The Marine Fireman

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

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October 27, 2026

The Honorable Rick Larsen, Ranking
Committee on Transportation and Infrastructure
United States House of Representatives
Washington, DC 20515

The Honorable Salud Carbajal, Ranking
Subcommittee on Coast Guard and Maritime Transportation
Committee on Transportation and Infrastructure
United States House of Representatives
Washington, DC 20515

Dear Representatives Larsen and Carbajal:

On behalf of the American maritime labor organizations we represent, we thank you for your leadership in seeking accountability from both the Administration and Jones Act waiver beneficiaries regarding compliance with U.S. law. We particularly appreciate your commitment to ensuring that these extraordinary waivers are totally consistent with the national defense purposes for which they were intended and are not used to disadvantage American mariners and other American workers.

Your oversight has raised serious questions about compliance with the statutory safeguards and reporting requirements that you championed in the FY 2023 National Defense Authorization Act ("NDAA"). In fact, the foreign-vessel carriage of cargoes in our domestic trades by foreign flag vessels resulting from the granting of these waivers appears difficult to reconcile with the NDAA's requirement that a waiver be granted only when "necessary in the interest of national defense to address an immediate adverse effect on military operations."

The Administration, meanwhile, has provided Congress and the public with little of the required information regarding the need for the waivers and the availability of U.S. vessels as required by law. Waiver recipients have likewise fallen short of the NDAA's disclosure requirements. Although foreign vessel operators are required to explain the national-defense rationale for each vessel movement, many have provided boilerplate responses and, in some cases, simply answered "not applicable." Numerous recipients also failed to report their waiver movements within the statutory deadlines you helped establish, while some appear not to have reported at all.

These concerns are especially troubling because the Jones Act waiver authority was intended to strengthen national security. Instead, the program appears to have enabled hundreds of domestic voyages by foreign vessels crewed by foreign mariners operating under exemptions from laws that Congress never intended to set aside. In several cases, waiver authority has reportedly been used by COSCO, a Chinese state-owned shipping enterprise that media reports allege are conducting espionage operations near U.S. coastlines. In another case, a foreign vessel was operated in U.S. domestic trade by Russian mariners.

Equally concerning are questions regarding compliance with U.S. wage-and-hour, employment, tax, and immigration laws. American mariners are required to satisfy extensive legal, licensing, and security requirements to operate in domestic commerce. When foreign mariners perform the same work without complying with comparable legal obligations, American workers are placed at a significant and unjustified competitive disadvantage.

Immigration law, for example, prohibits foreign crewmembers holding a D-1 visa from engaging in domestic commerce, yet many waiver operations appear to employ precisely such D-1 visa mariners. Likewise, recent IRS guidance raises substantial questions regarding the U.S. tax obligations of foreign mariners participating in these operations. Whether these laws are being followed deserves careful scrutiny. Beyond the economic consequences for American workers, these issues also have important national security implications, as foreign mariners are not subject to the same vetting, credentialing, and security requirements imposed on U.S.-credentialed mariners.

American mariners stand ready to support the nation's energy, transportation, and national security needs. We ask only for a faithful enforcement of the laws enacted by Congress. We appreciate your continued leadership on this issue and look forward to assisting with your efforts to conduct the rigorous oversight necessary to ensure that Jones Act waivers remain the rare exception Congress intended them to be.

Sincerely,

Kelly Anderson, President, American Radio Association
Willie Barrere, President, American Maritime Officers
David Heindel, President, Seafarers International Union
David Heindel, President, AFL-CIO Maritime Trades Department (MTD)
Matt Henning, President, Sailors' Union of the Pacific
Don Josberger, President, International Organization of Masters, Mates and Pilots
Anthony Poplawski, President, Marine Firemen's Union
Greg Regan, President, Transportation Trades Department, AFL-CIO (TTD)
Adam Vokac, President, Marine Engineers' Beneficial Associatio

Feds award over $100 million for Alaska port projects

Almost $105 million was awarded by the federal government for six Alaskan port projects around the state. In an announcement by Alaska's congressional delegation, the U.S. Department of Transportation is sending funding for infrastructure projects in Whittier, Unalaska, Kodiak, Nome, Anchorage, and the southeast Alaska community of Kake. Almost half of the funding — $50,593,488 exactly — will go to the DeLong Dock Replacement in Whittier, a project that is planned to replace what the DOT calls aging infrastructure. The next biggest chunk of funding will go to the Saint Herman Harbor Recapitalization Phase 2A in Kodiak, an amount of $26,070,000 for a facility that supports a commercial fishing fleet in the area. The funding breakdown is as follows:

- DeLong Dock Replacement Project – Whittier: $50,593,488
- Saint Herman Harbor Recapitalization Project, Phase 2A – Kodiak: $26,070,000
- Arctic Deep-Draft Port, Local Service Facilities – Nome: $11,250,000
- Port of Alaska Modernization Program – Anchorage: $6,394,000
- Kake Marine Cargo Dock Development Project – Kake: $6,287,220
- Ounalashka Arctic and North Pacific Maritime Hub – Unalaska: $4,402,403

Senators Lisa Murkowski (R – Alaska) and Dan Sullivan (R –Alaska) and Representative Nick Begich (R – Alaska) all lauded the news, claiming some credit for the federal funding. Murkowski credited the $1.2 trillion Infrastructure Investment and Jobs Act — passed in 2021 under President Joe Biden — as a reason for this latest funding for Alaska's ports. Sullivan said it represented "another major win for our coastal communities and part of the generational infrastructure opportunities" across the state. Begich stressed the importance of Alaska's strategic positioning in the geopolitical world, pointing out that improvements to ports around the state also help boost local economies.

San Diego and Subic Bay become sister ports

The Port of San Diego and the Subic Bay Metropolitan Authority of the Philippines (SBMA) have formalized a new sister port partnership, signing a Memorandum of Understanding (MOU) on October 15 during a celebration in San Diego attended by SBMA dignitaries and local leaders from the Filipino community. The partnership will enable the two organizations to build trade opportunities, exchange knowledge and collaborate on shared interests across port operations and sustainable development.

Subic Bay, located on the west coast of Luzon Island, is a former United States military base repurposed for commercial operations with business lines similar to those of the Port of San Diego, encompassing cargo and cruise operations, shipbuilding facilities, foreign trade zones, hotels, marinas, restaurants, wildlife preserves, recreational centers and an airport.

One San Diego Port Commissioner described the partnership as an extension of the port's commitment to innovation through strong international relationships, creating opportunities beyond both waterfronts and reinforcing economic resiliency. Another highlighted the MOU as an avenue for deepening ties with the Philippines and collaborating on import and export cargo opportunities in Asia, alongside sharing best practices in sustainable port development, supply chain resilience and environmental stewardship.

Subic Bay is the fourth sister port relationship in the Port of San Diego's history, following agreements with Sasebo, Japan in 1982; Ensenada, Mexico in 2004; and Nanjing, China in 2012.



