



THE MARINE FIREMAN

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



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2026 Congressional Maritime Sail-In Priorities

Support Full Fiscal Year 2027 Funding for the Maritime Security Program

"A strong maritime sector is not nostalgia—it's strategy. It means resilient supply chains we control; credible logistics for our joint forces; good jobs across our coasts, rivers, and Great Lakes; and the freedom to move what America needs, when and where America needs it — under our own flag."

— Stephen M. Carmel, U.S. Maritime Administrator (2025)

Objective

To fully fund the Maritime Security Program (MSP) in FY'27 at the Congressionally authorized level of \$400.5 million contained in the FY'25 National Defense Authorization Act.

From the earliest days of our nation to the current hostilities in the Persian Gulf, American mariners never fail to sail into harm's way when needed by the United States. There is no guarantee or reason to believe that foreign crews will do the same. It is essential that Congress and the Administration stop the further loss of U.S.-flag vessels and the outsourcing of American maritime jobs. The choice for our Nation is simple: either the United States continues to entrust the security of our nation and the safety of American troops deployed overseas to U.S.-flag vessels and their U.S. citizen crews, or instead turns over America's security interests and the well-being of American troops to foreign flag, foreign crewed vessels which may or may not choose to support America and our allies.

Background

The Maritime Security Program is a unique U.S. Government — U.S. private shipping industry partnership that provides the Department of Defense (DOD) with the commercial sealift readiness capability, global intermodal systems, and U.S. citizen civilian mariners it needs to advance America's interests and to support American troops deployed around the world.

Originally enacted as Public Law 104-239, the Maritime Security Act of 1996 authorized the establishment of a maritime security fleet comprised of 47 militarily-useful, privately-owned U.S.-flag commercial vessels. Public Law 108-136, the National Defense Authorization Act of 2004, reauthorized and extended MSP for an additional ten years and expanded the maritime security fleet from 47 to 60 militarily-useful, privately-owned U.S.-flag commercial vessels. The Program is currently authorized through FY'35.

"Our organic capabilities are insufficient to meet our military requirements around the globe, and we are absolutely, inextricably linked. So, the Maritime Security program gives us that guaranteed access, and it is a great value for the dollar to ensure that we can have US-flagged, US-crewed ships available to support us into the future."

— General Jacqueline Van Ovost, Commander, U.S. Transportation Command (2022)

National Security Benefits

"Commercial shipping forms the logistical backbone of military power. In times of conflict, the ability to move equipment, fuel, and supplies across oceans becomes essential. The United States has historically relied on its merchant marine to provide surge capacity for military logistics. However, the size of the U.S.-flag merchant fleet has declined dramatically since the mid-twentieth century. Many policymakers now worry that sealift capacity could become a constraint in large-scale conflicts requiring sustained overseas deployment."

— Stephen M. Carmel, U.S. Maritime Administrator (2026)

Failing to provide full funding for MSP...could reduce reserve sealift readiness and capacity below levels that would fully meet the combatant commanders' operational plans for major deployment of ground forces, which call for 95 percent of unit equipment and sustaining supplies to be moved by strategic sealift. Reduced funding will decrease the number of mariners employed on these vessels, and without adequate

sealift and sealift manning, mission capability will be compromised."

— Navy League of the United States

"Our partnership with the commercial sealift industry and labor unions is critical to mobilizing strategic sealift capacity during times of crisis. Congressional action and the support of the American people are strengthening the maritime industrial base and the U.S.-flag fleet...strategic sealift is an essential component of National Defense strategy, providing the afloat mobility capability to project and sustain combat power globally. The U.S. national sealift objective is to ensure sufficient military and civil maritime resources will be available to meet defense deployment, and essential economic requirements in support of the national Security Strategy."

— General Randall Reed, Commander, United States Transportation Command (2026)

Economic Benefits

According to the Navy League of the United States, it would cost approximately \$13 billion in taxpayer funds to replicate vessel capacity alone without the MSP. In addition, the United States Transportation Command has estimated that it would cost the U.S. Government an additional \$52 billion to replicate the global intermodal systems made available to DOD by MSP contractors who are continuously developing, maintaining, and upgrading their logistics systems. Instead of the estimated \$65 billion it would cost the taxpayer if there were no MSP, a fully funded MSP will continue to provide DOD with the militarily-useful U.S.-flag vessels, U.S. civilian maritime manpower, and the global intermodal systems it needs at a cost to the taxpayer of \$400.5 million in FY'27 as authorized by Congress.

Request for Action

We ask all Members of the House and Senate to urge the Committees on Appropriations to provide full funding for MSP at its FY'27 Congressionally authorized level.

America is More Secure Because of its String Domestic Maritime Industry

China's Maritime Ambitions Make the Jones Act Even More Important — A family of laws applying to coastwise trade, commonly referred to as the Jones Act, require vessels engaged in trade between two domestic points to be U.S.-owned, U.S.-crewed, U.S.-flagged, and U.S.-built. These laws are critical for American economic, national, and homeland security, which is why the Jones Act has enjoyed the support of the Defense Department, Members of Congress of both parties, and every President in modern history. Support for the Jones Act is particularly important now because of China's well-documented maritime ambitions.

