



THE MARINE FIREMAN

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MV Cape Hudson supports offload for Exercise Super Garuda Shield 2025

Last month, the Military Sealift Command (MSC) chartered motor vessel *Cape Hudson* arrived at the port of Bandar Lampung, Indonesia, in support of exercise Super Garuda Shield 2025. Super Garuda Shield 2025 is a joint multinational exercise sponsored by U.S. Army Pacific, and features approximately 3,000 participants from the Indonesian and U.S. Marine Corps, Navy, Air Force, Army, and special operations forces.

The U.S. Army's 835th Transportation Battalion, 599th Transportation Brigade, Military Surface Deployment and Distribution Command, out of Okinawa, Japan, oversaw the offload of approximately 165 pieces of equipment and containers from *Cape Hudson* for Super Garuda Shield 2025.

"*Cape Hudson* plays an essential role in port operations by delivering equipment and supplies that keeps the exercise moving," said U.S. Navy Capt. David L. Reyes, commodore, MSC Far East. "This offload demonstrates how critical maritime logistics are to sustaining the mission and ensuring our joint forces can operate at full strength."

Cape Hudson is a Cape H-class roll-on, roll-off container vessel with four decks of cargo space. The ship can accommodate 186,000 square feet of car-

go, which equates to about 4.3 acres of space that can hold roughly 38,000 tons of cargo. Despite its size, the ship's characteristically low draft allows for it to enter smaller ports while loaded which allows it to support operations in a wider range of areas.

Cape Hudson is part of the Ready Reserve Force fleet, a subset of vessels within the Maritime Administration's National Defense Reserve Fleet ready to support the rapid worldwide deployment of U.S. military forces. The ship's unlicensed engineers are MFOU union members.

Super Garuda Shield 25 continued through early September, featuring joint and combined training across multiple domains and showcasing the ability of U.S. and allied forces to work together in the Indo-Pacific.

MSC Far East supports the U.S. 7th Fleet and ensures approximately 50 ships in the Indo-Pacific Region are manned, trained, and equipped to deliver essential supplies, fuel, cargo, and equipment to warfighters, both at sea and on shore. U.S. 7th Fleet is the U.S. Navy's largest forward-deployed numbered fleet and routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.



Military vehicles and equipment are prepared for an offload off Military Sealift Command chartered *MV Cape Hudson* at the port of Bandar Lampung, Indonesia in support of exercise Super Garuda Shield 2025. Super Garuda Shield 2025 is a joint and multinational exercise, featuring participation from the Indonesia Marine Corps, Navy, Air Force, Army, and special operations forces. The exercise will also include participation from the United States Marine Corps, Navy, Air Force, Army, and Special Operations Command.



U.S. threatens tariffs on nations supporting IMO net-zero shipping plan

The United States has threatened trade and diplomatic retaliation against nations that support a new U.N. plan to curb shipping emissions, warning that tariffs, visa restrictions, and port levies could follow if the deal advances. At the center of the dispute is the International Maritime Organization's (IMO) draft "Net-Zero Framework," which proposes fees on ships that exceed carbon emissions limits. The agreement, struck in April, is set for a decisive vote at the IMO's extraordinary session in October.

Washington withdrew from negotiations earlier this year and has since warned that backing the framework would unfairly burden global shipping while offering little real progress on climate goals. A U.S. State Department spokesperson confirmed the administration is "actively exploring and preparing to act on remedies including tariffs, visa restrictions, and/or port levies" if the deal is adopted, adding that the U.S. is urging its partners to take similar measures.

Several governments, including the Netherlands, have received direct warnings. A Dutch infrastructure ministry spokesperson confirmed that U.S. representatives cautioned the country could face tariffs or other penalties if it supported the plan. It remains unclear how many other IMO members have been approached.

The IMO, which regulates global shipping safety and emissions across its 176 member states, stressed that the October session will allow concerns to be addressed ahead of any vote. Global shipping currently generates nearly 3 percent of worldwide CO2 emissions, with about 90 percent of global trade moving by sea. Supporters of the framework argue that without decisive measures, emissions will rise sharply.

The initial April draft passed with 63 votes in favor, 16 against, and 24 abstentions. With a majority needed, the outcome of the October vote is uncertain — especially amid mounting U.S. pressure on allies.



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

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Port of Long Beach earns top honors

The Port of Long Beach has been named the best West Coast seaport in North America for a seventh consecutive year in addition to being named the best green seaport by readers of the shipping trade publication Asia Cargo News. The honors were announced during the Asian Freight, Logistics and Supply Chain Awards held September 3 in Hong Kong. Asia Cargo News hosts and organizes the awards ceremony yearly to recognize top seaports, shipping lines and other logistics industry leaders.

More than 15,000 readers and e-newsletter subscribers of Asia Cargo News nominated leading companies for each category, then determined the winner from a list of four finalists in each category.

“We are honored to be recognized by our customers for delivering the highest standard of service in addition to the environmental achievements gained through our landmark Green Port Policy adopted 20 years ago,” said Port of Long Beach CEO Mario Cordero. “We could not have achieved this without the marine terminal operators, workers and supply chain partners who make the Port of Long Beach the most efficient and greenest gateway for trans-Pacific trade.”

“We thank the industry for taking notice of our investments in state-of-the-art modern facilities, excellent customer service and sustainable practices to ensure our clients and tenants can move their goods rapidly and cost effectively,” said Long Beach Harbor Commission President Frank Colonna. “We are grateful to Asia Cargo News and the support of its readers.”