The *USNS Red Cloud* recently supported the repositioning of United States Army Pacific equipment in Melbourne, Australia. The efforts of the ship's crew are critical in ensuring the layout of the Army's shore based prepositioned assets. The *USNS Red Cloud* is a Large, Medium-Speed Roll-on/Roll-off (LMSR) cargo vessel named for Army Cpl. Mitchell Red Cloud Jr., a Korea War Medal of Honor recipient. Bravo Zulu *USNS Red Cloud,* for embodying the Military Sealift Command motto, "We Deliver!"

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U.S. and Denmark sign maritime pact for faster and cheaper shipbuilding in U.S. yards

The United States and Denmark have signed a memorandum of understanding (MOU) on maritime cooperation, seeking to strengthen American shipbuilding capacity, attract Danish investments to U.S. shipyards and create jobs in the maritime sector. The U.S. State Department said the partnership is meant to help train the American shipbuilding workforce faster and give American shipbuilders advanced technology to build and repair vessels more quickly and at a lower cost. U.S. Under Secretary of State for economic affairs Jacob Helberg and Danish foreign minister Lars Løkke Rasmussen signed the agreement on October 22.

The agreement aims to support U.S. efforts to strengthen its maritime workforce by drawing on Danish expertise. It will also support the expansion and modernization of U.S. shipbuilding, repair and retrofit capacity through the supply of advanced Danish maritime equipment, technologies and specialized services, including by exploring local partnerships and joint ventures. The initiative is expected to strengthen maritime defense industrial cooperation between U.S. and Denmark, including through the supply of maritime capabilities, technologies, and solutions with defense and dual-use applications.

Under the agreement, the two countries aim to exchange knowledge and best practices on maritime policy and regulatory frameworks, involving relevant authorities, industry associations and other stakeholders. The U.S. state department said the result would be more well-paid blue-collar jobs in American communities and a stronger U.S. maritime industrial base.

The department framed the agreement as part of an effort by the United States to rebuild its maritime strength with trusted allies. It cited President Donald Trump's executive order on restoring America's maritime dominance and the maritime action plan. Under those measures, the department said, Washington is expanding shipbuilding capacity, growing a skilled workforce and securing its supply chains. In a post on X, Helberg said the agreement would help American shipyards secure skilled workers, investment and technology to speed up shipbuilding and repairs while reducing costs.

Today, less than one percent of the world's new merchant vessels are built in U.S., while approximately 55 percent are built in China, about 28 percent in South Korea, and around 13 percent in Japan.

Port of Philadelphia port will get a new berth, equipment

Philadelphia's port is getting a $837 million investment that will help purchase new land, create jobs and expand tax revenue. Pennsylvania Governor Josh Shapiro and PennDOT officials outlined plans in October that they say will expand PhilaPort to help the state grow as a global trade leader. The funds to support the expansion include over $371 million from the Shapiro administration, $266 million in federal grants and another $200 million in private-sector investment. Officials say the investments will help create more than 6,000 new jobs and generate $45 million in new tax revenue.

PhilaPort will use capital funding and two grants from the U.S. Department of Transportation to build a new 2,000-foot berth at the Southport Marine Terminal. This is the first new berth at the terminal in 50 years. The new berth and last year's purchase of the 152-acre Mustin Yard, a former Navy facility, will allow the port to move even more auto and container cargo. Improvements are also coming to the Tioga Marine Terminal farther north up the river, enabling the facility to better handle barges carrying bulk liquids, among other changes. Some specific price tags for how the funding from Pennsylvania will be used:

- $31 million for dredging at Southport
- $145 million for reclamation work at Southport Berth II and the North Wharf
- $58.1 million to acquire cranes and other new equipment

Back in April, Philadelphia became a cruise port again after a 15-year hiatus. Leaders estimate that the cruise port alone could generate $300 million in annual economic output for Pennsylvania.

The port as a whole generated $1.2 billion in economic output for Pennsylvania, and between 2020 and 2025, PhilaPort improved its performance more than any other port in the country, a World Bank study found.

In a news release, the Shapiro administration said it sees PhilaPort as a vital economic engine for the Commonwealth and that it will create thousands of jobs statewide.

Hanwha Defense USA to acquire Hanwha Philly Shipyard

Hanwha Defense USA (HDUSA) reports that it is acquiring a controlling stake in Hanwha Philly Shipyard. The move brings the shipyard under HDUSA's leadership and governance structure and comes after HDUSA established a presence at the shipyard earlier this year to transition it into a dual-use yard building for the U.S. Navy and commercial customers.

Since Hanwha acquired the shipyard in December 2024, Hanwha Systems has held a 60 percent stake, with Hanwha Ocean holding the remaining 40 percent. In September, Hanwha Systems announced plans to sell its stake to Hanwha Defense USA Shipbuilding LLC, an HDUSA-led joint venture with Hanwha FutureProof.

RADM Tom Anderson (Ret. U.S. Navy), president of U.S. shipbuilding at HDUSA, will oversee all shipbuilding operations in the U.S. Anderson served in the U.S. Navy for 34 years, including leadership roles as PEO, Ships and acting Commander, Naval Sea Systems Command (NAVSEA),

"Over the past two years Hanwha has made significant investments in the Philly Shipyard to contribute to the revitalization of the U.S. shipbuilding industry," said Anderson "Now we are positioning the shipyard to transition to dual-use, aligning shipyard operations, workforce, and customer relations in preparation to build for the U.S. Navy, other federal agencies, and commercial customers."

Attention: MFOW Members

Are your MFOW Welfare Fund records up to date?

The following information should be on file:

1. Current contact and beneficiary information
2. Insurance Enrollment Card
3. Medical Coverage selection

Contact:

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240 2nd St.
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(415) 986-1028/(415) 986-5720
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Oregon rail project funding could open the way for new Pacific Northwest container port

The Port of Coos Bay. Oregon has secured nearly $205 million in federal funding to upgrade its rail line, advancing a proposed container terminal that would rely on trains to move cargo between ships and inland markets. The $204.8 million award, announced last month by Oregon Senators Jeff Merkley and Ron Wyden and Representative Val Hoyle, will fund final design and construction of improvements to the Coos Bay Rail Line. The work is intended to increase capacity, improve reliability and prepare the railroad to support the proposed Pacific Coast Intermodal Port (PCIP).

The funding comes through the U.S. Department of Transportation's Consolidated Rail Infrastructure and Safety Improvements grants program. Planned improvements include repairing and replacing track, ties, bridges and tunnels.

The 111-mile railroad runs from Coos Bay to near Eugene. Its rehabilitation is a critical component of the broader port development, which would create a deepwater container terminal with a ship-to-rail connection.

It's the first large construction grant for PCIP, which plans significant improvements to handle container volumes. Port officials described the award as a major step toward developing another West Coast container gateway.

The award follows more than $11 million in federal Port Infrastructure Development Program funding announced earlier this year for the Coos Bay rail project, according to the congressional delegation.

