



THE MARINE FIREMAN

Official Organ of the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association



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AFL-CIO 2026 CONSTITUTIONAL CONVENTION June 7-10 — Minneapolis, Minnesota

On June 7-10, delegates from across nation, including MFOW President/Secretary-Treasurer and SIUNA Vice President Anthony Poplawski, gathered to meet at the AFL-CIO's 30th Constitutional Convention in Minneapolis. On the first day of the Convention, the delegates reelected Liz Shuler and Fred Redmond to lead the AFL-CIO, as president and secretary-treasurer, respectively. A slate of 55 executive board members was also elected and seated.

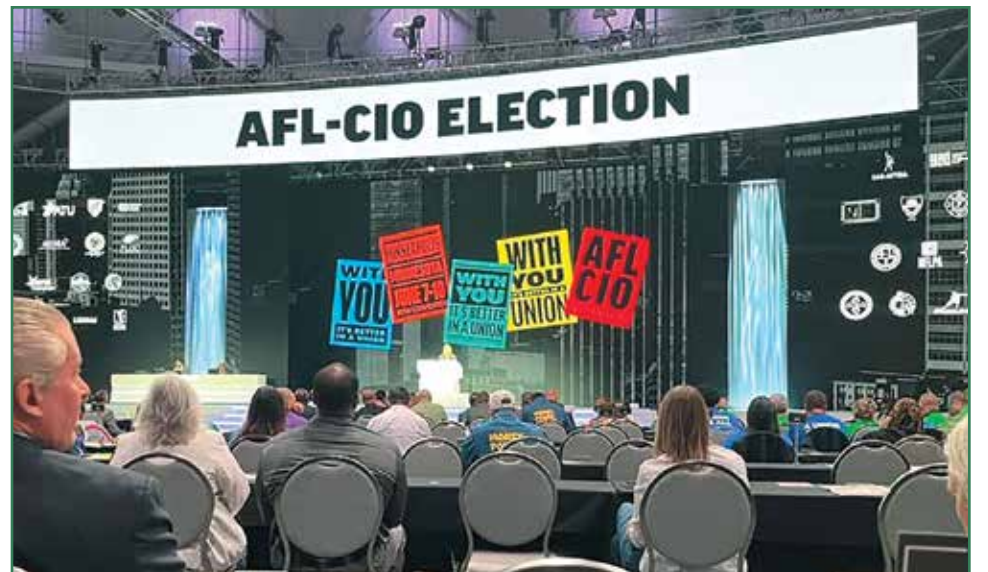
When elected to their first full terms in 2022, the Shuler-Redmond team made history:

- Shuler was the first elected woman president of the AFL-CIO and Redmond was the highest-ever ranking Black labor leader.
- Grew the federation from 57 to 65 affiliated unions, including the affiliation of the two million service and care workers of the Service Employees International Union (SEIU).
- Supported new organizing to bring the collective membership of the federation to 15 million workers and growing.
- Created the AFL-CIO Technology Institute, the State Federation AI Task Force, and the AFL-CIO Sports Council, now composed of 10 players' associations.
- Steered the labor movement through the second Trump administration and its attacks on immigrant workers by providing legal and front-line community support; on the National Labor Relations Board, other federal labor agencies and laws by taking the administration to court; and on federal workers, who responded by organizing tens of thousands of new members into their unions.
- Fostered a generational shift in the diversity of the labor movement by supporting the expansion of new types of workers and industries that are unionized and organizing the South.

In their second term, President Shuler and Secretary-Treasurer Redmond are committed to:

- Mobilize to put more pro-worker candidates into office.
- Organize to ensure working people can make their voices heard and have their votes at the ballot box count, without fear or intimidation.
- Continue to grow union power in every workplace, by organizing millions, and build an economy for working people.
- Fight back against corporate greed and push forward the AFL-CIO's Workers First AI Agenda, so that workers are empowered with a seat at the table and a say in artificial intelligence development and implementation on the jobsite, training and upskilling, and protections for their civil rights and basic right to organize.

Also, on the opening day the AFL-CIO welcomed the return of the Service Employees International Union (SEIU) after more than two decades. The return of SEIU — which had been outside the federation since the Change to Win split in 2005 — added 2.1 million workers to the AFL-CIO's ranks in a move widely hailed as the most significant step toward labor unity in decades.



On Day 1 of the AFL-CIO Convention, Liz Shuler reelected as President of the AFL-CIO.

Yet for all the celebration, sobering statistics hung over the convention hall. Union density in the U.S. remains far below its post-World War II peak of 35 percent in 1954. The all-time high number of union members came in 1979, when 21 million workers were represented by unions—a figure that has since fallen to around 15 million today, and that's including a decent year of new organizing in 2025. The labor movement has clawed back ground, but it has not yet returned to its former heights.

President Liz Shuler laid out an ambitious agenda for the next five years, doubling down on the federation's commitment to organizing.

"We said we would organize a million new workers over the next 10 years. We got it done in three," Shuler declared. "Today, we are doubling down. We're going to organize two million more workers over the next five years. And that's the floor, not the ceiling."

The pledge comes with significant headwinds. Federal labor law remains stacked against union organizing, and the Trump administration's "single biggest act of union busting in American history," stripping collective bargaining rights from 1.3 million federal workers, looms large—especially without a vigorous response from all of labor.

But in response, she said, federal worker unions have organized tens of thousands of new members, which shows that workers are ready and willing to fight back. Shuler cast the labor movement's fight not simply as resistance to Trump but as a broader struggle against an economic system rigged for billionaires.

On the political front, Shuler announced that the AFL-CIO aims to turn out 16 million union members and their families in the 2026 midterms, an increase of two million over the previous cycle.

Recent victories in union organizing are real. Bus manufacturers and auto workers, healthcare workers, new educators, and public service workers are being organized.

But there is the uncomfortable truth that union density in the United States still stands at barely 10 percent of the workforce.

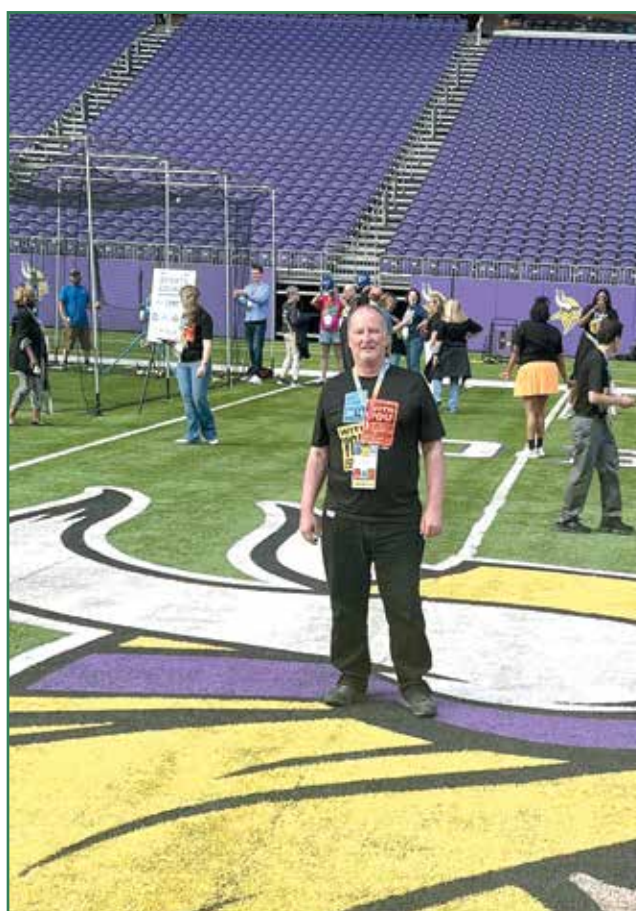
Shuler acknowledged as much indirectly when she laid out the scale of the opposition. "More than 700,000 healthcare jobs are going to be created over the next decade, and we're going to organize every single one of them," she declared. But creating jobs and organizing them are two very different things, especially under a hostile administration that has already gutted collective bargaining for a million federal workers and stacked the courts against labor. The federation has put resources behind the goal, and the AFL-CIO Technology Institute is trying to get ahead of artificial intelligence on the shop floor.