The Domestic Maritime Industry Is Key to America's Economic Strength and Security — America's domestic shipping industry—shipping companies, shipyards, mariners, and advanced logistics systems—is responsible for nearly 650,000 American jobs and more than \$154 billion in annual economic output, according to a study by PricewaterhouseCoopers for the Transportation Institute. The domestic fleet is comprised of over 45,000 vessels. Labor compensation associated with the domestic fleet exceeds \$41 billion annually, and those wages are spent in virtually every corner of the United States. The benefits of the domestic maritime industry do not stop at the water's edge. Other fundamental U.S. industries depend on the efficiencies and economies of domestic maritime transportation to move raw materials and other critical commodities, making the domestic maritime industry critical to the wider economy.

The U.S. Navy Says the Jones Act Is Critical to National Security — The U.S. Navy's position is clear: repeal of the Jones Act would "hamper [America's] ability to meet strategic sealift requirements and Navy shipbuilding." America's domestic fleet is an important part of the national maritime infrastructure, which helps ensure there will be ample U.S. sealift capacity to defend our nation. American ships, crews to man them, ship construction and repair yards, intermodal equipment, terminals, cargo tracking systems, and other infrastructure can be made available to the U.S. military at a moment's notice in times of war, national emergency, or even in peacetime. In addition, during a major mobilization, American domestic vessels move defense cargoes to coastal ports for overseas shipments. That is why military leaders have consistently emphasized their strong support for the Jones Act and the vessels, shipyards, mariners, and maritime infrastructure that result from a strong American domestic fleet.

The Jones Act Is Critical to Homeland Security — An essential Jones Act benefit relates to border protection, homeland security, and the prevention of illegal immigration. The Jones Act makes America stronger and its borders more secure by ensuring that the U.S. Coast Guard and Customs and Border Protection (CBP) carefully screen the owners, crewmembers, and builders of domestic vessels before receiving their licenses. They operate under specific regulations to ensure that America remains safe and secure. CBP officials have noted the near impossibility of maintaining the security and coverage of America's waters without the protections of the Jones Act. Moreover, American mariners are the eyes and ears of American homeland security, and the Jones Act is an essential reason why they play that important role.

China Is Aggressively Expanding Its Maritime Capabilities Worldwide as Part of Its Global Ambitions — China's leaders have made clear that they view the acquisition of commercial vessels, terminals, ports, and other parts of the maritime industry around the world as an important part of their military ambitions. China has proffered billions of dollars in loans and other financing to acquire facilities and other global assets as part of its Belt and Road Initiative. It also has subsidized its

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SUP President/Secretary-Treasurer Matt Henning and MFOW President/Secretary-Treasurer Anthony Poplawski (second and third from left) travelled to Washington D.C. to discuss maritime matters on Capitol Hill.

The Marine Fireman

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Sail-In Priorities

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own maritime industry to the tune of more than \$132 billion between 2012–2018, according to the Center for Strategic and International Studies.

China would like nothing more than to gain a foothold within America's domestic navigation system, an issue discussed in depth in "The Jones Act Blocks China's Plan for Global Domination" by former representative and House Transportation Appropriations Subcommittee chairman Ernest Istook. Referencing China, former National Security Advisor Robert O'Brien called the Jones Act a "framework for sustaining our [American] shipbuilding posture and it must not be abandoned now." Also, writer George Landrith asked a most basic question: "Who in their right mind would want to allow Chinese built, crewed and flagged ships to sail up and down the more than 20,000 miles of [U.S.] inland waterways?"

As China builds up a stronger presence in maritime operations, the United States should be working to strengthen its own maritime industry, a core part of which is the domestic Jones Act fleet and associated infrastructure.

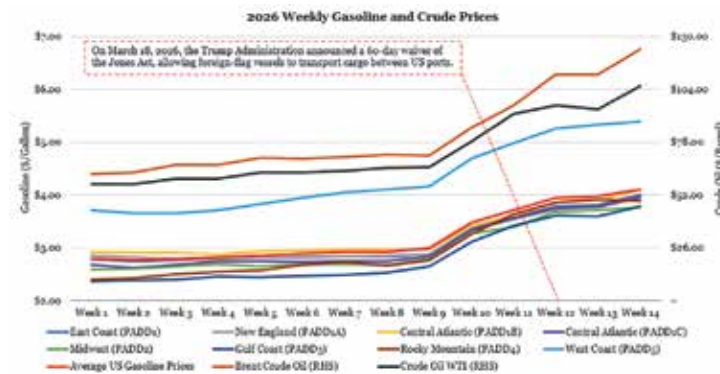
The Blanket Jones Act Waiver Should Not Be Extended

The Jones Act requires that vessels engaged in waterborne trade between two domestic points to be U.S.-owned, U.S.-crewed, U.S.-flagged, and U.S.-built. These laws are critical for American economic, national, and homeland security, which is why the Jones Act has long been supported by strong, bipartisan majorities in both the House and the Senate.

The Jones Act was recently waived by the Administration in response to rising gas prices as a result of the Iran conflict. This historically broad blanket waiver of the Jones Act began on March 17 and is set to expire on May 17. The waiver was issued under 46 U.S.C. 501(a), which allows waivers only when "necessary in the interest of national defense to address an immediate adverse effect on military operations."

