

M/V *Four Winds* was sold, the *Ran Annim* serviced the local route exclusively, until three years later, when it was replaced by the M/V *Mas Mauleg*, a larger vessel with passenger capacity.

In 1971, Saipan Shipping purchased the M/V *Normar* for local service and chartered the M/V *Mas Mauleg* to Micronesian InterOcean Lines, Incorporated, a shipping company serving all the Micronesian islands. When InterOcean Lines went bankrupt in 1974, Saipan Shipping saw an opportunity. The company started a joint shipping venture with Kyowa Shipping Company Limited, which marked the beginning of over 15 years of Saipan Shipping service to Micronesia and a partnership that endures to this day. The charters, however, were terminated in the late 1970s due to high costs caused by the global fuel crisis. Despite that termination, Saipan Shipping maintained service to Micronesia and the South Pacific by facilitating voyage space charters on the Kyowa vessels sailing these routes.

As the 1980s economic boom on Saipan dawned, Saipan Shipping flourished as it adapted to the changing needs of the island economy. In 1979, the company sold the M/V *Normar*, ending 23 years of almost continuous vessel ownership. The company then signed a charter contract with Transpac Marine in 1980 for weekly tug and barge service to Guam, Saipan, and Tinian. After Transpac Marine's barge #S-2009 ran aground on Guam in 1986, Marianas Tug & Barge became the charter company for Saipan Shipping.

In 1982, Saipan Shipping also negotiated a connecting carrier and agency agreement with American President Lines—a major U.S. shipping company, which supplemented the company's existing relationship with SeaLand Services.

These relationships resulted in Saipan Shipping becoming the primary carrier for American President Lines cargo loading and off-loading on Saipan. Combined with the company's existing relationship with Kyowa, Saipan Shipping was poised to profit from the 1980s economic boom brought on by the growth of tourism and the garment industry.

In 1983, the first shipment of garments—all sweaters—was delivered from Saipan to New York. Saipan Shipping took the first containers to Guam. At the time, only three garment manufacturers were on Saipan. But, over time, the industry grew to eleven in 1987, then 23 in 1990. By 1997, there were more than 30 clothing factories on Saipan. By 1999, the value of clothing produced on Saipan had hit \$1 billion, which translated into large profits for Saipan Shipping.

However, the expansion of the garment industry on Saipan also led to more competition in the shipping industry as shipping companies emerged to rival Saipan Shipping's foothold. Over time, though, Saipan Shipping pulled ahead. In 1996, American President Lines was purchased by Matson Navigation Company, a change that Saipan Shipping leveraged to transform its business once more. From being simply a carrier's principal agent, the company transitioned into more of a local partnership, with Saipan Shipping employees regularly participating in Matson's training programs at the turn of the century and working hand-in-hand to meet the shipping demands of the garment industry.

In that same year, Saipan Shipping pushed ahead with transforming its business,

partnering with Kyowa and private investors to establish Marianas Steamship Agencies, Incorporated. This new company served as the husbanding agent for Saipan Shipping on Guam, providing goods and services needed by Saipan Shipping boats or crew.

In the early 21st century, major policy shifts at the national and international levels altered the economic landscape in the Marianas and profoundly impacted the shipping industry. The end of international quota restrictions in the global garment trade made it cost prohibitive for the garment industry to remain on Saipan, which led to all 31 garment factories closing shop in the early 2000s.

As a testament to its resiliency, however, Saipan Shipping endured while other shipping companies closed. Moreover, the company expanded. In 2001, Saipan Shipping ended 21 years of chartering boats with the purchase of Marianas Tug & Barge. The purchase included all of MarTug's equipment, most importantly the tugs *Sea Husky* and *Don Juan Tenorio*, and barges *Francisca III* and *Francisca IV*. All operations of MarTug were thus assumed, including the subsidiary Mid-Pacific Salvage, effectively adding marine salvaging to Saipan Shipping's portfolio of services.