Day 3 of the AFL-CIO Convention addressed Fair Trade and Good Jobs in the Shipbuilding and Maritime Industries.



Day 3 of AFL-CIO Convention - Actor's Equity Association President Brooke Shields led a panel to discuss Health and Safety from the Stage to the Shop Floor.



MFOW President Anthony Poplawski on the 50-yard line at union-built Minnesota Vikings stadium during AFL-CIO Convention.

The Marine Fireman

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PATRIOT CONTRACT SERVICES WAGE RATES Effective Start of Contract T-AGOS and T-AGM Vessels

(USNS Able, USNS Effective, USNS Impeccable, USNS Loyal, USNS Victorious,
and USNS Howard Lorenzen)

FOS	56-Hour Base Wage Monthly	56-Hour Base Wage Daily	Supplemental Wage Monthly	Wage Daily	Money Overtime Hourly	Purchase Daily
Rating						
QMED-Electrician	\$10,948.23	\$364.94	\$6,335.82	\$211.19	\$53.47	\$30.00
QMED-Engine Maintenance	\$7,744.36	\$258.15	\$4,481.73	\$149.39	\$37.69	\$30.00
QMED-Engine Utility	\$7,744.36	\$258.15	\$4,481.73	\$149.39	\$37.69	\$30.00
Wiper	\$6,400.31	\$213.34	\$3,703.91	\$123.46	\$31.15	\$30.00

ROS/RAV	40-Hour Base Wage Weekly	40-Hour Base Wage Daily	Supplemental Wage Monthly	Wage Daily	Money Overtime Hourly	Purchase Daily
Rating						
QMED-Electrician	\$2,526.51	\$360.93	\$6,335.82	\$211.19	\$53.47	\$30.00
QMED-Engine Maintenance	\$1,787.16	\$255.31	\$4,481.73	\$149.31	\$37.69	\$30.00
QMED-Engine Utility	\$1,787.16	\$255.31	\$4,481.73	\$149.31	\$37.69	\$30.00
Wiper	\$1,476.99	\$211.00	\$3,703.91	\$123.46	\$31.15	\$30.00

DOT celebrates historic \$5 billion investment in nation's first waterborne LNG export facility

On June 10, the U.S. Department of Transportation's Maritime Administration (MARAD) today celebrated a historic milestone as Delfin Midstream reached a \$5 billion Final Investment Decision to begin construction on Delfin FLNG 1 – the nation's first floating liquified natural gas (LNG) export facility. Under Secretary Duffy's leadership, MARAD issued the facility's Deepwater Port license to secure America's energy dominance and deliver affordable energy to families.

This is one of two deepwater port licenses the Transportation Department has issued – the other is for Texas GulfLink. Secretary Duffy announced in January 2026 that MARAD would take over and streamline the deepwater port licensing process.

Delfin FLNG 1 expects production to begin in 2030, adding 4.4 million metric tons/year of LNG export capacity. Delfin plans to construct two additional floating LNG vessels that will be launched in the next year, bringing its total liquefaction

capacity to 13.2 million mt/year. At full capacity, the facility will export roughly 1.8 billion cubic feet of natural gas per day.

Key Project Highlights:

Delfin FLNG 1 is the largest FLNG project globally.

The facility received its Deepwater Port license on May 25, 2025.

The vessel will be constructed by Samsung Heavy Industries.

The facility will be located in federal waters within the Outer Continental Shelf West Cameron Area of the Gulf of America, approximately 40.8 nautical miles off the coast of Cameron Parish, Louisiana. The port will operate in water depths of 72 feet.

The project is backed by a group of investors including Global Infrastructure Partners, Mitsui O.S.K. Lines, and Vitol. Project off takers include Centrica, SEFE, Vitol, and Gunvor.

MFOW Supplementary Pension Plan

Notice to Contributing Employers and Employee Organizations

June 10, 2026

The following information regarding the MFOW Supplementary Pension Plan (the "Fund") is being provided to you as required by the Pension Protection Act of 2006, with respect to the Plan Year ended July 31, 2025 (the "Plan Year").

(A) Monthly benefit formulas vary according to a schedule based on retirement age and Years of Qualifying Time (YQT). The maximum monthly long service benefit for participants retiring at age 55 or older with 20 YQT is \$560; reduced benefits are available based on decreased YQT and/or earlier retirement ages.

The contribution rate for all employers is \$4.50 per manday.

(B) The number of employers obligated to contribute to the Fund for the Plan Year: 3

(C) The following employers contributed more than 5 percent of the total contributions to the Fund during the Plan Year:

Patriot Contract Services
Matson Navigation Company, Inc.
APL Marine Service, Ltd.

(D) The following is the number of participants for whom no contributions were made to the Fund by any contributing employer for the last three plan years:

The current Plan Year (2024): 0

The immediately preceding Plan Year (2023): 4

The second preceding Plan Year (2022): 4

(E) The Fund was in Endangered status for the Plan Year.

(F) No employers withdrew from the Fund during the prior plan year.

(G) The Fund has not merged with, or received any assets or liabilities from, any other plan during the Plan Year.

(H) The Fund has not sought or received an amortization extension under Section 304(d) ERISA or Section 431(d) of the Internal Revenue Code for the Plan Year. The Fund has not used the shortfall funding method for the Plan Year.

(I) As a contributing employer or participating employee organization you have the right to request a copy of the Fund's annual report, summary plan description, and summary of any material modification. You are entitled to only one copy in every 12-month period and the Fund may charge for the cost of providing such documents (including copying and postage).

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Marine Firemen's Union Directory

www.mfoww.org

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Maritime Trades Department Convention June 4-5, 2026 – Minneapolis, Minnesota

The 2026 Convention of the Maritime Trades Department (MTD), AFL-CIO was held in Minneapolis, Minnesota on June 4-5. MTD President David Heindel called the meeting to order and gave opening remarks. Several guest speakers delivered remarks on a variety of maritime-related subjects:

- Commissioner Daniel B. Maffei of the Federal Maritime Commission
- U.S. Senator Tim Caine (Democrat – Virginia)
- AFL-CIO President Liz Schuler
- Lake Carriers' Association President Jim Weakley
- American Federation of Teachers (AFT) Executive Vice President Evelyn DeJesus
- Great Lakes Dredge & Dock Co. Senior Vice President of Market Development William Hanson
- U.S. Maritime Administrator Steve Carmel

Along with the guest speakers, committee reports and several resolutions were passed by the delegates:

- We Will Not Let AI Take Our Jobs
- Essential Need for Cargo
- Sharpening Our Strategies for Grassroots Political Action
- Support the Jones Act
- Michael Sacco: Remembering an All-Time Great

- It's Time to Enact the SHIPS Act
- Support Federal Workers
- Support for DOT and MARAD
- It Keeps Getting Better in a Union
- Prioritizing Safer Workplaces

Finally, elections were held for new officers. The following were elected to constitutional office:

- President Dave Heindel (Seafarers International Union of North America)
- Vice President Anthony Gonsiewski (International Union of Operating Engineers)
- Executive Secretary-Treasurer Jordan Esopa (United Industrial Workers - SIUNA)

The MTD is a constitutionally mandated department of the AFL-CIO. Since its inception, it has given workers employed in the maritime industry and its allied trades a voice in shaping national policy. Formed shortly before the General Strike of 1946, the MTD has led some of organized labor's most important legislative and organizing efforts.