The waiver is overly broad, covering more than 600 categories of merchandise and lasting 60 days. It includes certain products like fertilizer that have no impact on military operations, much less an "adverse effect." There is broad concern that the waiver is being used not for its intended purpose, but is instead being used by oil traders and others for short-term profit. There is no evidence that any savings are passed along to consumers.

The waiver was issued to address rising gas prices. As predicted, the waiver has had no impact on gasoline prices in the United States. Gas prices have risen consistently since the



waiver was issued.

The waiver appears to allow foreign vessels to operate in U.S. domestic commerce without complying with certain U.S. laws including U.S. tax and immigration laws. (Section 501 allows only a waiver of the navigation and vessel inspection laws.) As such, a waiver appears to actually grant foreign operators a built-in cost advantage over American operators in U.S. domestic trades.

Finally, the waiver is also inconsistent with the Trump Administration's historically proactive effort to restore American maritime dominance. The Jones Act is the fundamental law of the American maritime industry. A waiver outsources U.S. jobs and undermines investor confidence in U.S. maritime and shipbuilding.

The Jones Act is the foundation for more than 650,000 American jobs, an annual economic impact of more than \$150 billion,

and a fleet of 45,000 vessels, according to a study for the Transportation Institute by PricewaterhouseCoopers. This broad waiver is harming the domestic maritime industry and should not be extended.

A New National Maritime Policy

The United States is facing a steady erosion of its maritime industrial base that now poses a direct risk to economic security, supply chain resilience, and national defense. Decades of decline in the U.S.-flag fleet, domestic shipbuilding capacity, and available merchant mariners ready to work have left the nation increasingly dependent on foreign-flag vessels to move global commerce, many of which are controlled by strategic foreign competitors or operate under "flags of convenience" (FOCs) that evade U.S. labor, tax, safety, and environmental standards. Without decisive action, the United States will continue to lose any competitive advantage in global shipping while ceding further control over the movement of imports and exports to foreign interests.

A national maritime policy aimed at revitalizing the American maritime and shipbuilding sectors must focus on leveling the competitive playing field for U.S. businesses and U.S.-flag carriers. Today, U.S. operators are routinely undercut by China and other foreign adversaries that do not adhere to comparable labor, tax, safety, or environmental standards. These competitors frequently rely on Chinese-built vessels and FOC registries that exploit lower labor costs and regulatory loopholes, enabling them to externalize costs that U.S. operators are required to bear.

Without targeted policy interventions, these practices will continue to disadvantage U.S.-flag carriers, discourage domestic investment, and accelerate the decline of the American maritime industrial base. Restoring competitiveness therefore requires policies that reward compliance, uphold high standards, and counter unfair foreign shipping practices.

Recognizing these vulnerabilities, President Trump issued *Executive Order (E.O.) 14269, "Restoring America's Maritime Dominance,"* last year directing federal agencies to address the structural disadvantages facing the U.S. maritime sector. In a follow-up to the Executive Order, bipartisan legislation was introduced in the House of Representatives (HR 3151) and the Senate (S 1541), and the Trump Administration released its *Maritime Action Plan (MAP)* on February 20, 2026. Both initiatives, the SHIPS for America legislation and the Maritime Action Plan, signal a clear commitment to rebuilding the U.S.-flag fleet, revitalizing domestic shipbuilding, and expanding the maritime workforce. These initiatives reflect a growing consensus that maritime strength is not optional – it is foundational to our national economic and military security. However, without innovative and aggressive joint Congressional and Administration action and policy, the state of our nation's maritime industry will continue to suffer.

A central challenge facing the maritime industry is the lack of private-sector cargo demand for U.S.-flag shipping. Commercial shippers make cost-driven decisions, and U.S.-flag vessels operate at a structural disadvantage against heavily subsidized foreign fleets—particularly those backed by China. Congress has a clear opportunity to address this gap by leveraging the U.S. Tax Code to incentivize businesses to "Ship American." A proposed shipper tax incentive for moving commercial cargo on U.S.-flag vessels would lower the effective cost of choosing U.S.-flag carriers without imposing burdensome mandates. A recent PwC economic analysis prepared for the American Maritime Congress estimates that such an incentive could increase demand for U.S.-flag shipping by approximately 20 percent, supporting the addition of 18 to 20 new U.S.-flag vessels and generate investment across the maritime industrial base.

At the same time, U.S.-flag fleet growth cannot occur without addressing the persistent shortage of U.S. merchant mariners, an industrial challenge that has intensified since the global pandemic. For example, American mariners are fully subject to federal income tax on wages earned in international commerce while many foreign competitors exempt their mariners from taxation altogether as an incentive to join the industry. This disparity increases operating costs for U.S.-flag carriers and accelerates workforce attrition. Therefore, establishing a federal income tax exclusion for U.S. merchant mariners would significantly level the playing field, improve recruitment

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Marine Firemen's Union Directory

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MFOW CONVENTION – April 13, 2026

OPENING REMARKS

BY ANTHONY POPLAWSKI, PRESIDENT/SECRETARY-TREASURER

I would like to welcome all officials, delegates, trustees and rank-and-file members to the 2026 MFOW Convention. As provided under Article II, Section XIII of the Constitution, it shall be the policy of the Marine Firemen’s Union to hold, in the year in which the principal collective bargaining agreement or agreements are to be renegotiated and prior to such negotiations, unless problems arise which require immediate attention, a Convention comprised of the President/Secretary-Treasurer, Vice President, Branch Port Agents, three elected delegates from Headquarters and one elected delegate from each other Branch.

