The Marine Fireman

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

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Republican lawmakers urge Trump Administration to let Jones Act waiver expire

On July 1, Congressman James Comer (R-Kentucky), Speaker of the House Mike Johnson (R-Louisiana), and Republican lawmakers urged the Trump Administration to allow the current Jones Act waiver to expire as scheduled, and to take additional policy steps to safeguard American shipbuilding and the long-term competitiveness of the U.S. maritime industry. The Jones Act plays a critical role in Kentucky's economy, protecting barge companies headquartered in Paducah and supporting thousands of maritime jobs in one of the nation's leading inland maritime hubs. In a letter to President Donald J. Trump, the Republican lawmakers emphasized that this Administration understands the strategic importance of the Jones Act to U.S. economic and national security interests and encouraged the use of alternative tools to address fuel and fertilizer costs.

JONES ACT WAIVER 2026 — AFTER ACTION REPORT FOR INITIAL WAIVER PERIOD

June 25, 2026

An analysis of the initial 60-day period of the blanket Jones Act waiver covering 659 commodities and 78 voyages reported by MARAD shows no military necessity, no gasoline price relief, and a massive transfer of U.S. cargoes to foreign — including Chinese — ships, while U.S. refiners continue exporting record petroleum volumes.

1. The Waiver Is Allowing Increasing Chinese Influence in Domestic Commerce

- Built in: Korea (58.5%), China (23.1%), Japan (12.3%)
- Controlled by: China (18.5%), Japan (16.9%), Singapore (15.4%), Greece (13.8%).

Who CONTROLS the Waiver Vessels?

2. No Military Necessity Demonstrated

- ZERO of 78 waiver voyages in MARAD's June 1, 2026 Report addressed "an immediate adverse effect on military operations."
- Commercial fuels, blendstocks, and crude oil dominate the movements— none meet DoW military specifications (JP-5, JP-8, F-76).

3. Jones Act Vessels Were Available

- U.S.-flag tankers, ATBs, and barges were available to perform 87% of the qualifying waiver voyages (58 of 67).

4. No Impact on Gasoline Prices

- Only ~6.5% of U.S. gasoline (8.9B of 136.6B gallons in 2025) moves on Jones Act vessels.
- 11-week regression analysis (Mar 23 – Jun 1, 2026) found no credible evidence of price relief at the pump for consumers.

5. Foreign-Flag Shipping Rates Often Matched or Exceeded Jones Act Rates During the Waiver Period Analyzed

- New Orleans → Port Everglades (gasoline): Foreign shipping rates: $0.097/gal vs. Jones Act $0.091/gal — Jones Act transportation was cheaper by $0.006.
- Corpus Christi → Philadelphia (crude) shipping rates: Foreign $0.153/gal vs. Jones Act $0.156/gal — near parity (+$0.002).
- Richmond → Los Angeles (products) shipping rates: Foreign $0.047/gal vs. Jones Act $0.071/gal (+$0.024) – two cents that does not appear to be passed along to the consumer.

6. U.S. Continued Exporting Massive Petroleum Volumes During the "Shortage"

- The U.S. exported ~731 million barrels of petroleum during the waiver window.
- Crude, diesel, and jet fuel exports all INCREASED vs. prior-year baselines — the opposite of what a genuine domestic shortage would produce.
- If domestic supply were truly inadequate, exports would have fallen — they rose. The data show a market-allocation choice by refiners, not a national emergency requiring a Jones Act waiver.

U.S. Petroleum Exports INCREASED During the Waiver

7. PADD 5 Supply Strain Is Self-Inflicted — Not a Jones Act Problem

- Four PADD 5 refinery closures removed roughly one-quarter of California's refining capacity (564 kBDs). PADD 5 gasoline imports surged +123% (73 → 163 kBDs) from 2024 to YTD 2026.
- The refinery closures created the California energy island, not Jones Act transportation requirements.

8. Claims the Waiver has Opened "New Trades" Is False

- A vast majority (83.3%) of the voyages have been performed by single, unique vessels, illustrating that a vast majority are ad hoc usage of the waiver.
- Claims that the waiver established "new" Jones Act trades are refuted by documented historical voyages over the last 12 months showing Jones Act vessels have operated in such trades.

9. Long-Duration Blanket Waiver Is Damaging the U.S. Merchant Marine

- A respected ship broker's report indicates charterers are routinely using "waiver threats" in Jones Act rate negotiations ("Give us this rate or we'll waiver it").
- MARAD is not verifying Jones Act vessel availability before granting waivers — damaging the entire fleet and the U.S. mariner workforce DoW relies on for sealift.

TAKEAWAYS

- The waiver is not delivering military necessity, lowering pump prices, or unlocking new commerce.
- The waiver is transferring U.S. cargoes to Chinese-, Greek-, and Singapore-owned, foreign-flag, foreign-built tankers.
- U.S. refiners continue exporting record volumes of crude, gasoline, diesel, and jet fuel, while fuel prices in the U.S. continued to rise.
- The real PADD 5 problem is the loss of roughly 25% of West Coast refining capacity, creating a structural import-dependency issue that no Jones Act waiver can fix.
- The blanket structure is being weaponized against U.S.-flag operators and mariners — the very fleet that is important to DoW sealift capabilities and manpower.

Source: Navigistics Consulting, Jones Act 2026 Waiver After Action Report and Appendices, June 23, 2026.

"We appreciate your longstanding support and attention to the challenges facing our domestic shipping industry. As you outlined in your visionary Maritime Action Plan (MAP), a strong maritime industrial base is essential to the nation's economic and national security, particularly as the United States works to reinforce its global strategic position. Your acknowledgement in the MAP that less than one percent of new commercial ships are built in the United States underscores the importance of protecting durable domestic maritime policy and safeguarding against foreign encroachment in our nation's waterways. Our nation's strongest shield against foreign exploitation of American waterways is the Jones Act, which requires vessels transporting cargo between U.S. ports to be American-built, American-owned, American-crewed, and American-flagged," wrote the lawmakers.

According to U.S. Army Corps of Engineers, the U.S. maritime system transports more than 760 million tons of cargo annually, including agricultural products, energy resources, and other essential commodities. The current Jones Act waiver, issued to address rising fuel and fertilizer costs, has allowed foreign-flagged vessels to operate in domestic commerce even when U.S.-flagged vessels were available. Data from the Maritime Administration indicates that approximately 95 percent of waiver voyages have been conducted by foreign maritime operators that are not subject to U.S. tax obligations or domestic regulatory requirements.

"The Jones Act ensures that domestic waterborne commerce is conducted by U.S. vessels and mariners rather than by heavily subsidized foreign competitors. Over time, it has helped sustain a safe and reliable commercial fleet, supporting hundreds of thousands of well-paying American maritime jobs. In short, the Jones Act waiver has become a loophole exploited by adversarial countries to erode America's maritime dominance. We write to respectfully request that the current Jones Act waiver be allowed to expire as scheduled on August 16, 2026, and encourage you to utilize alternative policy tools to address fuel and fertilizer costs while preserving the strength of the American maritime industry. We stand ready to support your continued efforts to strengthen American economic and maritime dominance," concluded the lawmakers.