Maritime Administration chief slams Jones Act waiver

The House Subcommittee on Coast Guard and Maritime Transportation convened Wednesday, June 3, to review the fiscal year 2027 budget requests for the Maritime Administration (MARAD) and the Federal Maritime Commission. During the hearing, MARAD Administrator Stephen Carmel called the administration's own Jones Act waiver "a horrible policy" that failed to lower gas prices. The Trump administration supports a Maritime Action Plan to rebuild U.S. shipping dominance, yet Democrats and even some Republicans argued the 150-day Jones Act waiver directly undercuts that goal.

The hearing fits into a broader push to reverse decades of U.S. maritime decline, accelerated by the administration's February 2026 Maritime Action Plan and the bipartisan Ships for America Act. The ongoing crisis in the Strait of Hormuz, where U.S. tankers have been actively fueling Navy carriers at sea, gave the hearing an urgent real-world backdrop. Congress passed the Ocean Shipping Reform Act of 2022, which expanded the FMC's enforcement authorities, and members used this hearing to press both agencies on whether they have the resources to execute those mandates.

Stephen Carmel, Administrator, Maritime Administration: "It's a horrible policy. It was done to cut gas prices, and gas prices have gone up since the waiver."

Rep. Rick Larsen (D-Washington): "An unending and frankly useless Jones Act waiver is kicking out one of the legs from under the table."

Laura DiBella, Chairman, Federal Maritime Commission: "President Trump has centered the conversation of America's maritime dominance where it has the most significance."

Carmel confirmed that MARAD was not consulted before the waiver was issued and only learns of individual voyages ten days after they end. Rep. John Garamendi (D-California) pressed further, noting that some waiver voyages list "non-applicable" as the national defense justification, the statutory basis for the waiver's issuance. Carmel acknowledged the point but said the waiver authority belongs entirely to the Departments of Defense and Homeland Security.

Democrats also challenged the budget's structure. Rep. Salud O. Carbajal (D-California), the subcommittee's ranking member, noted that the president "cannot create a trust fund out of thin air" and pressed Carmel on whether ports can remain competitive with only \$50 million in the Port Infrastructure Development Program line item. Carmel confirmed the remaining \$500 million is parked in the proposed Maritime Security Trust Fund, which Congress has not yet authorized. Rep. Hillary J. Scholten (D-Michigan) fired back on the broader contradiction: "There is a single administration making these decisions."

For Carmel, confirmed only in December 2025, the hearing exposed a difficult position: publicly endorsing an administration policy he privately criticized. His candor may generate goodwill on Capitol Hill, but it puts him at odds with the Departments of Defense and Homeland Security. For the FMC, DiBella's flat \$40 million budget request drew bipartisan skepticism. Democrats argued that shortchanging the agency after Congress expanded its mandate under the Ocean Shipping Reform Act of 2022 undermines consumer protection. DiBella defended the request by pointing to technology investments and borrowed judges from the Department of Health and Human Services to handle caseload.

Garamendi signaled a Jones Act amendment would be offered the following day during House consideration of the National Defense Authorization Act. The Coast Guard reauthorization bill, currently pending in the Senate, is also being eyed as a potential vehicle for the Ships for America Act. The Maritime Security Trust Fund will require separate authorizing legislation before MARAD can access the \$1.4 billion it is counting on in the fiscal year 2027 request.

The Bottom Line is that a Trump-appointed maritime administrator publicly broke with his own administration's signature Jones Act waiver, handing Democrats a ready-made talking point and signaling that the internal contradictions of the administration's maritime agenda will not stay quiet.



MTD President Dave Heindel kicked off the 2026 MTD Convention on June 4 in Minneapolis.



San Francisco Bay Area and Vicinity Port Maritime Council (SF PMC) Vice President Anthony Poplawski, SF PMC President Matt Henning, MTD President Dave Heindel, MTD Executive Secretary – Treasurer Jordan Esopa, and SF PMC Secretary-Treasurer Joe Vincenzo at the MTD Convention in Minneapolis, Minnesota.

Active MFOW members

Retain your Welfare Fund eligibility.

MAIL or TURN IN all your Unfit for Duty slips to:

MFOW Welfare Fund, 240 Second Street, San Francisco, CA 94105

MFOW PRESIDENT'S REPORT



Convention Calls

Last month, I was notified by the Seafarers International Union of North America that the 2026 Quadrennial Convention of the Maritime Trades Department, AFL-CIO, will be held on June 4-5 and that the 30th Constitutional Convention of the AFL-CIO will be held on June 7-10. Both conventions will take place in Minneapolis, Minnesota. I have made preparations to attend both conventions.

T-AGOS and T-AGM Vessels

On May 15, the Union was notified by Patriot Contract Services (PCS) of a tentative vessel turnover schedule for the five newly-awarded T-AGOS vessels and one T-AGM vessel, as follows:

Date	Event
June 1, 2026	Contract Transition
June 21-22, 2026	Turnover <i>USNS Able</i>
Late June, 2026	Turnover <i>USNS Victorious</i>
July 6-7, 2026	Turnover <i>USNS Impeccable</i>
July 16-17, 2026	Turnover <i>USNS Effective</i>
Mid-October, 2026	Turnover <i>USNS Loyal</i>
TBD	Turnover <i>USNS Howard Lorenzen</i>

PCS also stated that they are bringing on a new crewing coordinator to assist with crewing the vessels.

Homeport for these vessels is Yokohama, Japan. For visa entry, the fleet requires the company to process Letters of Authorization each crew member for each crew change. This is similar to what they do for military flights to Diego Garcia. Typically, these need to be submitted at least one week in advance.

On May 20, the Union was informed by PCS that the award to operate and maintain the vessels has been protested. Delays in the vessel turnover schedule are anticipated.

APL Marine Services

On May 20, APL Marine Services reported that the Japanese Coast Guard has increased scrutiny of APL's EX1 vessels. They recently boarded the *President Grant* and searched many staterooms, allegedly found some residue, and proceeded to search every inch of that crewmember's belongings and work space. It is requested that the Union alert job seekers of potential drug enforcement activities in Japan.