This is an open convention and all members in good standing are permitted to attend as fraternal delegates and be entitled to a voice, but no vote, in the proceedings.

Only the President/Secretary-Treasurer, Vice President, Branch Port Agents and elected delegates to this Convention shall be entitled to vote.

This Convention shall consider ways and means of bettering the collective bargaining agreements of the Union, shall make reports pertaining to the good and welfare of the Union and shall take up such matters that might be referred to it by the membership for consideration.

We will hear a State of the Union report from the President/Secretary-Treasurer. This report will be publicized in *The Marine Fireman* and be made a part of the records of the Union. After hearing the report and recommendations therein we will move to open discussion for the remainder of the day.

Under Article II, Section XIV of the Constitution, this Convention shall have no powers to make final decisions on policy, but shall consider problems facing the organization and present its recommendations on questions of policy affecting the Union to a vote of the membership.

You will all have a voice in these proceedings, however, only the officials and elected delegates will have a vote. This is an excellent opportunity for all involved to make reasonable, intelligent recommendations for the good and welfare of the membership. I look forward to a productive Convention.

* * * * *

STATE OF THE UNION

By Anthony Poplawski, President/Secretary-Treasurer

In this State of the Union report I will discuss the financial structure of the Union, jobs under contract, membership totals, and documents regarding the pension, welfare and training funds. I will also include my recommendations for upcoming negotiations with Matson Navigation Company. All of this information will relate to our discussion on ways and means of bettering the Union and general recommendations.

FINANCIAL STRUCTURE

The total combined financial assets of the Union, as of April 1, 2026, amounted to \$3,064,915. Our primary sources of income are work assessments, hiring hall contributions, rental income and union dues. Our largest expenses are union official and staff salaries, followed by union official and staff fringe benefit costs, and port serviced costs.

General Treasury — The general treasury balance (investments and checking accounts) as of April 1, 2026 was \$1,564,915.

Strike Fund — By action of the membership, the strike fund is maintained at the level of \$1,500,000. Dodge & Cox continues to manage investment monies of the strike fund and general treasury in a prudent and conservative manner. U.S. Bank has been the custodian of the strike fund and general treasury monies since 2012.

Political Action Fund — The Political Action Fund balance as of April 1, 2026, was \$69,400.

Annual Audit — The firm of Miller Kaplan Arase LLP is performing the annual audit of the Union. The Union audit for the year ending December 31, 2025, is in progress.

TRUST FUNDS

SIU Pacific District Pension Plan — The SIU Pacific District Pension Plan statement of net assets available for benefits shows a total of \$123,890,266 at market value as of December 31, 2025. The maximum long-term pension payment is \$2,670 per month for participants who retired on or after July 1, 2023.

SIU Pacific District Supplemental Benefits Fund — The statement of net assets available for benefits shows a total of \$3,072,799 as of December 31, 2025.

SIU Pacific District Seafarers’ Medical Center — The statement of net assets available for benefits shows a balance of \$237,233 as of December 31, 2025.

MFOW Money Purchase Pension Plan — The MFOW Money Purchase Pension Plan (MPPP) statement of net assets available for benefits shows a total of \$44,553,236 as of December 31, 2025. Ms. Stacy Bobu is responsible for processing MPPP participant applications and forwarding them to the data processing office. Plan administration services have been performed by Benesys Inc. since April 1, 2009.

MFOW Supplementary Pension Plan — The MFOW Supplementary Pension Plan statement of net assets available for benefits shows a balance of \$1,1366,060 as of January 31, 2026. The plan was certified to be in the Yellow Zone (Endangered Status) on October 27, 2023, based on the estimated funding percentage of 50.9 percent and a positive credit balance for the next seven years. For this reason, the parties agreed to reallocate \$4.50 per manday to the MFOW Supplementary Pension Plan.

The maximum monthly benefit under the MFOW Supplementary Pension Plan is \$560, which became effective August 1, 2006. Wright Investors Services manages the plan investment portfolio. Zenith Administrators has been performing the administrative and accounting duties of the plan since November 2001 in coordination with Ms. Stacy Bobu, our supplemental benefit and pension analyst at Headquarters.

MFOW Welfare Fund — The MFOW Welfare Fund income and expense statement as of January 31, 2026, shows a balance of \$15,598,657. In 2025, the trustees agreed to combine the three separate accounts (Guaranteed, Special #1, and Special #2) into a single account. This has simplified accounting and reporting of assets.

Our controller, Ms. Manita Li, continues to perform the accounting and administrative duties required to properly administer the plan under a reimbursement arrangement between the Welfare Fund and the Union. Mr. Andrew Desa of Rael & Letson is the consultant for the MFOW Welfare Fund and reports quarterly on the status of our Welfare Fund contracts.