- The full list of winners at the awards ceremony were:
The Asian Freight, Logistics & Supply Chain Awards 2025 — Winners
- Best Seaport – Asia** Port of Singapore
 - Best Seaport – Europe** Port of Hamburg
 - Best Seaport – Middle East** Jebel Ali Port
 - Best Seaport – North America**
 - East & Gulf Coasts** Port of Houston
 - Best Seaport – North America**
 - West Coast** Port of Long Beach
 - Best Seaport – Oceania** Port of Melbourne
 - Best Global Seaport** Port of Singapore
 - Best Container Terminal – Asia**
 - (Over 4 million TEU)**Hutchison Ports Yantian
 - Best Container Terminal – Asia**
 - (Under 4 million TEU)** Colombo International Container Terminals
 - Best Container Terminal – Europe**PSA Antwerp
 - Best Global Container Terminal Operator**
 - PSA International
 - Best Airport – Asia**
 - (Over 1 million tons)** Hong Kong International Airport

India’s largest container terminal inaugurated

India inaugurated the second phase of the Bharat Mumbai Container Terminal (BMCT) at Jawaharlal Nehru Port Authority (JNPA) on September 4. Prime Minister Narendra Modi and Singapore’s Prime Minister Lawrence Wong joined the ceremony virtually, which officials said marked the largest single foreign direct investment in India’s port sector. The expansion has doubled BMCT’s handling capacity from 2.4 million TEU to 4.8 million TEU, making it the country’s largest standalone container terminal. With this expansion, JNPA’s total capacity has crossed 10 million TEU, making it the first Indian port to reach this milestone.

The project was developed through a 30-year public-private partnership between JNPA and PSA International, Singapore’s global port operator. PSA said the \$1.3 billion investment is its largest in India so far.

The company has been operating in India since 1998, running container terminals in Mumbai and Chennai and container freight stations in Mumbai and Mundra through its

- Best Airport – Asia**
- (Under 1 million tons)** Macau International Airport
- Best Airport – Europe** Istanbul Airport
- Best Airport – Middle East** Bahrain International Airport
- Best Airport – North America**
- Miami International Airport
- Best Airport – Oceania** Auckland Airport
- Best Global Airport**
- Hong Kong International Airport
- Best Air Cargo Terminal**
- Operator – Asia** SATS (Singapore)
- Best Global Air Cargo Terminal Operator**
- Hong Kong Air Cargo Terminals Ltd.
- Best Shipping Line – Asia-Africa** Maersk
- Best Shipping Line – Asia-Europe** Evergreen Line
- Best Shipping Line – Intra-Asia** .. Yang Ming Marine
- Best Shipping Line – Trans-Pacific**CMA CGM
- Best Shipping Line – Project Cargo**AAL
- Best Global Shipping Line** CMA CGM
- Best Air Cargo Carrier – Asia** Cathay Cargo
- Best Air Cargo Carrier – Europe**
- Air France-KLM-Martinair Cargo
- Best Air Cargo Carrier – Middle East** Etihad Cargo
- Best Air Cargo Carrier – North America**
- United Cargo
- Best Air Cargo Carrier – Oceania**....Air New Zealand Cargo
- Best Low-Cost Air Cargo Carrier**....Teleport
- Best All-Cargo Airline** DHL Aviation
- Best Logistics Service Provider – Air**.....CEVA Logistics
- Best Logistics Service Provider – Ecommerce** Cainiao
- Best Logistics Service Provider – Rail** CPKC
- Best Logistics Service Provider – Road** DSV
- Best Logistics Service Provider – Sea** KLN
- Best Logistics Service Provider – Express**DHL Express
- Best Logistics Service Provider – Project Cargo**
- DHL Global Forwarding
- Best Logistics Service Provider – Warehousing**.....HACIS
- Best 3PL Provider** KLN
- Best Green Seaport** Port of Long Beach
- Best Green Container Terminal** ...PSA Singapore
- Best Green Airport**Singapore Changi Airport
- Best Green Air Cargo Terminal Operator**
- Shanghai Pudong International Airport
- Cargo Terminal Co., Ltd. [PVG]
- Best Green Shipping Line** Orient Overseas Container Line (OOCL)
- Best Green Air Cargo Carrier** Singapore Airlines Cargo
- Best Green Logistics Operator** C.H. Robinson
- Best Educational Course Provider**National University of Singapore – The Logistics Institute Asia Pacific

subsidiary PSA Ameya. It also collaborates with its affiliate supply chain business, PSA BDP.

BMCT is equipped with a 2,000-metre quay and deep draft berths designed to handle some of the world’s largest container vessels with a carrying capacity of up to 18,000 TEU. The facility has 24 ship-to-shore cranes, 72 rubber-tired gantry cranes, and several rail-mounted gantry cranes to speed up cargo movement.

JNPA chairman Unmesh Wagh said the project was completed ahead of schedule and added that JNPA has now become India’s largest container port. Maharashtra chief minister Devendra Fadnavis congratulated JNPA and PSA on their collaboration. He said the state is now the number one cargo handler in India and added that once VadHAVAN Port is operational, Maharashtra will join the ranks of the world’s top 10 ports.

Union minister of state for ports, shipping and waterways Shantanu Thakur emphasized that the use of renewable-powered cranes at the terminal and the planned memorandum of understanding between India and Singapore for a “green and digital shipping corridor” demonstrate India’s commitment to sustainability.

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Government Vessels

MT Allied Pacific — On August 7, 2025, the Military Sealift Command (MSC) notified the Union that they intended to exercise Option Period 2 of the *MT Allied Pacific* contract for the period October 6, 2025, through October 5, 2026.