Then the terrorist attacks of September 11 rocked our nation, and the world. The global economy reeled in the aftermath of the attacks, and new challenges arose for the shipping industry as more stringent regulations were adopted to increase national security. Undeterred, Saipan Shipping demonstrated its adaptability once again by upgrading its information technology to increase efficiency and profitability. The company automated many aspects of its business, which helped streamline customs and quarantine processing, customer clearance processing, and physical clearance of cargo.

Still standing as the lone local shipping company in the Marianas, Saipan Shipping moved confidently into the new millennium. In 2005, the company entered into an agency agreement with Marianas-based vessel operator, Seabridge, Incorporated, serving inter-island trade between Saipan and Guam.

Tragedy struck again in 2015 with Super Typhoon Soudelor, which wreaked more havoc on Saipan's port than many previous storms. But Saipan Shipping stood strong, rebounding and reaching out into the community to deliver much needed relief supplies.

Today, with construction booming and a budding gaming industry on Saipan, Saipan Shipping is adjusting as it always has to meet the demands of the local economy. And while competition has emerged, yet again, Saipan Shipping has adapted, yet again, to work with competitors to help the island economy prosper, yet again.

Jose C. "Joeten" Tenorio probably could not have imagined the remarkable evolution and many iterations of Saipan Shipping Company, Incorporated after its inception in 1956. But he would not have been surprised by Saipan Shipping's ability to adapt and thrive. Nor would Joeten have been surprised by the vital role that Saipan Shipping has played and continues to play in the local and regional economy.

After all, that is exactly why he helped start the company, to achieve the one purpose spelled out in its Articles of Incorporation in 1956 and to this day:

"The purpose of this Corporation is to engage in trade and commerce in and between

[Saipan]", the Marianas, the Pacific, and, indeed, the world.

THE HONOR ROLL SCHOOL CELEBRATES 25TH BIRTHDAY

HON. PETE OLSON

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 5, 2017

Mr. OLSON. Mr. Speaker, I rise today to wish the Honor Roll School in Sugar Land, TX, a happy 25th birthday.

The Honor Roll School is a private school with a focus of developing well-rounded, life-long learners, with the social, emotional and academic skills to excel in the future. The school is made up of students from over 50 countries and every continent in the world. To celebrate their 25th year, the Honor Roll School held an international themed birthday party, which included special guests and speakers, along with booths and tables showcasing various countries.

On behalf of the Twenty-Second Congressional District of Texas, congratulations to the Honor Roll School for teaching and preparing our children for a successful future these past 25 years. We truly appreciate all they have done and look forward to the next generation of Texans to complete the program.

IN RECOGNITION OF JACQUELINE NOONAN

HON. SANDER M. LEVIN

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, January 5, 2017

Mr. LEVIN. Mr. Speaker, I rise today to recognize Jacqueline Noonan, who recently retired as Mayor after 29 years of service and dedication to the city of Utica. On January 8th, friends and family will gather to celebrate her retirement and pay tribute to her many accomplishments.

Jackie graduated from Oakland University with a Bachelor's Degree in Secondary Education. She found great joy in working with kids as a teacher and later as a volunteer in the Utica Community Schools where her children attended school. In fact, if there was a way to get involved in her community, Jackie found it. A committed and prolific volunteer, Jackie served as a member of the Utica Community Schools Enrollment Advisory Board, volunteered with the Girl Scouts and Boy Scouts, was active in St. Lawrence Catholic Church, and helped new mothers with La Leche League International. While serving as Mayor, she continued to work closely with students as a spokesperson and advocate for the Macomb County Traffic Safety Association's "Don't Drink and Drive" alcohol education program. In 1991, she returned to the classroom teaching at Marlow Junior High and later at Eisenhower High School.

Jackie and her husband Jerry loved being a part of Utica's small town life where they ran a family business for 21 years. Jerry went to work for the Fire Department and later retired as the Assistant Fire Chief and Fire Inspector. Jackie was a founding member of the Friends of Utica Public Library and served on numerous committees throughout the community.