CMA CGM ship hit by missile in Hormuz Strait may go for scrapping

A CMA CGM container ship struck by a missile in the Strait of Hormuz in early May is so badly damaged that the French shipping group may send it for scrapping, its chief executive said on Friday. The attack on the CMA CGM San Antonio injured several members of the crew, who were evacuated. The ship is one of dozens of commercial vessels to be struck during the Iran war.

"It was so damaged that we're wondering whether we should send it for scrapping," CMA CGM's Chairman and CEO Rodolphe Saade told a business conference in southern France.

After being stranded in the strait for weeks, the San Antonio has been escorted to safety, he added, without giving further details.

The group does not plan for now to start sending ships towards the Gulf again, he said, adding it was the Iranian side that was currently advising not to do so.

Saade, who controls CMA CGM with other family members, reiterated his opposition to transit fees for using the Hormuz strait, which are among unresolved issues in U.S.-Iranian peace talks.

CMA CGM, the world's third-largest container shipping line, had 14 ships inside the Gulf at the start of the Iran war that virtually closed the waterway. Several have since exited the zone and of the remaining vessels CMA CGM would like another four to come out, Saade said.

The CEO indicated in a French press interview this week that some of its vessels there are intended to operate inside the Gulf.

NOTICE TO ALL MEMBERS

MFOW Headquarters frequently receives claims information requests from the following:

- California EDD (Unemployment Insurance and State Disability Insurance)
- Hawaii Department of Labor and Industrial Relations (Unemployment Insurance)

The problem with these claims is that the member incorrectly identifies the MFOW as their previous employer.

The Union then has to notify the agency that we are not the previous employer.

This causes the agency to delay the claim process and/or reject the unemployment or disability claim.

When filling out an unemployment or state disability claim form, **DO NOT** list the MFOW as your previous employer, unless your most recent job was working as an official or relief agent, and you actually received a paycheck from the Union.

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Matson Navigation Company Wage Rates — Effective July 1, 2026

Motor Vessels

Rating	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily
Electrician/Reefer/Junior	$8,082.50	$269.42	$8,582.25	$4,863.30	$162.11
Reefer/Electrician/Junior	$7,694.30	$256.48	$,343.44	$4,728.00	$157.60
Day Junior/Utility	$6,985.01	$232.83	$7,429.93	$4,210.20	$140.34
Non-Watch Allowance	$300.00	$10.000			
Oiler	$5,588.16	$86.27	$6,026.34	$3,414.90	$113.83
Wiper	$4,725.90	$157.53	$5,351.59	$3,032.70	$101.09
Advancement Program Wiper	$4,102.82	$136.76	$4,024.66	$1,006.20	$ 33.54

Overtime Rates	ST Hourly	OT Hourly	Money Purchase Daily
Electrician/Reefer/Junior	$46.69	$70.09	$30.00
Reefer/Electrician/Junior	$44.50	$66.80	$30.00
Day Junior/Utility	$40.47	$60.74	$30.00
Oiler	$32.20	$48.30	$30.00
Wiper	$27.70	$41.50	$30.00
Advancement Program Wiper	$17.27	$25.90	$13.00

Dirty Work - Wiper

ST Hourly = $29.05

OT Hourly = $47.84

CV700 Vessel— *MV Kamokuiki*

Rating Monthly	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Daily	ST Hourly	OT Hourly	MPPP Daily
Electrician/Reefer/Oiler	$6,704.38	$223.48	$76.88	$37.25	$55.88	$27.00
Oiler/Utility	$4,788.83	$159.63	$54.91	$22.61	$33.94	$27.00

Maintenance and Standby

Rating	Base Wage Daily	Supplemental Benefit Daily
Shore Maintenance Mechanic	$452.00	$69.68

Rating	ST Hourly	OT Hourly	Dirty ST Hourly	Dirty OT Hourly	Money Purchase Daily
Shore Maintenance Mechanic	$56.50	$84.75	$85.55	$113.80	$30.00
Standby Electrician/Reefer	$52.81	$77.72	$64.76	$68.35	$30.00
Standby Junior Engineer	$48.93	$72.02	$60.01	$72.02	$30.00
Standby Wiper	$46.38	$68.35	$56.98	$68.35	$30.00

U.S. Navy sets sights on 10 commercial tankers to expand fleet

The U.S. Navy's newly established Portfolio Acquisition Executive (PAE) Maritime office has started a search for commercial tankers to fill the service's shortage of logistics ships, pushing a "non-developmental vessel" class that has already completed functional design, according to documents published last week.

The Navy is searching for both complete ship designs and shipyards that can facilitate the construction of such designs, including the current limitations of yard workforces and orderbooks, for the next 3-8 years.

The medium-range tankers will serve a minimum 230,000 barrels of various fuel types in the consolidated cargo replenishment at sea (CONSOL) mission, which the fleet tested last year with the USS *Tripoli* and a contracted commercial ship, *MV Empire State*.

"The ability to CONSOL allows Navy ships to stay at sea and get fuel instead of needing to go into port," said Capt. Joseph A. Riendeau, *MV Empire State*'s civilian master, at the time.

"The ability to take fuel from a tanker ship like *Empire State* allows ships, to stay at sea to refuel, rather than to come into a commercial fuel pier in port. The concept was developed to keep United States Ships out of foreign ports during times of conflict."

Commercial-spec, complete designs will allow the Navy to rapidly expand its current inventory of logistics and refueling platforms which have come under pressure as the fleet expands operations in the Pacific. A growing gap between the Military Sealift Command's available oilers and the Navy's demands for distributed operations in the Indo-Pacific have put a focus on recapitalizing the backbone of the fleet.

Not just for underway replenishment but for allied operations across a number of new airfields being rebuilt across the vast expanse of the Pacific Ocean—some of which have no organic fuel distribution and storage systems. Commercial tankers can pull into expeditionary ports to unload critical fuel supplies for supporting services, especially in places like Saipan and Tinian that will serve at the forefront of U.S. Air Force operations during a potential conflict.

In 2022, during Exercise Rim of the Pacific, the *MT Maersk Perry*, a commercially-operated tanker, delivered JP-5 aviation fuel and diesel to the *USNS Henry J, Kaiser*, *USNS Pecos*, and *USNS Washington Chambers* during CONSOLS-at-sea. The service has since expanded those operations across the world, supporting underway MSC ships that refuel U.S. Navy ships at sea.

The U.S. Navy has been steadfast in rapidly expanding its number of hulls, including the cancellation of the Constellation-class guided missile frigate, in favor of the smaller, more producible FF(X) program. The added potential force of CONSOL tankers, which the Navy has been leveraging since 2015 to fuel its current fleet of MSC-operated USNS fleet replenishment oilers, can alleviate the service's fuel and logistics shortage concerns, especially with a force that intends to stay out of port during combat operations.

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AFL-CIO details harms to working people for one year of "Big Ugly Bill"

July 2, 2026

One year ago, President Trump signed the so-called "Big Beautiful Bill," commemorating the July 4th holiday by throwing millions off their health care and food assistance and cutting hundreds of thousands of health care jobs. The AFL-CIO marks the anniversary by detailing the damage the law has done to working families, while the wealthiest few continue to cash in.

In a statement, AFL-CIO President Liz Shuler said:

"It's been one year since President Trump signed the worst job-killing bill in American history. It was made possible by every senator and representative who voted to sell out working people and pick their pockets to hand another payday to corporations and billionaires.

