightened military competition in the region, particularly amid Russia’s expanding Arctic naval presence. Admiral Sir Ben Key, First Sea Lord of the Royal Navy, said the deal “represents a step-change in how Britain and Norway will safeguard shared waters and NATO sea lanes. This is about resilience, deterrence,

and ensuring that the Arctic remains stable and free.” Norwegian Defense Minister Bjørn Arild Gram echoed those concerns, noting that Norway’s coastline and Arctic approaches have long been a frontline for NATO surveillance. “With this agreement, we are ensuring that Norway’s navy remains among the most modern and capable in Europe,” he said. The 13.5 billion dollar contract will also deliver significant industrial benefits. British shipyards in Scotland and northern England are expected to see thousands of jobs supported over the next decade as the warships are designed, assembled, and tested. Norwegian yards will participate in maintenance, systems integration, and long-term sustainment programs. Italian defense firm Fincantieri, which has joint ventures in the UK, is also expected to play a supporting role, highlighting the increasingly multinational character of Europe’s naval industry. Analysts note the deal comes at a crucial moment for NATO. Russia’s Black Sea Fleet has faced mounting setbacks in Ukraine, but its Northern Fleet, stationed on the Kola Peninsula, remains one of Moscow’s most potent naval assets. The fleet is equipped with submarines capable of carrying both conventional and nu-

clear missiles, a fact that alarms security planners from London to Washington. “Norway provides NATO with eyes and ears in the High North. This agreement deepens integration with the Royal Navy, which is essential if the alliance wants to deter Russian naval activity in the Arctic,” said Professor Michael Clarke, a UK defense analyst. The UK and Norway have a long history of maritime collaboration dating back to World War II, when Norwegian naval crews operated alongside the Royal Navy. Today, the two nations already share

intelligence, training, and joint exercises through NATO. This new agreement elevates that partnership to an unprecedented level, binding their naval industries and operational planning for decades to come. “This is about more than ships, it is about strategy, alliance solidarity, and preparing for the maritime challenges of the 21st century,” said Gram. With the contract signed, the first vessels are expected to be delivered by the early 2030s, cementing the UK-Norway axis as a cornerstone of northern European maritime defense.



On the bow coming into Oakland on the Matson Mahi Mahi. Left to right: Rico Ecalnir, John Crocket, Bosun Izzy Idris, and Dennis Sumague.

Good morning, brothers and sisters, union family, and everyone in this country who works for a living. I'm Liz Shuler, President of the AFL-CIO.

We are America's Unions: 63 — representing nearly 15 million workers across every industry and every type of job.

If you wake up every morning thinking about how to make it in this economy — how to find a good job; build a career; pay the bills, put food on the table for your family, and live and retire with dignity — We're fighting for you, every day.

This time each year, we come together to remind this country: Labor Day is our day. It belongs to all working people.

It's not about back-to-school specials and mattress sales. It's about the people who will show up to work on Monday, even though it's a holiday, long before the doors open, cleaning the floors and stocking the shelves.

The teachers who will use their “day off” to put together lesson plans for the new school year. The nurses, and first responders, and restaurant servers, and flight attendants, and fast food workers who won't get a holiday come Monday morning. Who will put on their uniforms for just another day on the job because they know their communities and their families need them.

Labor Day is about what those workers, and what all workers deserve.

I travel the country a lot. And everywhere I go people ask me: How are workers feeling out there? Where do we stand on things? So two years ago, we started a new tradition: To come together, every year, for a real and honest talk about the State of our Unions.

This is a moment unlike those past two years. Because this is a moment unlike any, in the history of our labor movement and our country.

I'm here at AFL-CIO Headquarters in Washington, D.C., what we proudly call the House of Labor, two blocks from the White House.

Outside this building, there are 2,000 federal troops on the ground: blocking peaceful streets; harassing working people. Costing American workers, as taxpayers, tens of millions of dollars. Money that could be expanding health care, funding our schools, or housing those on our streets. And it's just one more example of what I have heard from workers again and again these past six months.

Where is the common sense? Where are the lower costs on my groceries, my rent, my medicine? Why are my job, my family, my future, my community, the services I count on suddenly being threatened and ripped away?

Every year we think about a word that captures the State of the Unions at this given moment: Strong, rising, whatever it may be. This year there is only one possible answer.

The State of the Unions — the State of Working People in this country — is under attack.

We've seen greedy CEOs and billionaires before, haven't we? What we've never seen is those same CEOs and billionaires being handed full control of our government; our democracy; our lives.

13 billionaires in one picture. 4 of whom now run agencies of our federal government.

If you ever meet someone who says that the word “oligarchy” is too confusing or too complicated — well, you can explain it in that one photo. This is a government of, by, and for the CEOs and the billionaires.

But we also need to recognize: It's been that way for a long time now. These struggles — the precarity people are living with, when it comes to their rent, their health care, their fears about A.I. and the future — it didn't start with Donald Trump.

It started with a system that has left people behind for a long time now. That has put CEOs over construction workers, Billionaires over baristas. That has gutted labor rights over the past 40 years — and not a coincidence, saw income inequality rise to its highest level ever.