Ready Reserve Force — At the August Headquarters meeting, and in the August edition of *The Marine Fireman*, I reported that effective July 27, 2025, there was to be a six percent (6.0%) increase in total labor cost (TLC) for unlicensed engine ratings serving aboard the Patriot Contract Services (PCS)-operated Ready Reserve Force (RRF) vessels. This was incorrect, as the six percent TLC is to be applied on the Year 2 anniversary date of the new contract.

The new contract commenced on August 18, 2025. This means the Year 2 anniversary date is actually August 18, 2026. So, effective August 18, 2026, there shall be a six percent (6.0%) increase in TLC for unlicensed engine ratings serving aboard the PCS-operated RRF vessels. The confusion stems from the ongoing Maritime Administration (MARAD) implementation of “bridge contracts” and from a more than two-year delay in award of the actual new contract, requiring multiple bid submissions.

On August 15, the Union was notified that the turnover date for the three *Cape T* vessels (*Cape Taylor*, *Cape Texas* and *Cape Trinity*) was August 29, 2025. The new contract to operate the three *Cape T* ships was awarded to Tote Services, LLC.

USNS Watson — On August 12, the Union was informed by PCS that *USNS Watson* ownership would shift from MSC to MARAD effective August 27, 2025, and that the vessel would be placed in reduced operating status (ROS-5). The vessel will remain in Baltimore until further notice with an unlicensed engine crew of one Electrician, one Oiler, and one Wiper.

T-AGOS Vessels — On August 13, the Union was notified by PCS that Amendment 7 of the RFP to operate and maintain the T-AGOS vessels had been published and that discussions on the bid were officially closed. Final proposal revisions were due on August 13, 2025. Then, Amendments 8 through 10 were published pushing back the due date for final proposal revisions to September 4, 2025.

Matson Navigation Company

The conversion of three Matson vessels (*Daniel K. Inouye*, *Kaimana Hila* and *Manukai*) to dual-fuel engines (LNG and bunker fuel) has created an increase in engine department manning. This is due to an ongoing requirement to operate the vessels in attended mode.

The company originally hired two additional Licensed Engineers and two additional Junior Engineers on each vessel in order to form a standard 4 x 8 watchstanding program utilizing the additional personnel along with one contractual licensed engineer and the contractual Day Junior Engineer/Utility (DJU) as watchstanders. This was working out very well until the company decided to look at ways to reduce labor cost as cargo volumes, specifically China export cargo volumes, began to decrease.

In June, the company detailed a plan to lay off one of the extra Junior Engineers, and have the contractual DJU and the additional Junior Engineer each stand two watches per day, with the other two watches covered by the Electrician (ERJ) and Reefer Engineer (REJ).

After careful consideration, my response was that the arrangement might lead to STCW rest period problems and that it will interfere with the ERJ and REJ’s primary duties. The company implemented the plan anyway.

At the August Honolulu Branch meeting, the membership cited provisions in the Work Rules and called upon the Union to “uphold the provisions of our contract, preserve the standing Watch Junior Engineer billet aboard Matson vessels, and reject any proposal to reduce it.”

However, in terms of contractual violation, the Union does not have a good argument. Section 36 (m) of the Work Rules states, “In the event an additional Licensed Engineer is added to the complement aboard any motor vessel, the Unlicensed Engine Department shall also be increased by the same number.” The addition of two Licensed Engineers requires the company to hire two unlicensed personnel. The company has that covered with the additional Junior Engineer and the non-contractual Wiper.

The other argument is that the ERJ and REJ are day workers and cannot be assigned a watch. This argument is weak as the reason we have combination ratings aboard motor vessels is so that the Certificate of Inspection (COI) is covered (three Oilers or three Junior Engineers to substitute for Oilers) and that these ratings are available to stand watches if the ship is required to operate in attended engine room status.

In August, I drafted a proposal for the company to hire two Oilers to cover the 4 x 8 watch along with the DJU, thereby fixing the problem with COI ratings while maintaining the contractual ratings of ERJ, REJ and DJU. This would also free up the ERJ and REJ to remain strictly as day workers and focus on their primary duties. The Oiler wage rates would be the same as the 2025 APL Marines Services’ Oiler wage rates negotiated a few years back.

This proposal has not been agreed upon by the company. So, without a legitimate contractual grievance, we remain deadlocked with the status quo until a better solution is agreed upon or until the topic is revisited during contract negotiations in 2026.

Active MFW members

Retain your Welfare Fund eligibility.

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

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

APL

On August 22, the MFW and SUP filed a grievance against APL for crewing the U.S.-flag *CMA CGM Phoenix* with an alternate workforce. We demanded that replacements for *CMA CGM Phoenix* unlicensed engine and deck crews be dispatched through the MFW and SUP hiring halls and that the company make the respective memberships whole for any loss of work resulting from violation of Section 3(a) and 3(b) of the General Rules. In the event the company refuses to provide the requested relief, we demanded that the matter proceed immediately to arbitration as provided in the grievance resolution procedure under section 10(b) of the Agreement.

Will keep the membership informed.