Matson Navigation Company

The current collective bargaining agreement with Matson Navigation Company expires on June 30, 2026. Negotiations between the SIU Pacific District Unions (MFOW, SUP and SIU-AGLIW) and Matson Navigation Company began on Tuesday, May 12, in the library at SUP Headquarters and were completed on Tuesday, June 2. The following is a brief summary of the tentative settlement:

Term of Agreement

- Five years (July 1, 2026 to June 30, 2031)

Wages and Wage-Related Items

- Four percent (4.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2026.
- Three percent (3.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2027.
- Three percent (3.00%) increase on all rates of pay and wage-related items (over-



San Francisco Supervisor Connie Chan, a pro-Jones Act candidate for U.S. House of Representatives (California District 11) spoke to the SF Bay Area And Vicinity Port Maritime Council at MFOW Headquarters on May 13.

time, supplemental benefits, etc.) effective July 1, 2028.

- Three percent (3.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2029.
- Three percent (3.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2030.
- Cost-of-living increases shall be made on each anniversary date of the Agreement on the basis of comparing the April Consumer Price Index for all Urban Consumers (CPI-U) as published by the Bureau of Labor Statistics of the U.S. Department of Labor to the previous April Consumer Price Index. The percentage change shall be calculated. An increase in this index above 4%, not to exceed 5%, shall be added to the base wage effective on each anniversary date of the Agreement.

Fringe Benefits

- Effective July 1, 2026, the manday contribution to the MFOW Money Purchase Plan shall be increased from \$27 to \$30 for all offshore mandays (except *CV Kamokuiki* and Advancement Program Wipers).
- Effective July 1, 2026, the manday contribution to the MFOW Money Purchase Plan shall be increased from \$10 to \$13 for Advancement Program Wipers.
- Effective July 1, 2026, the \$3 daily travel allowance for standby ratings shall be transferred to increase the MFOW Money Purchase Pension Plan manday contribution from \$27 to \$30 for all standby mandays.
- Effective July 1, 2027, the manday contribution to the MFU Training Fund shall be increased by \$1 for all mandays (except *CV Kamokuiki*).

General Rules

- Certain provisions contained in the 2021-2026 General Rules relating to passenger vessels, and cargo vessels that carry passengers, have been deleted, since such vessels are no longer in the Employer's fleet. Should any of these type vessels be placed in service, the deleted provisions will again be operable.
- The three *Aloha-L* class vessels currently under construction in Philadelphia (*Makua*, *Malama* and *Makena*) added to Section 3. Vessels Covered and to Appendix A – Manning.
- The Company agrees that, if Farmworkers Day becomes a national holiday, it shall become an additional holiday under this Agreement.

Shipping Rules

- The parties agree a regular crew member with Class "A" seniority shall be allowed to take a trip off, or up to two consecutive trips off on domestic West Coast - Honolulu voyages, without pay during the four months of employment aboard vessel, provided:

Work Rules

- When vessels are required by the Coast Guard to operate with a manned engine room, the following manning shall apply:

Electrician/Refrigerating Engineer/Junior Engineer (ERJ)	1
Refrigerating Engineer/Electrician/Junior Engineer (REJ)	1
Day Junior Engineer/Utility (DJU)	1
Oiler	2
Total	5

The DJU and two Oilers shall, while at sea, be divided three watches which shall be kept on duty successively for the performance of work incidental to the navigation and maintenance of the vessel, in accordance with Section 21. Watchstanders, Hours of Work, and Section 24 (a) of the MFOW-Matson Work Rules.

- Unlicensed engine personnel may be assigned to perform hot work, welding, brazing, and plasma cutting under the direction of the Chief Engineer or 1st Assistant Engineer. Unlicensed engine personnel shall receive the applicable straight time rate when performing these duties during normal working hours.

Maintenance Agreement

- The current manning of one (1) Maintenance Mechanic on the U.S. West Coast shall be maintained. However, the company will have the right to employ the Mechanic in either the San Francisco Bay Area or the Tacoma-Seattle Area, or both, depending on where ships are laid up.

Concessions

- In order to increase the Money Purchase to \$30 per day, and to resolve a dispute with the Steward Department, the Union agreed that the Steward Department no longer has to make up the bunks of unlicensed engine ratings.
- Maintenance Mechanics shall remove garbage from barges as part of their daily routine.
- If a Maintenance Mechanic does not use all of their sick leave on a rotating job, no pay in lieu shall be granted.

Conclusion

The SIU-PD rejected several Matson General Rules proposals related to longshore holidays, visa reimbursement, restriction-to-ship, elimination of COLA language, etc. The MFOW rejected several Matson Work Rule proposals related to permanent jobs, slashing of minimums, flex time for standbys, etc.

Overall, this was a successful negotiation that brings five-year job security, wage and money purchase increases, maintenance of health care benefits, and three new ships with eventual expansion into the Tacoma-Alaska trade.

I recommend ratification of the new agreement.

VICE PRESIDENT'S REPORT

There were 36 registrants dispatched in the month of May: 18 in Class A, six in Class B, five in Class C and seven Non-Seniority.

There are 40 members registered: 19 in Class A, eight in Class B, and 13 in Class C.

Fraternally,
Robert Baca Vice President

BUSINESS AGENT'S REPORT

Brothers and Sisters,

This last month, I spent the second week of May at the Wilmington Hall assisting Pasquale with the workload in Los Angeles and the monthly meeting that took place on Wednesday, May 13. My focus was helping members with renewals of MMC and STCW documents, as well as preparing applicant information.

I was in Los Angeles to assist because of the high volume of work that the L.A. hall has due to the number of ships each week. As such, just performing the basic dispatching takes a lot of time and requires patience from each member, as the amount of paperwork required seems to get more and more each year.

I ask that all members make a true effort to assist all union officials by having all their documents updated at all times, and by CARRYING ALL DOCUMENTS WITH THEM TO THE HALL AT ALL TIMES. We cannot ship you without proper documents, and with all our other standard day-to-day duties, we cannot always know the status of every member's documents.

I also ask that all members make a concerted effort, when discharged from the ship, to "clear the hall." By "clearing the hall," I mean that you check in with the hall you were dispatched from, or the hall closest to you. I would often clear in Seattle, as it was most convenient for me. This is the time to take care of needed union annual physicals, STCW medical certificate physicals, document checks, and especially drug screens. Having this done will allow you, when you decide to work again, to avoid being denied a job because you do not have the appropriate documents at dispatch.

I want to recommend that all members, when off the ship, attempt to make at least one meeting while they are ashore.

I returned to San Francisco and assisted in Matson negotiations. The negotiations were productive in updating and consolidating the language for the work rules so that we do not have outdated steam language, multiple sections with varying wording on the same issue, such as refrigerated cargo operations, and in establishing that our maneuvering watch standards are there not because of contractual obligations alone, but because we are there for the safety of the ship. The Coast Guard references maneuvering as a watch due to the safety requirements of the ship, and that men should be stationed as if in a manned engine room.

We are here to do our job, and that is maintaining the safety of the ship by performing the duties required for that purpose. As for refrigerated cargo, I had this language moved from the ERJ and REJ sections to consolidate it in one place for both ERJ and REJ, and to assert the need for cooperation in maintaining STCW rest.

I feel we were able to provide a contract that has not lost any strength and provides a reasonable pay raise for Matson, which still maintains the highest wages of any unlicensed engine room in the industry.

Keep alert, stay safe, and let all members work to come home injury-free so we can continue to maintain the strength of this union.

