

IMO Tightens Reporting Rules After Container Loss Incidents at Sea

The International Maritime Organization (IMO) has introduced new rules requiring faster and more detailed reporting when shipping containers are lost overboard, a move aimed at improving navigational safety and reducing environmental risks in busy sea lanes.

Under the updated regulations, when containers are lost at sea the ship's master must promptly share details of the incident with nearby vessels, the nearest coastal state, and the ship's flag state. The flag state is then responsible for formally reporting the incident to the IMO, ensuring that information about lost containers is rapidly disseminated to authorities and the wider maritime community.

The changes are designed to close long-standing gaps in how container losses are communicated and tracked. Lost containers pose a serious hazard to navigation, particularly to smaller vessels, and can drift for months before sinking or washing ashore. When containers carry hazardous or polluting cargo, the risks to marine ecosystems and coastal communities increase significantly.

IMO officials say the revised reporting framework will help

mariners avoid dangerous debris, allow coastal states to assess environmental threats more quickly, and improve global data collection on container losses. Until now, reporting practices have varied widely, with some incidents going unreported or disclosed only after containers were discovered ashore.

The new rules follow a string of high-profile container loss incidents that have renewed scrutiny of cargo safety at sea. In August, the container ship *Ever Lunar* lost approximately 50 containers overboard during heavy weather. While no injuries were reported, the incident raised concerns among mariners operating in the area, particularly given uncertainty over whether the containers remained afloat.

More recently, in December, containers from the *Baltic Clipper* were found washed ashore along parts of the United Kingdom's coastline. The discovery prompted cleanup operations and highlighted the challenges authorities face when containers are lost without timely, centralized reporting. In several cases, coastal agencies only became aware of the incident after debris appeared on beaches.

Industry groups have broadly welcomed the IMO's action, noting that container ships have grown larger and carry higher deck loads than ever before. While overall container loss rates remain relatively low compared with the total number of boxes moved each year, individual incidents can have outsized safety and environmental consequences.

Shipping companies will now be expected to provide more precise information when losses occur, including the number of containers lost, their last known position, and whether they contain dangerous goods. That information can be used to issue navigational warnings and, where necessary, mobilize response efforts.

The IMO has emphasized that the new rules are not intended to penalize ship operators, but to improve transparency and

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CMA CGM and Maersk Lead Gradual Return to Suez Canal

For nearly two years, the Suez Canal, one of the world's most vital maritime chokepoints, saw a dramatic decline in container ship traffic as carriers rerouted around Africa's Cape of Good Hope in response to security threats in the Red Sea. This disruption reshaped global supply chains, added cost and time to shipments between Asia and Europe, and forced shipping majors like CMA CGM and Maersk to significantly alter network patterns. Only recently have signs emerged that these lines are cautiously returning to the historic waterway.

The slowdown in Suez Canal use stemmed largely from a surge in attacks by Houthi rebels in the Red Sea beginning in late 2023, linked to the broader regional conflict around Gaza. These attacks compelled many carriers to avoid the traditional



CMA CGM Jacques Saade, one of the world's largest container ships, led the southbound convoy through the Suez Canal in December 2025.

transSuez route due to safety concerns for crews and cargo, as well as skyrocketing warrisk insurance premiums. As a result, container shipping transiting the canal fell sharply: data indicates that overall vessel capacity transiting Suez was roughly 60% lower than precrisis levels for much of 2024 and 2025, with container liner movements disproportionately affected.

Forced diversions around the

Cape of Good Hope added days to transit times, increased fuel consumption, and pushed up freight rates for shippers. Longer voyages also strained vessel scheduling and fleet utilization, complicating logistics planning on key EastWest trade lanes. For carriers, however, the priority remained safeguarding crews and avoiding volatile waters, even at the expense of operational efficiency.

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Maduro Seized by U.S. Forces, Flown to New York to Face Criminal Charges

In a dramatic and unprecedented military operation early on Jan. 3, the United States struck critical Venezuelan military infrastructure and captured Venezuelan President Nicolás Maduro and his wife, Cilia Flores, in Caracas, transporting them to New York to face federal criminal charges, officials said. The bold maneuver by the U.S. military and intelligence forces marks the most direct U.S. intervention in Latin America in decades and has reverberated across diplomatic, legal and geopolitical arenas.

The operation, code-named *Absolute Resolve*, unfolded before dawn when U.S. warplanes and drones struck air defenses and other military targets around Caracas to clear the way for helicopters carrying a small special operations force. Maduro and Flores were seized from his fortified residence and later flown to a U.S. warship before transfer to federal custody in New York.

President Donald Trump later

addressed the nation, asserting that U.S. forces had acted to protect American interests, reduce the flow of drugs, and uphold justice. Maduro has been indicted in the U.S. on narcotics and "narco-terrorism" conspiracy charges, allegations the Trump administration has repeatedly highlighted as justification for its aggressive strategy. In New York, the deposed leader appeared in federal court where he pleaded not guilty to the charges. "The operation was swift, precise, and necessary," Trump said. "We've taken decisive action against a corrupt regime that has devastated Venezuela and harmed the American people." The president also indicated that U.S. oversight of Venezuelan governance and economic assets, notably the country's vast oil reserves, will continue as part of a broader transitional plan.

In Caracas, Vice President Delcy Rodríguez declared herself acting president under Venezuela's constitution after Maduro's ouster. Rodríguez has sought

to balance asserting Venezuela's autonomy with cautious engagement with U.S. officials, even as she rejects claims that Maduro's removal was legitimate.

Maduro's tenure as Venezuela's leader was marked by economic collapse, deepening authoritarianism, and repeated electoral controversies. He first assumed the presidency in 2013 following the death of his predecessor, Hugo Chávez, inheriting a nation already in crisis. Maduro's government presided over hyperinflation, widespread shortages of basic goods, and a mass exodus of millions of Venezuelans seeking refuge abroad.

Maduro's hold on power was reinforced through a series of controversial elections widely criticized for lacking credibility. International observers and opposition figures rejected results as fraudulent and unrepresentative of voter will. In the July 2024 presidential election, the government-controlled National Electoral Council declared Mad-

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

Dues-Paying Pensioners

Diane Ferrari.....	BK#2251
Hannu Kurppa	BK#3162
Gunnar Lundeborg	BK#4090
Vince O'halloran.....	BK#2463
James Clay	BK#4794
Mike Worth	BK#3629
Michael Dirksen	BK#2739
Terrence Lane	BK#4107
Teofilo Rojas	BK#3194
Leo Moore.....	\$k#6492
Duke Maringer.....	BK#6518
L Ymwel Gador	BK#3024
Don Nichols.....	BK#2470
Hamilton Parone.....	BK#3883

Political Fund

Ariel Odion.....	\$50
Esther Gonzales	\$20
David Ibarra	\$50
Manny Rezada	\$50
Vincent O'Halloran.....	\$200
Mahon Gandy.....	\$100
Danny Tin Tun	\$100
Brendan Bohannon	\$50
Dave Connolly	\$100
Jonathan Pampilon	\$100
Steve Ross	\$200
David Fadoul	\$100
Christian Fonseca	\$50
Dieg Rizan	\$50
Ron Sugul	\$20
Art Garrett	\$50
Patrick Weisbarth	\$100
Motea Lahsoon	\$ 200

West Coast Sailors

Esther Gonzales.....	\$ \$20
Steven Swinson	\$25
Brian Toder	\$100
(In Memory Of "Al Toder")	

Organization/ General Fund

Romulo Racoma, Sr	\$50
Christian Fonseca	\$50
Dieg Rizan	\$50
All'i Aleka	\$50

Membership and Ratings Committee

The Committee met on January 7, 2026 and found the following members eligible for advancement in seniority and rating stamps in the various departments.

Name and Membership	Number	Seatime	Rating	Seniority
Webster Urbano	B-19865	1 yr.	A.B.	B
Prime Indanan	B-19866	1 yr	A.B.	B
Muad Ali Ghalib	B-19867	1 yr.	O.S.	B
Alvaro Decasas	B-19868	1 yr.	O.S.	B
Margot Meraz	C-3141	30 days	A.B.	C
Michael Jo	C-3142	30 days	O.S.	C
William Mercer	C-3143	30 days	O.S.	C

Ratings: Bosun Stamp

None

Ratings Committee: Phillip Coulter, BK#4824, Christian DeMesa BK# 2768 and'Emanuel Baroman B-19511



From left to right: Phillip Coulter, Manuel Baroman, and Christian DeMesa served on the January 2026 Membership and Ratings Committee.

IMO Tightens Reporting Rule

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risk management across the industry. By standardizing reporting obligations and assigning clear responsibility to flag states, regulators hope to build a more accurate global picture of container losses and reduce the likelihood of future incidents going unnoticed.