MFU Training Plan — The financial statement for the MFU Training Plan shows a fund balance of \$120,305 as of February 28, 2026. Our training coordinator, Ms. Kasia Grzelak, processes member applications, enrolls members in the various training courses, and arranges for tuition payments, and lodging and subsistence reimbursements. Transportation to training sites is reimbursed by the plan in accordance with maximum amounts detailed in the Plan document.

The following MFOW Training Plan training evolutions were completed in 2025:

COURSE	NO.
STCW Able Seafarer - Engine.....	8
STCW RFPEW.....	11
STCW Basic Training.....	1
STCW Basic Training Refresher.....	7
STCW Basic Training Revalidation.....	43
IECEX (Electrician LNG).....	5
IGF Basic (LNG).....	56
MSC Government Vessels.....	33
MSC GOV Vessels Refresher.....	21
QMED-Electrician/Refrigerating Engineer.....	8
QMED-Fireman/Watertender and Oiler.....	8
High Voltage Safety.....	5
TOTAL.....	206

MFU Joint Employment Committee — The MFU Joint Employment Committee primary account balance as of February 28, 2026, was \$24,521 and the restricted APL Guam Settlement account balance was \$120,305. Kasia Grzelak has performed the routine administrative and accounting duties for the Joint Employment Committee (JEC) since 2022. Similar to the reimbursement arrangement for the welfare and training plans, the Union is reimbursed monthly from the JEC.

UNION MEMBERSHIP

According to the Treasurer’s office records, as of April 1, 2026, we had a total of 537 members: 210 active full book members, 242 active junior members, 12 dues-paying pensioners and 73 non-dues paying regular pensioners.

JOBS UNDER CONTRACT

We currently have a total of 21 ships and 103 master contract billets under the offshore and shore maintenance agreements with APL Marine Services (APLMS) and Matson Navigation Company. The Union is also a signatory to several government vessel and commercial operating contracts with Patriot Contract Services.

APLMS — APLMS currently employs 44 MFOW members aboard 11 vessels and an additional 22 shore mechanics in the port of Los Angeles; and standby shore support in the ports of Oakland and Los Angeles.

The APLMS Maritime Security Program (MSP) fleet consists of nine U.S.-flag container vessels. The nine MSP ships are the motor vessels *APL Eagle*, *APL Islander*, *President JQ Adams*, *President Bush*, *President Carter*, *President Grant*, *President LB Johnson*, *President Monroe*, and *President Reagan*. The *APL Oceania* and *CMA CGM Phoenix* are operating under U.S.-flag without the benefit of an MSP stipend.

The duration of the master collective bargaining agreement with APLMS is October 1, 2024, through September 30, 2029. These agreements include the Offshore MSP Agreement and the Maintenance Agreement.

Matson Navigation Company — Matson potentially employs 34 MFOW members aboard 10 master contract vessels (*Daniel K Inouye*, *Kaimana Hila*, *Lurline*, *Mahimahi*, *Manoa*, *Manukai*, *Manulani*, *Matsonia*, *Maunalei*, and *Maunawili*) and an additional five shore mechanics at the ports of Oakland and Honolulu; and standby shore support in Honolulu, Long Beach, Oakland and Tacoma. The duration of the master collective bargaining agreement with Matson Navigation Company is July 1, 2021, through June 30, 2026. This includes the Offshore Agreement and the Maintenance Agreement.

Matson also operates one CV700-class vessel, the *Kamokuiki*, under a Memorandum of Understanding covering the period July 1, 2023, through June 30, 2026. MFOW manning aboard the *Kamokuiki* is one Electrician/Reefer/Oiler and one Oiler/Utility.

Patriot Contract Services — Patriot Contract Services (PCS) operates 9 RRF vessels (*Admiral W.M. Callaghan*, *Cape Henry*, *Cape Horn*, *Cape Hudson*, *Cape Orlando*, *Cape Victory* and *Cape Vincent*, *Cornelius H. Charlton* and *George Watson*). These vessels employ 54 members in full operating status (FOS) and 27 members in reduced operating status (ROS). The *Cape Henry*, *Cape Horn* and *Cape Hudson* are scheduled to be transferred to another ship operator in the near future. The RRF contracts run through August 14, 2029, with possible following option periods.

The company operates two commercial shallow draft tankers – the *Allied Pacific* and the *Haina Patriot*. These ships provide a total of six MFOW billets in FOS. The ship manager contract for the *Allied Pacific* will extend through September 4, 2028. The ship manager contract for the *Haina Patriot* will extend through September 30, 2026.

PCS operates six *Watson*-class LMSR vessels (*Dahl*, *Pomeroy*, *Red Cloud*, *Sisler*, *Soderman*, and *Watkins*), which require a total of 36 FOS and six ROS billets in the unlicensed engine department. The ship manager contract is in Option Period 4 through March 31, 2027. The *Pomeroy*, *Red Cloud*, *Soderman* and *Watkins* are

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APL Marine Services

On April 7, I met with APL Marine Services labor relations to discuss extension of the Letter of Agreement covering vessels transiting areas of hostilities, specifically the Persian Gulf, Southern Red Sea, Gulf of Aden, Straits of Hormuz, and Gulf of Oman. The meeting resulted in an extension of war zone, harbor attack, and vessel attack bonuses to be paid to crew through April 30, 2026.