FDR once reminded us: Democracies have gone away in other great nations. Not because people hated democracy. But because people gave up liberty in the hopes of getting something to eat.

If we push people to the edge — to the point where they can't afford groceries, or health insurance, or a place to call home — we can't be surprised when they turn against the system they're living in.

This is the choice working Americans have been given: Chaos or the same broken status quo.

An authoritarian who tells us only he can make things great again, or convincing ourselves everything is already great — while Black women make 64 cents on the dollar, young people struggle to pay rent, and a CEO that makes 7,000 TIMES what his workers make. That has led us to this moment.

We wanted cheaper groceries, and we got tanks in our streets. We wanted affordable health care. We got 16 million Americans who are about to be kicked off their coverage. We wanted jobs you could raise a family on. But that's not what we got. We got more American workers laid off last month than any month since the start of the pandemic.

The American people said loud and clear: Unions are the one thing we agree on. Instead, this Administration attacked us — and the workers who keep this country going.

Veterans like Shernice Mundell. Who served this country in the Air Force, came home and kept serving in our government for years, to make sure retired post office workers got their benefits. Until an email one night in March, at 11pm, telling her she was fired, along with thousands of others.

Lumber mill workers like Luis Gomez Garcia, in upstate New York, who did everything he was supposed to do. Got a work permit. Got a job, supporting his family and his two young daughters. Until immigration officers showed up at the mill and arrested him, without cause, and pulled his daughters out of school.

Federal workers like Derek Copeland, in Georgia, at the Department of Agriculture, who made sure food being imported into the country was safe to eat. Until one morning in February, when he got a letter saying his employment wasn't in the “public interest.”

This Administration wants us to look at stories like these and say: It's not my job, my livelihood. Maybe there will be more for me if someone else loses. They want to convince working people that we are each other's enemies. That we need to fight one other to land a good job; to find a home in a safe neighborhood. That only so many of us can live with dignity at the same time.



We are not each other's enemies. We are each other's neighbors. Friends. Co-workers. We are each other's brothers, sisters, and family.

Whether we work for the public sector or private sector, whether we are immigrants or fourth-generation, whether we are gay, straight, trans, Black, white, blue state, red state — we are all suffering under this same broken system.

It doesn't have to be this way. Things can be different if we build real, sustained power that shows up every day — not just once every four years.

Politics alone won't fix what's wrong with this country. Not when there are members of Congress on both sides of the aisle more worried about their re-election than they are helping working families. Who would happily let you get automated out of a job, if it meant they got another campaign check from the CEO doing it.

Republicans aren't going to save us. Democrats aren't going to save us. Working people are going to save ourselves.

For the past few months we've been in the field, conducting our annual poll of working people.

We asked workers of every age, political background, sector of the economy how they feel about their lives right now. Who they trust and believe in and who they don't.

Here's what we heard: People have lost faith in every institution in this country. Our Political Parties. Our Supreme Court. Our Religious Institutions. Corporations. Our Media. Every single one of them is underwater right now, in terms of trust. Yet nearly two-thirds of this country believes in unions.

And when you ask the most vulnerable workers in this country — workers who say: “I'm living on the edge, I don't have time for politics, because I'm too busy trying to get by, I just want someone, somewhere to help me build a better life” — those workers still have faith in one single thing.

75% of those workers say they believe in unions. They believe that joining a union is their best shot — to build a better life, a more secure life, a brighter future for themselves and their families.

They believe because they have seen us deliver, again and again. When this Administration ripped away the collective bargaining rights of one million of our brothers and sisters in the federal workforce — jobs that families and communities count on — we organized. We took them to court. We rallied outside our elected officials' offices.

We shaped legislation that politicians from both sides of the aisle rallied around, the Protect America's Workforce Act, that would restore those rights. We are one step away from passing that legislation, and to every member of Congress watching out there: Let's get it done!

When this Administration fired Federal workers who have made up our civil service for decades — disproportionately hurting Black workers and communities of color — cutting the programs so many working families depend on, telling our educators, don't talk about Harriet Tubman and the Tuskegee Airmen in our schools, our teachers, our civil servants, our members all over this country stood up and said: “Hell no!”

And when this Administration came for immigrant workers — when our brothers and sisters who have contributed to this country, contributed to our communities, were snatched off the streets, disappeared and detained in for-profit prisons without charges or due process — we rallied around them. We trained an entire grassroots army of union activists, organizers, and members so we could exercise our constitutional rights, and fight for their release, and keep them here with their families, where they belong.

That ability to take on power, to create and build power of our own — it's what unions do. It's in our blood. It's how we won the weekend, and paid vacation, and the 8-hour work day, and Social Security. It's why, in states with the most unionized workers, all workers make more money, more people have health care, and there are greater investments in our schools.

It's why workers all over this country know: It's better in a union.

And it's why, right now, we're the ones to lay out the vision for where this country needs to go. To rally people around common-sense values we can all agree on. To unite working people around the freedom, fairness, and security that we all deserve.