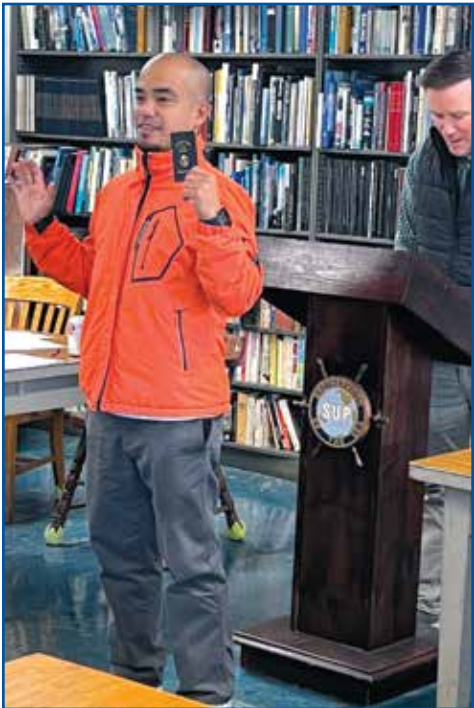
As global trade continues to rely heavily on container shipping, the IMO says these measures represent a practical step toward safer seas and better protection of the marine environment, lessons underscored by recent incidents that have brought the issue into sharp focus.

Red Cloud from left to right: OS Abdulrahman Hasson, OS Abdulgabar Shahbain, Chief Mate Damon Gralinski, Bosun Frank Duffin, AB Jhon Rojhas, AB Raul Taganas, 2nd Mate Dylan Alvarez, Kneeling AB John Rogers, and SUP Sam. Not pictured AB Timothy Tess, AB Khonesavanh Xaymountry.



The P/V California pulls into Pier 9 in San Francisco on New Years morning after a seven day stay offshore. The boat was crewed by operators Steve Swinson, Nick Marinovich, Stoy Robinson, Cook Sandy Brown, and trainee John Alegria.

Photo by Matt Henning.



Christian DeMesa BK#2768 takes the oath of obligation at the headquarters meeting in San Francisco on January 12th, 2026.

Final Departures

Nam Shan Wu, Permit No. 18080. Born in China in 1930. Joined SUP in1991. Died January 17, 2025. (Pensioner)

Timothy Ell, Book No.1881. Born in Oregon in 1944. Joined SUP in 1964.Died February 21, 2025. (Pensioner)

Remigio Noble, Book No.2471. Born in the Philippines in 1947. Joined SUP in 2003. Died April 25, 2025. (Pensioner)

Charles Supple, Book No.7500. Born in California in 1943. Joined SUP in 1990. Died November 20, 2025. (Pensioner)

John Pedersen, Book No.3834. Born in Norway in 1937. Joined SUP in 1966. Died December 8, 2025. (Pensioner)

West Coast Sailors

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Chevron Sends Fleet to Venezuela as It Becomes Sole Exporter After Maduro’s Ouster

A small fleet of oil tankers chartered by Chevron Corp. is heading to Venezuela this month, underscoring the company’s emerging role as the only major exporter of the country’s crude oil following the removal of President Nicolás Maduro by U.S. forces. At least 11 vessels are scheduled to arrive at Venezuelan ports in January, a figure that would exceed last month’s tally, according to preliminary shipping data compiled by Bloomberg.

The tankers are bound for government-controlled terminals in José and Bajo Grande, where they are expected to load Venezuelan crude for shipment to U.S. Gulf Coast and East Coast refineries. The number represents an increase over December’s nine inbound vessels and is the highest monthly total since October, when 12 tankers were logged.

Chevron’s activities in Venezuela are taking place against a backdrop of heightened U.S. involvement in the country’s

political and economic affairs. President Donald Trump has said he seeks “total access” to Venezuela’s vast oil reserves, which are among the largest in the world, and has positioned American companies to play a key role in tapping those resources.

The Houston-based company operates under a special license from the U.S. Treasury Department that allows it to produce and export Venezuelan crude despite longstanding American sanctions. Other Western oil firms remain barred from operating in the country, making Chevron the lone major foreign oil producer with a legal pathway to export Venezuelan oil.

Chevron has said it continues to comply with all applicable laws and regulations in its Venezuelan operations, emphasizing the safety and well-being of its employees and assets. In a statement to reporters, the company noted that while it is expanding its shipping activity, it remains focused on

regulatory compliance.

The shipments come at a time of intense scrutiny over Venezuela’s energy sector and its potential impact on global oil markets. U.S. refiners, long constrained by sanctions that restricted Venezuelan crude flows, are preparing to absorb increased imports of heavy oil that they are structurally well-positioned to process. Analysts say that access to Venezuelan crude could bolster refinery runs and domestic fuel supplies, while also reshaping North American oil flows.

The political context of Chevron’s operations is deeply tied to recent U.S. military and diplomatic actions in Venezuela. The Trump administration’s campaign to remove Maduro from power has been framed in part around gaining leverage over the country’s energy resources. Critics, including environmental experts, have voiced concern that expanded production and export of Venezuelan crude,

which is among the most carbon-intensive grades, could have negative environmental consequences.

In Washington, debates continue over the broader strategy for Venezuela’s oil industry and the role of U.S. companies in its recovery. Some policymakers have suggested incentives and construction of new infrastructure to accelerate production, while others emphasize caution given Venezuela’s troubled economic and political history.

For now, Chevron’s fleet movements signal a tangible shift in Venezuelan oil exports, with the company positioned at the center of a complex interplay of geopolitics, energy markets, and U.S. foreign policy. The coming weeks will shed more light on whether Chevron can sustain — or expand — its exporting role as conditions evolve on the ground.

Why Big Oil Is Pumping the Brakes on Trump’s Venezuela Push

U.S. President Donald Trump’s ambitious bid to marshal rapid, massive investment from major oil companies to reboot Venezuela’s devastated petroleum industry met a sobering response from industry executives this week, underscoring the complex hurdles that lie ahead.

On Friday, Trump hosted a high-profile meeting at the White House with leaders from top U.S. and European oil companies. The televised gathering came less than a week after American forces ousted Venezuelan President Nicolás Maduro, a dramatic political turn that Trump has cast as an opportunity to revive one of the hemisphere’s most resource-rich economies.

Trump sought to build momentum behind a plan he says could draw **\$100 billion** in private investment to modernize Venezuela’s creaking oil infrastructure and drastically boost production capacity. The president framed the initiative as both a geopolitical coup and a potential boon for American consumers, promising companies “total safety” and asserting that they would deal directly with the United

States rather than Venezuelan authorities.

But despite the warm optics, the oil giants themselves were notably cautious. Several executives, including Exxon-Mobil’s Chief Executive Darren Woods, made clear that the current environment remains far from investment-ready, citing lingering legal, commercial, and security concerns. Woods bluntly described Venezuela as “uninvestable” in its present state unless fundamental changes are made to its legal and regulatory frameworks.

While Trump’s statement and the White House meeting conveyed urgency, executives conveyed a markedly more measured outlook. Many pointed to Venezuela’s long history of nationalizations, unresolved claims from past expropriations, and a legal system that has failed to provide durable protection for foreign investors.

Oil companies also stressed the staggering logistical challenge of restoring production. Venezuela’s oil output, once among the world’s highest, has plunged to under 1 million barrels per day after years of mismanagement, sanctions and

neglect. Reviving that capacity will require not only capital but years to repair decrepit refineries, pipelines and pumping stations.

Executives emphasized that any serious commitment would likely hinge on concrete legal guarantees and structural reforms. Durable investment protections, clarified commercial frameworks, and changes to Venezuela’s hydrocarbon laws were among the prerequisites cited by industry leaders. Without them, the risks of a return appear to outweigh potential rewards. Some firms hinted at cautious interest, particularly Chevron, which still holds a presence in Venezuela under a special license. But even here, public commitments were limited; Chevron focused on compliance with laws and regulatory safeguards rather than firm investment pledges.

The backdrop for this unfolding story is as dramatic as it is volatile. Trump’s push comes amid heightened tensions over Venezuela’s future direction and questions about U.S. control over the country’s oil assets. Reports from the administra-

tion suggest Venezuelan crude will be sold under U.S. oversight indefinitely, a prospect that has drawn both political scrutiny and international pushback.

Critics, including analysts and some executives, argue that Trump’s promises of rapid investment and swift industrial turnaround may underestimate the scale of the task and the depth of institutional reform required. They also caution that uncertain oil price dynamics could dampen the commercial appeal of heavy Venezuelan crude, which traditionally requires specialized refining.

For now, Trump’s vision of a quick and bold return of American oil capital to Venezuela remains aspirational. Behind the scenes, oil industry leaders appear willing to engage with the administration, but only on terms that address fundamental concerns about legal certainty, economic viability and long-term stability. Whether these prerequisites can be met in the volatile post-Maduro landscape will be the true test of Trump’s ambitious energy strategy.

Denmark, Allies Send Military Personnel to Greenland After Tense Talks

European countries began deploying small contingents of military personnel to Greenland on Thursday, January 15th as Denmark and its allies sought to underscore the island’s security amid renewed pressure from U.S. President Donald Trump, who has revived his long-standing ambition to acquire the strategically located Arctic territory. The deployments come ahead of planned multinational exercises intended to demonstrate that Greenland, an autonomous territory within the Kingdom of Denmark, is already defended by NATO allies and does not represent a security vacuum. Danish officials have framed the moves as routine cooperation, but the timing reflects growing concern in Copenhagen over Washington’s rhetoric and intentions.

The latest tensions followed a meeting on Wednesday between officials from

the United States, Denmark and Greenland, convened to ease strains that have intensified since Trump returned to office. While the talks avoided the kind of public confrontation that marked Trump’s meeting with Ukrainian President Volodymyr Zelenskiy last year, they yielded no immediate resolution.