On April 8, finalized a Memorandum of Understanding (MOU) with APL Marine Services that allows the company to call the SIU hiring halls on the East Coast to supply unlicensed engine department standby ratings to vessels calling East Coast ports. This MOU simply formalizes a long-time past practice, as the MFWO does not operate East Coast hiring halls, and has relied on SIU standby support. The MOU currently applies to the *CMA CGM Phoenix*, but may include future vessels.

MFWO Convention

On April 13, the 2026 MFWO Convention was held via teleconference. The Convention delegates discussed ways and means of improving the collective bargaining agreement with Matson and made recommendations for the negotiating committee to consider. This was a brief but productive meeting with plenty of good input from the participants.

Matson Navigation Company

On April 13, the Union was notified by Matson labor relations that Offshore Labor Relations Manager Nicholas Marrone II will be designated as Matson Navigation Company's alternate trustee on the MFWO and SIU Pacific District Benefit Plans.

Maritime Sail-In

On April 22, I travelled to Washington, D.C. to participate in the Annual Maritime Congressional Sail-In. As usual, this was a productive day meeting with staff of the following Senators:

- Sen. Cyndy Hyde-Smith (R-Mississippi) — Chair, Transportation Appropriations Subcommittee
- Sen. Mazie Hirono (D-Hawaii) — Lead Democrat on MSP appropriations letters and Ranking Democrat, Readiness Subcommittee, SASC
- Sen. Tim Sheehy (R-Montana) — Member, Seapower Subcommittee, Armed Services Committee; Member, Readiness Subcommittee, Armed Services Committee; and Member, Coast Guard and Maritime Subcommittee, Commerce Committee
- Sen. Patty Murray (D-Washington) — Ranking Democrat, Committee on Appropriations

Patriot Contract Services

Watson-class — On April 6, the Union was notified by Patriot Contract Services (PCS) that there was a strong possibility of the *USNS Pomeroy* receiving a strike memo to extend the transition to the MARAD Ready Reserve Force until April 15. The original planned turnover date was April 1, 2026, at the Port of Baltimore. The actual turnover date is unspecified.

Payroll — On April 14, the Union was notified by PCS labor relations that the company will be making a change to payroll pay dates starting May 1, 2026. The pay days will be pushed back by two days, moving the pay day from Wednesday to Friday. This will allow for better accuracy versus the estimated future hours and will allow an additional day to vet data submitted from the ships.

MT Haina Patriot — On April 21, the Military Sealift Command (MSC) gave written notice of intent to exercise Option Period 3 of Contract No. N3220523C4018 for the operation and maintenance *MT Haina Patriot*.

VICE PRESIDENT'S REPORT

There were 30 registrants dispatched in the month of April: 19 in Class A, five in Class B, four in Class C and two Non-Seniority.

There are 31 members registered: 13 in Class A, nine in Class B, and nine in Class C.

Fraternally,
Robert Baca Vice President

T-AGOS and T-AGS Bids — As previously reported, the Union worked with PCS to submit bids to operate five Transportation Auxiliary General Ocean Surveillance (T-AGOS) vessels and one Transportation Auxiliary General Missile Range Instrumentation (T-AGM) vessel; and a separate

bid to operate seven oceanographic survey (T-AGS) ships. Last month I reported that PCS won the bid for the T-AGOS and T-AGM vessels.

On April 27, the Department of War formally published that Patriot Contract Services LLC, of Concord, California, is being awarded a \$746,045,386 firm-fixed-price award fee contract inclusive of pass-through expenses for the operation and maintenance of U.S. States Naval Ship Transportation Auxiliary General Ocean Surveillance (T-AGOS) and Transportation Auxiliary General Missile Range Instrumentation (T-AGM) referred to collectively as the T-AGOS/T-AGM fleet. This contract contains a 12-month base period with four 12-month option periods and one six-month option period under Federal Acquisition Regulation 52.217-8. The contract will be performed on a worldwide basis beginning with the delivery of the vessels in 2026 and will conclude five years and six-months later in 2032, if all options are exercised. Working capital funds (Navy) in the amount of \$18,165,081 are obligated for fiscal 2026 and will not expire at the end of the fiscal year. This contract was solicited as a total small business set aside and four proposals were received. Military Sealift Command, Norfolk, Virginia, is the contracting activity.

Patriot Contract Services did not win the T-AGS bid. Ocean Ships, Inc., of Houston, Texas, is being awarded a \$1,114,495,567 firm-fixed-price contract, inclusive of pass-through expenses for the operation and maintenance of the seven government-owned Oceanographic Survey (T-AGS) vessels.