Next Monday is not just Labor Day. It's the start of Labor Week. Marches and rallies and trainings, hundreds of thousands of working people coming together, from this coming weekend to next. Kicking off the single biggest year of action, from now until next Labor Day, in the history of this movement.

Every single thing working people have won for ourselves in this country's history — it's not because we asked those in power. It's not because they were handed to us. It's because we fought for them relentlessly — by organizing, and mobilizing, and using our collective power.

The standard at the turn of the 20th century was a 60-hour workweek until workers in Chicago refused to bow down to the greed of their bosses. Discrimination was the norm until the labor movement and civil rights movement came together, and fought for the Civil Rights Act and Fair Labor Standards Act. They told immigrants and women workers we had to choose between liberty and getting something to eat. Until in 1912, up in Lawrence, Massachusetts, textile workers said: “We refuse to make that choice.” And the Bread and Roses movement was born.

That same spirit is alive today, now more than ever.

I see it in working people all over this country — in the workers this past year who have fought and won their own, and seized their power: Whole Foods workers in Philadelphia, public school educators in Virginia, Wells Fargo branch workers in Florida, EV battery workers in Tennessee, nursing home workers in Alabama, and thousands more. There will always, always be those who try to divide us, who tell us we're up against too much money, too much power.

They may be right if we go it alone. But when we come together, incredible things happen.

So if you believe in common-sense, no matter what political party you belong to, if you're ready to stand up to the CEOs and the billionaires, if you're ready to fight for your sister, your brother beside you, if you're ready to build the kind of country that workers deserve, come join us.

Happy Labor Day. Thank you.



SUP PRESIDENT'S REPORT

APL

Offshore Agreement: In accordance with Section 36 of the General Rules of the Agreement between APL and the SIU Pacific District, there shall be a five and one half percent (5.5%) increase on all rates of pay and wage related items (over time, supplemental benefits, etc.) effective October 1, 2025. A cost-of-living increase shall also be made (if applicable) on the basis of comparing the August Consumer Price Index for all Urban Consumers (CPI-U), as published by the Bureau of Labor Statistics of the U.S. Department of Labor, to the previous August Consumer Price Index. An increase in this index above four (4.00) percent, not to exceed five (5.00) percent, shall be added to the base wage effective October 1, 2025. The publishing date for August 2025 CPI is September 11, 2025. The General Rules also includes a provision for the increase of \$1.00 per manday contribution to the JEC under Sections 28 as well as an increase of \$.50 per manday to the Andrew Furuseth School of Seamanship under Section 37 effective October 1, 2025. Mr. Chairman, I recommend the entire increase be allocated to wages and wage related items.

After discussions with MFOW and our attorneys at Leonard Carder on August 22 the SUP and MFOW filed a grievance against APL for crewing the U.S. flag *CMA CGM Phoenix* with an alternate workforce. We demanded that replacements for *CMA CGM Phoenix* unlicensed deck and engine crews be dispatched through the SUP and MFOW hiring halls and that the company make the respective membership whole for any loss of work resulting from violation of Section 3(a) and 3(b) of the General Rules. In the event the company refuses to provide the requested relief, we demanded that the matter proceed immediately to arbitration as provided in the grievance resolution procedure under section 10(b) of the Agreement. I will keep the membership informed as the grievance procedure plays out.

OFFICERS WAGES

In accordance with Article XV Section 1(b) “The salaries and supplemental pay shall be adjusted automatically on the same percentage basis whenever the membership has a percentage adjustment in wage and vacation pay form the offshore agreement.” On July 1st 2025 the Matson agreement called for a three percent (3%) wage increase and as stated above APL agreement calls for a five and one half percent (5.5%) increase averaging a four and one quarter (4.25%) increase for Officers due October 1, 2025.

MATSON

Shoregang: SUP members working under the maintenance agreement earn 3 vacations days per month. If a member is dispatched for 12 months they earn a total of 36 vacation days. Over the years most members take little or no vacation during their 12-month dispatch and have thirty plus vacation days when their time is up. In the recent past Matson has called for a replacement when the members 12 months are up and not waited for the 30 plus days the members still have for vacation. This past month Matson expressed their desire to wait until the vacation had run out citing Section 6 (a) and (b) of the Maintenance Agreement. 6(a) states that “the company shall not be obligated to replace the shoregang member on vacation” and the 6(b) states that “all vacation shall be taken before a replacement must be hired.” After several discussions with Matson management, it was agreed that if the member has between 10-36 days of vacation when their time is up, Matson will not call for a replacement for 10 days, no longer. While Matson does not like “double paying” they agreed to my argument that having a full gang was paramount to continuing operational duties successfully and safely.

PATRIOT CONTRACT SERVICES

T-AGOS Vessels: On August 13 the Union was notified by PCS that Amendment 7 of the RFP to operate and maintain the T-AGOS vessels had been published and that discussion on the bid was officially closed. Final proposal revisions were due on August 13. Then, Amendment 8 through 10 was published pushing back the due date for final proposal revisions to September 4, 2025. I will keep the membership informed as the bid and award process is pending.