Danish Prime Minister Mette Frederiksen struck a sober tone following the discussions, warning that the dispute remains unresolved. “The American ambition to take over Greenland is intact,” Frederiksen said in a written comment to Reuters on Thursday, describing the situation as a “fundamental disagreement.” “That is of course serious, and therefore we continue our efforts to prevent this scenario becoming a reality,” she added. Greenland, the world’s largest island, occupies a critical position in the Arctic, where melting ice is opening new

shipping routes and increasing access to natural resources. The island is also home to a key U.S. military installation, Pituffik Space Base, which plays a central role in missile warning and space surveillance. While the United States already enjoys broad defense access under longstanding agreements, Trump has repeatedly argued that outright control of Greenland is essential to U.S. national security.

Denmark and Greenland’s government have consistently rejected that premise, stressing that sovereignty over the island is not negotiable. Greenland’s leaders have also emphasized their right to self-determination, pushing back against suggestions that the territory could be transferred between foreign powers.

Officials familiar with Thursday’s deployments said the military presence

would remain limited, involving personnel from several European NATO members participating in cold-weather training and joint readiness drills with Danish forces. The exercises are expected to focus on Arctic mobility, search-and-rescue operations, and infrastructure protection rather than combat scenarios.

Analysts say the allied show of unity is aimed less at provoking Washington than at reassuring both Greenland’s population and other NATO partners that Denmark is taking the security debate seriously. Still, the episode underscores deeper strains within the alliance as geopolitical competition intensifies in the Arctic. With no clear path to defusing the disagreement, diplomats expect Greenland to remain a sensitive issue in U.S.–European relations, even as all sides publicly stress the importance of cooperation and alliance cohesion.

AFGE Asks Ninth Circuit to Uphold Ruling Against Trump Labor Orders

The nation’s largest federal employ- ee union on Monday urged a panel of federal appeals judges to uphold a lower court ruling that found President Don- ald Trump’s executive orders stripping collective bargaining rights from much of the federal workforce amounted to unconstitutional retaliation for protected speech under the First Amendment.

During oral arguments before the U.S. Court of Appeals for the Ninth Circuit, attorneys for the American Federation of Government Employees (AFGE) argued that Trump’s orders, signed in March and August, were designed to punish federal unions for opposing his administration’s personnel policies through litigation and public advocacy. The orders invoked a rarely used provision of the 1978 Civil Service Reform Act to exclude most fed- eral agencies from federal sector labor law on the grounds of national security.

“This case is about retaliation, plain and simple,” said Ramya Ravindran, coun- sel for AFGE, as she addressed Circuit Judges John Owens, Bridget Bade, and

Daniel Bress. Ravindran contended that the executive orders were not rooted in legitimate national security concerns but were instead a response to unions’ legal challenges and criticism of the adminis- tration, activities squarely protected by the First Amendment.

The appeal stems from a June ruling by a federal judge in California, who issued a preliminary injunction blocking implementation of the orders. The judge concluded that AFGE and other unions were likely to succeed on their claim that the orders violated constitutional free speech protections by targeting unions for their opposition to the president’s agenda. However, that injunction was temporarily stayed last summer by a three-judge Ninth Circuit panel. In granting the stay, the appeals court found that the lower court had not sufficiently addressed whether the president would have taken the same action regardless of the unions’ protected speech, a key legal question derived from the Supreme Court’s 1977 decision in *Mt. Healthy City School District Board of*

Education v. Doyle.

Under the Mt. Healthy framework, even if retaliation played a role in a gov- ernment action, the government may still prevail if it can show it would have taken the same action absent the protected conduct. On Monday, Ravindran argued that the district court had, in fact, ap- plied that standard and correctly found that the administration failed to make such a showing. “The record shows no contemporaneous evidence of a genuine national security rationale,” Ravindran said, pointing to internal documents and public statements suggesting the orders were developed amid escalating disputes between the White House and federal unions. She emphasized that the affected agencies had operated under collective bargaining agreements for decades with- out being deemed national security risks.

The judges pressed both sides on the scope of presidential authority under the Civil Service Reform Act and the evidentiary burden required at the pre- liminary injunction stage. Judge Owens

questioned whether the administration had articulated a consistent explanation for invoking the national security exemp- tion so broadly, while Judges Bade and Bress explored whether courts should defer to the president’s national security judgments. Attorneys for the government argued that the orders fall squarely within the president’s statutory authority and that courts should not second-guess ex- ecutive determinations related to national security and workforce management. They maintained that the unions failed to prove retaliatory intent and that the orders would have been issued regardless of ongoing litigation.

The case carries significant implications for federal labor relations, potentially af- fecting the collective bargaining rights of hundreds of thousands of federal employ- ees. A ruling affirming the lower court could reinstate protections for unions while limiting the executive branch’s abil- ity to sidestep labor laws through national security claims. The Ninth Circuit has not indicated when it will issue a decision.

Container Freight Rates Surge on Transpacific and Asia–Europe Lanes

Global container shipping rates surged this week, reversing a period of relative stability and underscoring the volatility that continues to characterize interna- tional freight markets.

The Drewry World Container Index (WCI), a widely watched benchmark for spot container rates, climbed 16% week over week to \$2,557 per 40-foot container. The jump was driven primarily by sharp increases on major east–west trade lanes, particularly Transpacific routes linking China with North America, as well as Asia–Europe services.

According to Drewry analysts, the latest rally appears to be fueled less by a mean- ingful improvement in cargo demand and

more by opportunistic pricing moves by ocean carriers. While capacity discipline and selective blank sailings have tight- ened available space in recent weeks, underlying demand remains soft in many consumer markets, raising questions about the durability of the rate increases.

The strongest gains were recorded on China–North America routes. Spot rates from Shanghai to Los Angeles surged 26% to \$3,132 per 40-foot container, while rates to the U.S. East Coast also rose sharply. The Shanghai–New York route increased 20% to \$3,957, reflecting both longer transit times and tighter capacity on all-water services.

Asia–Europe trades also posted notable

increases. Rates from Shanghai to Genoa rose 13% to \$3,885 per container, while Shanghai–Rotterdam climbed 10% to \$2,840. These gains follow a series of general rate increase announcements by carriers serving European markets, many of which have cited network disruptions and elevated operating costs.

Despite the week’s strong showing, Dre- wry cautioned that the rally may be short- lived. Analysts noted that global cargo volumes have not rebounded sufficiently to support sustained rate growth, particu- larly as inventories remain elevated in key importing regions. Any easing of capacity management measures could quickly place downward pressure on prices.

The shipping industry has experienced extreme swings in pricing over the past several years, from record highs during the pandemic-era supply chain crunch to steep declines as congestion eased and new vessel capacity entered the market. With a large number of new container ships scheduled for delivery through 2026, longer-term pressure on rates re- mains a concern.

For now, shippers are bracing for con- tinued volatility, while carriers test the limits of pricing power in an uncertain demand environment. Whether this week’s surge marks the start of a broader trend or merely a brief spike will likely become clearer in the weeks ahead.

Minibus Deal Signals Bipartisan Path on Government Funding

The Senate voted overwhelmingly on Monday, January 12th to advance a bipartisan “minibus” appropriations package, moving Congress closer to funding a significant portion of the federal government ahead of the Jan. 30 deadline to avert a partial government shutdown. By an 80–13 vote, senators agreed to proceed with the legislation, which bundles together several annual spending bills covering the departments of Commerce, Justice and the Interior, along with science agencies and energy and water programs. The measure passed the House last week by a wide 397–28 margin, underscoring broad, if not uni- versal, bipartisan support.

The package represents the latest step in Congress’s effort to complete its unfin- ished appropriations work for the fiscal year after relying on short-term funding measures to keep the government operat-

ing. Lawmakers in both parties have said breaking the spending bills into smaller groupings, or minibuses, improves the chances of passage compared with a single, massive omnibus bill. “This is progress,” Senate Majority Leader Chuck Schumer said on the floor ahead of the vote. “It allows us to fund key agencies and programs while continuing to work toward full-year appropriations without the constant threat of a shutdown.”

The legislation would provide funding for a wide range of federal operations, including the Census Bureau, the Fed- eral Bureau of Investigation, national parks and public lands, federal courts, and scientific research agencies such as the National Science Foundation and NASA’s non-defense programs. It also covers the Energy Department’s nuclear security activities and Army Corps of Engineers water infrastructure projects.

While the vote margin was lopsided, the path forward is not without obstacles. A small bloc of senators opposed the package, citing concerns over overall spending levels and the absence of cer- tain policy riders. Some conservatives argued the bill fails to impose sufficient cuts or reforms, while a handful of law- makers on the left expressed frustration that it does not go far enough to bolster domestic programs.

Nevertheless, appropriators said the agreement reflects months of negotia- tions and represents a workable com- promise in a closely divided Congress. Senate Appropriations Chair Patty Mur- ray said the bill prioritizes public safety, economic development, and scientific innovation while adhering to spending caps agreed to last year. The Senate must still clear final procedural hurdles before sending the package to President Trump

for his signature. Lawmakers are expect- ed to take a final vote later this week.

Attention is already turning to the remaining appropriations bills, which fund agencies not included in the cur- rent package, such as the Departments of Defense, Homeland Security, Health and Human Services, and Labor. Those measures remain under negotiation, raising the prospect that Congress may need to pass another short-term continu- ing resolution to keep those parts of the government funded past Jan. 30.