MFW Election

Nominations to elect officers of the Marine Firemen’s Union for the 2026-2028 term of office opened on September 1, 2025, and will remain open until September 30, 2025. Under “New Business” the Chairman will call for nominations. Nomination slips are available and may be handed in to the officials at Headquarters and branches. They may also be made by mail any time during the month, provided that mailed nominations are received at MFW Headquarters by September 30, 2025. The following official positions will appear on the referendum ballot this year:

- 1. President/Secretary-Treasurer
- 2. Vice President
- 3. San Francisco Business Agent
- 4. Wilmington Port Agent
- 5. Honolulu Port Agent
- 6. Trustee (3 positions)
- 7. 2027 SIUNA Convention Delegate (if needed)

The deadline for nomination acceptances is Friday, October 10, 2025. The acceptances may be sent to Headquarters by regular mail or email. Email is preferred. On Tuesday, October 14, 2025, the Credentials Committee will check acceptances and begin to prepare the ballot.

VICE PRESIDENT'S REPORT

There were 45 registrants dispatched in the month of August: 24 in Class A, two in Class B, 14 in Class C and five Non-Seniority.

There are 38 members registered: 14

in Class A, six in Class B, and 18 in Class C.

Fraternally,
Robert Baca
Vice President

\$679 million in offshore wind infrastructure funding axed

The U.S. Department of Transportation is withdrawing or terminating \$679 million in funding for 12 port and infrastructure upgrades that would support offshore wind projects.

“As part of the Department of Transportation’s review of all discretionary grant programs with obligated and unobligated projects, USDOT identified 12 offshore wind grants and project selections that were not aligned with the goals and priorities of the administration,” the department said in a release.

The defunded projects include the Sparrows Point Steel Marshalling Port Project, which had been awarded \$47.3 million in Port Infrastructure Development Program; the Arthur Kill Terminal, an offshore wind port in New York, which had been allocated \$48 million in PIDP funding; and the Humboldt Bay Offshore Wind Heavy Lift Multipurpose Marine Terminal, which had been allocated \$426.7 million in Nationally Significant Freight and Highway Projects funding.

The department’s release said the Trump administration has “refocused” DOT and its Maritime Administration “on rebuilding America’s shipbuilding capacity, unleashing more reliable, traditional forms of energy, and utilizing the nation’s bountiful natural resources to unleash American energy.”

This funding claw-back is the latest in a series of moves from President Donald Trump to reverse course on federal support for offshore wind. Last month the U.S. Department of Commerce opened a probe into wind turbine imports, setting the stage for new tariffs, and it rescinded all “wind energy areas” the Biden administration had designated for future lease sales on the U.S. Out-

er Continental Shelf.

Also last month, the Department of the Interior issued a stop work order to the 700 MW Revolution Wind project and said in court that it intends to revoke the approved construction and operations plan for US Wind’s 2.2 GW Maryland Offshore Wind project off the coast of Maryland and Delaware.

“Wasteful wind projects are using resources that could otherwise go towards revitalizing America’s maritime industry,” U.S. Transportation Secretary Sean Duffy said in the department’s release. “Joe Biden and Pete Buttigieg bent over backwards to use transportation dollars for their Green New Scam agenda while ignoring the dire needs of our shipbuilding industry.”

State Governors Kathy Hochul, D-New York; Maura Healey, D-Massachusetts; Ned Lamont, D-Connecticut; Dan McKee, D-Rhode Island; and Phil Murphy, D-New Jersey, issued a joint Labor Day statement in opposition to the president’s offshore wind policies, asking the administration to “uphold all offshore wind permits already granted and allow these projects to be constructed.”

“Efforts to walk back these commitments jeopardize hardworking families, wasting years of progress and ceding leadership to foreign competitors,” the governors wrote. “Canceling projects that have already been fully permitted — including some near completion — sends the worrisome message to investors that the work can be stopped on a whim, which could lead them to decide to either not finance different projects or impose higher interest rates that would ultimately place a bigger burden on taxpayers.”



PACIFIC COAST MARINE FIREMEN, OILERS, WIPERS AND WATERTENDERS ASSOCIATION

The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association, also known as the Marine Firemen’s Union, or MFOW, is a labor organization that represents unlicensed engine department merchant mariners aboard U.S.-flag ships. The MFOW was formed October 1883 in San Francisco, California. The founding members were firemen on Pacific Coast coal-burning steamships. The MFOW dispatches merchant mariners who hold the ratings of Electrician, Refrigerating Engineer, Pumpman, Machinist, Junior Engineer, Oiler, Fireman/Watertender and Wiper.

ENTRY LEVEL JOB OPPORTUNITIES

If you have mechanical and/or electrical aptitude, and would like to work on the high seas, a career working as a merchant mariner through the MFOW may be for you. Our members work all over the globe. Unlike many other fields, the U.S. Merchant Marine accepts applicants without college degrees. For those who want to jump straight into work, an entry-level position with the MFOW, as an engine department merchant mariner, is an appealing option.

HOW TO BECOME AN ENTRY-LEVEL WIPER

In order to be dispatched to a job through an MFOW hiring hall, you will need the following:

- Transportation Worker Identification Credential (TWIC)
- U.S. Passport; or foreign passport if a permanent resident
- Merchant Mariner Credential (MMC) endorsed with the:
 - Entry-level National Rating of Wiper
 - STCW Basic Training (BT)
 - STCW Vessel Personnel with Designated Security Duties (VPDSD)
- STCW Two-Year Medical Certificate
- Printout of DOT-approved Drug Screen (within six months)

1. The first step is to acquire a Transportation Worker Identification Credential (TWIC). To receive a TWIC, an applicant must pass rigorous FBI and Department of Homeland Security background checks. Information on obtaining a TWIC can be found on the Transportation Security Administration website at:

<https://www.tsa.gov/twic/>

2. Next, if you are a U.S. citizen, you will need a U.S. Passport. If you are not a U.S. citizen, but hold a Permanent Resident Card (PRC), you will need a foreign passport. Information on obtaining a U.S. Passport can be found on the U.S. Department of State website at:

<https://travel.state.gov/>

3. Third, you need to acquire an entry-level U.S. Merchant Mariner’s Credential (MMC). The entry-level endorsements are Wiper (engine), Ordinary Seafarer (deck) and Food Handler (steward).