Fraternally,
Patrick Gillette, SFBA

Jones Act waiver creates uncertainty, stifles investment in U.S. shipbuilding

Congressional subcommittee hearings in early June questioned the reasoning behind the Trump administration's 150-day waiver of the Jones Act, suggesting it did nothing to lower gasoline prices for consumers and did everything to threaten billions of dollars of investments in America's shipbuilding industrial base. Critics of the waiver point to a misalignment with the President's executive order, "Restoring America's Maritime Dominance," and the administration's Maritime Action Plan, which would pump billions of dollars of public and private investment into rebuilding the U.S. fleet, shipbuilding, ports, maritime infrastructure, and workforce training and development.

President Trump initially issued a 60-day temporary waiver of the Jones Act on March 18 to allow internationally flagged vessels to transport oil and gas in the U.S. domestic market, providing relief to consumers from rising gasoline prices in the wake of the Middle East conflict with Iran. He subsequently extended it an additional 90 days to August 15, 2026.

The waiver allows internationally flagged vessels to transport energy and industrial commodities, including oil, natural gas, coal, jet fuel, and fertilizer between U.S. ports — a trade normally reserved for U.S.-flag vessels.

In opening the hearing, subcommittee chair Senator Dan Sullivan (R-Alaska) said the hearing came "at a critical time as our nation races to strengthen our maritime industries and secure our place in the global blue economy." While highlighting the importance of protecting the country's commercial fisheries industry, Sullivan said strengthening the U.S. maritime transportation system was vital to the nation's economy and national security. "That's why the administration's Maritime Action Plan is so important. Strengthening America's maritime transportation network will require long-term investment, workforce development, and strong public-private partnerships that improve port capacity, modern infrastructure, the port domestic operators, and ensure reliable transportation networks in coastal communities within and across states."

Meanwhile, at a hearing of the House Subcommittee on Coast Guard and Maritime Infrastructure on June 3, Maritime Administrator Stephen Carmel was grilled about the Jones Act waiver.

Calling the waiver "useless", Ranking member of the House Committee

on Transportation and Infrastructure, U.S. Representative Rick Larsen (D-Washington) said it did not support the administration's Maritime Action Plan nor the Jones Act, which he called "one of the legs to support U.S. shipbuilding."

Asked if he agreed with the statement, Carmel said, "The Jones Act waiver was done by the Department of War and Homeland Security, and we were not advised until the end or consulted. But the fact is, it is administration policy, and I support it."

Larsen responded by calling it "a horrible policy" that had not accomplished the administration's stated goal of lowering gasoline prices for American consumers. He said the waiver was issued by the administration in the interests of national defense, but that MARAD records showed that several internationally flagged vessels that had been deployed in Jones Act service listed had indicated national security interests as "non-applicable".

But Carmel once again explained that MARAD was not involved in the waiver process. "The way this works under 501a, we are not involved in that process at all. We are not consulted before a waiver is issued. We are not officially told about it until 10 days after the voyage ends."

Representative John Garamendi (D-California) pulled no punches when assessing the waiver's impact. "Waiving the Jones Act has disrupted domestic commercial vessel contracts, prompting shippers to favor foreign-flag vessels," said Garamendi, pointing to a COSCO Shipping bitumen/asphalt. The Chinese-flagged tanker *Jin Zhou Wan* sailed from New Orleans, calling at New Haven, Connecticut, on May 28, carrying a cargo of asphalt under the temporary Jones Act waiver. The voyage was first highlighted in a social media post by the American Maritime Partnership.

The hearings took place just days before the 106th anniversary of the enactment of the Merchant Marine Act of 1920, popularly known as the Jones Act, which was marked on June 5. On that day, Representative Salud Carbajal, the ranking Democrat on the Coast Guard and Maritime Transport Subcommittee, sent letters to the international owners that operated vessels under the Jones Act service under the waiver, seeking information about their use of the waiver, compliance with U.S. federal and state law, and the impacts on American maritime jobs and domestic shipping capacity.



American Maritime A Cost Efficient Way to Transport Fuel

Regular Gas
(AS OF APRIL 2026)

\$4.26

American-Crewed
American-Built
American-Owned

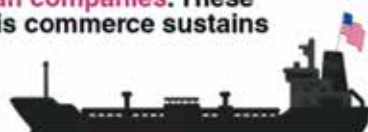
The national
Jones Act shipping
cost for regular
gasoline averages
less than:

\$ 0.01
per gallon

Source: Center for Maritime Strategy

American Maritime Facts

The domestic maritime industry is made up of more than 45,000 American vessels built in American shipyards, crewed by American mariners and owned by American companies. These vessels operate in our waters 24/7, and this commerce sustains nearly 650,000 American jobs, \$41 billion in labor compensation, and more than \$154 billion in annual economic output.



americanmaritimepartnership.com

Regular membership meeting dates 2026

July	1 S. F. Headquarters	October	7 S. F. Headquarters
	7 Honolulu		13 Honolulu
	8 Wilmington		14 Wilmington
August	5 S. F. Headquarters	November	4 S. F. Headquarters
	11 Honolulu		10 Honolulu
	12 Wilmington		12 Wilmington
September	2 S. F. Headquarters	December	2 S. F. Headquarters
	8 Honolulu		8 Honolulu
	9 Wilmington		9 Wilmington

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND
240 2nd Street, San Francisco, CA 94105
(415) 986-1028/ (415) 986-5720

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2026

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at mfoww.org or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential.

(a) Eligible participants are MFOW members who:

- (1) Have maintained A, B or C seniority classification.
- (2) Are current with their dues.
- (3) Are eligible for medical coverage through covered employment.
- (4) Have a current Q-card (annual physical) issued by the Seafarers' Medical Center and are fit for duty.

Medical Center and are fit for duty.

(b) Non-seniority applicants:

(1) Applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.

(2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

Maritime Institute

Courses are conducted at Maritime Institute in San Diego, California, contingent on enrollment levels. Tuition, lodging and transportation are pre-arranged by the MFU Training Plan.

Military Sealift Command (MSC) Government Vessels Course

This four-day course is required for employment aboard various MSC contract-operated ships and includes the following segments: Shipboard Damage Control; Environmental Protection; Chemical, Biological and Radiological Defense; Helo Firefighting.

July 20-23 August 10-13 September 14-17

Military Sealift Command (MSC) Readiness Refresher

This two-day course renews the following government vessel segments: Helo Firefighting; Environmental Protection; Damage Control; and Chemical, Biological and Radiological Defense. The full versions of these segments must have been completed within 5 years of taking the Readiness Refresher course.

September 3-4 October 29-30 December 10-11

Basic IGF Code

Any applicant who has successfully completed your Basic IGF Code Operations (MARINS-805) course will satisfy: The training and standards of competence required by STCW Code Section A-V/3 and Table A-V/3-1, as amended 2010, for original or renewal of STCW endorsement for Basic IGF Code Operations. A course certificate may be used for one application which results in the issuance of an endorsement and may not be used for any application transactions thereafter.

June 15-16 July 13-14 August 24-25

IECEX CoPC Certification

Training is based upon the IECEX 05 CoPC Scheme and is broken down into various customized modules. The following modules are covered:

- Ex 001 — Apply basic principles of protection in explosive atmospheres
- Ex 003 — Install explosion — protected equipment and wiring systems
- Ex 007 — Perform visual & close inspection of electrical installations in or associated with explosive atmosphere
- Ex 008 — Perform detailed inspection of electrical installations in or associated with explosive atmosphere

Prerequisites: QMED Electrician/Refrigerating Engineer, AS-E and Basic IGF Code.