For now, the strong bipartisan vote offered a rare show of cooperation and a measure of reassurance to federal agencies and employees who have been bracing for yet another shutdown threat. Whether that momentum carries over to the remaining spending fights remains an open question as the deadline draws closer.

Some Ocean Facts

The ocean is huge —really huge

Over 70% of Earth’s surface is covered by oceans. That’s more water than all the land combined!

The oceans contain 97% of the planet’s water, yet we’ve explored less than 20% of them. That means there’s still a lot of mystery down there.

Deep-sea extremes

The Mariana Trench is the deepest point in the ocean, plunging about 36,000 feet (nearly 7 miles) below the surface. If Mount Everest were dropped in it, the peak would still be underwater by more than a mile.

Pressures at the bottom of the trench are over 1,000 times higher than at sea level, enough to crush submarines if they weren’t specially designed.

Ocean creatures are wild

The blue whale is the largest animal ever known to exist, growing up to 100 feet long and weighing over 200 tons. Its heart is the size of a small car.

Some deep-sea creatures, like the anglerfish, use built-in bioluminescent “lures” to attract prey in total darkness.

There are more microorganisms in a teaspoon of seawater than people on the planet.

Human connections

The ocean provides food for over 3 billion people, supports major trade routes, and is a source of recreation and inspiration.

Yet, humans have only mapped 20% of the ocean floor, which is more than we’ve mapped of the Moon or Mars

.Weird and wonderful phenomena

There are underwater rivers and lakes where saltwater from deeper layers is so dense it flows along the seabed like a river.

Some deep-sea locations have brine pools, essentially underwater lakes, that are so salty creatures can’t survive inside them.

The largest living structure on Earth is the Great Barrier Reef, visible from space.

Sounds of the ocean

Whales, dolphins, and other creatures use sonar-like clicks and songs to communi- cate across vast distances.

In Memoriam

West Coast Sailors Final Departures for 2025



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

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

Hal Bresock, Book No.5552. Born in Utah in 1929. Joined SUP in 1952. Died on February 5, 2025. (Pensioner)

Paul Choi, Book No.4720. Born in China in 1930. Joined SUP in 1951. Died on March 19, 2025. (Pensioner)

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

Timothy Ell, Book No.1881. Born in Oregon in 1944. Joined SUP in 1964. Died February 21, 2025. (Pensioner)

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

Remigio Noble, Book No.2471. Born in the Philippines in 1947. Joined SUP in 2003. Died April 25, 2025. (Pensioner)

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

Frank Parks, Book No.3798. Born in Washington in 1934. Joined SUP in 1952. Died in Washington, January 13, 2025. (Pensioner)
- John Pedersen, Book No.3834.** Born in Norway in 1937. Joined SUP in 1966. Died December 8, 2025. (Pensioner)

George Rodriguez, Book No.2973. Born in California in 1927. Joined SUP in 1947. Died on January 10, 2025. (Pensioner)

Mitchell Roseveare, Book No.3187. Born in California in 1956. Joined SUP in 1974. Died on January 15, 2025. (Pensioner)

Michael Smith, Permit No.13502. Born in Illinois in 1945. Joined SUP in 1966. Died in San Francisco, California, November 6, 2025. (Active)

William Smyth, Permit No.18005. Born in Ireland in 1939. Joined SUP in 1990. Died in Florida, June 5, 2025. (Pensioner)

Charles Supple, Book No.7500. Born in California in 1943. Joined SUP in 1990. Died November 20, 2025. (Pensioner)

William Walker, Book No.3636. Born in California in 1947. Joined SUP in 1970. Died on May 25, 2025. (Pensioner)

Nam Shan Wu, Permit No. 18080. Born in China in 1930. Joined SUP in 1991. Died January 17, 2025. (Pensioner)

From Picket Lines to the Dream: King’s Fight for Workers

Martin Luther King Jr. is most often remembered as the face of the modern civil rights movement, but his role as a labor advocate and ally of unions was equally central to his vision of justice. For King, civil rights without economic rights were incomplete. He believed that racial equality could not be achieved without fair wages, safe working conditions, and the dignity of work, principles long championed by organized labor.

King’s connection to unions emerged early in his public life. From the outset of the Montgomery Bus Boycott in 1955–56, he framed the struggle not only as a fight against segregation, but also as a protest against economic exploitation. Many of Montgomery’s Black bus riders were low-wage workers whose daily lives were shaped by both racial discrimination and economic precarity. King understood that collective action, the same principle underlying labor unions, was essential to achieving lasting change.

Throughout the 1960s, King repeatedly aligned himself with organized labor, forging strong relationships with unions such as the United Auto Workers, the American Federation of Labor and Congress of Industrial Organizations (AFL-CIO), and various industrial and public-sector unions. He addressed union conventions, marched on picket lines, and publicly defended workers’ right to organize. In a 1961 speech to the AFL-CIO, King emphasized that labor and civil rights shared a common purpose, declaring that “the labor movement was the principal force that transformed misery and despair into hope and progress.”



One notable example of King’s labor activism came during the 1964–65 Scripto Corporation strike in Atlanta. Scripto, a major pen and pencil manufacturer, employed a largely Black workforce that faced wage inequities between skilled and unskilled labor. When workers, represented by Local 754 of the International Chemical Workers Union, walked out demanding a living wage, King joined their march. His presence underscored his belief that economic justice was inseparable from racial justice and brought national attention to the strike.

King’s most ambitious effort to unite labor and civil rights came with the Poor People’s Campaign, launched in 1967. The campaign sought to mobilize poor Americans of all races to demand jobs, income security, and housing. King argued that systemic poverty was not accidental but the result of policy choices, corporate power, and economic inequality. Organized labor, he believed, was a natural ally in confronting these forces.

That conviction ultimately led King to Memphis, Tennessee, in 1968. There, Black sanitation workers, many of whom were union members, had gone on strike after two men were crushed to death in unsafe working conditions. Their demands were straightforward: union recognition, safer jobs, and fair pay. King saw their struggle as emblematic of the broader injustice faced by working people across the nation. He delivered his final speech, “I’ve Been to the Mountaintop,” in support of the strike, calling for economic pressure and collective action.

King was assassinated on April 4, 1968, while supporting the Memphis sanitation workers, cementing his legacy as a martyr not only for civil rights, but for labor rights as well. His work with unions reflected a consistent philosophy: that freedom meant more than the absence of discrimination, it meant the presence of opportunity, dignity, and economic security. In linking the labor movement with the fight for racial justice, King articulated a vision that remains deeply relevant in ongoing struggles for workers’ rights today.



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Mare Island Dry Dock Closure Sends Shockwaves Through Vallejo Maritime Community

Mare Island Dry Dock LLC has permanently closed its operations, bringing ship repair work at the historic Mare Island waterfront to an abrupt halt and leaving more than 80 workers without jobs. The shutdown marks a major setback for Vallejo’s maritime economy and one of the last deep-water ship repair facilities in the San Francisco Bay region.

City officials confirmed that the company notified the City of Vallejo on Dec. 30, 2025, that it would cease operations effective Jan. 1, 2026. The closure affects skilled tradespeople, administrative staff, and subcontractors who supported commercial and government vessel repair work at the site.

Company representatives said the decision was driven by unforeseen business challenges, most notably the loss of a key U.S. Coast Guard contract. That contract included maintenance work on icebreakers and other Coast Guard vessels and had been viewed as essential to sustaining long-term operations at Mare Island. Despite efforts to secure additional financing and pursue other work, the company de-

termined it could not continue operating without the federal contract.

Mare Island Dry Dock began operations in 2013, reviving a portion of the former Mare Island Naval Shipyard. The naval shipyard, established in 1854, was the first on the Pacific Coast and played a central role in U.S. naval shipbuilding and repair for more than 140 years before closing in 1996. Since then, redevelopment of the island has proceeded unevenly, with ship repair viewed as a cornerstone of its industrial revival.

Local officials described the closure as a serious economic blow for Vallejo and Solano County, particularly given the loss of high-wage maritime jobs. City leaders said they are working with the Solano County Workforce Development Board to connect displaced workers with retraining programs, unemployment assistance, and job placement services.

The shutdown has also renewed concerns about the shrinking capacity of U.S. ship repair infrastructure on the West Coast. Advocates for domestic maritime industry have warned that the loss of



facilities like Mare Island could weaken national readiness and reduce opportunities for skilled shipyard labor.

Members of California’s congressional delegation have expressed concern over the Coast Guard contract decision and the broader implications for domestic ship repair. Some lawmakers are calling for increased federal investment to strengthen U.S. shipbuilding and repair capacity.

Despite the immediate impact, city officials say they remain committed to attracting new maritime and industrial tenants to Mare Island. Consultants are currently evaluating options for future redevelopment, though no replacement operator has been announced.

For now, the closure leaves a historic shipyard quiet once again, underscoring the ongoing challenges of sustaining maritime industry in a changing economic and regulatory landscape.

Senate Confirms DiBella to Federal Maritime Commission in En Bloc Vote

Laura DiBella, Florida’s first female Secretary of Commerce, was sworn in today as a commissioner of the Federal Maritime Commission (FMC), capping a four-month confirmation process that began with her nomination by President Donald Trump last September.

DiBella will serve a term expiring June 30, 2028, following her confirmation by the U.S. Senate on December 18 and her formal appointment by the president on Jan. 2, 2026. Her confirmation came alongside that of Stephen Carmel, who was approved as administrator of the Maritime Administration (MARAD). Both nominees were advanced through an en bloc vote after Senate Republicans revised chamber rules to allow batch confirmations, a move intended to accelerate consideration of executive appointments.