"Since the passing of the Big Ugly Bill, the U.S. economy has had one of the worst years of job growth in decades. Black workers have been hit the hardest, with an unemployment rate now more than double the rate for White workers. Millions of Americans have lost their health care and access to the food programs they rely on, all while dealing with higher costs on everything from gas and groceries to electricity. With even bigger cuts going into effect after the midterm elections, states' budgets are getting blown up and local lawmakers are planning devastating cuts to even more essential programs to cover their residents' SNAP and Medicaid costs. Meanwhile, the people at the top are doing better than ever. This bill handed billionaires, one trillionaire and the country's wealthiest corporations massive tax giveaways paid for by the social programs working families depend on to survive.

"In 1776, Americans stood up against a powerful king who thought he could steal from us, trample on our rights and get away with it. We refused to be silenced. Two hundred and fifty years later, that same spirit is alive in American workers who organize their jobsites, fight for policies that actually help workers and show up at the ballot box to hold their elected representatives accountable.

"This Independence Day and every day, America's unions continue to fight the damage this bill has caused and build an economy that actually works for working people."

One year later, the "Big Ugly Bill":

Contributed to one of the worst years for the job market in decades, with the U.S. economy experiencing almost **zero job growth** in 2025, and the gap between Black and White unemployment **doubling**.

Stripped food assistance from more than 4 million Americans through SNAP cuts, with participation dropping in every state and the steepest losses in Arizona, Florida, Louisiana and Oklahoma.

Forced about 3 million people off their health insurance and drove up costs for people who get their coverage through the Affordable Care Act marketplace; **premiums rose by 58%** and deductibles reached a record high of nearly $3,800 a year.

Cut state Medicaid budgets by nearly $679 billion, with new bureaucratic red tape projected to strip coverage from up to **10 million more people by 2028** and put **hundreds of hospitals** at risk of closing.

Raised electricity bills by more than $110 a year after repealing clean energy investment incentives that created good union energy jobs, all while Americans get slammed by inflation at a **three-year high**.

Gifted $1 trillion in tax breaks to the top 1% and raised taxes on Americans earning under $15,000 a year, while adding **$3.4 trillion to the deficit**.

Is still on track to throw **600,000 health care workers** out of a job, along with threatening **1.75 million construction jobs** and **840,000 energy jobs** in the years to come.

Controversial voting bill stalls defense spending legislation with MARAD funding

A defense spending bill that includes funding for U.S. maritime sector programs has stalled after it was attached to controversial election reform legislation. The National Defense Authorization Act (NDAA), which includes appropriations for the U.S. Maritime Administration (MARAD), was put on hold less than a day after it was forwarded to the floor of the House of Representatives. 14 Republicans defied their party in a 198-224 vote to reject consideration of the NDAA after the House Rules Committee advanced the bill to the full chamber. The defection came after House Speaker Mike Johnson attached the annual defense spending bill to the Save America Act, legislation favored by President Trump that aims to impose nationwide identification requirements in federal elections.

The $1.1 trillion NDAA includes a package of spending for MARAD for the fiscal year that begins in October. The MARAD funds include nearly $874 million for the U.S. Merchant Marine Academy, with most of that dedicated to capital improvement projects at the federal university. The bill includes $53.4 million for MARAD to support maritime academies run by the states. Another $75 million is dedicated to shoreside infrastructure for national-security multi-mission vessels — newbuilds that are to be used as maritime academy training ships.

Nearly $106 million is to be spent on MARAD operations and programs, while almost $401 million is set aside for the Maritime Security Program fleet, which provides subsidies to participating ships to defray the cost of operating under the U.S. flag. Another $168 million goes to the Tanker Security Fleet and $30 million for a similar program for cable-laying vessels. The bill sets aside another $33.7 million to provide loan guarantees for Jones Act vessels. It also includes $300 million for maritime centers of excellence.

Outside of MARAD, the NDAA includes a section that purports to be the Ships for America Act, but most of the core components of the maritime revitalization legislation did not make it into the annual defense spending bill. With the NDAA off the table for now, the House decided to take its Independence Day break early.

U.S. lawmakers refloat bill to pour billions into cleaner shipping fuels and technologies

Late last month, U.S. lawmakers reintroduced the Next Generation Shipping Act, a bill that would establish a $1billion annual program to accelerate the development of clean shipping technologies and port infrastructure across the United States. The bill would create a funding program administered by the U.S. Department of Transportation's Maritime Administration (MARAD) agency. The initiative aims to reduce greenhouse gas emissions and air pollution from the shipping sector by supporting the development and deployment of zero-emission vessels, cleaner marine fuels and modern port equipment.

The legislation was introduced by Congressional Representative Nanette Barragán (D-California), Representative Troy A Carter Sr. (D-Louisiana), and Senator Chris Van Hollen (D-Maryland).

The bill's backers say it would strengthen the competitiveness of the U.S. maritime sector by encouraging domestic innovation, supporting shipbuilding and manufacturing, creating jobs and reducing reliance on foreign technology. They argue that the legislation would help the U.S. keep pace with investments in clean shipping already being made in Europe and Asia.

Representative Barragán said the proposal would protect the health of communities surrounding major ports while ensuring the United States remains a leader in maritime innovation. Senator Van Hollen said the bill would help modernize the country's maritime industry and prepare the workforce for the transition to cleaner shipping technologies. He noted that the Port of Baltimore supports more than 273,000 jobs in Maryland.

Environmental organizations, including Pacific Environment and Ocean Conservancy, welcomed the proposal, saying it would support the development of next-generation vessel technologies and sustainable marine fuels while improving public health and strengthening the maritime workforce.

The legislation has four co-sponsors in the House of Representatives: Kevin Mullin (D-California), Eleanor Holmes Norton (D-District of Columbia), André Carson (D-Indiana) and Suzanne Bonamici (D-Oregon).

South Korea's shipbuilding share slips to 19 percent as China surges

In the first half of this year, South Korea's shipbuilding industry held a global order share of just 19 percent, with the gap between it and China's shipbuilding industry widening to 53 percentage points. While the gap in order shares had narrowed to 47 percentage points between January and May, China's shipbuilding industry secured 85 percent of global orders in June alone, causing the gap to widen once again.

Latest data shows that in June, the global shipbuilding industry received a total of 5.25 million compensated gross tonnage (CGT) in orders, a nine percent decrease from the previous month, totaling 200 vessels. By country, China secured 4.45 million CGT in orders, accounting for an 85% percent market share, totaling 171 vessels; South Korea secured 500,000 CGT in orders, accounting for just nine percent of the market, totaling 13 vessels.

From January to June of this year, the global shipbuilding industry received a total of 42.95 million CGT in orders, a 65.8 percent increase compared with the same period last year. Chinese shipbuilders received 31.00 million CGT in orders, a 112.6 percent increase compared with the same period last year, accounting for a 72 percent market share. South Korean shipbuilders received 7.97 million CGT in orders, a 60 percent increase compared with the same period last year, accounting for a 19% market share.

Newbuilding prices continue to rise overall. As of the end of June 2026, the Clarkson Newbuilding Price Index stood at 185.15, up 0.14 points from the previous month.