September 14-18 November 2-6

QMED Oiler, Boiler Technician/Watertender

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Watertender/Oiler course will satisfy the requirements needed for the national endorsements as QMED Fireman/Watertender and QMED Oiler, provided all other requirements, including sea service, are also met. **Prerequisites:** 180 days or more of MFOW-contracted sea time as Wiper; PLUS, Coast Guard approval letter for endorsement upgrading, which certifies minimum of 180 days' sea time as Wiper.

July 6-31 September 7-October 2 October 12-November 6

STCW Rating Forming Part of an Engineering Watch

A member who successfully completes the 40-hour Rating Forming Part of an Engineering Watch (RFPEW) course will satisfy the requirements needed for the STCW endorsement as RFPEW. **Prerequisites:** See QMED Fireman/Watertender and Oiler course. It is recommended that eligible candidates schedule the QMED Fireman/Watertender and Oiler and RFPEW courses back-to-back for a five-week combined training session.

August 3-7 October 5-9 November 9-13

QMED Electrician/Refrigerating Engineer

A member who successfully completes the 240-hour QMED Electrician/Refrigerating Engineer course will satisfy the requirements needed for the national endorsement as QMED Electrician/Refrigerating Engineer, provided all other requirements, including sea service, are also met. **Prerequisites:** Endorsements as QMED Fireman/Watertender, QMED Oiler, and RFPEW; PLUS 180 days of MFOW-contracted sea time while qualified as RFPEW.

July 13-August 21 September 14-October 23

STCW Able Seafarer-Engine

A member who successfully completes the 40-hour Able Seafarer-Engine (AS-E) course will satisfy the requirements needed for the STCW endorsement as AS-E. **Prerequisites:** Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days or more of MFOW-contracted sea time while qualified as RFPEW.

August 24-28 October 19-23 December 7-11

High Voltage Safety

This five-day course is comprised of classroom lectures, simulator-based training, and assessments on our state-of-the-art TRANSAS TechSim 5000 High-Voltage (HV) Circuit Breaker Simulator. Students will be exposed to the principles behind shock hazards, and arc flash/arc blast phenomena. Practical exercises will help students understand how shock and arc flash boundaries are calculated, and most important, Incident Energy calculations to determine selection of required arc flash PPE. The assessment will incorporate all aspects of training including the proper use of PPE, live line tools, multimeters, other test equipment, and an implementation of a sample checklist for a Job Safety Analysis plan dealing with HV. **Prerequisites:** QMED Electrician-Refrigerating Engineer/Junior Engineer/RFPEW and Able Seafarer-Engine endorsements.

July 6-10 August 24-28 September 7-11

Additional Courses

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: July 6-24, October 5-23

STCW Rating Forming Part of an Engineering Watch: July 27-31, October 26-30

STCW Able Seafarer-Engine: June 22-26, August 10-14

STCW Basic Training Revalidation

The BT Revalidation course is designed for personnel who have previously completed a 40-hour Basic Training course and have at least one year of approved Sea Service within the last five years.

Maritime Institute, San Diego, CA: June 19, June 26, July 17, July 31, August 14, August 28

Maritime Institute, Honolulu, HI: July 31, September 4, October 9

Maritime Institute, Everett, WA: July 20, August 24, September 28, October 15

Cal Maritime Academy, Vallejo, CA: Pending

MITAGS-PMI, Seattle, WA: June 16-17, July 20-21, August 3-4

STCW Basic Training Refresher (three days)

The BT Refresher course is designed for personnel who have previously completed a 40-hour Basic Training course and have NOT completed one year of approved Sea Service within the last five years.

Maritime Institute, San Diego, CA: August 19-21, September 9-11

Maritime Institute, Everett, WA: August 5-7

Cal Maritime Academy, Vallejo, CA: Pending

MITAGS-PMI, Seattle, WA: December 7-9

HOWZ SHIPPING?

May 2026

San Francisco		Wilmington	
Electrician.....	1	Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	3	Electrician/Reefer/Jr. Engineer.....	2
Junior Engineer	1	Reefer/Electrician/Jr. Engineer.....	1
Oiler	2	Junior Engineer	1
Wiper.....	3	Oiler	2
Standby Electrician/Reefer	14	Pump Technician.....	1
Standby Wiper.....	12	Wiper.....	6
TOTAL	36	Shore Mechanic.....	14
Honolulu		Seattle	
Electrician/Reefer/Jr. Engineer.....	1	Standby Electrician/Reefer	22
Reefer/Electrician/Jr. Engineer.....	1	Standby Junior Engineer	3
Junior Engineer	4	Standby Wiper.....	28
Oiler	1	TOTAL	81
Wiper.....	2	Seattle	
Shore Mechanic.....	1	Electrician/Reefer/Jr. Engineer.....	1
Standby Electrician/Reefer	27	Reefer/Electrician/Jr. Engineer.....	2
Standby Junior Engineer	1	Standby Electrician/Reefer	6
Standby Wiper.....	39	TOTAL	9
TOTAL	77		

The Maritime Action Plan needs a yardstick: Enter the Mahan Ratio

By **Ander Heiles**

June 11, 2026

Washington is littered with the corpses of grand plans to restore the Merchant Marine. The Trump administration's Maritime Action Plan is the latest attempt, and to its credit, the most comprehensive since World War II.

The plan is the government's blueprint to resurrect America's commercial shipping and domestic shipbuilding industry. The goal is straightforward: build enough merchant ships and train enough civilian mariners to sustain the military through war, while cutting reliance on foreign supply chains in peace. With a \$1.5 billion Maritime Security Trust Fund, Maritime Prosperity Zones, and fees on foreign-built vessels, it treats over a half-century of decline as the crisis it is.

But the Maritime Action Plan repeats the mistake that sank its predecessors: It assembles the tools to rebuild the fleet without ever defining what the rebuilt fleet looks like. The Navy can tell you it operates 291 battle force ships against a 355-ship floor and a new plan to reach 450. Ask how many merchant ships and mariners the nation needs to sustain that fleet in peace and war, and there is no number, no target, and no benchmark.

Without a measure of success, an attempted reform like the Maritime Action Plan is another budget line waiting to stagnate. If Washington is serious about reversing maritime decline, it should anchor the Maritime Action Plan to hard targets. Adopt the Mahan ratio — a nation's merchant fleet divided by its naval ships — as the Maritime Action Plan's yardstick: Set a mandated ratio on a fixed deadline, tie Trust Fund and cargo preference dollars to automatic triggers when the fleet falls behind, and count the drone vessels the Navy is betting on toward the total. Only then does a list of funding proposals and congressional actions become a measurable strategy for putting hulls in the water.

Enter what I call the Mahan ratio: a simple but powerful metric that can turn the Maritime Action Plan's ambitions into trackable progress. By dividing a nation's merchant fleet by its naval ships, the ratio reveals whether a country pursues genuine sea power — and thereby global influence — or just naval power.

The Mahan ratio counts vessels because presence and strategic reach define maritime power as much as raw cargo capacity does. Vessel count also provides the transparency and consistency that sustained policy accountability requires.

This ratio is named for Alfred Thayer Mahan, the naval theorist whose 1890 work *The Influence of Sea Power Upon History* shaped American maritime military strategy for generations. But Mahan's core insight has been systematically misunderstood. Policymakers fixated on his call for a powerful navy but ignored his equally emphatic argument: Naval power without commercial shipping is unsustainable.