The FMC is an independent federal agency charged with regulating the U.S. international ocean transportation system. Its mandate includes ensuring competitive and reliable international ocean shipping, protecting U.S. exporters and importers from unfair practices, and monitoring global shipping markets that have faced persistent disruption in recent years. As a commissioner, DiBella will help oversee regulatory enforcement, adjudication of disputes, and policy respons-

es to evolving supply-chain challenges.

DiBella brings to the commission a background rooted in economic development, international trade, and public-private partnership building. Prior to her nomination, she served as Florida’s secretary of commerce, where she led statewide efforts to attract investment, expand exports, and strengthen infrastructure supporting trade and logistics. Her tenure in Tallahassee emphasized workforce development and competitiveness, areas that intersect closely with the maritime sector’s labor, port, and shipping interests.

In accepting the oath of office, DiBella said she was honored to serve and underscored the importance of maritime commerce to the U.S. economy. She noted that ports and shipping lanes are critical to national competitiveness and resilience, particularly as global trade routes are reshaped by geopolitical tensions, environmental regulations, and shifting demand.

Her appointment comes at a pivotal moment for the FMC. The commission has been navigating the aftereffects of pandemic-era congestion, volatile freight rates, and increased scrutiny of carrier practices. Recent years have also seen heightened congressional attention to shipping alliances, detention and de-



murrage fees, and the balance of power between ocean carriers and cargo owners.

DiBella joins the commission as it continues to implement provisions of the Ocean Shipping Reform Act, legislation aimed at strengthening enforcement tools and improving transparency across the supply chain. Observers expect her experience in economic policy and trade promotion to inform the FMC’s approach to stakeholder engagement and regulatory oversight.

Stephen Carmel’s confirmation as MARAD administrator, processed alongside

DiBella’s, further signals an effort by the administration to fill key maritime leadership posts. MARAD oversees U.S. merchant marine policy, maritime workforce development, and the nation’s sealift capacity.

With DiBella’s swearing-in, the FMC gains a commissioner with state-level executive experience at a time when maritime policy is increasingly intertwined with economic security, infrastructure investment, and global competition.

Maduro Seized by U.S. Forces, Flown to New York to Face Criminal Charges

continued from page 1

uro the winner, but independent analyses and international actors, including the United States and several Latin American nations, said the opposition candidate, Edmundo González, had actually secured more votes.



The dramatic capture has divided opinion worldwide. Some Venezuelans and U.S. political figures hailed it as a long-sought end to years of authoritarian rule, while others condemned it as a violation of sovereignty and international law. Legal experts argue the unilateral use of force to detain a foreign head of state, absent clear congressional authorization, raises profound constitutional and international legal questions.

In the United States, political reaction has been sharply split. A resolution intended to limit further military

action in Venezuela by requiring congressional approval failed in the Senate, underscoring the administration’s tight control over its foreign policy agenda despite bipartisan concerns about executive overreach.

On the ground in Venezuela, the human cost of the operation is emerging. Independent reports suggest dozens of Venezuelan military personnel and foreign security personnel were killed during the clashes surrounding Maduro’s capture, and several U.S. soldiers were wounded. The sustained U.S. military presence has also prompted the State Department to urge U.S. citizens to leave Venezuela amid reports of rising tensions and armed groups searching for foreigners.

The transition period is marked by both uncertainty and cautious optimism

among different segments of Venezuelan society. Venezuelans in the U.S. reported mixed emotions, celebrations among those long opposed to Maduro’s socialist government, and anxiety from families with loved ones still in Venezuela.

As U.S. forces maintain a presence and political negotiations continue, the world watches closely. The operation represents both a dramatic assertion of U.S. power in the Western Hemisphere and a test case for how international law and diplomatic norms govern interventions against sitting heads of state accused of transnational crimes. Regardless of the legal and ethical debates ahead, the capture of Nicolás Maduro marks a transformational moment in U.S.–Venezuela relations and in the geopolitics of the region.



SUP PRESIDENT'S REPORT

MATSON NAVIGATION

On January 5, 2026 Matson notified the SUP the *M/V Mokihana* was sold for the purpose of scrapping. The transfer of ownership was completed on December 24, 2025.

APL

MFOW President Anthony Poplawski and I met with the unions' attorneys on Friday, January 9, to continue preparing and reviewing our arbitration case with APL regarding the crewing of the *CMA CGM Phoenix*. Arbitration is scheduled for March 3, 2025.

FILING 2025 TAXES

As a reminder, wages earned through supplemental benefits (discharges turned into SIU-PD) will now be considered payment on behalf of the employers from SIU-PD. You will receive a W2 by January 31, 2026, from the SIU-PD. Make sure to include this W2 when filing your 2025 taxes in 2026.

QUARTERLY TRUST MEETINGS

The trustees of the SUP and SIU-PD plans held their final meetings of 2025 on December 17th and 18th. The traditional SIU-PD Pension, supported by the SUP Money Purchase and SUP 401K plans are all financially sound and set to continue to pay out the unique combination of benefits that fund member retirement options. Supplemental benefits, Andrew Furuseth School of Seamanship, JEC, and SUP Welfare Plan are all running according to the rules set forth and in good order financially.

The AFSS trustees took action to accept the retirement of longtime Training Representative Berit Eriksson and to approve the hiring of Elizabeth Zeiger. Berit's retirement will take effect on April 1, 2026.

On December 17th SUP trustees were able to negotiate an increase to vision care benefits under the SUP Welfare Plan. Previously members were eligible for one pair of glasses up to \$200 every 24 months (send receipt into the SUP Welfare Plan). The new rules allow for 2 pairs of glasses up to \$350 every 24 months. Additionally, for your second pair, they can be prescription safety glasses. Please make sure they meet safety rating of ANSI Z87.1.

The specific language will read as:

VISION CARE BENEFITS

The Plan will pay for the following covered vision benefits up to a maximum of \$200 \$350 every 24 months:

1. Complete eye examination once by an optometrist (O.D.) or an ophthalmologist (M.D.);
2. Lenses including sunglasses when required for safety or navigational purposes; and
3. Frames and/or
4. Contact lenses
5. **Prescription Safety glasses that meet the ANSI Z87.1 rating.**

No payment or allowance will be made for:



SUP Operator Mike Koller, Arianna Wilkinson and Eric Weintraub on the *P/V Pittsburgh*.

1. More than one eye examination or **two** pair(s) of glasses in a 24-month period.
 2. Tint or photogrey lenses, unless required for safety or navigational purposes.
- *~~Strikethrough~~ language is language to eliminate.
***Bold** language is new language to be added.

CHEVRON

Negotiations are set for January 26th, for the upcoming expiring contract at Chevron. We have had an unprecedented number of proposals submitted by the membership.

Therefore, under Article XVI of the SUP Constitution, a Negotiating Committee shall be elected at today's meeting. Historically, that means members who are presently sailing under the Chevron Agreement. The Committee will take into consideration all proposals submitted by the membership. The Negotiating Committee shall meet for general orientation immediately after this meeting. Mr. Chairman, I recommend you call for nominations.

QUARTERLY FINANCE COMMITTEE

In accordance with Article XVII, Section 2 of the SUP Constitution, a Quarterly Finance Committee shall be elected at today's Headquarters' meeting to review the finances of the Union for the fourth quarter of 2025, and report back to the membership. In the event the Committee cannot be filled today, recommend that when the quarterly internal review is completed, which will be in about three weeks, necessary Committee members be shipped off the hiring hall deck as per past practice. The Quarterly Finance Committee will turn-to on Monday, February 9, 2026, at 0800. Mr. Chairman, I recommend you call for nominations.

HOLIDAYS

Martin Luther King Jr. Day: SUP Halls will be closed Monday January 19th for Dr. Martin Luther King Jr. Day, an SUP contract holiday.

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

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

ACTION TAKEN

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

M/S to elect to the Quarterly Finance Committee. Mike Worth, Ron Reed, Jim Linderman, Haz Idris, Phil Coulter. (Baroman, several) Carried.

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

Matt Henning



P/V Drake crew came into headquarters to pay union dues before heading out for their weeklong stay at the pilot station. From left to right: Operators Dave Hampton, Adien Minty, Delegate Chris Auer.

2025 AFL-CIO Year-End Report

Introduction - The labor movement has been tested like never before this year. Since Inauguration Day, the radical pages of Project 2025 and the fever dreams of America’s corporate billionaires have come to life with a relentless assault on working people. Every day has brought a new challenge and attack: On federal workers. On our unions and collective bargaining rights. On the agencies that stand up for us and the essential services we rely on. On energy and infrastructure investments. On diversity and inclusion. On immigrant and LGBTQ workers. On foreign aid. On our democracy itself. Their strategy is clear: Flood the zone. Exhaust us. Divide us. But our federation of unions has never been more united, and we have never been prouder of this movement.

We Sounded the Alarm - On the first day that Elon Musk’s unaccountable DOGE entered the Department of Labor, the AFL-CIO launched the Department of People Who Work for a Living (DPWL), our own agency to sound the alarm about the Trump administration’s anti-worker actions. The New York Times reported that DPWL was “one of the first organized efforts...to focus on the people affected by the work force cuts that the Trump administration is proposing.” DPWL is a comprehensive rapid-response campaign, putting to work the trust and credibility of the labor movement—and the voices of our nearly 15 million members—to ensure that anti-worker actions are a political liability for the Trump administration.