Allied Pacific: The third anniversary date for the *Allied Pacific* was on September 5th, 2025, which included a three percent (3%) increase on wage and wage related

items with the right to reallocate benefits.

Seay & Pililaau: The second anniversary date for the *USNS Seay* and *USNS Pililaau* is on September 29, 2025, which includes a two percent (2%) increase on wage and wage related items with the right to reallocate benefits.

USNS Watson: On August 12, the Union was informed by Patriot that the *USNS Watson* ownership would shift from MSC to MARAD effective August 27, 2025 and the vessel would be placed into Reduced Operating Status (ROS) with the billets of 1 Bosun, 2 AB's, and 1 OS for the unlicensed deck department. The pay scale will follow the RRF Marad wages.

UNITED STATES COAST GUARD

On September 8th the USCG announced that a system error has affected the limitations and restrictions section shown on medical certificates issued between July 25, 2025-September 3, 2025. In some cases, a limitation of “YES” or a limitation of “NO” may be listed. All issued medical certificates do remain valid even if the printed error has occurred. A corrected medical certificate for the mariners affected will be issued within the next month to ensure clarity of limitations and restrictions. All members who recently received a medical certificate are advised to check for accuracy.

If you have questions or require assistance, contact the NMC Customer Service Center, Monday through Friday 8:00 a.m. to 5:30 p.m. EST, by using Live Chat, by e-mailing iasknmc@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

HOLIDAYS

Columbus Day — SUP hiring halls will be closed on Monday, October 13, 2025, in observance of Columbus Day, which is a contract holiday. Accordingly, the Headquarters meeting will be on Tuesday, October 14, 2025.

ACTION TAKEN

- M/S to allocate APL increase of 5.5% to wage and wage related items. Carried.
- M/S to allocate *Allied Pacific* increase of 3% to wage and wage related items. Carried.
- M/S to allocate *USNS Seay & Pililaau* increase of 2% to wage and wage related increase. Carried.
- M/S (Reed, several) to concur with the balance of the President's Report. Carried.

Matt Henning



Crew on the Matson *Maunalei* in Oakland, CA. From left to right: Bosun Noel Itsumaru, Larry Moone, Victor Frazier, Paul Parisi, Tom Tynan, and Yvette Cavan.
Photo by Roy Tufono.



Wilmington Agent Leo Martinez, Garry Gelfgren, Eli Wgger, Daniel Tin Tun, Bruce Ketchum, Rinaldo dimatulac and Retired Branch Agent Mark Hurley.

Receive the West Coast Sailors via First Class Mail

Name (print) _____ Book No. _____

Address _____

City _____

State _____ Zip _____ Country _____



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

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

Containers Fall Off Ship During Cargo Operations at Port of Long Beach

U.S. Coast Guard units and local emergency responders have established a safety zone at Pier G in the Port of Long Beach following a significant container collapse incident aboard the foreign flag ship *MV Mississippi*. The incident occurred just before 9 a.m. Tuesday September 9th during cargo handling operations, prompting an immediate emergency response. While no injuries were reported, the accident temporarily halted work at the terminal as local, state, and federal agencies moved to secure the area.

The U.S. Coast Guard, which is leading a joint investigation with the National Transportation Safety Board, said it is too early to determine the exact cause. “We are working closely with all partners

to ensure safe recovery and to identify what factors contributed to this unusual occurrence,” said Capt. James Walters, commander of the Coast Guard’s Los Angeles–Long Beach sector. Divers and salvage teams were deployed to locate and assess the fallen containers, some of which sank alongside the vessel. Port officials reported that several boxes were visible floating near the pier, while others may rest on the harbor floor. Specialized cranes and barges are being used to recover the cargo.

Authorities said there is no indication that hazardous materials were involved, though the contents of all containers are still being reviewed. Environmental monitoring crews have been staged in the area

to guard against potential pollution from debris or packaging materials.

The Port of Long Beach, which handles more than 9 million containers annually, said operations resumed at unaffected berths while recovery continued at Pier G. "Safety of workers and protection of the marine environment remain our top priorities," the port said in a statement.

Maritime experts noted that while container losses at sea during heavy weather are relatively well known, such incidents

at berth are rare. "When containers fall from a ship tied up at dock, it raises serious questions about equipment, stowage practices, or operational procedures," said maritime analyst Karen Liu. The Unified Command, which includes the Coast Guard, the Port of Long Beach, the ship's operators, and state environmental agencies, said recovery efforts are expected to continue throughout the week. The full investigation into the incident could take several months.

Taiwan Boosts Patrols to Protect Undersea Cables

continued from page 1

infrastructure could have significant consequences not only for the island but also for global supply chains.

Taiwan's Ministry of Transportation and Communications reported three cable breaks in the past six months, an unusually high number compared to the long-term average. Although some incidents were attributed to accidental damage by fishing gear or anchors, investigators suspect that at least one case may have been deliberate. "Safeguarding our undersea cables is a matter of national resilience," Premier Cho Jung-tai said at a press briefing. "We cannot allow hostile actors to exploit vulnerabilities in our maritime domain."