Save Food for Peace at USDA

- Food for Peace is the United States' flagship America-first international food aid program for the donation of US-grown commodities to people facing famine emergencies around the world. In addition to its goal of feeding hungry people, the program builds markets for American farm exports, strengthens our US-flag Merchant Marine through US-flag cargo preference, and counters Chinese influence.
- Food for Peace is under Agriculture Committee jurisdiction and funded through agriculture appropriations.
- Titles I and III of the Food for Peace program, like the McGovern-Dole Food for Education, Food for Progress, and Bill Emerson Humanitarian Trust programs, are administered by USDA. Only a portion of Title II was administered by State/USAID.
- Food for Peace ground to a halt when it was transferred to State, but USDA has since taken over the program and is rapidly moving much-needed American commodities to those in need.
- American stakeholders that support Food for Peace, including farmers, millers, and American mariners, are out of work. Across the country, farmers are hurting, mills are laying off workers, and US-flag vessels are laid-up. The food aid pipeline is breaking. The world's worst famines are raging out of control, and families are starving across the Global South.

The Solution: Preserve Title II Food for Peace at USDA

- USDA already successfully administers all of the other U.S. commodity (in-kind) donation programs. And, USDA already carries out all the commodity procurement for Food for Peace.
- All of USDA's international food aid programs have continued to operate normally since the demise of USAID, while Food for Peace languished at State throughout 2025.
- USDA has a proven track-record partnering effectively and efficiently with program implementers and with US farmers, millers, and mariners that support Food for Peace.
- This proposal cements a strong American stakeholder support foundation for Food for Peace under the steadfast administration of USDA: Tackling famine, building markets for U.S. farm products, strengthening the U.S. Merchant Marine, promoting American values around the globe, and preserving the program's unique success for future generations.

Endorsements to Move Food for Peace to USDA (HR 1207 / S 525)

AFL-CIO Maritime Trades Department	Navy League of the United States
American Farm Bureau Federation	Nebraska Wheat Board
American Maritime Congress	Nebraska Wheat Growers Association
American Maritime Officers	North American Millers' Association
American Maritime Officers Service	North Central Bean Dealers Association
American President Lines, LLC	North Dakota Wheat Commission
American Pulse Association	Northharvest Bean Growers Association
American Soybean Association	Northeast Chartering Group, LLC
Apostleship of the Sea of the United States of America	Northern Pulse Growers Association
California Association of Wheat Growers	Ohio Corn & Wheat Growers Association
California Wheat Commission	Oklahoma Wheat Commission
Cantera Partners	Oregon Wheat Growers League
Colorado Association of Wheat Growers	Patriot Maritime
Colorado Wheat Administrative Committee	Port of Lake Charles
Didion Milling Inc	Reliance Bulk Carriers LLC
Euro-America Shipping & Trade, Inc.	REPCO
Heartland Goodwill Enterprises	Sailor's Union of the Pacific
Idaho Grain Producers Association	Schuyler Line Navigation Company
Idaho Wheat Commission	Scoular
Inland Boatmen's Union	Seafarers International Union
International Longshore and Warehouse Union	SeaTac Packaging
International Dairy Foods Association	SEMO Milling LLC
International Longshore and Warehouse Union, Washington Area Council	South Dakota Wheat Commission
International Organization of Masters, Mates & Pilots	South Dakota Wheat Growers Association
Kansas Association of Wheat Growers	Southern Gulf Packaging & Logistics, LLC
Kansas Farm Bureau	Stella Maris - Diocese of Beaumont
Liberty Maritime Corporation	Texas Wheat Producers Association
LifeLine Foods	The Midwest Dry Bean Coalition
Lone Star Integrated Distribution	Tiger Soy LLC
Marine Engineers' Beneficial Association	Transportation Institute
Marine Firemen's Union	TVS, Inc.
Minnesota Wheat Research and Promotion Council	U.S. Dairy Export Council
Montana Grain Growers Association	U.S. Peanut Federation
National Association of Waterfront Employers	Unishipping
National Association of Wheat Growers	US Dry Bean Council
National Corn Growers Association	US Ocean LLC
National Council of Farmer Cooperatives	US Wheat Associates
National Milk Producers Federation	USA Dry Pea & Lentil Council
National Shipping of America, LLC	USA Rice
National Sorghum Producers	Washington Association of Wheat Growers
	Washington Grain Commission
	Waterman
	Wyoming Wheat Marketing Commission



Former San Francisco Supervisor Aaron Peskin addressed the San Francisco Port Maritime Council on April 8, 2026, detailing the shifting state of local and national politics and the impact on working people.

MFOW CONVENTION — April 13, 2026

Continued from page 3

scheduled to join the *Charlton* and *Watson* in the RRF in the near future.

PCS also operates two prepositioned *Bob Hope*-class LMSR vessels — the *Pili-laau* and the *Seay*. The ships provide a total of 12 billets in FOS and two billets in ROS. If all options are exercised, the contract will run through February 28, 2029.

On March 31, the Union was notified by PCS that the company has been awarded the contract to operate and maintain five Transportation Auxiliary General Ocean Surveillance (T-AGOS) vessels (*Able*, *Effective*, *Impeccable*, *Loyal* and *Victorious*), and one Transportation Auxiliary General Missile Range Instrumentation (T-AGM) vessel (*Howard O Lorenzen*). In FOS, the fleet should provide 18 QMED and Engine/Utility billets (QMED-Oilers or higher) and two QMED-Electrician billets for MFOW members.