We Fought Back in the Courts - As soon as the 2024 election results were in, the AFL-CIO’s dedicated team of legal experts sprang into action to coordinate the massive and necessary legal response. With our affiliated unions and allies, the labor movement has filed or assisted on dozens of lawsuits challenging the Trump administration’s unlawful attacks on working people, including litigation to restore the collective bargaining rights of 1 million federal workers, defend the independence of the National Labor Relations Board, and protect key worker agencies such as the National Institute for Occupational Safety and Health and the Federal Mediation and Conciliation Service. The AFL-CIO also led the formation of Rise Up: Federal Workers Legal Defense Network, a nonprofit organization launched earlier this year to connect thousands of federal workers fired or mistreated by DOGE with free legal assistance. Rise Up recently received the American Bar Association Labor and Employment Law Section’s Frances Perkins Public Service Award, which recognizes extraordinary commitment to providing free labor and employment legal education, outreach and empowerment.

We Mobilized on Capitol Hill and in State Houses Nationwide - The AFL-CIO led the fight in Congress to support federal workers and stand up to major pieces of anti-worker legislation. Our advocacy team created the Federal Workers Action Hub, a coordinated effort of all affiliated unions with federal sector bargaining units that has met on a weekly basis since the start of the year. The hub became critical for information-sharing, collaboration across unions, strategy development and efficient use of resources across the many unions engaged in the fight to protect federal workers’ rights and jobs.

The hub mobilized to respond to the March 27 executive order stripping collective bargaining rights from 1 million federal workers, the single biggest act of union-busting in American history. This coordinated effort led to the introduction of the Protect America’s Workforce Act (PAWA), popular bipartisan legislation to reverse that executive order, which passed in the House of Representatives on Dec. 11. PAWA was the first successful vote in the House to overturn a Trump executive order in his second term. We also coordinated efforts to fight the “big, ugly” budget reconciliation process, working with affiliated unions on several key priorities: protecting health care and food assistance, supporting clean energy tax credits, defending federal workers, and protecting the right to regulate artificial intelligence (AI). While the AFL-CIO and our allies could not stop all of President Trump’s destructive priorities, we kept further union-busting and a provision backed by Big Tech to preempt all state and local AI regulation out of the final bill. And when Trump shut down the government for 43 days, the AFL-CIO led a simple, coordinated demand of our lawmakers: “Fund the government. Fix the health care crisis. Put working people first.” While not every lawmaker could be moved under the pressure of the Trump administration, our work squarely placed blame on those responsible for withholding federal workers’ paychecks and spiking Affordable Care Act insurance premiums. As pro-worker policymaking in Washington grinds to a halt, we strategically have placed additional emphasis on policy at the state and local levels. Our state and local policy team has retooled to drive worker-centered priorities nationwide. Our new State Federation AI Task Force is becoming a model for how leaders across the country can come together to move pro-active legislation, share best practices and empower our federated bodies to advance a pro-worker AI agenda in their respective states.

We Drove Activism Across the Country — In early 2025, our field program began taking this pro-worker message from Capitol Hill to communities across the country, making it clear from the start that the Trump administration’s policies were hurting working families. Throughout the spring, our federated bodies hosted dozens of field hearings under a DPWL banner. More than 1,500 union leaders, members and activists came together in solidarity and shared their personal stories about how the administration’s reckless cuts were impacting their communities, helping shape the public narrative and bringing the human impact to life. Our summer mobilization grew with the AFL-CIO’s “It’s Better in a Union: Fighting for Freedom, Fairness and Security” bus tour, as two buses crisscrossed the country to host 50 events in 32 cities across 20 states. From California to Maine, the bus tour highlighted key organizing and contract campaign fights, held members of Congress accountable at press conferences and rallies, and trained members and activists. This collective, yearlong fight forward led to our biggest, boldest Labor Day in history, with 25 anchor rallies and marches in marquee cities, drawing hundreds of thousands of people protesting the administration’s anti-worker actions. There also were hundreds of Labor Day breakfasts, picnics and parades that brought unions and their members together with an action-focused message.

We Drove Activism Across the Country - We Trained and Educated. The AFL-CIO training team adapted quickly to the changing political landscape, updating our Project 2025 curriculum and training thousands of leaders and activists in-person and virtually over the past year. Our trainings focused on vital basic union skills,

as well as digital safety, improved record retention and other key governance issues. With regular in-person and virtual trainings, including a two-day boot camp and bus tour events across the country, we prepared leaders on topics like nonviolent civil disobedience, peacekeeping and de-escalation skills. In our policy fights, we armed our affiliated unions and federated bodies with a searchable 50-state database and corresponding trainings to educate communities on the local jobs impacted by cuts to the Inflation Reduction Act and the bipartisan infrastructure law’s clean energy projects. As the Trump administration repeatedly threatened to preempt all state AI laws that protect working people, the AFL-CIO’s Technology Institute rolled out a first-of-its-kind set of AI principles, an AI policy library for states and targeted programmatic training on AI.

Perhaps no education and training program was more important than our front-line solidarity program to help our brothers, sisters and siblings navigate the anti-immigrant agenda of this administration. We have distributed thousands of print and digital copies of our Frontline Solidarity toolkit, and released an updated version last month. Since January, our immigration team has directly trained more than 4,500 activists and organizers from at least 56 unions and more than 100 federated bodies across 48 states. And to date, we have distributed more than 320,000 Know Your Rights cards—now available in 28 languages—with requests continuing to pour in, particularly amidst threats of further militarization of our cities.

We Activated at the Ballot Box - The labor movement and our issues were at the core of historic wins for working people on Election Day 2025. More than 14,000 volunteers mobilized union voters across 21 states, including key campaigns in New Jersey, Virginia, Pennsylvania and California. Overwhelmingly, voters across the country demonstrated that when candidates stand with workers and focus on the economic issues we care about, they win. From governors and state legislators to state judges and city officials, our movement made it clear that those in public office are successful when they commit to working with us to build an economy for the people, not the billionaires. In this momentous 2025 off-year election cycle, 273 union members from 30 different unions ran for elected office and won, boasting a 78% win rate—up 8.5% from 2023. Union members won up and down the ballot, covering state, judicial, county, municipal and school board races. Among the key victories, we elected a union member as Virginia attorney general and 12 union members to state legislative offices. And this program continues to invest in the future: by the end of 2025, the National Path to Power program will have trained hundreds of people to run for office.

And We Kept Organizing - When the Trump administration ended direct dues collection for our federal worker unions and issued the executive order to gut collective bargaining rights, the AFL-CIO sprang into action. Our organizing team has worked with affiliated unions to set up phone banks and digital outreach, helping hundreds of thousands of federal workers switch to direct dues collection, signing up tens of thousands of new members, and supporting unions in the fight for their members. Across our movement, unions kept organizing. The AFL-CIO Affiliate Contract Campaign and Strike Support Hub—working closely with hubs and departments across the federation—supported more than 100 campaigns and strikes in 2025, impacting some 1.3 million workers. These included the multi-union campaign by the Alliance of Health Care Unions to raise standards for 60,000 Kaiser Permanente health care workers; contract victories for more than 400,000 postal workers represented by the American Postal Workers Union (APWU) and the National Association of Letter Carriers (NALC); and the campaign by 12,000 Starbucks workers represented by Workers United, an SEIU affiliate—marking the largest Starbucks strike ever. And our Center for Transformational Organizing (CTO) provided strategic research and campaign capacity for 10 international unions and key community partners invested in states where CTO is organizing and building long-term power such as North Carolina, South Carolina, Georgia and Tennessee. Through all this, the federation continues to grow. In 2025, we added three unions to our Sports Council: the National Hockey League Players’ Association (NHLPA), the Professional Hockey Players’ Association (PHPA) and the National Lacrosse League Players’ Association (NLLPA). And at the 2025 AFL-CIO Dr. Martin Luther King Jr. Civil and Human Rights Conference in Austin, Texas, we welcomed the 2 million members of the mighty Service Employees International Union (SEIU) home to the federation, redoubling our efforts to build a thriving, healthy future for working people. We know this hasn’t been an easy year for our movement or for working families. The deck has been stacked against us. But the labor movement has delivered—and we continue to deliver—for our members and communities. As we head into a critical midterm election year, we couldn’t be more certain that we have the team, the expertise, the solidarity and the momentum needed to answer the call—and win.

We end this hard-fought year deeply grateful for your courage, strength and spirit, and we look forward to continuing this work together in 2026 and beyond.

In solidarity,
Liz Shuler, President
Fred Redmond, Secretary-Treasurer

Timely Reminder

1st Quarter 2026 Dues are Due and Payable Now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Sixteen Hundred Dollars (\$1600.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the member's admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels. The initial installment of One Hundred Dollars (\$100.00) shall accompany the application of membership and the dues shall be One Hundred Fifty Dollars (\$150.00) per quarter, payable in advance.

On a ship not calling ports near a SUP Hall? Not a problem, you can call Union Headquarters at (415) 777-3400 and pay dues over the phone via credit card.