The Taiwan Coast Guard Administration (CGA) confirmed that patrol boats and aerial drones are now conducting continuous surveillance near cable landing points in Miaoli, New Taipei, and Hualien. These patrols are supplemented by radar monitoring and satellite tracking to detect unusual ship movements. Officials noted that patrols have already intercepted several unidentified vessels operating near restricted zones. While no direct confrontations have been reported, coast guard officials said warning messages were issued in line with international maritime protocols. In addition, Taiwan is working with local telecom operators to install underwater sensors capable of detecting tampering or unauthorized activity near cables.

The stepped-up patrols come against the backdrop of heightened military and political tensions across the Taiwan Strait. Analysts say undersea cables represent an attractive target for China, which has

increasingly relied on hybrid tactics to pressure Taipei while avoiding outright war. “Grey-zone operations give Beijing plausible deniability,” said Amanda Chen, a maritime security analyst at Academia Sinica. “If a cable is cut, it’s difficult to prove intentional sabotage. But the strategic effect can be enormous, slowing internet speeds, disrupting financial markets, and eroding public confidence.” Beijing has denied any involvement in cable disruptions, instead accusing Taipei of “hyping security threats.” The Chinese Foreign Ministry on Wednesday dismissed Taiwan’s claims as “groundless and politically motivated.”

Taiwan's concerns have drawn attention from its security partners. The United States and Japan have both emphasized the importance of secure maritime infrastructure in the Indo-Pacific, with Washington pledging technical assistance to strengthen cable monitoring. The International Cable Protection Committee, an industry group, also urged greater cooperation between governments and private operators to safeguard what it calls the "arteries of the digital economy."

For Taiwan, the latest patrol expansion signals a recognition that maritime threats are evolving beyond traditional naval clashes. As one senior coast guard officer put it, “A war today may not begin with missiles or fighter jets, it could start with a silent cut beneath the sea.” With global reliance on Taiwan’s connectivity and manufacturing prowess, the stakes extend far beyond the island’s shores. For now, Taipei is betting that vigilance and visibility will deter further tampering with the cables that keep the island, and much of the world, linked to the digital age.



Maritime Trades Department, AFL-CIO Executive Secretary-Treasurer Brittanie Potter addressed the delegates as the guest speaker at the San Francisco Port Maritime Council meeting held at MFOW Headquarters on September 10, 2025.

BUSINESS AGENT'S REPORT

continued from page 12

President JQ Adams — In at Long beach arriving on schedule, Edwards Hervias delegate, good trip, good ship, worked every day over and back. It's wide open on here you can make good money. Bosun always has work lined up to do or to be completed from last trip. This ship is a money maker just ask the watch stander's Saher Ali as Bosun.

President Reagan — In at Oakland#56
Javier Rosales delegate on schedule arriving last night, Gangway security on arrival ready to go, We were in Port for a short time next morning the vessel depart for Yokohama. Brain Burns as Bosun.

SFBP Pier#9 — delegate Chris Auer training is continuous once the Temporary deckhands are checked off on

Pilot boat Golden Gate and Pilot Boat Pittsburg's that's docked up the river. The next phase is training on the outside Station Boats. PB California or PB San Francisco whichever boat is in service. On the station boat you need to pay attention to the Operator that's training you. If you know any boat operators with experience and feel that this something their interested in, you can call SUP Headquater's ask for SFBA Roy Tufono, or Steve Ross Dock Bosun Pier#9.

If your documents are less than 6 months, it's time to start the renewal process. Dispatcher's, Boat Operators, members working on RR fleet Union Dues can be paid over the phone just call Head Quarter's and tell who ever answer's you want to pay dues. Be aware there is a \$5.00 dollar processing fee and you will be accommodated. *Roy Tufono*

Unsafe Cargo Practices Still Widespread, New Report Finds

continued from page 1

for lithium-ion batteries and other hazardous goods that have been linked to fires at sea. The council urged shipping companies, shippers, and regulators to strengthen enforcement and expand training on cargo safety. Industry stakeholders welcomed the data, but some called for broader international collaboration. “Transparency is critical,” said Lars Jensen, a Copenhagen-based analyst. “But without IMO’s direct involvement, there’s a risk that reporting becomes fragmented. Safety is a global concern, it requires a global response.”

The WSC said it plans to release updated cargo deficiency figures annually, keeping alive a dataset many in the maritime sector view as essential for improving safety standards across global trade lanes.