By vessel type, the price of a liquefied natural gas (LNG) carrier (174,000-cubic-meter class) stood at $248.5 million, down $6.5 million from the same period last year; Very Large Crude Carriers (VLCCs, 315,000–320,000 DWT) are priced at $130.5 million, up $4.5 million year-over-year; Very Large Container Ships (22,000–24,000 TEU class) are priced at $261.5 million, down $11.5 million from a year ago.

MFOW President's Report

Matson Negotiations

As reported last month, negotiations between the SIU Pacific District (MFOW, SUP and SIU-AGLIW) and Matson Navigation Company began on Tuesday, May 12, and were completed on Tuesday, June 2. The following are the core economic provisions of the SIU Pacific District General Rules settlement:

<u>Term of Agreement</u>

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

<u>Wages and Wage-Related Items</u>

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

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

• Three percent (3.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2028.

• Three percent (3.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2029.

• Three percent (3.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2030.

• Cost-of-living increases shall be made on each anniversary date of the Agreement on the basis of comparing the April Consumer Price Index for all Urban Consumers (CPI-U) as published by the Bureau of Labor Statistics of the U.S. Department of Labor to the previous April Consumer Price Index. The percentage change shall be calculated. An increase in this index above 4%, not to exceed 5%, shall be added to the base wage effective on each anniversary date of the Agreement.

• The three *Aloha-L* class vessels currently under construction in Philadelphia (*Makua*, *Malama* and *Makena*) added to Section 3. Vessels Covered and to Appendix A – Manning.

The ratification process began on June 3 at MFOW Headquarters and ended on June 26 at the SIU-AGLIW Tacoma hall. The final count of the three-department, one-unit vote was:

Union	For Ratification	Against Ratification	Abstain
MFOW	20	61	1
SIU-AGLIW	145	0	3
SUP	69	13	2
SIU Pacific District – Total	234	74	6

The contract is therefore ratified with 76 percent in favor and 24 percent against.

MFOW-specific items — The MFOW-specific core economic provision of the contract is an increase of the manday contribution to the Money Purchase Pension Plan from $27 to $30 for all offshore master contract mandays.

A handful of member concerns pertaining to MFOW Appendix A, the Shipping Rules, and Work Rules were raised during the ratification process and the following agreements were made:

1) In cases where the Coast Guard requires a manned engine room, there was membership opposition to the plan to add two Oilers to the manning scale to form a three-way watch along with the contractual DJU. After additional negotiations, the parties agreed to strike the following proposed language from Appendix A – Manning:

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

~~**ALL VESSELS**~~

~~**Engine Department**~~	~~**Trade**~~	~~**Offshore and Coastwise**~~
~~**Chief Electrician/Reefer/Junior Engineer (ERJ)**~~		~~**1**~~
~~**Reefer/Electrician/Junior Engineer (REJ)**~~		~~**1**~~
~~**Day Junior Engineer/Utility (DJU)**~~		~~**1**~~
~~**Oiler**~~		~~**2**~~
	~~**Total**~~	**5**

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

2) The parties agreed to amend Shipping Rules Section 61 – Trip Off Procedure and Relief Rules, first sentence, by striking out the Class A seniority provision, to read:

The parties agree a regular crew member shall be allowed to take a trip off**, or two trips off on domestic West Coast – Honolulu voyages,** without pay during the four months of employment aboard vessel, provided:

3) The parties agreed to increase the MFOW Money Purchase Pension Plan contribution from $27 to $30 per manday for all standby ratings ***and maintain*** the daily travel allowance of $3 for each standby rating.

I recommend approval of these three membership-requested changes.

Honolulu Port Agent Parking

On June 9, Honolulu Port Agent Don Ngo requested reimbursement for parking at the hiring hall location in the amount of approximately $270 per month. This reimbursement has been previously approved for port agents who were not on the Honolulu Sailors' Home Society Board of Directors and therefore did not have a free parking spot in the facility.

The MFOW Board of Trustees voted to allow for this monthly reimbursement and I recommend membership approval.

Trust Funds

The quarterly meetings of the various MFOW trust funds were held on June 23 in the Conference Room at MFOW Headquarters. The quarterly meetings of the various SIU-PD trust funds were held on June 24 at the plan office on Harrison Street in San Francisco.

MFOW Money Purchase Pension Plan — As of April 30, 2026, assets under management totaled $43.9 million ($27.26 million in the separately-managed account and $16.66 million in the participant self-directed mutual funds).

MFOW Supplementary Pension Plan — As of April 30, 2026, the net assets available for benefits totaled $1,158,138. The most recent actuarial report (through August 31, 2025) shows the plan is 62.8 percent funded and remains in endangered status with a funding improvement plan implemented.

MFOW Welfare Fund — As of April 30, 2026, the MFOW Welfare Fund hadending assets of $15,514,909.

The fund consultant reported on upcoming health care provider premium renewals.

The following details the renewal increases (or decreases) in monthly premiums of the U.S. Public Health Replacement Program for active members.

Plan	Current Monthly Premium	New Monthly Premium	Percentage Increase or (Decrease)
Kaiser Northern California	$1,126.78	$1,147.41	1.8
Kaiser Southern California	$1,065.50	$1,067.48	0.2
Kaiser Hawaii	$663.35	$716.29	8.0
Kaiser Oregon	$1,169.08	$1,242.12	6.2
Kaiser Washington	$937.62	$890.74	(5.0)
Blue Shield Dental	$54.72	$54.72	0.0
Kaiser Oregon Dental	$78.84	$78.84	0.0

The trustees are still working with the plan consultant on negotiating rates for the California Heath Net plans and the dependent coverage under Anthem Blue Cross.

MFU Training Plan — As of May 31, 2026, the plan had net assets available for benefits of $67,226.

MFU Joint Employment Committee — As of May 31, 2026, the plan had regular net assets of $25,246 and additional restricted assets of $118,454.

SIU-PD Pension Plan — As of April 30, 2026, the plan had net assets available for benefits of $125,819,484. The trustees received the plan actuarial report dated August 1, 2025. The plan is 99.6 percent funded with a positive credit balance for the next seven years, and is therefore certified to be in the Pension Protection Act "green zone." However, the actuary's report listed an adjusted actuarial loss of over $352,106 dollars for the period. Therefore, no funds are available to negotiate benefit increases under Section 30 (e) of the General Rules in our master contracts.

SIU-PD Supplemental Benefits Fund — As of April 30, 2026, the fund had net assets available for benefits of $3,838,651.

Seafarer's Medical Center — As of April 30, 2026, the fund had net assets available for benefits of $204,809.

Patriot Contract Services

On June 29, the Union was advised that Ms. Boriana Farrar was departing Patriot, effective close of business on June 29. Effective immediately, Ms. Emily Black is taking the position as Interim Director of Labor. Emily will be Patriot's primary point of contact for labor issues and processes, with a mandate to act on Patriot's behalf. Emily Black will continue to manage the crewing organization as well.

U.S. lawmakers refloat bill to pour billions into cleaner shipping fuels and technologies

Late last month, U.S. lawmakers reintroduced the Next Generation Shipping Act, a bill that would establish a $1billion annual program to accelerate the development of clean shipping technologies and port infrastructure across the United States. The bill would create a funding program administered by the U.S. Department of Transportation's Maritime Administration (MARAD) agency. The initiative aims to reduce greenhouse gas emissions and air pollution from the shipping sector by supporting the development and deployment of zero-emission vessels, cleaner marine fuels and modern port equipment.