The proposed terminal, which would compete for regional business with Portland, Seattle and Tacoma, as well as Vancouver and Prince Rupert in Western Canada, has a price tag of more than $2 billion and remains years away from opening pending additional funding, permitting and environmental reviews. Development also comes as shifting U.S. tariff and trade policy has seen more container traffic from Asia routed away from Pacific Northwest hubs and through the British Columbia gateways, for entry into the Midwest U.S. via intermodal rail.

Before the latest award, the project had attracted approximately $70 million in federal funding through four grant programs, along with $160 million from Oregon. NorthPoint Development, the private company slated to operate the container terminal, has invested $25 million, according to local media.

Supporters say the development could generate 2,500 permanent jobs and another 2,500 temporary construction jobs, helping diversify a regional economy affected by the timber industry's decline. Environmental advocates have raised concerns about dredging and its effects on wildlife, with opponents favoring greater emphasis on industries such as healthcare and tourism.

The project's next steps include selecting contractors to assist with permitting and review.

1,700 TEU electric box ship wins ABS approval

The South Korean company Hanwha Power has been granted Approval in Principle (AiP) by the American Bureau of Shipping (ABS) for its concept of an electrically-powered container ship that has a 1,700 TEU capacity and 151 megawatt-hours (MWh) of energy storage system. The vessel is designed for short-sea and regional container transportation. It will use containerized batteries and shore charging facilities to run the ship without any carbon emissions while sailing. The design can be helpful in cutting down emissions in regional shipping; however, there has been no mention of the construction schedule or the vessel's expected operating range.

Hanwha Power announced the grant of AiP in October. The certificate was handed to the company a day earlier at the 2026 Maritime Hybrid, Electric & Hydrogen Fuel Cells Conference & Exhibition that took place in Bergen, Norway.

The proposed container ship will have an energy storage system (ESS) of 151 MWh, with electric energy stored in containerized battery units serving as its primary propulsion source. The batteries are designed to be handled and stowed like standard cargo containers. Hanwha Power said this arrangement would improve space efficiency, maximize cargo capacity and optimize the vessel's overall performance. The containerized system is also designed to allow flexible battery replacement and scalable operation. Charging infrastructure at ports would supply the electricity required to operate the vessel. The company has not revealed any information about the ship's service speed, operating range, charging time, and construction schedule.

ABS approval improves Hanwha Power's ability to design fully electric vessels and diversifies its marine propulsion systems. The company intends to explore possibilities in the market for next-generation zero-emission marine transportation using electric propulsion and battery systems.

In addition to the 1,700 TEU design, the company has also completed the basic design of a 1,000 TEU battery-operated container vessel. Hanwha Power plans to develop a wide range of electric propulsion vessels suited to different operating conditions and customer requirements.

Your Right to Union Representation

"If this discussion could in any way lead to my being disciplined or terminated, or affect my personal working conditions, I respectfully request that my union representative, officer, or steward be present at the meeting. Without union representation, I choose not to answer questions."

This is your right under the 1975 U.S. Supreme Court Weingarten Decision.

Panama Canal restores last-minute reservations as watershed improves

Last month, the Panama Canal restored last-minute reservations for vessels using its Panamax locks as improved rainfall and water conservation measures supported more flexible transit operations. The canal says the service gives vessels without reservations another opportunity to secure a transit slot when space becomes available. The change follows improved watershed conditions after years of concern over drought and El Niño impacts.

Fiscal 2026 traffic also increased. The canal handled 13,951 transits, up 4.1 percent from the previous year, while its canal tonnage measure rose 6.5 percent to 521 million tons.

The canal maintained a maximum draft of 50 feet throughout the dry season. Larger neo-Panamax vessels accounted for 52.2 percent of total tonnage, with tonnage through those locks rising 8.2 percent year over year.

For agricultural shippers, the restored reservation flexibility could improve routing options for bulk cargo moving through the waterway. The release did not provide a commodity-level breakdown of grain or other agricultural shipments.

Thousands of California state workers walk off the job in contract dispute with Newsom

On October 21, the largest union in California state government held a one-day strike, drawing thousands of workers off the job. The union is pressing Gov. Gavin Newsom for raises and more flexibility to work from home.

SEIU Local 1000's first strike in its 44-year history unfolded in several cities including Sacramento, San Francisco and Los Angeles. The union — which represents about 100,000 workers, nearly half the state workforce — has been in contentious labor talks with the Newsom administration since its latest contract expired in late June. Its members want a better raise than Newsom has offered as well as more flexibility to work from home. Newsom just a year ago demanded wage reductions from the union to help shore up a budget crisis. State workers have accepted pay cuts in three of the eight years Newsom has led the state.

In anticipation of the strike, operations at some state departments had been modified or limited, including at DMV offices and parks. Outside the Elihu M. Harris State Office Building in downtown Oakland, workers marched outside chanting "No contract, no peace." They played drums, snacked on muffins and Little Caesar pizzas and cheered as cars honked along Clay Street in solidarity.

Unions, including Local 1000, traditionally are Newsom's allies. They contributed to his campaigns and helped him defeat Republican opponents. But the Local 1000 strike is the second state worker walkout to occur on his watch. Previously, the California Association of Professional Scientists held a three-day strike in 2023.

Besides pay boosts, Local 1000 members are pushing for higher state contributions for healthcare coverage, and changes to Newsom's four-day-a-week in-office mandate, which they argue costs workers and tax payers' money and increases traffic and pollution.



MFOW member Ernesto Salazar, #3842, last month hit the bricks in Oakland to support SEIU Local 1000 California state workers during a one-day unfair labor practice strike.

MFOW President's Report



MV Makua

As reported in *The Marine Fireman*, on October 10, attended the christening ceremony of the *MV Makua* at the Hanwa Philly Shipyard in Philadelphia, Pennsylvania. The ship's sponsor was Jenai S. Wall, Chairman and CEO of Foodland Supermarket, Ltd., who has also served on the company boards of Matson, Alexander & Baldwin, and First Hawaiian Bank.

The *Makua* is the first of three new *Aloha*-class containerships being purchased by Matson for deployment in their Hawaii and China-Long Beach Express services. Steel cutting for the *Makua* began on February 11, 2024; keel laying occurred on August 4, 2025; and the ship was launched on September 3, 2025. Some of the ship characteristics are:

Length Overall	-	854 feet
Deadweight Capacity	-	53,154 metric tons
Container Capacity	-	3,600 TEU
Reefer Capacity	-	400
Main Engine	-	MAN ME-GI
Max Speed	-	23.5 knots
Horsepower	-	45,765 HP

The ship features dual-fuel engines capable of operating on conventional marine fuel or LNG, along with a fuel-efficient hull, double-hull fuel tanks, and freshwater ballast systems. The U.S.-built, Jones Act-compliant containership is expected to be placed in service in the first quarter of 2027.

SIU-PD Pension Plan

On October 19, the trustees of the SIU-PD Pension Plan were notified by the plan actuary that they have completed the plan's actuarial status certification under Internal Revenue Code Section 432. As of August 1, 2026, the actuarial value of assets was $120,663,962, and the funded percentage was 100.2 percent. The actuary stated that the plan was in the Green Zone since it was neither in critical status nor endangered status under the Pension Protection Act of 2006. This certification was filed with the Internal Revenue Service, pursuant to ERISA section 305(b)(3) and IRC section 432(b)(3).