USNS Seay and USNS Pililaau Wages **Patriot Contract Services**

Effective September 29, 2025 are the following rates:

Full Operating Status Wage Rates:

				Supplemental	Supplemental	
	Base Wage	Base Wage	Overtime	Benefit	Benefit	
Rating	Monthly	Daily	Hourly	Monthly	Daily	MPP
Bosun	\$10,121.56	\$337.38	\$35.73	\$4,591.50	\$153.05	\$30.60
AB	\$7,164.07	\$238.80	\$24.98	\$3,265.20	\$108.84	\$30.60
OS	\$5,789.21	\$192.97	\$23.08	\$2,503.50	\$83.45	\$30.60

Reduced Operating Status and Repair Availability Status Wage Rates:

	Base Wage			Supplemental		
	Base Wage	Base Wage	Overtime	Benefit	Benefit	
Rating	Monthly	Daily	Hourly	Monthly	Daily	MPP
Bosun	\$7,627.20	\$254.24	\$35.73	\$1,830.60	\$61.02	\$31.21
AB	\$6,711.90	\$223.73	\$31.43	\$1,610.70	\$53.69	\$31.21
OS	\$4,132.50	\$137.75	\$23.07	\$991.80	\$33.06	\$31.21

During periods of ROS/RAV, overtime shall be paid for all hours worked in excess of eight (8) hours any day and for all hours worked on Saturdays, Sundays, and Holidays. Supplemental wages in ROS and RAV shall be administered directly by the company.

Western Australia Creates Vast Marine Park to Protect Exmouth Gulf

The Western Australian government has announced the creation of a vast new marine park in Exmouth Gulf, extending protections to one of the state’s most unique coastal environments and strengthening conservation around the world-renowned Ningaloo Reef.

Premier Roger Cook and Environment Minister Reece Whitby unveiled the initiative Friday, describing it as a landmark move to safeguard biodiversity while balancing the needs of local communities, tourism, and sustainable fishing. The park, which will span more than 1,150 miles, will encompass coastal waters east of the Ningaloo Coast World Heritage Area, known for its rich marine life and vital nurseries for species ranging from humpback whales to dugongs. “This is one of the most significant marine conservation commitments ever undertaken in Western Australia,” Cook said. “Exmouth Gulf is a globally important ecosystem. Protecting it ensures future generations can continue to experience the natural wonder of Ningaloo.”

The decision follows years of scientific assessments and community consultations. Environmental groups have long campaigned for additional safeguards, citing pressures from increased tourism, shipping activity, and industrial proposals, including oil and gas exploration. Exmouth Gulf has been described by scientists as a “nursery of the sea” for its role in supporting juvenile marine species. The new marine park will feature multiple-use zones, including highly protected sanctuary areas where no extractive activities such as fishing or drilling will be permitted. Other zones will accommodate recreational fishing, tourism, and Indigenous cultural practices. The government has pledged to work closely with Traditional Owners, particularly the Baiyungu, Thalanyji, and Yinigudura peoples, to incorporate cultural knowledge and co-management practices into the park’s governance. “First Nations custodians have cared for these waters for thousands of years,” Minister Whitby said. “Their involvement is critical to ensuring the park is managed sustainably and respectfully.”

Conservationists hailed the announcement as a milestone. The Australian Marine Conservation Society called it “a win for whales, dugongs, and countless marine



species,” emphasizing the ecological importance of linking Ningaloo Reef to the broader Gulf ecosystem. However, not all stakeholders were fully satisfied. Some commercial fishing operators expressed concern about potential restrictions on livelihoods, while industry groups urged the government to provide clear guidelines on which areas would be closed to activity.

The tourism industry, on the other hand, largely welcomed the move. Exmouth has become a global destination for whale shark swimming and eco-tourism, and operators believe the marine park will strengthen the region’s reputation. “People travel from all over the world to see Ningaloo,” said local tour operator Lisa McKenzie. “Ensuring the Gulf is protected only adds to that experience.” The announcement also positions Western Australia as a leader in marine conservation at a time when global attention is focused on the health of oceans under climate stress. Scientists note that warming waters, coral bleaching, and shifting migratory patterns are intensifying pressures on marine ecosystems worldwide.

“This marine park represents hope,” said Professor John Richards, a marine biologist at the University of Western Australia. “It sends a clear message that protecting biodiversity is not optional, it’s essential to the long-term survival of both marine life and the human communities that depend on it.” The government has indicated that detailed zoning plans will be finalized over the next 12 months, following further consultation with industry and community groups. Implementation of the park is expected to begin in stages starting in 2026.



Boats converge on lower Manhattan to help evacuate thousands on Sept. 11, 2001. Twenty four years later, it remains one of the lesser-known stories of 9/11
Courtesy of the New York Police Department



Dispatcher’s Report

Headquarters — July 2025

Deck	
Bosun	6
Carpenter	0
MM	4
AB	21
OS.....	1
Standby S.F.	30
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler.....	0
Wiper	0
Steward	0
Cook.....	0
Messman.....	0
Total Jobs Shipped-All Depts.....	62
Total B, C, & D Shipped-All Depts.	42
Total Registered “A”	16
Total Registered “B”	23
Total Registered “C”	8
Total Registered “D”	19

APPENDIX 1 — SAILORS’ UNION OF THE PACIFIC (Effective September 5, 2025) ASM LLC-SIU PACIFIC DISTRICT Operation and Maintenance of the Commercial Tanker *Allied Pacific* WAGE AND BENEFIT RATES

Rating	Base Wage	Base Wage	Overtime	Supplemental Benefit	Supplemental Benefit	MPP
	Monthly	Daily	Hourly	Monthly	Daily	
Bosun	\$6,748.80	\$224.96	\$29.36	\$2,784.30	\$92.81	\$20.39
AB	\$5080.20	\$169.34	\$26.92	\$2,077.20	\$69.24	\$20.39
OS	\$4,115.10	\$137.17	\$20.81	\$1,455.30	\$48.51	\$20.39

A. Overtime shall be paid for all hours worked in excess of eight (8) hours on any day and for all hours worked on Saturdays, Sundays, and Holidays.