The legislation was introduced by Congressional Representative Nanette Barragán (D-California), Representative Troy A Carter Sr. (D-Louisiana), and Senator Chris Van Hollen (D-Maryland).

The bill's backers say it would strengthen the competitiveness of the U.S. maritime sector by encouraging domestic innovation, supporting shipbuilding and manufacturing, creating jobs and reducing reliance on foreign technology. They argue that the legislation would help the U.S. keep pace with investments in clean shipping already being made in Europe and Asia.

Representative Barragán said the proposal would protect the health of communities surrounding major ports while ensuring the United States remains a leader in maritime innovation. Senator Van Hollen said the bill would help modernize the country's maritime industry and prepare the workforce for the transition to cleaner shipping technologies. He noted that the Port of Baltimore supports more than 273,000 jobs in Maryland.

Environmental organizations, including Pacific Environment and Ocean Conservancy, welcomed the proposal, saying it would support the development of next-generation vessel technologies and sustainable marine fuels while improving public health and strengthening the maritime workforce.

The legislation has four co-sponsors in the House of Representatives: Kevin Mullin (D-California), Eleanor Holmes Norton (D-District of Columbia), André Carson (D-Indiana) and Suzanne Bonamici (D-Oregon).

Business Agent's Report

I traveled to Seattle on Wednesday, June 10, to hold a union meeting for the purpose of voting on the Matson contract. The meeting was productive and allowed for a full discussion of both the merits of the proposed agreement and the concerns members had with it. After that discussion, the result of the Seattle meeting was a vote not to ratify the contract. Add the results of Wilmington and Honolulu branches, The union as a whole decided to not ratify the current negotiations and contract.

As this contract is a joint negotiation with Seafarers' International Union (SIU) and Sailors Union of the Pacific (SUP), the results of these two other unions needed to be evaluated before contract ratification could be completed. Both the SIU and the SUP did vote to ratify the contract. With the results from the other unions, the Marine Firemen's Union found itself in a position that is a first, MFU not ratifying an agreement while the other two unions did. This situation has caused me to look more closely at our history, our structure, and our relationship within the Seafarers' International Union of North America, Pacific District — the SIU/PD.

In 1953, the Marine Firemen's Union faced serious questions about its future, including whether the Union would continue entirely on its own or affiliate through the Seafarers' International Union and the American Federation of Labor, which later became part of the AFL-CIO. This was part of the development of what would become the structure of SIU/PD that we have today.

From that time forward, collective bargaining for unlicensed personnel, including the unlicensed engine department of MFU, has been shaped through this broader affiliation. The general rules sections of our agreements, including wages and other common provisions, have historically involved the unlicensed maritime unions working together. At the same time, this affiliation preserved important autonomy for each union, including the right to elect and control its own officers, manage its own finances, retain its property and assets, and protect its jurisdiction.

Today, the SIU/PD includes the Seafarers' International Union (SIU), the Sailors' Union of the Pacific (SUP), and Marine Firemen's Union (MFU). This means that, in contract negotiations involving the general rules, the MFU is not acting alone. We must work with SIU and SUP to define the final contract language. At times, that requires understanding and supporting the needs of the other unions while also protecting the needs, jurisdiction, and interests of our own Union.

This has been eye-opening for me. The time I have spent in San Francisco has shown me how much of our current structure is tied to our history, and how important it is to understand that history before trying to explain the present. I have also learned that some of the history passed down by word of mouth must be checked against the actual record. Much of that record can still be found in the old Marine Firemen's Union newspapers, which are bound in hardcover volumes at our union halls.

Because of this, I have been trying to research our history more deeply so that I can provide better and more accurate answers to the membership. I also ask all members to take an interest in this history. These old newspapers are not just records of the past. They show how the Union developed, how decisions were made, what struggles were faced, and how our jurisdiction and identity were protected over time.

Understanding our history is important, especially now. When we face a situation where MFU does not ratify a contract while the other unions did. We need to understand not only the immediate contract issue, but also the larger structure we are part of. Knowing that history helps us better understand where we stand, what powers we have, what limitations exist, and how we should move forward as a Union.

Fraternally,
Patrick Gillette, SFBA

Vice President's Report

Deaths: The following deaths were reported since the last meeting: Charles D. Moore, #3637/P2727 and Michael D. Hill, JM-5195.

There were 24 registrants dispatched in the month of June: 19 in Class A, two in Class B, and three in Class C.

There are 38 members registered: 17 in Class A, nine in Class B, and 12 in Class C.

Fraternally,
Robert Baca Vice President

World's largest LNG-powered containership christened *CMA CGM Notre Dame*

The CMA CGM Group has named the *CMA CGM Notre Dame*, the largest containership sailing under the French flag and the world's largest LNG-powered containership. The naming ceremony took place in Le Havre, where the vessel was introduced as the first of ten next-generation 24,000-TEU containerships that will all be registered under the French flag. CMA CGM said the program will increase its French-flagged fleet from 30 to 40 vessels

The *CMA CGM Notre Dame* is 399 meters long, 61.3 meters wide and can carry up to 24,000 twenty-foot equivalent units (TEU). It will operate on the company's French Asia Line service between Asia and Europe, one of the world's busiest container shipping routes. The vessel is powered by liquefied natural gas (LNG), which helps reduce emissions of sulfur oxides, nitrogen oxides, fine particulate matter and carbon dioxide compared with conventional marine fuels.

According to CMA CGM, the ship is part of its strategy to support the maritime industry's energy transition while maintaining strong operational performance on its main Asia-Europe trade routes. The fleet expansion is also intended to strengthen France's merchant fleet, support the country's merchant navy officer training system and promote the French flag on international shipping routes.

CMA CGM Chairman and Chief Executive Officer Rodolphe Saadé said the vessel shows the company's focus on cleaner shipping and digital technology. He said it is fitted with one of the company's most advanced LNG propulsion systems, supporting its goal of reaching net-zero carbon emissions by 2050. The ship uses artificial intelligence-based systems that optimize voyages in real time, improve energy efficiency and enhance environmental performance.

The vessel is named *Notre Dame* in tribute to one of France's best-known landmarks. CMA CGM said the ship will carry that name across global shipping routes as a symbol of French industrial, maritime and cultural excellence.

Delphine Arnault, Chairman and Chief Executive Officer of Christian Dior Couture, served as the vessel's godmother.

The naming ceremony in Le Havre was attended by national and local officials, including Édouard Philippe, Mayor of Le Havre, along with representatives of the maritime authorities, elected officials, economic partners and the crew operating the vessel.

Port of Long Beach earns 'Best West Coast Seaport' honor

For an eighth consecutive year, the Port of Long Beach has secured the title of Best West Coast Seaport in North America by the readers of the prestigious shipping trade publication Asia Cargo News. the publication announced the port's win on June 24 at its Asian Freight, Logistics and Supply Chain Awards in Shanghai, where it honored top seaports, shipping lines and logistics leaders at the annual event. The Port of Long Beach was represented by the Port's Director of Business Development Roger Wu and Michael Ong Jr., the Port's overseas representative in Asia.

More than 15,000 readers and e-newsletter subscribers of Asia Cargo News nominated companies for each category, then determined the winner from a list of eight finalists in each category. The event highlights organizations in the industry that demonstrate leadership and consistency in customer-relationship management, innovation and reliability.