OPEIU Local 29

On October 19, we concluded negotiations, as the employer, with OPEIU Local 29 for MFOW and MFOW Welfare Fund office staff. The four-year agreement includes fair and reasonable increases in wages, pension contributions, and health and welfare contributions.

Officials Pay Raise

MFOW officials periodically receive a pay increase based on the average pay increase for MFOW members working on master contract jobs. The average pay raise in 2026 for MFOW members working on master contract jobs was 3.4 percent. On October 21, the Board of Trustees voted to approve a 3.4 percent salary increase for all MFOW officials effective January 7, 2027. On a side note, MFOW officials took a wage freeze in 2026. Recommend membership approval.

USNS Red Cloud

On October 23, the Union was notified by Patriot Contract Services (PCS) labor relations that the U.S. Maritime Administration (MARAD) transfer date for the *USNS Red Cloud* is November 30, 2026. November 29 will be the last day operating under the Military Sealift Command. The ship will be renamed *MV Mitchell Red Cloud* and will be homeported in Vancouver, Washington.

When the ship transitions from MSC FOS crewing (two Electricians, three Oilers and one Wiper) to MARAD RRF ROS crewing (one Electrician, one Oiler and one Wiper), FOS crewmembers who wish to remain aboard in ROS will be offered to remain onboard by order of earliest dispatch date in each rating. Any ROS rating that is not filled by existing FOS crew will be dispatched from the Seattle – Port Serviced hiring hall.

On October 30, received an update from PCS labor relations regarding the U.S. Navy's Military Sealift Command (MSC) T-AGOS ocean surveillance and T-AGM range instrumentation ships. As previously reported, on April 24, 2026, MSC awarded Contract N3220526C4070 valued at $746,045,386 to PCS for the operation and maintenance of the five T-AGOS vessels (*USNS Able, USNS Effective, USNS Impeccable, USNS Loyal*, and U*SNS Victorious)*, plus one T-AGM vessel (*USNS Howard O. Lorenzen*).

However, following a General Accounting Office protest, the U.S. Navy agreed to re-open the competition for the contract. Amendment 16 of the procurement bid re-opens discussions and issues updated evaluation notices with offerors in the previously established competitive range as part of MSC's corrective action, and revises several sections of the RFP with a response deadline of November 27, 2026.

MSC ESD Vessels

On November 2, along with the SUP and SIU-AGLIW, submitted an opening bid package to PCS for the operation and maintenance of two Expeditionary Transfer Dock (ESD) vessels: the *USNS Montford Point* and the *USNS John Glenn*. The government expects to award a single fixed-price contract with pass through elements. The two ships are currently berthed at Oakland, California and Norfolk, Virginia. PCS had notified the Union that the company intended to bid on the contract and that offers were due on the revised date of November 2, 2026.

Jones Act Waiver Report

On November 2, received the American Maritime Partnership's 32nd Jones Act Waiver Report. As expected, the waiver is not solving the energy price problem. Oil remained near a six-month high during the past week. Brent Crude (the world's primary benchmark for pricing crude oil) briefly exceeded $117 per barrel, and international tanker conditions continued to drive prices. None of those pressures is remedied by displacing American vessels.

The newest MARAD record strengthens the case for ending the waiver. Only 31 completed waiver movements have been reported through October 26 under the case-by-case review system that allows for an evaluation of American vessel availability. This decline in usage shows that America does not need foreign companies to move cargo, as American mariners can do the job. The decrease in activity shows that the waiver is no longer necessary, and it should expire on November 15. The waiver is replacing well-maintained American vessels and qualified American mariners with deteriorating, Chinese-built foreign tonnage, exporting U.S. jobs and discouraging U.S. investment. The Jones Act waiver does not lower prices or create cargo, it simply allows foreign traders to capture bigger margins – benefiting the foreign companies, not American consumers.

Business Agent's Report

Brothers and Sisters,

Employment opportunities remain encouraging, with several vessel operations continuing to provide work for our membership.

The *Maunalei* continues to extend its deployment rather than returning to layup. This has provided a welcome increase in the number of mariners employed and helps maintain steady work opportunities for our members.

The *R.J. Pfeiffer* has also been operating on the Alaska run, contributing to continued employment opportunities.

Looking ahead, the *Cornelius Charlton* is scheduled to enter the shipyard in early November.

As a reminder, members should continue to check their documents and keep them current. This includes Merchant Mariner Credentials, STCW endorsements, medical certificates, TWIC cards, passports, and required training. Maintaining these documents is essential to being ready for dispatch when a job becomes available. We want members to be able to take advantage of employment opportunities when they choose to sail, rather than lose a job because a document has expired or a renewal is still pending.

Overall, vessel activity remains positive for employment, and the San Francisco Hall will continue working to assist members with dispatch and credentialing needs.

Fraternally,
Patrick Gillette, SFBA

Vice President's Report

There were 27 registrants dispatched in the month of November: 18 in Class A, five in Class B, two in Class C and two Non-Seniority.

There are 43 members registered: 20 in Class A, 11 in Class B, and 12 in Class C.

Fraternally,
Robert Baca, Vice President

Port of Los Angeles completes SR 47 interchange project

On October 29, the Port of Los Angeles celebrated completion of the $139 million SR 47 Interchange Project designed to reduce traffic congestion, improve roadway safety and enhance access to surrounding residential communities, and the LA Waterfront, including the Los Angeles Cruise Terminal, West Harbor and Battleship Iowa. The ribbon-cutting ceremony also marked the completion of more than $18 million in nearby community beautification projects.

The SR 47 Interchange Project reconfigures key connections between the Vincent Thomas Bridge, I-110, Harbor Boulevard and Front Street, helping separate truck traffic from passenger vehicles and improve the movement of cargo and motorists through one of the port's busiest transportation corridors.

The port secured more than $73 million in grant funding for the SR 47 Interchange Project from LA Metro, Caltrans, the South Bay Cities Council of Governments and the U.S. Department of Transportation. The funding helped support the project, a major investment in improving regional transportation connections, roadway safety and access to the port and surrounding communities. The project includes relocating the southbound SR 47 off-ramp to Harbor Boulevard from the south to the north side of the Vincent Thomas Bridge, improving traffic connections to San Pedro and the surrounding waterfront.

Other improvements include reconfigured freeway ramps, new turning and through lanes at Harbor Boulevard, and a lane providing direct access to the West Basin Container Terminal. Together, these improvements are designed to reduce conflicts between commercial trucks and passenger vehicles, improve traffic flow between the I-110 Freeway and the Vincent Thomas Bridge, and provide safer, more efficient access to port facilities and nearby communities.

While the interchange improvements are complete, the new Harbor Boulevard on-ramp will remain closed in coordination with Caltrans' upcoming Vincent Thomas Bridge Deck Replacement Project, which will close the bridge beginning November 7. The bridge project is separate from the port's interchange improvements.