SUP BRANCH REPORTS

HONOLULU

August 2025

SHIPPING: The following jobs were dispatched for the month: 1 Bosun Steady, 1 Bosun Relief, 3 AB Day steady, 5 AB Watch Steady, and 1 Ordinary
There were 6 Standbys Jobs dispatched for the month.
REGISTERED:
6 A-Cards, 16 B-Cards, 7 C-Cards, and 2 D-Cards.
SHIPS CHECKED:
USNS Charlton, USNS Watson, Islander, Oceania, D.K. Inouye, Manulani, Lurline, Kaimana Hila, Mahimahi, Manoa, Maunawili, Matsonia, and the Paint & Rigging Gang all running smooth, with few if any beefs.

Agent's Report

As quickly as the summer suitcase parade aboard Matson and APL ships began, it ended. We still have Patriot jobs on the board. If you're interested? Come down and snag one. I want to thank the guys who stepped up to take the RRF jobs on short notice. You'll go far with a "F it. I'll take that job" mind set.
I want to say Mahalo to Sister Berit Eriksson (Andrew Furuseth School of Seamanship Director) for her work in getting another LNG class here in Honolulu. For those of you that don't know. It is a blessing to get these classes over here, and it takes effort to get them organized and set up. Please take advantage of them

when they are offered. Also, don't "sit" on the certificate. Submit your application for the endorsement, as soon as possible.
We attended a meeting with Senator Brian Schatz, at the HGEA Union Hall. The Senator gave a report of what is going on in Washington DC, current contingency plans for any federal budget and/or departmental cuts, and fielded questions from the large crowd attending. Senator Schatz is a Staunch Jones Act supporter and a friend to the U.S. Merchant Mariner.
We will be attending the Annual Maritime Career Pathways Expo at Windward Community College on September 12th. If you know anyone interested in pursuing a career in the maritime industry, please let them know about this event—it's a great opportunity to get started. Attendees will have the chance to meet us and the other maritime labor unions, explore training programs, and learn about job opportunities in various maritime fields here in Hawai'i. It's a "One Stop Shop" for anyone considering a maritime career.
If you have less than 6 months before your documents expire. Please get going on with the renewal process. I'm here to help if needed.

Fraternally Submitted,
Patrick Max Weisbarth
Honolulu Branch Agent

WILMINGTON

August 2025

Shipping: Bosun: 3 AB/W, 11; AB/D, 4; OS/ STOS, 0; GVA/GUDE, 0. Standby: 43
Total Jobs Shipped: 61
Registrations: A 30, B 34, C 7, D 7.
Ships Visited: Making regular visits as time permits me Also keeping in contact by phone and email.
Agent's Report
Shipping has tightened up a bit lately, especially for Ordinary Seamen. Some companies continue to shift maintenance responsibilities away from the deck department then act surprised when Things on deck start breaking down or Accidents happen. That said, if you've got the time, make the most of it. Get your RFPNW knocked out. I'm currently assigning a

STOS to each APL vessel in their rotation. Standard shipping rules still apply stay sharp and ready.
On 1 September 2025, the SUP stood tall alongside our union brothers and sisters during a march for solidarity and brotherhood. It was a strong showing that honored our proud traditions. Special thanks to: Bruce Ketchum, Elisabeth Gage, Marino Macadaan, Ronildo Dimatulac, Daniel Tin Tun, Gary Gelfgren, Grant "Eli" Wegger, and Mark Hurley. Let's keep the tradition alive show up, stand proud, and represent next year.
Fraternally Submitted,
Leo Martinez, Book #19362
Wilmington Port Agent

SEATTLE

August 2025

Shipping: 1 OS (D); 4 Standby AB (2A, 2B)
Registered: 7 A card for a total of 12, 6 B card for a total of 16, 1 C card for a total of 8, 0 D card for a total of 2
Agent's Report
I was on vacation for most of the month, so I don't have much to report this round. When I returned to the office there were several 719K's in my email that had been sent over by Kaiser. To my surprise, when I reached out to members to ask

if they had turned the physical into the Coast Guard, almost half were under the impression that Kaiser turned it in for them. They do not. Kaiser gives a copy to the members and electronically sends one to me and to Seafarers Medical Center. If you had a 719K done in Washington in August, please call me as soon as possible to ensure it was submitted properly.
Fraternally,
Brandon Bohannon
Seattle Port Agent