"Thank you to Asia Cargo News and its esteemed readership for continuing to see our value as the Port of Choice and naming us as the Best West Coast Seaport in North America for eight years in a row – an honor made possible by our talented waterfront workforce, supply chain partners and team at the Port," said Port of Long Beach CEO Dr. Noel Hacegaba. "In a sea of tariffs and geopolitical uncertainty, one thing is certain: our customers can count on the Port of Long Beach. This achievement further strengthens our drive to build the Port of the Future and achieve our bold, new 2050 Vision to double cargo volumes to 20 million units annually by 2050."

"It's an honor to be recognized again as the best on the West Coast and it is something we do not take for granted," said Long Beach Harbor Commission President Frank Colonna. "That's why the Port of Long Beach continues to strive for excellence by investing in its infrastructure and its workforce to ensure a high level of customer service and cargo movement efficiency and reliability."

Louisiana shipyard selected to help build next generation U.S. Navy unmanned vessels

Morgan City, Louisiana's Halimar Shipyard has been selected to join a nationwide production network supporting the construction of the next generation of autonomous military vessels for the U.S. Navy. Defense contractor HII, the nation's largest military shipbuilder, announced that Halimar Shipyard will play a key role in producing the company's *Romulus 151* unmanned surface vessels (USV), expanding manufacturing capacity to meet increasing demand for advanced autonomous maritime technology.

As part of the partnership, Halimar will build complete *Romulus 151* vessels while working alongside Breaux Brothers Enterprises in Louisiana, where five vessels are already under construction.

HII officials say adding Halimar strengthens the company's Gulf Coast manufacturing network, increases production capacity, improves supply chain reliability, and helps accelerate delivery of the vessels to the U.S. Navy and allied military forces.

Halimar Shipyard Executive Vice President and Chief Operating Officer William Hidalgo Jr. said the company is proud to be part of the *Romulus* program and looks forward to using its decades of shipbuilding experience to help deliver reliable, high-quality autonomous vessels.

The partnership also highlights Louisiana's growing role in the nation's defense industry, bringing additional opportunities for skilled workers and strengthening the state's shipbuilding sector.

The *Romulus* production team also includes Bayou Metals and other strategic manufacturing partners, with vessel design support provided by Australia's Incat Crowther.

According to HII, the expanded production network is designed to speed construction, increase efficiency, and build a stronger, more resilient U.S. shipbuilding industrial base capable of supporting future autonomous naval operations.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2026

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

(a) Eligible participants are MFOW members who:

(1) Have maintained A, B or C seniority classification.

(2) Are current with their dues.

(3) Are eligible for medical coverage through covered employment.

(4) Have a current Q-card (annual physical) issued by the Seafarers' Medical Center and are fit for duty.

(b) Non-seniority applicants:

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

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

Maritime Institute

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

Military Sealift Command (MSC) Government Vessels Course

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

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

Military Sealift Command (MSC) Readiness Refresher

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

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

Basic IGF Code

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

August 24-25 **September 21-22** **October 26-27**

IECEx CoPC Certification

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

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

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

September 14-18 **November 2-6**

QMED Oiler, Boiler Technician/Watertender

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

September 7-October 2 **October 12-November 6**

STCW Rating Forming Part of an Engineering Watch

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

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

QMED Electrician/Refrigerating Engineer

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

September 14-October 23

STCW Able Seafarer-Engine

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

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

High Voltage Safety

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

August 24-28 **September 7-11** **October 26-30**

Additional Courses

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: October 5-23

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

STCW Able Seafarer-Engine: August 10-14

STCW Basic Training Revalidation

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

Maritime Institute, San Diego, CA: July 17, July 31, August 14, August 28, September 4, September 18

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

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

Cal Maritime Academy, Vallejo, CA: *Pending*

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

STCW Basic Training Refresher (three days)

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

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

Maritime Institute, Everett, WA: August 5-7

Cal Maritime Academy, Vallejo, CA: *Pending*

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

HOWZ SHIPPING?

June 2026

San Francisco

Electrician	1
Reefer/Electrician/Jr. Engineer	7
Junior Engineer	2
Oiler	2
Standby Electrician/Reefer	11
Standby Wiper	1
TOTAL	**24**

Honolulu

Electrician/Reefer/Jr. Engineer	1
Reefer/Electrician/Jr. Engineer	2
Junior Engineer	2
Wiper	3
Standby Electrician/Reefer	22
Standby Junior Engineer	1
Standby Wiper	21
TOTAL	**52**

Wilmington

Electrician	2
Electrician/Reefer/Jr. Engineer	2
Reefer/Electrician/Jr. Engineer	3
Junior Engineer	5
Oiler	1
Pump Technician	1
Wiper	4
Shore Mechanic	13
Standby Electrician/Reefer	19
Standby Junior Engineer	2
Standby Wiper	19
TOTAL	**71**

Seattle

Electrician/Reefer/Jr. Engineer	2
Wiper	1
Standby Electrician/Reefer	6
TOTAL	**9**

Top 10 African countries with the strongest merchant marine fleets in 2026

Africa's strongest merchant fleets underpin trade, logistics, and industrial supply chains. This ranking pairs fleet strength with quantitative data on ports, cargo, trade, and maritime infrastructure to reveal the continent's leading shipping economies. According to the 2026 Global Firepower Merchant Marine Strength ranking, Africa's strongest merchant marine fleets are concentrated across countries with markedly different maritime models. While some have built global influence through internationally competitive ship registries, others derive their strength from trade, port infrastructure, industrial exports, or regional logistics networks.

Taken together, these countries account for some of Africa's busiest commercial ports, hundreds of billions of dollars in merchandise trade, and shipping systems that connect the continent to global supply chains. The ranking highlights fleet strength, but the broader data shows that maritime competitiveness is increasingly shaped by factors such as cargo throughput, domestic shipping capacity, transport services, and sustained investment in port infrastructure.

10. Morocco — Morocco ranks 10th in Africa, with a merchant marine fleet strength of 94 vessels, placing it 72nd globally. While its fleet is relatively modest, the country's maritime influence is built on the scale of its logistics network. It recorded $120.9 million in merchandise trade and $42.3 million in transport services trade, showing that its shipping sector is closely tied to international commerce rather than fleet size alone.

That advantage is reinforced by port infrastructure. Morocco handled 9.96 million TEU in 2024, the highest among the countries in this ranking, while Tanger Med connects to more than 180 ports across 70+ countries and supports an industrial ecosystem of over 1,400 companies. Together, these indicators show how port connectivity and industrial integration have expanded Morocco's maritime importance beyond the number of vessels it operates.

9. Libya — Libya's merchant marine fleet, with a strength of 96 vessels, places it 69th globally. Although its fleet is relatively small, the country's maritime sector remains closely linked to its hydrocarbon export economy. Merchandise trade reached $47.6 billion, demonstrating that shipping activity continues to be driven by energy exports moving through Mediterranean ports.

The country owns about 2140 thousands DWT of shipping capacity compared with 988,000 DWT sailing under its national flag, indicating that Libyan shipping interests extend beyond domestic registration. Ongoing rehabilitation of ports such as Tripoli and Misrata also points to the gradual rebuilding of maritime logistics capacity.