- a. To receive an entry-level MMC, you must pass a vision and physical fitness test. This is done by having a physician complete Form CG-719K/E - Application for Medical Certificate, Short Form.
- b. You must also pass a drug screening using Form CG-719P - DOT/USCG Periodic Drug Testing Form.
- c. You must also complete Form CG-719B - Application for Merchant Mariner Credential.

All of these forms and instructions can be found on the NMC website at:

https://www.dco.uscg.mil/national_maritime_center/

4. There are two training courses that must be completed in order to ship out with the MFOW.

- a. STCW Basic Training (BT) – This is a 40-hour course that covers First Aid and CPR, Basic Fire Fighting, Personal Survival Techniques, and Personal Safety and Social Responsibilities.
- b. STCW Vessel Personnel with Designated Security Duties (VPDSD) – This is an 8-hour course that provides sufficient knowledge to undertake the duties assigned under a Vessel Security Plan (VSP).

You can search Coast Guard-approved course locations at the aforementioned NMC website or at the following Maritime Institute website:

<https://maritimeinstitute.com/>



The approximate out-of-pocket cost to acquire all of these items are as follows:

• TWIC	=	\$124
• U.S. Passport	=	\$165
• Coast Guard-approved Physical Exam	=	\$160
• DOT-approved Drug Screen	=	\$60
• MMC	=	\$140
• STCW BT Training	=	\$ 1,350
• STCW VPDS Training	=	\$ 325
Total	=	\$ 2,324

Depending on where you take the training courses, you may also incur transportation and lodging costs. This may appear to be a lot of money to get started, but you will easily recover these costs on your first week or two on a ship.

THE HIRING HALL

The Marine Firemen’s Union dispatches members and non-seniority applicants to billets aboard vessels operated by contracted shipping companies. The union utilizes a seniority-based rotary dispatch system. The selection and eventual membership status of non-seniority applicants is determined by the union on an as needed basis. The jobs calls are held at 10:00 a.m. and 2:00 p.m., Monday through Friday, at the following hiring hall locations:

San Francisco Bay Area Hiring Hall
Marine Firemen’s Union
240 2nd Street
San Francisco, CA 94105
Dispatch: 415-362-7593

Los Angeles/Long Beach Hiring Hall
Marine Firemen’s Union
533-B North Marine Avenue
Wilmington, CA 90744
Dispatch: 310-830-0470

Honolulu Hiring Hall
Marine Firemen’s Union
707 Alakea Street, Suite 102
Honolulu, HI 96813
Dispatch: 808-538-6077

Puget Sound Hiring Hall
Sailors’ Union of the Pacific
4005 - 20th Avenue West, Suite 115
Seattle, WA 98199
Dispatch: 206-467-7944

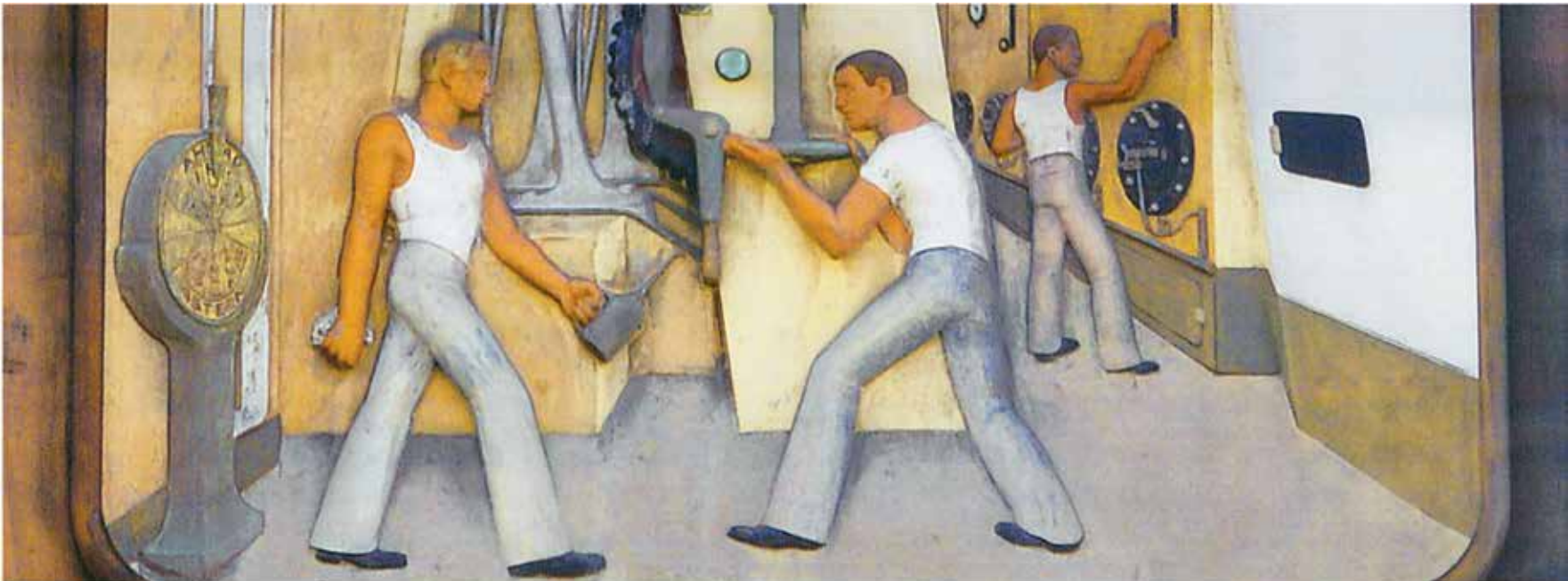
When a sea-going billet becomes available to you, you will be sent to a medical center for a physical exam and given instructions on when and where to report for duty.