Worker Safety Advocates Welcome Reversal of NIOSH Staffing Cuts

The Trump administration is reversing deep staffing cuts at the National Institute for Occupational Safety and Health (NIOSH), reinstating hundreds of employees after months of concern from labor groups, public health experts, and lawmakers who warned the reductions threatened critical workplace safety programs. A spokesperson for the Department of Health and Human Services confirmed the reversal Tuesday. “NIOSH staffing levels are being restored to ensure the agency can continue to fulfill its core mission of protecting America’s workers,” HHS spokesperson Andrew Nixon said in an email, without

providing a precise timeline for when all affected employees would return. NIOSH, a division of the Centers for Disease Control and Prevention, conducts or funds the vast majority of research into workplace health and safety in the United States. Its scientists and engineers evaluate the risks of new and existing chemicals, test and certify respiratory protective equipment such as N95 masks, monitor hazards in industries ranging from mining to construction, and administer the federal health program for Sept. 11 first responders and survivors. The staffing cuts, implemented earlier this year as part of a broader administra-

tion push to reduce the size of the federal workforce, resulted in the loss of several hundred positions across NIOSH’s campuses in Ohio, West Virginia, Pennsylvania, and Alaska. Entire research teams were disbanded, and some laboratories were shuttered or placed in caretaker status, according to current and former employees. Critics said the reductions quickly began to have real-world consequences. Labor unions and industry groups alike warned that delays were growing in the certification of new respirators and safety equipment, while mine safety advocates raised alarms about reduced capacity to monitor cave-in risks and dust exposure. Families of Sept. 11 responders expressed concern that staffing shortages could slow medical evaluations and benefits determinations for those suffering from cancers and respiratory illnesses linked to the attacks. “This was never just about numbers on a spreadsheet,” said one former NIOSH scientist, who requested anonymity because they were not authorized to speak publicly. “It was about whether the federal government could still do the science that keeps people alive at work.” The decision to restore positions marks a notable shift for the administration, which has argued that federal agencies must operate more efficiently and rely

more heavily on private-sector innovation. According to people familiar with the matter, internal reviews concluded that the cuts at NIOSH had gone too far, undermining statutory responsibilities that cannot easily be outsourced. The reversal was welcomed by labor organizations that had lobbied aggressively for months to protect the agency. “NIOSH saves lives every single day, often in ways the public never sees,” said a spokesperson for a national labor federation. “Restoring these jobs is essential to protecting workers in mines, hospitals, factories, and construction sites.” It remains unclear whether all previously eliminated positions will be permanently reinstated or whether some programs will face restructuring. HHS officials said further details would be released in the coming weeks. For now, workplace safety advocates say the move offers reassurance that a cornerstone of the nation’s occupational health system will continue operating at full strength—at a time when new chemicals, emerging technologies, and persistent hazards continue to test the limits of worker protection.

WELFARE NOTES

SIU Pacific District Supplemental Benefit Wage Forms W-2

The SIU Pacific District Supplemental Benefits Fund will be mailing out Supplemental Benefit Wage Forms W-2 for the 2025 tax year by January 31, 2026.

To SUP 401(k) Plan Participants for the Plan Year starting January 1, 2026

The SUP 401(k) Plan (“Plan”) has been amended to restrict the ability of certain participants to make catch-up contributions and to clarify the catch-up contribution limits for participants aged 60 to 63. This notice explains how these changes may affect catch-up contributions under the Plan in 2026 for certain participating employees.

- If you are under age 50, the catch-up contribution rules have not changed.
- If your W-2 compensation from any one employer for calendar year 2025 did not exceed \$150,000, the restrictions on catch-up contributions described below do not apply to you.

Under the terms of the Plan, you may elect to reduce your compensation and to have the amount of such reduction contributed to the Plan by your employer(s). For 2026, this standard contribution is limited to \$24,500. If you turn age 50 or older by December 31, 2026, you may also elect to make a catch-up contribution that exceeds this limit. This catch-up contribution is limited to \$8,000 for 2026. The Plan does not permit a higher catch-up contribution limit for employees ages 60, 61, 62, or 63. If you earned more than \$150,000 in 2025 FICA wages (Box 3 of your 2025 Form W-2) from an employer sponsoring the Plan, you are not eligible to make catch-up contributions under the Plan in 2026 from compensation paid by that employer.

Annual Contribution Limits to the Plan For 2026*

	Ages under 50 on 12/31/2026	Ages 50 or Older on 12/31/2026	Over \$150,000 in 2025 FICA Wages**
Standard Contribution Limit	\$24,500	\$24,500	\$24,500
Catch-up Contribution Limit	--	\$8,000	--
Total Annual Contribution Limit	\$24,500	\$32,500	\$24,500

*All of these contribution limits are subject to change in the years following 2026.
**If you have more than one employer, their FICA wages are not combined for purposes of the \$150,000 threshold.

Example: John will turn age 50 in November 2026. He is a participant in the Plan and is eligible to make contributions under the Plan. Because John will be at least age 50 on December 31, 2026, he is eligible to make a catch-up contribution to the Plan of up to \$8,000 in 2026, in addition to a standard contribution of up to \$24,500.

Example: Mary will turn age 60 in April 2026 and is a participant in the Plan who is otherwise eligible to make catch-up contributions. However, Mary earned \$170,000 in 2025 FICA wages from an employer sponsoring the Plan. As a result, Mary is not eligible to make catch-up contributions under the Plan for 2026 from compensation paid by that employer. However, Mary can elect to make a standard contribution of up to \$24,500 for 2026.

Example: Tom will turn age 55 in May 2026. He is a participant in the Plan. In 2025, Tom earned \$140,000 in FICA wages from Employer A and \$60,000 in FICA wages from Employer B, both of which are contributing employers under the Plan. Although Tom’s combined FICA wages exceed \$150,000, his FICA wages from each employer are considered separately. Because Tom did not earn more than \$150,000 in 2025 FICA wages from either employer, he is eligible to make catch-up contributions under the Plan for 2026 of up to \$8,000, in addition to a standard contribution of up to \$24,500.

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CMA CGM and Maersk Lead Gradual Return to Suez Canal

By late 2025, a combination of diplomatic developments and improved regional stability, most notably a cease-fire in the Gaza conflict, began to ease the immediate security threat. In this context, both CMA CGM and Maersk engaged in steps toward restoring Suez Canal operations. CMA CGM pushed forward with trial transits in late 2025 and by December had resumed fullcapacity canal movements, including ULCS (ultra large container ship) passages such as the CMA CGM Jacques Saade. This marked the first time in two years that one of the world’s largest container ships used the canal, symbolizing a new phase in traffic recovery. Simultaneously, Maersk signed a strategic partnership agreement with the Suez Canal Authority to begin phased returns as of December 2025, with expanded use through early 2026. Official reporting in January 2026 confirmed that Maersk had resumed regular sailings via the Red Sea and Bab elMandab Strait, reinstating key services such as its MECL route connecting the Middle East and India to the U.S. east coast via Suez. Despite this encouraging shift, overall traffic remains well below historical norms. Even with CMA CGM and Maersk reactivating Suez routings, canal transits are still significantly depressed compared to pre2024 levels, partly because carriers continue to gauge security conditions, and insurance costs remain elevated. In effect, the recovery is gradual and provisional, with shipping lines balancing competitive pressure to shorten voyages against the imperative of risk management. The return of major container carriers signals a broader confidence shift in global maritime trade. If stability holds and risk premiums diminish, further normalization of Suez Canal use could follow through 2026, shortening transit times, lowering freight costs, and reinvigorating this historic artery of global commerce.

VICE PRESIDENT'S REPORT

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CVX SHIPPING — Coming up this month Chevron Collective bargaining agreement between SUP and Chevron Shipping starting January 31, 2026.

— Anderson Kelly is gone and now we have Medical Solution Services for the Patriot medical procedure. My recommendation is to get your international shot record ready(yellow). Be prepared to go digging for a chicken pox varicella immunity record.

Sam Worth



Dispatcher’s Report

Headquarters — December 2025

Deck	
Bosun	3
Carpenter	0
MM	2
AB	14
OS.....	4
Standby S.F.	20
Engine/Steward	
QMED.....	0
Pumpman	0
Oiler.....	0
Wiper	0
Steward	0
Cook.....	0
Messman.....	0
Total Jobs Shipped-All Depts.....	43
Total B, C, & D Shipped-All Depts.	43
Total Registered “A”	27
Total Registered “B”	32
Total Registered “C”	9
Total Registered “D”	21

SUP BRANCH REPORTS

HONOLULU

December 2025

SHIPPING: The following jobs were dispatched for the month: 2 Bosun Steady, 2 AB Day steady, 1 AB Day Relief, 6 AB Watch steady, 1 AB Maintenance, 1 Ordinary, and 1 USNS AB. There were 9 Standbys Jobs dispatched for the month. **REGISTERED:** 12 A-Cards, 17 B-Cards, 7 C-Cards, and 2 D-Cards. **SHIPS CHECKED:** *Oceania, Islander, 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:

A lot of members have been showing up for Job Calls. It's a sign that shipping is getting tight. Fortune favors those who have their "S" together. Stay vigilant with your documents, medical requirements (MMC, Med Cert, Annual, and Drug), and training. It's a sickening feeling to deny someone a dispatch because they are lacking something at the counter. We still need members to get the LNG endorsements and are always working to put that class together here in Honolulu. If you want to take it? Say something, fill out the application, and try

to make yourself available to attend. TRL has to fly an instructor here to teach the class, and they're not doing it "for the love of the game". Which means they need a minimum number of students in order for the class to happen in Honolulu. We (SUP and MFOW) are currently trying to get enough members to have another class over here. At this time, we only have 4 members wanting to take it. That's not enough.