VICE PRESIDENT'S REPORT

August 2025

USNS Sisler — Noel Romero, Delegate. Crew is busy every day in Gwang Yang for engine crane lift due to generators repair. Deck gang is preparing to get underway on September 12th heading to Chin — Hae to finish up with all the engine repairs. Bosun keeping everybody busy for deck maintenance and PMs. SMART inspection is coming up in the month of October. Chris Cupan, Bosun.
USNS Seay — Jeffrey Baccay, Delegate. Ship in Boston for quick repair. Once repair is complete loading up cargo and heading to Saipan. Crew in good spirits, no beefs. Zbigniew Kaczor, Bosun.
USNS Pililaau — Kayla Doiron, Delegate. With long awaited anticipation, departure to Diego Garcia has finally commenced and SUP gang is running the deck and keeping the ship primed and ready for the mission ahead. Xerxes Cunanan, Bosun.
USNS Red Cloud — Jason Alonzo, Delegate. Work and crew moral is good on Red Cloud. Gang arrived at the anchorage in Germany. Had a brief stop in the Azores for crew change. Fair weather, no beefs and getting the work done. Red Cloud 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 WATSON — Ship tied up alongside the dock in Baltimore now with reduced crew in ROS. Neighboring ships are Pomeroy and Charlton. Joshua Sheldrick, Bosun.
CAPE HENRY — Ian Serra, Delegate. SUP gang has just accomplished another successful 8-month mission around the world, going to ports such as Pearl Harbor, Subic Bay, Melbourne, Darwin, Thailand and Japanese ports as well. She has officially returned home to Pier 96 in San Francisco. Mark Calairo, Bosun.
SUP AB Mariners
Patriot is requiring small arms for most dispatches. It is critical to get your small arms requalified after every dispatch, if possible. If you can get two dispatches out of your small arms certificate, than your lucky...Recognize small arms is a 1 year certificate. There's not enough time to wait around and use it, as the certificate will expire and it will be too late.
Link to most recent CG719K update form 2028. For applying CG MED CERT.
EMAIL: medaip@uscg.mil attach, PDF file type labeled LAST NAME_FIRST NAME_#REF



Sam Worth

BUSINESS AGENT'S REPORT

August 2025

Kamokuiki — Spoke via cell phone with delegate Jerome Pope, he reports since the vessel activated over a month ago the vessel has been shuttling between Singapore and Deigo Garica. "We departed Singapore over the weekend and are due to arrive in Guam Friday the 12th." The talk they are hearing from topside when they depart Guam are heading to Malaysia to prepare the ship for lay-up, always subject to change, good ship, work every day, getting the work done with Robert Reed as Bosun.
Maunalei — delegate Yvette Cavan Matson called the crew back for August 26th and sailed Friday 29th for Seattle.1 Bosun, 3 std-by ABs were called 3 days Prior to start breaking out firehoses, life rings, lashing gear. The Gang was called all the jobs went rotary didn't see anyone registered to retur,n filled all but one ABW sent it to Seattle ,Lucy was in for Brendan she had someone and dispatched him. Unfortunately, he flew down without a fit for duty slip and had to take a sign-on at the Seafarers Medical center. During that time he was being seen by Lana received an email from Kaiser Permanente in Olympia Washington email stating cause and follow up recommendation for being unfit for duty. Now a short window for a replacement need an AB with a Chinese visa and ready to sail tomorrow for Seattle, Marcelo Javier stepped up and answered the call with his Chinese visa. He cleared his physical and joined the vessel next morning. That was good news to the Bosun Noel Isumaru knowing the job was filled and we weren't sailing short handed for Seattle.
Manoa — Oakland#62 Paul Harseny delegate on schedule arrive early morning and then departed later that evening for Los Angeles. On the Southern triangle, weather's been good theer was an issue with one of the ABs with a clarification from Wilmington Agent Leo all that was squared away. Steady Bosun on his trip-off in good hands with relief Bosun Luis Rosas.
Mahimahi — Oakland#62 Dennis Sumague delegate back from his trips-off ship arrived early morning departed for Los Angeles later that evening. Since Captain Hill came aboard we have been working OT on the Southern triangle with Isnin Idris as Bosun.
RJ Pfeiffer — The crew was called back majority from Seattle. Who ever didn't reclaim, Honolulu would fill, One ABW out of Headquarters registered to return and then option NOT to return. Heard the crew is flying out on the 11th to join the RJP in Singapore.
Manulani and Maunawili —these vessel's checked in with little or no beefs.
Agents Report: Commercial shipping is slow in San Francisco, But for military trained members shipping is still good, if you're a picky B or C member AB waiting for a Matson ship or a Dayman job with APL there's a good chance you can burn your card. Senior members are coming for those jobs. The old timers would say, throw in for every job and take any job you can make. The Ordinary seamen entry level rating has taken a hit to our Union and to this industry. We need entry level Ordinary jobs.
APL has been calling for Gangway Security once or twice a week when the ships arrive back-to-back, we continue to maintain GW security on for the duration of Vessels stay in Port.
President Monroe — In at Oakland#56 Joe Eckert took a trip — off, newly elected delegate McKevin Dulay took over the sheets. Last trip had good weather and were able to work over and back.
The Bosun keeps us working; weather permitting, have a good deck Gang we all work together to get the work done under the supervision of Bosun Jose Duran Jr.

continued on page 10

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.