8. South Africa — South Africa ranks eighth in Africa with a merchant marine fleet strength of 110 vessels, placing 66th globally. Despite its position in this ranking, it recorded the continent's largest merchandise trade among the countries listed at $123.5 billion, highlighting that maritime influence is supported by economic scale as much as fleet size.

Its ports handled approximately 4 million TEU, led by Durban, while South African-owned ships account for 411 thousand DWT, far exceeding the 484 thousand DWT registered under its flag. Together, these figures reflect a diversified maritime economy built around trade, logistics, and industrial activity.

7. Algeria — Algeria's merchant marine fleet strength of 119 vessels places it 63rd globally. The country's maritime economy is underpinned by a merchandise trade value of $94.8 billion, with hydrocarbons continuing to account for a significant share of seaborne exports.

Although Algeria registers 652,000 DWT under its flag, domestic ship ownership reaches 1.154 thousand DWT, suggesting that much of its shipping capacity operates through international registries. Continued modernization of Mediterranean ports further strengthens its role in North African trade.

6. Cameroon — Cameroon ranks sixth with a merchant marine fleet strength of 198 vessels, placing 52nd globally. Beyond fleet size, its maritime importance comes from serving as Central Africa's primary logistics gateway. Merchandise trade reached $14.1 billion, supported by $4.82 billion in transport services trade.

The country's ports handled about 2.19 million TEUs with Douala and Kribi providing access for Cameroon as well as landlocked neighbors including Chad and the Central African Republic. This combination of port infrastructure and regional connectivity gives Cameroon a larger logistical role than fleet numbers alone suggest.

5. Tanzania — Tanzania's merchant marine fleet strength of 381 vessels ranks 42nd globally. Its maritime sector increasingly reflects the country's position as an East African logistics corridor, supported by $22.981 billion in merchandise trade and $9.469 billion in transport services.

The Port of Dar es Salaam handles approximately 1.3 million TEU annually and is being upgraded through the $345 million Dar es Salaam Maritime Gateway Project, aimed at expanding capacity and improving operational efficiency. By serving several landlocked countries, Tanzania's maritime system has become an important regional trade platform rather than simply a national port network.

4. Egypt — Egypt ranks fourth in Africa with a merchant marine fleet strength of 441 vessels, placing 38th globally. Its shipping sector is reinforced by one of Africa's largest trade economies, generating $85.99 billion in merchandise trade and $57.05 million in transport services.

Its ports processed approximately 8.36 million TEU, while Egyptian-owned ships total more than 4.03 thousand DWT, reflecting a substantial domestic shipping industry. Combined with commercial shipbuilding activity and the strategic importance of the Suez Canal, these indicators position Egypt as one of Africa's leading maritime economies.

3. Sierra Leone — Sierra Leone's merchant marine fleet strength of 584 vessels places it 32nd globally. Unlike many countries on this list, its maritime strength is driven primarily by international ship registration rather than domestic trade, with 580 ships carrying the Sierra Leone flag.

That contrast is evident in the data. While nationally flagged vessels account for 2.534 thousand DWT, domestic ownership is only 6,000 DWT, even as merchandise trade totals $3.583 million. These figures highlight Sierra Leone's role as a registry-led maritime economy rather than a major cargo market.

2. Nigeria — Nigeria ranks second in Africa with a merchant marine fleet strength of 928 vessels, placing 21st globally. Its maritime position is supported by the continent's largest economy, with $94.58 billion in merchandise trade and $22.49 billion in transport services.

The country owns 9.709 thousand DWT of shipping capacity compared with 6.825 thousand DWT sailing under its flag, reflecting a strong domestic shipping base. Ports handled around 1.47 TEU, while MSC's planned $1 billion investment in a new container terminal underscores continued private capital flowing into Nigeria's maritime infrastructure.

1. Liberia - Liberia tops Africa's ranking with a merchant marine fleet strength of 4,821 vessels, making it the 5th strongest merchant fleet globally. Its position is driven by one of the world's largest open ship registries, with 5,225 ships flying the Liberian flag and a combined capacity of 408.68 million DWT.

The contrast with its domestic shipping industry is significant. Liberian-owned ships account for only 602,000 DWT, while merchandise trade totals $2.97 billion. These figures show that Liberia's global maritime importance stems primarily from its internationally competitive ship registry, making it one of the world's leading flag states despite having a comparatively small domestic trade economy.

TS Golden Bear wraps up final voyage after 30 years

The last of the older U.S. state maritime school training ships, the *Golden Bear*, is preparing for her retirement after completing her final training cruise. One of the older ships that was used to train merchant mariners, the ship will be replaced in 2027 by the last of the National Security Multi-Mission Vessel (NSMV) program being implemented by the Maritime Administration (MARAD).

Golden Bear returned to Vallejo, California on July 6, following the completion of Summer Sea Term 2026. She is bringing home 283 Cal Poly Maritime Academy cadets after a 12,500-mile voyage across the Pacific Ocean. This year's voyage took cadets across the Pacific Ocean with port calls in San Diego, Tahiti, Fiji, and Honolulu. Along the way, students stood watch on the bridge and in the engine room, operated complex ship systems, participated in emergency drills, and developed the skills required of future maritime officers.

It is a bittersweet moment for the staff and crew. For three decades, *Golden Bear* has served as a floating classroom where thousands of cadets transformed classroom knowledge into practical experience at sea.

"Golden Bear has helped prepare generations of maritime professionals through hands-on training at sea," said Rear Adm. Eric C. Jones, U.S. Coast Guard (Ret.), superintendent of Cal Poly Maritime Academy. "More than a training vessel, Golden Bear represented an ethos that has guided the education of maritime leaders at this academy for nearly a century. We are grateful for the ship's service and the role it has played in shaping thousands of careers."

She, along with another now former training ship, was built in the 1990s for the U.S. Navy as the fastest and largest oceanographic ship in the United States fleet. Known as *USNS Maury* she was delivered to the Navy on March 31, 1989. However, her career would be short, as in 1994 she was placed out of service.

USNS Maury was transferred to California Maritime Academy on May 4, 1996, and rechristened as the *TS Golden Bear*. Her sister ship *USNS Tanner*, followed a year later, being delivered to the Maine Maritime Academy and assuming her role as a training ship, *TS State of Maine*, in June 1997.

The transition to the new training ship comes as the academy is also in transition. Founded in 1901, it became part of the California State University system in 1960. Cal Maritime recently merged with Cal Poly as part of a reorganization of the state school program. Now known as Cal Poly Maritime Academy, it remains the West Coast's only degree-granting maritime academy.

The Academy has been operating its school at sea which began with *TS California State* (1931–1946). Since then, there has been a series of *Golden Bear* vessels, including the first *TS Golden Bear* (1946–1971), the second *TS Golden Bear* (1971–1995), and the third and current *TS Golden Bear*, which has been in service since 1996.

Cal Poly Maritime Academy is preparing for the arrival of new *Golden State*, a National Security Multi-Mission Vessel (NSMV) that will become the academy's next training ship. Expected to arrive in Vallejo in 2027, *Golden State* will provide expanded training capabilities, modern instructional spaces and new opportunities for hands-on learning at sea. She is the fifth vessel of the class, with New York, Massachusetts, and Maine having already deployed their ships on training missions.