In addition to the interchange project, the port celebrated completion of three community beautification projects totaling more than $18 million.

Port of Savannah gets green light for $2.3 billion expansion

The Port of Savannah, Georgia is moving forward with a $2.3 billion expansion that could bring more cargo, businesses and jobs to the region while limiting additional truck traffic on local roads. The U.S. Army Corps of Engineers approved a permit for the Savannah Container Terminal following a three-year review, Georgia Ports Authority officials announced during its annual State of the Port event.

Construction on the 350-acre terminal on Hutchinson Island is expected to begin in January 2028. The facility is scheduled to open in the mid-2030s and will be able to accommodate some of the world's largest container ships. The new terminal will add capacity for 3.5 million TEU annually, helping increase Savannah's total capacity from 7.75 million to 12 million TEU. A University of Georgia study says the Port of Savannah fuels one in eight Georgia jobs, totaling more than $180 billion in sales.

More cargo typically means more trucks, but port officials said the new terminal's location near the Talmadge Bridge will allow drivers to reach major highways without traveling through downtown Savannah or nearby neighborhoods. Georgia Ports plans to work with the Georgia Department of Transportation to separate port trucks from personal vehicles where possible. Officials are also working with CSX to establish rail access to the terminal.

Port leaders expect the expansion to encourage additional business and industrial development along Interstates 16 and 95. They did not provide an estimate of how many jobs the project could create.

The Savannah Container Terminal is one piece of Georgia Ports' larger infrastructure program. The authority is also spending $1.6 billion to upgrade the Port of Savannah's Ocean Terminal, increasing its annual capacity from 200,000 TEU to 1.75 million TEU. That work is expected to be completed by the end of 2028.

Georgia Ports Authority said the agency's planned $5 billion investment in future port infrastructure is the largest in the nation. It follows $4.13 billion spent on port and inland infrastructure over the past decade.

As the Savannah project moves ahead, a separate terminal proposed along the Georgia-South Carolina border remains on hold. The Jasper Ocean Terminal was envisioned as a joint project between the two states. Both port authorities agreed the development does not make financial or operational sense under current conditions. For now, Georgia Ports is directing its next major phase of container growth toward Savannah, with the Hutchinson Island terminal serving as the centerpiece of its plan to handle more cargo and attract additional investment to the region.

Black Sea becomes deadliest waterway surpassing Hormuz and Persian Gulf

Attacks on merchant vessels in the Black Sea have risen considerably in the last two months, making the waterway the most dangerous to navigate, leaving behind the Persian Gulf and even the Strait of Hormuz, where the U.S-Iran war is ongoing. According to maritime security firm Ambrey and the International Maritime Organization, attacks on ships in the Black Sea are six times higher than those recorded in the Persian Gulf, where 24 seafarer deaths have been confirmed. Between July and September, at least 387 ships were attacked, five times more than those attacked in the previous quarter, with Russia responsible for 90 percent of these incidents in the last one and a half months. Around 570 ships have been targeted in the Black Sea since the conflict began.

The Ukraine-Russia war, which started with the Russian Invasion in 2022, has spilled beyond the region and is affecting neighboring countries like Romania, Bulgaria and even Turkey. Ships of the latter have often been attacked in the Black Sea, with Istanbul repeatedly calling for an immediate ceasefire and the use of diplomacy and dialogue. The fighting has disrupted port operations at Ukraine's Greater Odesa facilities, where just 10 ships crossed in September, compared to around 400 in July.

The increased attacks have also skyrocketed shipping war insurance, which has reached 15 percent of a ship's hull value, almost double the rate for vessels sailing in the Persian Gulf. This has prompted several operators to temporarily close services in the region's waters, while a few are using 50-year-old vessels for the same to reduce risks.

On October 23, an oil tanker was hit by a drone close to the Romanian coast, killing a seafarer while three others went missing. A week before, two chemical tankers were struck off Romania. At least 40 seafarers have been killed in Black Sea ship attacks, and 24 reported deaths have been confirmed in the Strait of Hormuz.

Experts say that reporting in both regions has been patchy, so the figures could be higher than these. Ukraine has claimed to have struck over 300 Russian ships in 11 weeks; however, its attacks have slowed since then.

Recently, U.S. President Donald Trump brokered a deal with Russia regarding the purchase of its diesel to reduce fuel prices in America ahead of the mid-term elections in November. The Ukrainian Government expressed its dissatisfaction with the decision, calling it a weak move and something Moscow would use to target Kyiv even more. Trump also announced on social media regarding an energy ceasefire between the two countries; however, after this news, Russia and Ukraine have continued attacking each other's assets.

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

Dallas Cowboys Cheerleaders Association recognized in collective bargaining

The Dallas Cowboys have recognized the Dallas Cowboys Cheerleaders Association as a union, per a joint announcement released last month The move represents a significant step in the cheerleaders' long-standing push for better wages and benefits.

"After meaningful discussion between the Cowboys organization and the newly formed Dallas Cowboys Cheerleaders Association (DCCA) regarding their request for recognition, the Cowboys and DCCA are pleased to announce the Cowboys organization has agreed to recognize the DCCA as the collective bargaining representative for the Dallas Cowboys Cheerleaders," the statement read.

"The Dallas Cowboys Cheerleaders are an esteemed part of the Cowboys organization, deeply respected for the talent and dedication they exhibit. They remain one of the most sought-after opportunities for talented dancers worldwide."

One of the world's most recognizable cheerleading squads, the Dallas Cowboys Cheerleaders have been a staple of the organization since the 1960s. Grievances over the cheerleaders' compensation, which previously resulted in a 2018 lawsuit, resurfaced after the premiere of the Netflix documentary series "America's Sweethearts: Dallas Cowboys Cheerleaders" in 2024. The series quickly became one of Netflix's top 10 shows.

Ahead of the 2025 NFL season, the cheerleaders received a 400 percent pay raise. One former team member told The New York Times the new contract restructured pay for game days and other appearances but did not include health insurance. That same cheerleader said she previously made $15 an hour and $500 for each appearance during her fifth year with the team in 2024.

The DCCA had no comment beyond the joint announcement. The Cowboys also referred to the statement when asked for further comment.

In 1995, the Buffalo Bills' cheerleaders won a National Labor Relations Board ruling allowing them to unionize. The Jills joined the National Football League Cheerleaders Association, which was the first union to represent a professional cheerleading squad. The union was short-lived, though, and the Jills were later disbanded after a 2014 lawsuit.

France is developing an inland canal to improve freight transport

France is building the $8.5 billion Seine-Nord Europe Canal to strengthen trade links with Belgium and the Netherlands. The 107-kilometer canal will allow much larger cargo barges, reducing dependence on road transport and easing congestion. The canal's navigation charging system will be similar to, but smaller in scale than, Egypt's Suez Canal, with precise toll rates yet to be set.

While aiming to boost regional freight and reduce truck traffic, environmental groups question whether Athese benefits outweigh its construction impact. Construction is now expected to be completed in 2032, two years later than the previous 2030 target. The revised timeline comes amid rising costs, with Société du Canal Seine-Nord Europe (SCSNE), the public body overseeing the project, announcing in January 2026 that its budget had increased to $8.5 billion, citing inflation, construction delays and additional environmental requirements.