"Sea power," Mahan wrote, "includes not only the military strength afloat ... but also the peaceful commerce and shipping from which alone a military fleet naturally and healthfully springs, and on which it securely rests." True sea power requires balance: combat vessels to protect trade and merchant ships to generate the wealth that sustains military power. America spent the 20th century building one pillar while letting the other crumble.

The Mahan Ratio and Maritime Imbalance — Direct comparisons of American and Chinese maritime fleets involve methodological challenges. For the U.S. merchant fleet, this analysis uses Maritime Administration data for U.S.-flagged vessels engaged in international trade. For China, it uses vessels owned by China sailing under Chinese flag, including Hong Kong. On the naval side, U.S. figures include auxiliary and support ships, while Chinese naval data excludes them. As the Congressional Research Service has noted, such differences can create an "apples-vs.-oranges" comparison, but changes over time in these comparisons can be valuable in understanding trends of competing fleets. The same logic applies: The strategic trends revealed by the Mahan ratio remain meaningful.

No single metric can capture the full complexity of maritime power, and the Mahan ratio is no exception. It does not measure vessel capability, ownership structure, strategic lift potential, or operational control. A Panamax container ship is not equivalent to a tanker optimized for military sealift, and a Chinese-owned fleet dispersed across global trade routes does not equate to assured wartime logistics capacity. The ratio captures the critical balance Mahan identified — whether a nation maintains the commercial foundation necessary to sustain naval power over time.

As a directional metric, the Mahan ratio reveals strategic trends that tonnage figures, capability indices, and naval rankings miss. By the Gulf War in 1991, the ratio had collapsed to 1.12. The Department of Defense acknowledged the consequences in a report to Congress on the conduct of the war: The Ready Reserve Force was unprepared, fast sealift capability was insufficient, and nearly half the sealift relied on foreign-flagged vessels. The operation succeeded only because the United States had nearly six months to build forces, faced no sea lane interdiction, and enjoyed unprecedented coalition support — conditions that cannot be assumed in a future Pacific conflict.

By 2025, the collapse was complete: 188 merchant ships supporting 293 active naval ships — the broader count this analysis uses, including auxiliary and support ships, as described above — for a ratio of just 0.64, statistically identical to the 0.65 produced by the Navy's official 291-ship battle force total in 2026. The United States has built the most capable combat fleet in history and let the commercial foundation Mahan understood as essential to national power collapse. The Navy has not even held its battle force steady — 295 ships in late 2024, 291 today — even as its shipbuilding budget climbed and its new plan promises 450. The merchant half has no target at all.

The pattern is consistent: When the ratio exceeded 3.0, the United States possessed the commercial foundation to sustain military operations at scale. When it fell below that threshold, as in the Gulf War, strategic flexibility depended on conditions America could not control.

China has spent two decades building the balance America let lapse. Since 2005, Beijing has deliberately grown both fleets in tandem: its naval fleet expanding 78.7 percent from 221 vessels to 395 while its merchant fleet grew 307.5 percent from 1,969 ships to 8,022. The parallel growth is deliberate. Chinese military writings explicitly reference Mahanian principles, arguing that "sea power ought to give priority to the maritime economy" and that control of sea lanes requires both naval forces and commercial presence. The Maritime Silk Road, with its network of Chinese-invested ports, is an instrument for projecting commercial maritime dominance backed by naval power.

China's ratio of 20.31 demonstrates Beijing's understanding that sea power requires a commercial foundation as much as warships. It is a strategic reality that Washington has yet to relearn.

Three Measures for Accountability - This is where the Maritime Action Plan's ambitious proposals meet harsh reality. The plan calls for establishing a Strategic Commercial Fleet, expanding cargo preference requirements, creating shipyard incentive programs, and training thousands more credentialed mariners. These are necessary steps, but without a clear accountability framework, how will policymakers know if the steps are working? How will Congress evaluate whether the Maritime Security Trust Fund's \$1.5 billion is delivering results? How will defense planners assess whether sealift gaps are actually closing?

The Mahan ratio provides that framework. It offers a single, historically validated metric that captures the essence of maritime power: the balance between commercial and combat capability. The Maritime Action Plan should adopt three concrete measures to operationalize it.

First, establish target ratios with timelines. Because the Navy's new shipbuilding plan grows the fleet toward 450 ships, the merchant fleet bar rises with it. An interim ratio of 1.0 by 2035 would require the U.S.-flagged fleet to expand from 188 vessels to roughly match a 450-ship navy. A long-term ratio of 3.0 by 2045 would demand on the order of 1,350 merchant vessels. The Golden Fleet makes the commercial buildout more urgent: Every warship added raises the number of merchant hulls required to keep sea power in balance.

Second, tie reporting to budgetary triggers. The Maritime Administration should calculate and publish the U.S. Mahan ratio annually, alongside comparisons with peer competitors. Reporting creates accountability only if it has teeth. Congress should establish automatic mechanisms tied to the Maritime Action Plan's Maritime Security Trust Fund. For example, if the ratio fails to reach 1.0 by 2035, Trust Fund disbursements to domestic shipbuilding incentive programs automatically increase by a defined percentage, and the White House Office of Management and Budget should submit a correction plan within 90 days.

Shipbuilding milestones should carry equal weight. If domestic shipyard capacity fails to meet defined annual vessel production targets, the Maritime Action Plan's shipbuilding incentive programs should automatically trigger additional funding and support for the following year.

If the ratio is trending backward, cargo preference requirements should automatically expand. As the Maritime Administration Administrator Stephen Carmel recently noted, cargo preference is critical to sustaining the U.S.-flagged fleet right now. Tying its expansion to Mahan ratio performance puts that policy lever on automatic, beyond the reach of annual politics. The ratio becomes a policy trigger in its own right. If it falls or flatlines, reforms accelerate automatically without waiting for the next budget cycle.

Third, integrate unmanned systems strategically. The Navy's May 2026 shipbuilding plan now places drone systems at the center of the future fleet: 47 medium surface drones and 16 subsurface drones by 2031, organized under a formal "hedge force concept." That makes counting them rigorously a near-term necessity.

These platforms should count toward the Mahan ratio calculation, but with clear standards. A drone container ship should count as a merchant vessel. A drone surveillance platform might count as a fraction of a naval vessel, reflecting its lower capability compared to crewed warships. This keeps the ratio tied to actual maritime capacity and rewards the technological edge that could help America compete with China's numerical advantage.

The drone dimension is crucial. China doesn't need to match America's naval technology ship for ship. Its merchant fleet gives it presence, influence, surveillance, and logistics capacity that pure naval power cannot replicate. American drone systems could partially offset China's merchant advantage at lower cost, extending reach across contested waters and easing the load on crewed hulls. This will only work if the United States measures and tracks this capability systematically.

The Strategic Stakes — Critics might contend that achieving a ratio of 3.0 is financially impossible, requiring massive subsidies for an industry that can't compete with foreign shipbuilding. But this argument concedes defeat before the battle begins. The Maritime Action Plan proposes exactly the kind of interventions designed to make domestic shipbuilding competitive. The question is whether these interventions will be sustained and measured. Without the Mahan ratio, the United States won't know if it's making progress or just making promises.