Once you become a member, you will have the opportunity to enjoy the following:

- Defined Benefit Pension
- Defined Contribution Pension
- Advancement Training
- Health Care (California, Hawaii, Oregon and Washington)

For additional information, go to:

www.mfoww.org



3D printing to change propeller production

Additive Manufacturing, also known as 3D printing, is set to change the production process of boat propellers. Answering to developments in the marine industry like electrification of propulsion and hydro-foiling, this technique allows for specialized propellers to be produced at low cost and reduced use of material that can be optimized to meet the operational demands of any specific boat.

The complexity of propeller design — Creating the exact right propeller for a ship is a complicated process. A lot of variables have to be taken into account to design a propeller that will perform under all of the different situations in which a boat will sail.

Matching propellers to vessel type and conditions — The size of the boat is to be considered, its weight, the desired speed and the expected conditions in which a boat will be used. It is not so hard to understand that the size and shape of propeller blades of a small planing boat that is racing on a lake need to be quite different than the propeller blades for a sailing yacht that uses the engine to get from open sea with big waves safely into a harbor at slow speed. There are differences in the engines: at which rotation speed will they deliver the best performance? Will the propeller deliver its best propulsion power at that same speed? And then there are so many variations in the propeller itself: the diameter and the number of the blades. Will the blades be overlapping or leave a lot of space in between? How much pitch do the propeller blades have? Or in the case of larger yachts, will the choice be made to install controllable pitch propellers?

In general, one can say that narrow shaped propeller blades with a thick cut-through profile will deliver a lot of pulling force at slower speeds, while wide shaped thin blades a better suited for high-speed sailing.

Praise the propeller — Design of well performing ship and yacht propellers has evolved to be a field of science in itself. It the Maritime Research Centre MARIN in the Netherlands, the scientists have made a collection of the types and designs of propellers that they have done tests with. Even though these are scale models, the rows of screws hanging on the wall span the whole length of the building along the 224-meter test basin multiple times. There are thousands of designs. The number of designs is ever increasing.

All this optimizing of the shapes of these underwater screws aims to get the best possible performance out of the engine power that the boat delivers. Overall, the ship propeller is a very good concept. Boat propellers can be praised as the most efficient mechanical device to transfer engine power into thrust in the water.

Strong alloys for marine propellers — Under water, propellers are exposed to powers causing wear and tear: the torque from the shaft that comes from the engine, the resistance of the water and the turbulence of the water surrounding the blades. As the boat needs to sail at speed, the blade tips rotate at quite high speed through the water and cause vacuum bells. This phenomenon is called cavitation. Cavitation causes deterioration of screws and corrosion. The design of propellers needs to consider this. To withstand all of these forces, the materials of boat propellers need to be tough.

The propellers for small electric trolling motors on dinghies and fishing boats can be made in composites, but bigger and faster boats require tougher materials. Most propeller manufacturers use alloys. For lighter outboard engines, aluminum can be sufficient. A lot of larger and fast sailing boats use stainless steel props. For its good capabilities being repellent to marine fouling, withstanding large forces and enduring the saline environment in sea water, bronze is the more traditional material fa-

vored by mariners for use in screws. Larger boats may use refined metal alloys combining like bronze-aluminum-nickel or copper-nickel.

Shaped in sand, traditional propeller casting — The complicated shapes of boat propellers are usually created by pouring molten metal into a mold. Traditionally, the molds would be made in sand. This allows for flexible shaping. After curing, the resulting boat screw needs a lot of treatment to refine the shape of the blades and smoothen the surface. Automation in production processes led to surface treatment using robot arms that could smoothen the surface using laser beams or mechanical milling.

Melting metal, the first 3D printed prop — In 2017, Dutch maritime start-up RAMLAB produced the first ship propeller made with 3D printing to receive approval by maritime certification institute Bureau Veritas. This marked a breakthrough in both additive manufacturing as in propeller production.

Because 3D printing is a process of adding a new layer of material over the previous, the kind of materials that can be produced is limited. After the first applications with soft plastics with a low melting temperature, the process of additive manufacturing has evolved towards processing metal alloys with the use of a special nozzle that can heat the metal alloy to the temperatures need to achieve a good bonding with the former layer to create a structure strong enough for a certified seagoing vessel's prop.

Shaping wire — The procedure used by RAMLAB is called Wire Arc Additive Manufacturing. A robot arm is fed with a wire of a nickel-aluminum-bronze alloy. The robot arm moves around the structure it is creating, pouring the molten alloy from the wire layer over layer.

A specially developed heating nozzle deposits the layers of molten metal in the correct spots, controlled by a computer program to secure that the correct shape of the propeller will be constructed.

Metal powder printing — Today, Chinese company Metal3DP Technology (with offices in Korea and Singapore) is producing boat propellers with a different technique: 3D printing using metal powder. They call it MAM: metal additive manufacturing. This company offers a lot of different powders to create 3D printed structures in a lot of different alloys, ranging from the softer metals like aluminum to extremely low weight, high strength materials like titanium.