Beyond improving regional freight transport, the waterway is expected to operate under France's existing navigation charging system, drawing comparisons with Egypt's Suez Canal, which generates billions of dollars from international shipping tolls.

According to SCSNE, the project forms part of the wider Seine-Scheldt transport network, linking France, Belgium and the Netherlands through major European waterways and commercial ports, including Rotterdam and Antwerp. Stretching across the Hauts-de-France region, the waterway will measure 54 meters wide and 4.5 meters deep, accommodating barges carrying up to 4,400 tons of cargo, compared with the 650-ton capacity of vessels using the existing Canal du Nord. With this increased capacity, project officials estimate that the canal could replace up to one million heavy goods vehicle journeys on French roads annually, easing congestion and improving freight movement across the region.

Construction will include seven locks, three canal bridges, road and rail crossings, alongside environmental restoration projects intended to limit the ecological impact. Financing comes from the European Union, the French government and regional authorities, reflecting the project's importance to Europe's transport network. However, rising costs have raised questions about its long-term economic value, while environmental groups have challenged whether reduced road traffic will offset the effects of construction.

France already collects navigation tolls through Voies Navigables de France, the country's inland waterways authority, which oversees routes including the Canal du Nord. Under its 2026 tariff schedule, commercial operators pay fixed charges ranging from €24.90 to €93.30 per journey, depending on vessel capacity, alongside additional fees based on cargo weight and distance travelled. Similarly, the Seine-Nord Europe Canal is expected to operate within France's existing charging framework, although authorities have yet to announce specific toll rates or projected annual revenue.

Egypt's Suez Canal, however, serves a much larger shipping market, stretching 193.3 kilometers between the Mediterranean and Red Seas, with a navigational channel approximately 200 to 210 meters wide and a maximum water depth of 24 meters. Unlike France's inland waterway, the Egyptian canal accommodates large ocean-going vessels and provides a shorter maritime route between Europe and major Asian economies, including China, India and Japan.

In 2015, Egypt invested $8.2 billion in expanding the Suez Canal, adding a parallel shipping channel and upgrading existing sections to increase capacity and reduce transit delays. The investment supported one of Egypt's principal sources of foreign currency, with the Suez Canal Authority reporting record annual revenue of $10.25 billion in 2023. By comparison, France's $8.5 billion project will focus on regional freight rather than competing directly with the Suez Canal, with its economic benefits expected to come from lower transport costs, increased cargo capacity and improved access to European markets.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2026-2027

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.

(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.

December 14-17

January 18-21, 2027 **February 8-12, 2027**

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.

December 10-11

January 7-8, 2027 **January 28-29, 2027**

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.

November 16-17, **December 14-15**

January 18-19, 2027 **February 8-9, 2027**

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.

Returning in 2027

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.***

January 4-29, 2027 **February 15-March 12, 2027**

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.***

February 1-5, 2027 **March 15-19, 2027**

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.***

January 11-February 19, 2027 **February 22-April 2, 2027**

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.***

December 7-11

February 15-19, 2027 **April 5-9, 2027**

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.***

November 16-20 **December 14-18**

January 4-8, 2027

Additional Courses

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: January 4-22, 2027, March 29-April 16, July 19-August 6, September 20-October 15

STCW Rating Forming Part of an Engineering Watch: October 26-30, January 25-29, 2027, April 19-23, 2027

STCW Able Seafarer-Engine: March 8-12, 2027, May 27-28, 2027, June 21-25, 2027, August 9-13 2027

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: November 20, December 11, January 20, 2027, January 22, 2027 January 27, 2027

Maritime Institute, Honolulu, HI: December 4, January 29, 2027, February 26, 2027, April 23, 2027, June 4, 20274

Maritime Institute, Everett, WA: November 12, December 16, January 21, 2027, February 1, 2027, March 4, 2027

Cal Maritime Academy, Vallejo, CA: November 18-19

MITAGS-PMI, Seattle, WA: November 12-13, December 7-8, January 11-12, 2027, January 14-15, 2027

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: November 23-25, February 17-19, 2027, March 10-12, 2027, April 7-9, 2027

Maritime Institute, Everett, WA: November 30-December 2, January 11-13, 2027, March 17-19, 2027

Cal Maritime Academy, Vallejo, CA: December 14-16

MITAGS-PMI, Seattle, WA: December 7-9, February 8-10, 2027 February 22-24, 2027

Marine Firemen's Union Training Plan Tuition Reimbursement Policy

The Marine Firemen's Union Training Plan reimburses tuition costs (not lodging, subsistence or transportation) for certain types of training taken by a participant on his own.

However, preapproval of the training must be given by the Marine Firemen's Union Training Plan prior to taking the course.

Any request for reimbursement without preapproval from the Marine Firemen's Union Training Plan will be denied.

The AFL-CIO's largest-ever midterm program turned out working-class voters in key elections

Union voters mobilized in historic numbers to secure sweeping landmark victories up and down the ballot across the country, including a record number of union member candidates elected to office. The organizing was driven by the AFL-CIO's largest-ever midterm mobilization, with a singular focus on the pocketbook issues voters said were their top priority.

At the 30th AFL-CIO Constitutional Convention in June, the nation's largest labor federation set a goal of turning out at least two million more union voters in this election than in 2022. To reach that, AFL-CIO turned out tens of thousands of volunteers, who reached more than 16 million union voters. The program made a concerted effort by reaching out to several million disengaged voters, many of whom lived in a union member's household but had never previously been contacted by a union volunteer.

As a direct result of this work, union voters turned out in historic numbers. Exit polls showed union households voted 21 points more for Democrats than Republicans nationwide, shaping results that were decisive for control of Congress.

"This blue wave was union-made. The billionaires had the money in this election, but working people had the power," said AFL-CIO President Liz Shuler. "The people who make this country run issued a clear mandate last night. Speaking with a unified voice, workers demanded that their elected leaders fight to raise their wages and lower costs, expand access to health care and unions, hold billionaire CEOs accountable, and check the Trump administration's attacks on their freedoms. The labor movement is ready to work with these newly elected members of Congress, governors and state legislators on a bold agenda to deliver real change for the working class."

The AFL-CIO's program operated in 35 states and powered watershed election results:

- 639 union members and counting have been elected—which means a record high number of union members will be seated in elected office next year. Troy Jackson in Maine, Abdul El-Sayed in Michigan, Gina Hinojosa and James Talarico in Texas, Bob Brooks in Pennsylvania, Brian Poindexter in Ohio, Sam Forstag in Montana and many other prominent candidates are card-carrying union members.
- The labor movement's deep, year-round, nationwide infrastructure was behind further historic gubernatorial and congressional victories: Jon Ossoff and Keisha Lance Bottoms in Georgia, Josh Turek and Rob Sand in Iowa, Adam Hamilton in Kansas, Sherrod Brown and Amy Acton in Ohio, Annie Andrews in South Carolina, as well as House districts.
- Working people overcame decades of brutal attacks on their rights to overhaul state governments across the country. They won trifectas in Michigan, Minnesota, New Hampshire, Pennsylvania and Wisconsin, and took back the statehouses in North Carolina and Georgia. Union voters broke seven legislative supermajorities in Florida, Indiana, Iowa, Kansas, Missouri, Ohio and South Carolina.