Wilmington Notes

During the month of June, the membership had a show of force at the monthly union meeting to voice their opinion of the tentative agreement with Matson. I attended the Maritime Trades Department Southern California Ports Council meeting to discuss the financials and replacement bookkeeper of the late Heidi Barragan. Mrs. Barragan was definitely a friend to labor, and she will be sorely missed.

It is the responsibility of the members to keep their documents current. If you're calling to ask to check your documents, nine times out of 10 we're busy with a member whose paying their dues, registering, applying for training, and shipping out.

I regret to inform the membership of the passing of former member Orlando Vindas. The Wilmington union hall parking lot will be a drier place without him. Hosted the bi-weekly Labor Day Parade Committee meeting, where I requested a booth for our union's post-march festivities. The number of jobs has been about the same from the previous month. As of June 30, we had 30 A-, 13 B-, and 28 C-seniority members registered.

Respectfully,
Pasquale "Mike" Gazillo
Port Agent

Honolulu Notes

The Honolulu Hall dispatched a steady number of jobs during the month of June. It was a solid month for regular dispatches, including two Junior Engineers, one Electrician/Refrigerating Engineer, two Oilers, and two Wipers. Standby work was especially strong, with 21 Standby Electrician/Refrigerating Engineer dispatches and 20 Standby Wiper dispatches. At present, the Honolulu registration list consists of 22 A-, six B-, and 11 C-seniority members.

This month, I held a highly productive online video conference with Amber Akana from the Seafarers International Union alongside retired Honolulu Port Agent Mario Higa and Patrick Weisbarth from the Sailors' Union of the Pacific to maintain close inter-union coordination and discuss local shipping operations. Additionally, I had the privilege of participating in a Maritime Pathways presentation for the Workforce Development Council Youth Services Committee. It was an excellent opportunity to advocate for seafaring careers and build future job pipelines for the youth in our local communities. Mahalo to all the brothers and sisters who answered the call this month and helped keep our operations running smoothly.

Aloha,
Don Ngo, Port Agent

Seattle Notes

During the month of June Seattle shipped two ERJs, one Wiper and six Standby Reefer/Electricians. Seattle currently has seven A-, three B-, and three C-seniority members registered for shipping.

Thanks to all of you that read the Union paper and are giving me a long heads up on those getting off the ship. It's a tremendous help and ensures you will get a timely relief. I will be working off the long-range schedule to book appointments, so there will likely be a few missed targets depending on breakdowns, shipyard delays, and route changes. But it should be better than in the past. Just be aware, I will still need to bend the shipping rules from time to time to accommodate physicals, and you cannot depend on the Thursday call for turn-to Friday routine. Keep in touch with the hall for updates if you're looking for work.

I'm going to try to use up my vacation days this year so I will be taking advantage of available relief whenever I can. SUP member Rhonda Benoit will be in for me when she has time in the months of July and August.

Fraternally,
Brendon Bohannon, Representative

SF rents jump amid AI hiring boom and Bay Area housing shortage

A resurgence in tech jobs and return-to-office mandates has pushed San Francisco residential occupancy to 96 percent, while an affordable housing bill from U.S. Rep. John Garamendi awaits the president's signature. Surrounding Silicon Valley cities with heavy concentrations of tech headquarters — including Mountain View, Palo Alto, Sunnyvale and Santa Clara — are also experiencing persistently high rental rates.

The cost of renting in the San Francisco Bay Area continues to reach unprecedented heights, fueled by a resurgence in technology hiring and a widespread return to the office. The median rent for a one-bedroom apartment in San Francisco has now surpassed $4,000 a month, continuing to rewrite the city's record books each month.

The region's notoriously high home purchasing costs continue to put upward pressure on the rental market. While the Bay Area boasts high salaries and remains a highly desirable place to work, the severely limited housing supply keeps both home prices and rents elevated.

Meanwhile, lawmakers are pushing for federal intervention to address the shortage. U.S. Rep. John Garamendi, whose 8th Congressional District includes parts of Contra Costa and Solano counties, said a significant affordable housing bill is currently awaiting the president's signature.

"This significant piece of housing legislation must go forward," Garamen to build low-income housing."

Port of San Diego approves new bulk sugar import facility

The Port of San Diego Board of Port Commissioners has approved an Option to Lease Agreement and authorized a Coastal Development Permit (CDP) that aims to bring a new bulk sugar facility to the Tenth Avenue Marine Terminal (TAMT). California Sugar Equipment, LLC proposes to build a Zucarmex sugar-handling and storage facility that would allow for up to 280,000 metric tons of raw sugar to be imported into San Diego each year. The proposed project supports both the port's economic development efforts and its clean air goals.

Zucarmex has been importing raw sugar at TAMT since 2018 without any on-terminal equipment or storage. Currently, sugar is offloaded directly from vessels to trucks and transported to the company's existing Otay Mesa processing facilities. Discharging directly from ship to trucks requires many truck units to enable the ship to be unloaded and freed up as soon as possible. With the proposed project, Zucarmex would be able to spread out its truck delivery schedule, needing less truck units, which would make the deployment of zero-emissions trucks economically feasible. The project would include construction of an approximately 50,000-square-foot warehouse in the southeastern portion of TAMT. Upon project completion, Zucarmex would use a bulk discharge unloader and conveyor system to move raw, bulk sugar from vessels to the warehouse storage facility on the terminal. Then, electric trucks, instead of diesel trucks, would transport the sugar from the terminal to the Otay Mesa facility. The environmental commitments contained in the proposed Lease that align with the port's Maritime Clean Air Strategy and other clean air efforts include:

- The use of Class 8 ZEV (electric) semi-trucks to transport raw sugar from the terminal to the company's existing Otay Mesa processing facilities. This will eliminate approximately 1,000 diesel truck loads per month from terminal operations.
- A rooftop solar system on the warehouse to provide a renewable power source for onsite truck charging.
- Best available control technologies for the conveyor system and bulk discharge unloader with features to ensure, at minimum, 95 percent particulate emission control.

The project's dry-bulk facility and operation improvements also support the port's TAMT Redevelopment Plan. In addition to the Option and CDP, the Board adopted a third addendum to the plan's Final Environmental Impact Report.

In order to execute the Lease, California Sugar Equipment must satisfy deliverables listed in the Option to Lease Agreement within 18 months. Once complete, a Lease with a ten-year term and two five-year options to extend will be executed between the port and California Sugar Equipment, a subsidiary of Zucarmex, and construction can begin.

Political Action Fund

Voluntary donations for June 2026:
Jacob Cartwright, #4019 .... $100.00
Wendelyn Sugui, #3863 .... $10.00

Regular membership meeting dates 2026

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

Honor Roll

Voluntary donation to
General Treasury —June 2026:
Francisco Lazzara, #3725 ..... $1,000.00
Jacob Cartwright, #4019 .... $100.00
Eeric White, #3925 .... $100.00

FINISHED WITH ENGINES

Michael D. Hill, JM-5195. Born April 24, 1959, Michigan. Joined MFOW September 19, 2014. Died April 17, 2026, Seattle, Washington.

Charles D. Moore, #3637/P2727. Born November 17, 1946, Moline, Illinois. Joined MFOW August 31, 1989. Died May 30, 2026, Rogue River, Oregon.

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