China's Mahan ratio of 20.31 is a statement of grand strategy. Beijing understands that maritime dominance requires both the warships to control sea lanes and the merchant vessels to exploit them economically. China's network of Maritime Silk Road initiative, shipbuilding capacity that dwarfs America's, and 1.7 million seafarers compared to America's 12,000 form a coherent Mahanian strategy to achieve sea power while America pursued only naval power.

The Maritime Action Plan represents a genuine opportunity to reverse this trajectory, but without accountability measures, grand strategies become grand disappointments. America's comprehensive maritime policies of the early 20th century worked for a while, and then America stopped measuring, stopped caring, and stopped competing. The result is a merchant fleet that's 1 percent of global capacity despite America representing 25 percent of global gross domestic product.

Balanced maritime power carried the United States through two world wars and underwrote the rules-based international order it built afterward. As that balance eroded, other nations moved into the space America vacated in global shipping, a space China has filled over the past two decades.

Congress should mandate Mahan ratio reporting as part of the Maritime Action Plan's implementation, with binding targets, automatic budgetary triggers, and annual assessments. These goals are derived from historical periods when American sea power translated into global influence and economic prosperity. The alternative is clear: more decades of drift, more ships built in Chinese yards, more trade carried on foreign hulls, and more strategic vulnerability dressed up as fiscal prudence.

Alfred Thayer Mahan understood 136 years ago what Beijing understands today: Sea power is the integration of commercial and combat maritime strength. The Mahan ratio offers a way to measure whether America is relearning that lesson or continuing to ignore it.

Ander Heiles is a surface warfare officer in the U.S. Navy, licensed merchant mariner, and a 2025 graduate of the Joint Advanced Warfighting School at National Defense University. His thesis examined Alfred Thayer Mahan's theory of sea power and the strategic implications of the U.S. Merchant Marine's decline. He has commanded the USS Monsoon (PC 4) in Bahrain and is currently the executive officer for the Naval Talent Acquisition Group Empire State in New York.

WILMINGTON NOTES

During the month of May, with the summer months rapidly approaching, there was an increase in the number of jobs dispatched. We have 35 A-, 19 B-, and 25 C-seniority members registered as of May 31.

On May 16, I attended the last American Merchant Marine Veterans Memorial Committee meeting before Maritime Day and Fleet Week. MFOW Brother Zhiqiang Gong, JM-5527; the Masters, Mates and Pilots; and the International Seaman's Center staff volunteered to clean up the Memorial. Robert Una, JM-5585, and Brianna Flemings, JM-5514, attended the Maritime Day

ceremony, where we honor our union brothers who gave the ultimate sacrifice to preserve our way of life.

There are plenty of shipboard and standby jobs available, and some of our junior members recognize this and take the necessary classes to qualify for these jobs. For an applicant without training to land a box ship Wiper job today is almost the equivalent of winning the lottery. I implore all entry levels and buck junior members, to invest in yourselves and get the needed training. It will pay off very well down the line.

Fraternally,
Pasquale Gazillo, Port Agent



U.S. Navy Sailors assigned to 2nd Navy Expeditionary Logistics Regiment lift a tactical vehicle from an Improved Navy Lighterage System over the USNS Red Cloud on May 26, 2026, during Maritime Prepositioning Force Exercise 26 at Marine Corps Support Facility Blount Island, Florida. The exercise strengthened the Navy-Marine Corps team's ability to move combat power from ship to shore using Navy lighterage, specialized maritime infrastructure and a veteran workforce supporting expeditionary sustainment operations.

(Official Marine Corps photo by Dustin Senger)

SEATTLE NOTES

During the month of May Seattle shipped one ERJ, two Additional REJs, and six Standby Reefer/Electricians. Seattle currently has six A-, four B-, and four C-seniority members registered for shipping.

The Washington Kaiser Occupational Clinic debacle continues. A few weeks back Matson issued two job orders on Monday for crew to join Friday. I immediately reached out to Kaiser to secure sign-on physical appointments for Thursday, but all the regional clinics were either booked or there was no doctor available. I attempted to move the job call day back from the shipping rules, but the entire week was unavail-

able. When this happens, we resort to the Concentra walk-in clinic.

After job call on Thursday the two dispatched members proceeded immediately to Concentra for their exams and sat for four hours until closing waiting to be seen. As a result, only one member was able to get a clearance slip, and the other had to forfeit the job. Luckily, I had a member registered that had a previous physical performed within thirty days and was able to join the ship in his stead the next morning.

In the future if you are planning for a trip off or your time is up, please put in your relief request at least two weeks early and ask the captain to send it to Matson HR immediately so I can schedule a physical for your relief.

Fraternally,
Brendon Bohannon, Representative

Halls to close

King Kamehameha Day — The MFOW hiring halls will be closed on Thursday, June 11, 2026, in observance of King Kamehameha Day, which is a contract holiday aboard all Matson intercoastal and offshore vessels (except the Kamokuiki) and under the Matson Maintenance Agreement.

Juneteenth — The MFOW hiring halls will be closed on Friday, June 19, 2026, in observance of Juneteenth National Independence Day, which is a contract holiday.

Independence Day — The MFOW hiring halls will be closed on Monday, July 6, 2026, in observance of Independence Day, which is a contract holiday.

HONOR ROLL

Voluntary donation to General Treasury — May 2026:
Marconi Relajo, JM-5368 \$50.00
Roscoe Robles, JM-5516 \$10.00
Eric White, #3925 \$100.00
Kevin Haymer, #3958 \$50.00

POLITICAL ACTION FUND

Voluntary donations for May 2026:
Richard Manley, P-2783 \$50.00
Marconi Relajo, JM-5368 \$50.00
Francisco Lazzara, #3725 \$25.00

HONOLULU NOTES

The Honolulu Hall dispatched a steady number of jobs during the month of May. It was a solid month for regular dispatches, including four Junior Engineer jobs, one Electrician/Refrigerating Engineer job, one Oiler job, and two Wiper jobs. Standby work was especially strong, with 27 Standby Electrician/Refrigerating Engineer dispatches and 39 Standby Wiper dispatches. At present, the Honolulu registration list consists of 21 "A" seniority members, 6 "B" seniority members, and 10 "C" seniority members.

On Saturday, May 9, I had the honor of representing the Marine Firemen's Union alongside former Honolulu Port Agent Mario Higa at the National Association of Letter Carriers annual Stamp Out Hunger Food Drive. We joined hundreds of local union members in sorting

canned goods collected by letter carriers along their routes to support the Hawaii Foodbank. With one in three Hawaii households facing food insecurity, it was inspiring to witness such strong labor solidarity coming together to help fight hunger in our communities.

In addition, I attended the Honolulu Port Council meeting this month to maintain open communication between labor and management and to stay informed on ongoing port operations and coordination with our industry partners.

Mahalo to all the brothers and sisters who answered the call this month and helped keep our operations running smoothly.

Aloha,
Don Ngo, Port Agent



Honolulu Port Agent Don Ngo and retired Honolulu Port Agent Mario Higa at the National Association of Letter Carriers Annual Stamp Out Hunger Food Drive.

HOWZ SHIPPING?

Turn to pag 6

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

Yearly Subscriptions: First Class \$20.00 Air (AO) Mail \$25.00

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

MARINE FIREMEN'S UNION
240 2nd Street, San Francisco, CA 94105