Union voter turnout was built through years of organizing and outreach, including:

- A seven-figure paid digital and streaming media campaign that hyper-targeted union members and households in 39 key House and Senate races. The ads featured real union members' voices that generated more than 221 million unique impressions across all races, with a 65 percent to 72 percent completion rate, showing strong engagement with the content.
- The AFL-CIO wasted no time in organizing and talking to working people about the pain they were feeling under President Trump's economy—including in battleground states—kicking off at the beginning of 2025. Through the Department of People Who Work for a Living field hearings, a 26-state bus tour and door-to-door blitzes in key districts in spring 2026, union members built and deepened relationships through consistent, ongoing engagement with voters across the country.
- Since Labor Day, union volunteers have reached 14.9 million voters at the door, on the phone and in the worksite to solidify support for a pro-worker Congress. Every conversation had unique value, given the high degree of trust union families have with union members, who research shows are among the most credible messengers in the country. Union voters also were among the most enthusiastic in the nation to go to the polls. 83 percent of union members reported being "very motivated" to vote, a 10-point increase from 2022.
- Union P.O.W.E.R., a 50-state election protection program, trained more than 30,000 union volunteers, deployed 54 election protection coordinators across all 50 states and Washington, D.C., and Puerto Rico, along with dozens of highly trained union lawyers to 24 states under particular threat from the Trump administration. These lawyers and volunteers were on the ground in the weeks leading up to and on Election Day, and they will continue to work in the field to ensure every ballot is counted.

Box ship orderbook exceeds 15 million TEU

The global containership orderbook has exceeded 15 million TEU, with LNG dual-fuel vessels accounting for the majority of contracted capacity, according to Alphaliner. In its latest market analysis, Alphaliner reports that the global containership newbuilding pipeline could approach 16 million TEU before the end of 2026, supported by further orders for large container vessels.

Approximately 40 additional megamax containership contracts involving Maersk, Yang Ming, CMA CGM and MSC could add further capacity to the orderbook. Furthermore, Alphaliner indicated that orders from Maersk and Yang Ming were expected, while contracts involving CMA CGM and MSC were believed to have been signed but had not yet been confirmed by the consultancy.

Beyond the growth in newbuilding capacity, Alphaliner identifies a shift in shipowners' propulsion preferences, with LNG dual-fuel vessels strengthening their position while orders for methanol-capable ships have slowed considerably. LNG dual-fuel vessels account for 56 percent of the global containership orderbook by capacity, followed by conventionally powered vessels at just under 32 percent and methanol dual-fuel ships at 12% percent.

This means that more than two-thirds of contracted newbuilding capacity consists of dual-fuel vessels designed to operate on alternative fuels. The figures contrast with the existing containership fleet, where conventionally powered vessels still represent approximately 88 percent of capacity.

LNG dual-fuel propulsion has dominated newbuilding orders throughout 2024, 2025 and 2026. At the same time, conventional propulsion systems, often combined with exhaust gas cleaning systems, have regained market interest, while orders for methanol-capable tonnage have nearly stalled.

The figures show that LNG dual-fuel containership orders have reached approximately 2.3 million TEU so far in 2026, compared with around 2 million TEU at the corresponding point in 2025. It is estimated that the approximately 40 additional megamax contracts expected or awaiting confirmation could contribute another one million TEU to the LNG dual-fuel newbuilding pipeline before the end of the year. These developments indicate that LNG remains the preferred alternative to conventional propulsion among containership operators placing newbuilding orders.

LA's Vincent Thomas Bridge closed for 16 months

For the next 16 months, motorists will have to seek alternative routes to the Vincent Thomas Bridge, which is closed for construction. The emerald green bridge is a major thoroughfare connecting San Pedro to Terminal Island, home to both the Port of Los Angeles and the Port of Long Beach. The closure, which began November 7, has been years in the making and included impact-mitigation meetings among California Department of Transportation officials, neighboring communities, shipping companies, labor unions and the contractor.

The Vincent Thomas Bridge opened in 1963. The bridge runs along State Route 47 between Interstate 110 and Terminal Island. The island connects on its east end to Long Beach via the Long Beach International Gateway Bridge.

It is structurally sound, but the bridge deck is deteriorating rapidly, according to Caltrans officials. The deterioration "is due to concrete fatigue caused by heavy traffic loading, as well as environmental deterioration due to age and the marine environment," according to the Caltrans project website.

Officials plan to rehabilitate the bridge by replacing the entire deck and its seismic sensors. The project also includes replacing the bridge railings, fences and median barrier.

Ramp and lane closures began on November 6 ahead of the complete shutdown at midnight. All lanes on State Route 47 on the Vincent Thomas Bridge between Ferry Street and Harbor Boulevard are closed. The closure includes northbound lanes on State Route 47 approaching Harbor Boulevard, southbound Interstate 110, and Miraflores Avenue. The bridge is anticipated to reopen in March 2028.

During the closure, Caltrans said traffic control officers will be deployed to 18 key intersections in the area to monitor and manually facilitate traffic flow, and local police will expand commercial traffic enforcement. Motorists will be detoured primarily along Interstates 710 and 110, State Route 103 and Harry Bridges Boulevard. The detour route will take traffic to and from Terminal Island along Front Street and John S. Gibson Boulevard in San Pedro and along Harry Bridges Boulevard and Henry Ford Avenue in Wilmington.

Caltrans conducted local road improvements on the project's detour routes, including the resurfacing and striping of roads and intersections, installing traffic cameras and placing temporary traffic signals.

Terminal lands $11.25 million grant to expand refrigerated cargo

A Delaware County, Pennsylvania waterfront terminal is getting an $11.25 million federal boost to chase one of shipping's most valuable cargoes in goods that have to stay cold from the dock to the store shelf. With the new federal funding, Penn Terminals in Eddystone aims to win a bigger share of the cold cargo moving through Delaware River ports, from fresh produce to pharmaceuticals.

The U.S. Department of Transportation awarded the grant to Penn Terminals in Eddystone through its Port Infrastructure Development Program. The goal is to help the facility compete for shipments of fresh produce, pharmaceuticals, and other temperature-sensitive products, where a broken cold chain can mean a lost load. The money will pay for 840 electrical connections where refrigerated trailers can plug in and keep their cargo chilled, along with 24 storage racks that let those trailers be stacked to save space. Upgrades to the site's electrical infrastructure and roads will also help move cargo in and out more efficiently.

U.S. Sen. Dave McCormick said the investment "will expand the refrigerated cargo capacity" at Penn Terminals, while Sen. John Fetterman pointed to its potential to strengthen Pennsylvania's supply chains and open up more international trade.