Additive manufacturing gives naval architects design freedom. It liberates propeller design from the constraints of traditional casting molds and machining access. Optimized propellers can be tailored to specific vessel requirements. Creating optimized propellers brings a lot of benefits: improved fuel efficiency, reduced cavitation and noise and the potential for lighter, integrated propulsion components.

Accelerating innovation in marine propulsion — Recent developments call for optimized screw designs. Electric motors deliver other power characteristics than internal combustion engines. Foiling boats need the power to speed up quickly to get up on their foils, but once on their foils maintain their speed at a lot less drag.



Construction begins on world’s first ammonia-powered containership

Yara Clean Ammonia has marked a significant milestone in maritime decarbonization with the steel cutting ceremony for *Yara Eyde*, the world’s first renewable ammonia-powered containership. The ceremony officially launches construction of a vessel that aims to showcase ammonia’s potential as a low-emission maritime fuel. The vessel will operate on the Oslo–Porsgrunn–Bremerhaven–Rotterdam route, connecting industrial clusters in Norway and Germany while reducing emissions and maintaining efficient trade.

Ammonia has made rapid progress as a marine fuel in recent years. According to a DNV report, it has evolved from concept to early implementation in just five years, establishing a viable pathway to become a low-GHG alternative fuel for deep-sea shipping. The maritime industry currently has 39 ammonia-fueled vessels on order, primarily in the tanker and general cargo sectors, with commercial engines available and initial fuel use already demonstrated.

While ammonia production capacity remains limited, confirmed plans will increase it to 14 million tons per annum by 2030. Bunkering infrastructure is developing, with trials already completed in key maritime hubs including Singapore and Rotterdam.

Despite its potential, ammonia faces challenges including toxicity and high cost. Industry experts note that scaling up ammonia as a ship fuel will require standardized solutions, prescriptive regulations mandated by the IGF Code, increased production capacity, expanded port capabilities, and standardized crew training.

The development of *Yara Eyde* represents a significant step in the shipping industry’s broader transition to alternative fuels. According to DNV’s Alternative Fuels Insight platform, orders for alternative-fueled vessels reached 19.8 million gross tons in the first half of 2025, a 78 percent increase over the same period last year.

Panama Canal Authority launches process for new gas pipeline project

During his official visit to Japan, Panama President José Raúl Mulino, together with the Minister for Canal Affairs, Jose Ramón Icaza, and the Administrator of the Panama Canal, Ricaurte Vásquez Morales, announced the start of the process to develop a gas pipeline that will be part of the new energy corridor of the interoceanic route. According to the announcement, the gas pipeline will be the first major project within this infrastructure platform aimed at strengthening the country’s competitiveness and addressing a strategic need in the global energy market.

The Board of Directors of the Panama Canal Authority has already authorized the start of the concessionaire selection process, which will be formally launched in Panama. The procedure will include three stages: prequalification of interested parties, interaction and dialogue with the prequalified companies, and final selection of the concessionaire. The prequalification phase will begin this year, while the final stage of selection is expected to conclude in the fourth quarter of 2026. Authorities stated that the process will be transparent and competitive, with expected participation from international companies.

Mulino described the gas pipeline as one of the largest investments in the history of the Canal. He noted project-

ed annual average employment generation of more than 6,500 jobs during construction and around 9,600 during operations.

The gas pipeline is part of the Panama Canal Authority’s revenue diversification strategy, which seeks to expand service offerings, increase cargo movement capacity without requiring additional water, and consolidate Panama as a strategic point for global trade. This strategy also foresees the development of an intermodal logistics hub, with container transshipment terminals, storage areas, and a road linking the Centenario Bridge to the Atlantic Bridge on the Canal’s west bank. The first projects in this hub are the construction of container transshipment ports in Corozal and Telfers, both on the Canal’s east bank.

Panama Canal Authority is an autonomous legal entity of the Republic of Panama, responsible for the operation, administration, management, preservation, maintenance, and modernization of the Panama Canal, as established by the Panamanian Constitution and Law No. 19 of 1997. The Panama Canal is an interoceanic waterway under the jurisdiction of the Republic of Panama, opened in 1914, connecting the Atlantic and Pacific Oceans. It is a strategic asset managed by the Panama Canal Authority.

BUSINESS AGENT'S REPORT

Hello Brothers and Sisters,

Patriot and Matson provided small highlights for this month.

This August saw the new Ready Reserve Force (RRF) contract implemented. This placed a Wiper and Oiler on the ROS *Cape H's*, *Cape V's*, *Cape Orlando*, and *Callaghan*. Also, the *Watson* was the first of the same name class ship to change to RRF. With the rest of Patriot, the *Cape Horn* called on some wipers and an extra Electrician to assist for class inspections and ready for future deployment. The *Cape Henry* returned over Labor Day weekend and is in process of returning to ROS. Patriot also asked for four Wipers to assist over Labor Day weekend to assist in its ROS transition.

Matson reactivated the *Maunalei*. San Francisco provided a quartet of Wipers to assist the *Maunalei* crew in preparing for this activation. I want to thank SEA and LA for providing an ERJ and REJ

in this activation and keeping the ship crewed. The *Maunalei* will move into an Alaska run slot and then is schedule for the shipyard sometime in the Winter.