The Holiday Pa'ina was a great time. I can't thank MFOW Agent Mario Higa, and his wife Beth, enough for all the effort they put into making it such a special event. Mahalo to Praise Catering for putting together another delicious spread, E&K Molokai for the Sashimi and Poke, Antonio Respicio and the P&R gang for the Bounce House, as well as the Higa, Kahalewai, Kaulia, Lau, Shimojo, and Weisbarth Ohana's for donating prizes for the kids, making specialty food dishes, and/or volunteering their time to make it a great day.

Fraternally Submitted,
Patrick Max Weisbarth,
Honolulu Branch Agent

WILMINGTON

December 2025

Shipping: Bosun: 4 AB/W 8, AB/D, 5 OS/STOS, 0 GVA/GUDE 0. Standby: 49 Total Jobs Shipped: 66 **Registrations:** A 37, B 29, C 9, D 5. **Ships Visited:** Making regular visits as time permits me. Also, keeping in contact by phone and email.

Agent's Report:

A big thanks goes out to everyone who attended and was Part of the Christmas party. We had a blast!! Biggest and best Turn out yet. Also, thanks for staying behind to help with cleanup. MMP Thanks us for our spotless aftermath. Happy New Year!! Here is to a fresh start, Hope you all had wonderful entry into 2026. Now let's hit the ground running. Shipping is steady here and as many times as we mention here to keep

your documents updated some of you still seem to procrastinate and get denied at the Podium during job calls. No more excuses take accountability. (Some Advice: Let us do better and read the WCS every month not only to stay informed but to act as a reminder because it is easy to forget when enjoying time off with family and friends.) I seem to be stuck on repeat, but sailors we are adults. Let us leave personal beefs and childish ways in 2025. Act and behave like responsible adults with a miniscule amount of class. This is not a school yard or O-Block. Have and treat each other with the respect you want to receive.

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

SEATTLE

December 2025

Shipping: 2 AB/W (B, C); 1 Navy AB (B); 1 OS (B); 2 Standby AB (B, C) **Registered:** 5 A card for a total of 7; 4 B card for a total of 9; 1 C card for a total of 2; 2 D card for a total of 4

Agent's Report:

It was a great Holiday Party this year! So many pensioners and former shipmates that I haven't seen in years made the long trip to Seattle. Even with my stint in this office, I have spent more of my life at sea with SUP and MFOWW members than I have with my own family, so it really is like a family reunion when we all get together. Its nice to hear sea stories that appeal to my era of understanding too. I look forward to seeing you all again next year. I'm happy to announce our endorsed candidates were all elected to the Seattle City Council. The SUP, together with the MMP and ILWU, partnered in giving the newly elected council members tours of the Port of Seattle. We educated them on our industry and its importance to the City and State. In conjunction with Lars Turner, Int. Sec. Treasurer of the MMP, the Seattle Branch met with the staff of Senator Maria Cantwell, Congressman Rick Larsen,

Congresswoman Marie Gleusenkamp Perez, and Congresswoman Pramila Jayapal to discuss issues pertaining to our Unions. We spent much of this year lobbying to block housing and entertainment development abutting the Port of Seattle. This development would harm freight mobility and ultimately threaten the City's industrial maritime viability. While the Seattle City Council approved the development it was ultimately blocked by the Growth Management Hearings board. The Seattle City Council President who championed this redevelopment lost her bid for reelection. SUP was influential in building her opponents, and current Councilwoman Dionne Fosters' campaign. Thanks to Brother Waylon Robert for his exhaustive work coordinating these efforts and getting a full schedule of meetings organized. If you are interested in political action on the unions behalf or in becoming a MLKC Labor Council delegate, please let me know. We need more members sharing their professional concerns with our elected officials.

Fraternally,
Brandon Bohannon, Seattle Port Agent

VICE PRESIDENT'S REPORT

December 2025

USNS RED CLOUD — Tim Tess, Delegate. Crew is getting overtime seven days a week and maxing out all overtime offered by the mate. Potential mission to Poland in the works for Red Cloud gang. Crew mentions high speed internet underway is in the works for Red Cloud, in the near future. Frank Duffin, Bosun.

USNS SISLER — Diamond Payne, Delegate. Sisler is a good ship, and the crew morale is doing well. SUP gang has been succeeding overtime, staying busy with deck operations and keeping the ship sparkly clean for the black hull marines. Jeff Nicholas, Bosun.

USNS POMEROY — Oleg Steklar, delegate. Mission cancelled. Pomeroy is going to stay in Norfolk VA for the time being before it goes on ROS 4/1/2026 in Baltimore, MD. Once in ROS, it will be renamed as Ralph E. Pomeroy. Smart inspection scheduled for end of march. Joshua Sheldrick, Bosun.

USNS CORNELIUS H. CHARLTON — Recent winds did a number on the gangway ramp for the Charlton. Doesn't stop SUP gang from delivering readiness for the ship and continuing operations while no gangway is available. Arturo Orcino, Bosun.

USNS WILLIAM A. SODERMAN — With the update of the longer name for the RRF ships, USNS Soderman officially transferred to ROS status located in Marrera LA, renamed USNS William A. Soderman. Frank Walker, Bosun.

CAPE HORN — Located in San Francisco. Anticipation of mission activation coming up shortly for Cape Horn. Ian Serra, Bosun.

ADM CALLAGHAN — ADM Callaghan soon to see the end of its days on the waterfront. This ship has been a beneficial and advantageous ship for new SUP mariners to get their feet wet for the first time and get their careers started as someone looking to be calibrated SUP style. The ship will be missed. Haz Idris, Bosun.

CAPE ORLANDO — Positioned in Mare island for the time being. Phil Coulter, Bosun.

HAINA TANKER — Haina is starting to look like a sought — after ship by some mariners. Mariners even request jobs on Haina Tanker long before any job order is available. Apparently, crew has been getting four hours overtime a day. Three watch AB's for the crew. Common shipping run for Haina is Japan and Korea.

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Manoa — Brandon Keopuhiwa delegate departed Honolulu on the 4th for sea start preparing for the shipyard we have a lot of work ahead of us. Matson has us scheduled for the dry dock in Singapore on January 16th always subject to change in good hands with John Crockett as Bosun.

Mahimahi — Oakland#62 Delegate Mark Relojo In and out on schedule short stay is routine with the gang. All is well on the southern triangle by passed Oakland last trip, something to do with the RJ Peiffer back in service running smooth with relief Bosun Robert Reed.

Maunawili — In at Oakland#62 Christopher Go delegate; all is well working steady weather permitting. This is a good ship great gang top to bottom running steady on the Northern triangle the weather been good to us so far with Ziggy Lewandowski as Bosun.

RJ Pfeiffer — Activated into service last week ships has been laid — up in Tacoma on the Northern triangle taking over the Manoa's run they are enroute to Singapore shipyard .

Manulani — Check in with little or no beefs.

Maunalei — Still lay-up at Howards Terminal, berth#67 for over a month no word on her.

Mokihana — Matson called for standby's to paint out Matson logo that wasn't good sign to find out Matson sold the ship to a Scrapyard in India and will be dead towed to be scrap at the end of the month.

Reminding Member's when taking Gangway Security jobs, you are to maintain watches from the time of the Vessel arrival to the time of Vessel departure.

APL Eagle — Bahrain — Taufiq Wasel delegate reporting all is well. Big change on here for the better corrected issues and moved forward with fresh start. Steady maintenance work in and out of port, she's a money maker with Saher Ali as Bosun.

CMA CGM Phoenix — Doug Boe delegate reporting via email first round of reliefs to be called in January for New York . We were first on East coast, crossed Atlantic Ocean and called three ports in India then Sir Lanka. Switched over to south European run from Baltimore, Antwerp, Rotterdam, Bremerhaven, Le Havre about a 45 day run due back in New York the middle of January. Marc Calario as Bosun.

President JQ Adams — Oakland#56 Dennis Solijon delegate took over the sheets departed on schedule for Yokohama. Weather been good we been able to work the crossing and back never short of maintenance work . Robert Tomas relief Bosun.

President Monroe — Joe Eckert delegate all is well for top to bottom working steady, getting the job done SUP style with Jose Duran,

Pier#9 SFBP — Delegate Chris Auer. Training temporary deckhand to become Operator's is slow but steady. One trainee on the P/V Pittsburg finishing up on her last leg of training with Big Mike Koller Pittsburg Operator, all goes well she will be check off on all Boats. Steve Ross Dock Bosun.

First Quarter dues are Payable now over the phone by calling Headquarters', we will be happy to assist with your payment; there's a \$5.00 processing fee.

Agents report: Shipping is slowly picking up, Now that the Holidays are behind there's more competition to compete for work. If looking for work be sure your TWIC, MMC, Med Cert, Drug screen & Annual card , Union dues are current. If your Documents are less than 6 months to expire it's time for the Renewal Process. If your MMC or BST is expiring, you would need to fill out a training application with your local agent to submit to our training Coordinator.

Helped out with dispatching jobs, seniority up-rades, visited ships, time permitting, working in the front office.

Roy L. Tufono