Owned by Singapore-based PSA International, Penn Terminals already handles shipping containers, steel, and perishable goods. The new funding is aimed squarely at growing that last category. The expansion arrives as ports up and down the Delaware River jockey for more shipping business. Leo Holt, whose family's company operates terminals in Philadelphia and South Jersey, acknowledged that regional ports "surely are competitive."

Honolulu Notes

Honolulu dispatched a total of 75 jobs in October. The current Honolulu registration list includes 22 A-, seven B-, and nine C-seniority members.

After approximately 48 hours at sea, the MV Daniel K Inouye returned to Honolulu to disembark a crew member due to an emergency. The disembarkation took place at approximately 0330 hours.

I attended the October Hawaii Ports Maritime Council meeting. On October 28, Hawaii Ports Maritime Council members rallied at The Old Spaghetti Factory at Aloha Tower in Honolulu in support of Jill Tokuda for Congress. Tokuda is a supporter of the Jones Act and the union labor movement.

Aloha,
Don Ngo, Port Agent



Hawaii Ports Maritime Council members rallied in support of Jill Tokuda for Congress; a supporter of the Jones Act and the union labor movement. From left to right are Luke Kaili (MEBA), Hazel Galbiso (SIU), Representative Jill Tokuda (D – Hawaii), Patrick Max Weisbarth and his son 'Ikena (SUP), Don Ngo (MFOW), and Randy Swindell (MM&P).

Seattle Notes

During the month of October Seattle shipped two REJs, two Oilers, two Wipers, nine Standby Wipers, and 11 Standby Reefer/Electricians. Seattle currently has seven A-, one B-, and four C-seniority members registered for shipping.

The new NMC Navita Portal is proving to be challenging for many members. Most members are reporting that it is extremely difficult to use on their phones and that the available drop-down menu options do not always match what they need to apply for. If you need a computer to submit applications, the Seattle Hall has a crew computer available for use. If you have trouble submitting applications, don't delay applying and make the drive to the hall.

This year's pensioners holiday party has been scheduled and booked for Saturday December 12. It will be at the same place as last year: Salty's on Alki Beach from 1200 to 1600. The address is 1936 Harbor Ave. SW, Seattle. Pensioners, if you need transportation to attend, let me know and I will try to arrange a ride from a member that lives in your area for you.

Fraternally,
Brendon Bohannon,
Representative

Honor Roll

Voluntary donation to
General Treasury —October 2026:
Enrique Maiden, #3808.....$25.00
Thomas Daniels, P-2788 ..... $100.00
Stuart Melendy, #3671 ..... $50.00
Drexel Gamatero, JM-5495..... $50.00
Kevin Haymer, #3958 ..... $20.00
Loren Ross, JM-5619.....$10.00

Political Action Fund

Voluntary donations for October 2026:
Thomas Daniels, P-2788 ..... $100.00
Stuart Melendy, #3671 ..... $50.00

Halls to close

Veterans' Day — The MFOW hiring halls will be closed on Wednesday, November 11, 2026, in observance of Veterans' Day, which is a contract holiday.

Holiday Schedule

The MFOW hiring halls will be closed in observance of the following contract holidays:

Thanksgiving Day — Thursday, November 26

Christmas Eve* — Thursday, December 24

Christmas Day — Friday, December 25

New Year's Eve* — Thursday, December 31

New Year's Day — Friday, January 1, 2027

January 4 is Jack Hall Day (January 2), an ILWU Local 42 holiday in Hawaii and shall be observed in accordance with local custom and practice.

*Christmas Eve and New Year's Eve are ILWU holidays on the West Coast and therefore recognized MFOW holidays aboard APLMS and Matson vessels in Pacific Coast ports. For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

Members are reminded that no shipping cards will be stamped at the regular business meetings immediately preceding and following the holidays.

Wilmington Notes

Job numbers have remained pretty much the same from last month. The registration list as it stood on October 30 was 30 A-, 15 B-, and 27 C'-seniority members.

During the month of October, I attended the MTD meeting at the Wilmington SIU Hall, where we discussed important issues concerning South Bay unions. I was also invited to the 2026 Maritime Industry Salute Dinner onboard the Battleship Iowa by Mrs. Pat Petite, who runs the International Seafarers Center for Wayward Mariners.

If you contact the union hall and ask if there are any jobs on the board or coming up, I will subtly respond by saying, "Come to the Union Hall and find out." Members who have been waiting patiently at the union hall for weeks, or even months, have preference over members who don't make job calls.

Another issue is that members dispatched to standby jobs, must make a copy of their timesheet after it has been signed by the 1st Assistant or Chief Engineer in case there are discrepancies with their checks from payroll.

Respectfully,
Pasquale "Mike" Gazillo, Port Agent

Regular membership meeting dates 2026

December	2	S. F. Headquarters
	8	Honolulu
	9	Wilmington

Regular membership meeting dates 2027

January	6	S. F. Headquarters
	12	Honolulu
	13	Wilmington
February	3	S. F. Headquarters
	9	Honolulu
	10	Wilmington
March	3	S. F. Headquarters
	9	Honolulu
	10	Wilmington
April	7	S. F. Headquarters
	13	Honolulu
	14	Wilmington
May	5	S. F. Headquarters
	11	Honolulu
	12	Wilmington
June	2	S. F. Headquarters
	8	Honolulu
	9	Wilmington
July	7	S. F. Headquarters
	13	Honolulu
	14	Wilmington
August	4	S. F. Headquarters
	10	Honolulu
	11	Wilmington
September	1	S. F. Headquarters
	7	Honolulu
	8	Wilmington
October	6	S. F. Headquarters
	12	Honolulu
	13	Wilmington
November	3	S. F. Headquarters
	9	Honolulu
	10	Wilmington
December	1	S. F. Headquarters
	7	Honolulu
	8	Wilmington

HOWZ SHIPPING?

October 2026

San Francisco

Electrician..... 1
Electrician/Reefer/Jr. Engineer..... 1
Reefer/Electrician/Jr. Engineer..... 3
Junior Engineer 1
Oiler..... 1
Wiper..... 1
Shore Mechanic..... 1
Standby Electrician/Reefer 12
Standby Wiper..... 6
TOTAL 27

Wilmington

Electrician/Reefer/Jr. Engineer..... 2
Reefer/Electrician/Jr. Engineer..... 2
Junior Engineer 2
Oiler..... 3
Wiper..... 5
Shore Mechanic..... 9
Standby Electrician/Reefer 23
Standby Wiper..... 28
TOTAL 74

Seattle

Reefer/Electrician/Jr. Engineer..... 2
Oiler..... 2
Wiper..... 2
Standby Electrician/Reefer 11
Standby Wiper..... 9
TOTAL 26

Honolulu

Electrician/Reefer/Jr. Engineer..... 5
Reefer/Electrician/Jr. Engineer..... 1
Junior Engineer 4
Oiler..... 1
Wiper..... 5
Shore Mechanic..... 2
Standby Electrician/Reefer 26
Standby Junior Engineer..... 2
Standby Wiper..... 29
TOTAL 75

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