The shipping industry is still trying to come to grips with the current political climate that is shaking up the entire world economy. We need to remember that world trade is still 80% completed by sea. To channel our sister union retired President David Connely, the American consumers insatiability is driving the economy that is keeping shipping alive. Because the need for shipping is still strong, we must work diligently to show the companies that our skills are needed if they want to make money. Keep up the struggle with skillful and diligent completion of daily tasks and repairs.

Fraternally,
Patrick Gillette
San Francisco Business Agent

SEATTLE NOTES

During the month of July Seattle shipped three Electricians, one Wiper, and eight Standby Reefers. Seattle currently has eight A-, five B-, and four C-seniority members registered for shipping.

I was on vacation for most of the month, so I don't have much to report this round. When I returned to the office there were several 719Ks in my email that had been sent over by Kaiser. To my surprise, when I reached out to

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

Fraternally,
Brendon Bohannon, Representative

Hanwha to invest \$5 billion into Philly Shipyard

Hanwha Group has announced a \$5 billion infrastructure plan for Hanwha Philly Shipyard as part of South Korea's commitment to supporting growth of the U.S. shipbuilding industry through a \$150 billion investment fund. The announcement was made in time for the christening of a new training vessel, the U.S. Maritime Administration's (MARAD) third National Security Multi-mission Vessel (NSMV).

The naming ceremony, which took place at Hanwha Philly Shipyard, was attended by South Korean President Lee Jae Myung, the First Lady, and other senior officials. Pennsylvania Governor Josh Shapiro and Senator Todd Young also joined the event. The ceremony followed summit talks between President Lee and U.S. President Donald Trump. Earlier, the Lee administration had pledged \$150 billion in American ship-

building investments during a trade deal between Korea and the US Hanwha Philly Shipyard is expected to play a key role in future collaboration between the two countries.

In his welcome address, Hanwha vice chairman Dong Kwan Kim expressed gratitude to the leaders of both countries and emphasized the importance of joint partnership in bolstering the shipbuilding industry.

Hanwha acquired Philly Shipyard last year through a \$100 million investment, building a landmark hub for shipbuilding in America. It is investing to modernize infrastructure and create a digitally-enabled, high-efficiency shipyard, with world-class automation and smart-yard technology.

The \$5 billion program will be dedicated to the installation of two additional docks, and three quays to increase capacity. Hanwha is also reviewing the build-out of a new block assembly facility. Through this expansion, Hanwha aims to increase Philly Shipyard's annual production volume from less than two vessels to up to 20. As a global leader in LNG vessels, Hanwha aims to produce LNG carriers, naval modules and blocks, and, in the long-term, naval vessels out of its U.S. shipyard.

Halls to close

Columbus Day — The MFOW hiring halls will be closed on Monday, October 13, 2025, in observance of Columbus Day, which is a contract holiday.

HONOLULU NOTES

In August, the Honolulu Hall dispatched a total of 71 jobs, reflecting a steady demand across both rotary and standby positions. This month's dispatches included 28 Standby Electrician/Reefer jobs, 29 Standby Wiper jobs and two Standby Junior Engineer jobs for the *Kaimana Hila*, with the remainder consisting of rotary and relief assignments. We continue to maintain strong dispatch activity, although a few rotary calls were left unfilled due to members' availability. As of this month, the Honolulu registration list stands at 21 A-, seven B-, and 11 C- seniority members

Beyond dispatch work, August was a slow month for community engage-

ment. I did attend the third AI workshop, continuing our efforts to explore how emerging technology can support union operations, reporting, and training. I also participated in the monthly Honolulu Sailors' Home Society Board meeting, where ongoing discussions focus on maintaining the Home's mission and preserving its legacy for Hawaii's maritime community. We remain committed to both meeting our dispatch responsibilities and engaging in broader initiatives that support workforce development, union representation, and the maritime community at large.

Aloha,
Mario Higa, Port Agent

Maritime training school owner pleads guilty

In August, a St. Clair County, Michigan man pleaded guilty to a felony charge related to falsifying records connected to a course he administered to students seeking to become credentialed merchant mariners, announced United States Attorney Jerome F. Gorgon Jr.

Mel Stackpoole, 62, entered his guilty plea to one count of knowingly altering and falsifying records and documents

with the intent to impede the proper administration of a matter within the jurisdiction of the United States Coast Guard.

According to court records, Stackpoole was the owner and lead instructor of Great Lakes Charter Training, a marine training school that offered Coast Guard approved training courses for the issuance of merchant mariner credentials (MMC). In August of 2020, Stackpoole provided the students enrolled in his Master 100 Ton Captain's Course with less than 50 hours of classroom instruction, rather than the required 80 hours. He also instructed the students to provide false information regarding their prior sea service, medical history, and recreational drug use on their MMC applications to the Coast Guard.

Stackpoole faces a statutory maximum penalty of 20 years of imprisonment and a \$250,000 fine.

HONOR ROLL

Voluntary donation to General Treasury — August 2025:
Aaron Jones, #3944\$200.00
Eric White, #3925\$100.00
Edgardo Guzman, #3905\$50.00

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WITH
ENGINES



Orestes P. Rivera, #3399/P2629. Born May 22, 1943, Puerto Rico. Joined MFOW November 23, 1970. Died July 29, 2025, Florida.

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Regular membership meeting dates 2025

September 3	S. F. Headquarters
9	Honolulu
10	Wilmington
October 1	S. F. Headquarters
7	Honolulu
8	Wilmington
November 5	S. F. Headquarters
12	Honolulu
12	Wilmington
December 3	S. F. Headquarters
9	Honolulu
10	Wilmington