Under Section 36 of the General Rules of our collective bargaining agreement, we were required to give written notice to Matson of our desire to amend the agreement or notice of our desire to terminate same, which shall be given at least 60 days but no sooner than 90 days, prior to the expiration or anniversary date.

All recommendations adopted at this Convention and approved by the membership will be referred to the Negotiating Committee. We will be meeting with the SIU-Pacific District Unions to adopt a common policy on negotiations with Matson and to collectively formulate our demands for changes in the SIU-Pacific District General Rules.

In addition to other recommendations that may be a product of this Convention, I submit the following recommendations:

1. To maintain all beneficial provisions of the current Matson collective bargaining agreement, with an emphasis on jurisdiction and scope of work for unlicensed engine department personnel, and to obtain wage and benefit increases equal to the highest negotiated by any other maritime union representing unlicensed seafarers.

2. To maintain all beneficial provisions of the MFOW-Matson Maintenance Agreement in order to protect our jurisdiction and to obtain wage and benefit increases equal to the highest paid by any other maritime union representing shore maintenance workers in our contracted ports.

In conclusion, I would like all in attendance to study my report with the objective of making reasonable recommendations for the good and welfare of the membership. Our time allocated to this Convention is limited. I encourage everyone to speak up and participate, to raise

CLF withdraws Swalwell endorsement in California governor's race

On April 11, the California Federation of Labor, AFL-CIO withdrew its endorsement of Rep. Eric Swalwell for California Governor.

"This morning, the Executive Council of the California Federation of Labor Unions unanimously voted to withdraw our endorsement of Rep. Swalwell for Governor. The allegations made by women who worked for and with Rep. Swalwell are overwhelming and unacceptable. The California Federation of Labor Unions' endorsed candidates for Governor at this time are Tom Steyer, Antonio Villaraigosa, and Katie Porter.

The California Federation of Labor Unions, AFL-CIO represents over 1,300 affiliated unions in California, including the MFOW.

issues and propose solutions.

Voting Members

President/Secretary-Treasurer
Vice President
San Francisco Business Agent
Honolulu Port Agent
Wilmington Port Agent
Headquarters Delegate
Headquarters Delegate
Headquarters Delegate
Honolulu Delegate
Seattle Delegate
Wilmington Delegate

Name

Anthony Poplawski
Robert Baca
Pat Gillette
Don Ngo
Pasquale Gazillo
Michel Drummond
Jonard Revocal
Ronny Ting
Guy Kepaa
Tucker Latimer
Otto Garcia

Book No.

3596
3776
3880
3826
3699
4038
4009
3916
3739
3638
3784

MFOW VESSEL REPORT

As of April 9, 2026

Vessel	Operator	Type	Built	Last Known Route or Location
MV President JQ Adams	APL	Container	2024	Eagle Express Service
MV President Bush	APL	Container	2024	Eagle Express Service
MV President Carter	APL	Container	2024	Eagle Express Service
MV President Grant	APL	Container	2024	Eagle Express Service
MV President LB Johnson	APL	Container	2024	Eagle Express Service
MV President Monroe	APL	Container	2024	Eagle Express Service
MV President Reagan	APL	Container	2024	Eagle Express Service
MV Matsonia	MNC	Kanaloa-class	2020	China – Long Beach Express
MV Kaimana Hila	MNC	Aloha-class	2019	China – Long Beach Express
MV Lurline	MNC	Kanaloa-class	2019	China – Long Beach Express
MV Daniel K. Inouye	MNC	Aloha-class	2018	China – Long Beach Express
MV APL Eagle	APL	Container	2016	Operational Security (OPSEC) Blackout
CMA CGM Phoenix	APL	Container	2013	North Europe – US East Coast Service
MT Haina Patriot	PCS	Tanker	2011	Yokohama, Japan
MT Allied Pacific	PCS	Tanker	2010	Operational Security (OPSEC) Blackout
MV APL Oceania	APL	Container	2010	Guam – Saipan Express
MV APL Islander	APL	Container	2007	Guam – Saipan Express
MV Maunalei	MNC	CV2500	2006	Oakland, California
MV Manulani	MNC	CV2600	2005	Pacific Southwest Triangle
MV Maunawili	MNC	CV2600	2004	Pacific Northwest Triangle
MV Manukai	MNC	CV2600	2003	China – Long Beach Express
USNS Soderman	PCS	LMSR	2002	Norfolk, Virginia
USNS Pomeroy	PCS	LMSR	2001	Norfolk, Virginia
USNS Watkins	PCS	LMSR	2001	Vancouver, Washington
CV Kamokuiki	MNC	CV700	2000	Brunei Bay, Malaysia
MV Cornelius H. Charlton	PCS	LMSR	2000	Baltimore, Maryland
USNS Pili-laau	PCS	LMSR	2000	Diego Garcia
USNS Red Cloud	PCS	LMSR	2000	Charleston, South Carolina
USNS Dahl	PCS	LMSR	1999	Bayonne, New Jersey
USNS Seay	PCS	LMSR	1998	Saipan
USNS Sisler	PCS	LMSR	1998	Western Pacific
MV George Watson	PCS	LMSR	1998	Baltimore, Maryland
MV R.J. Pfeiffer	MNC	Hawaii II-class	1992	Pacific Northwest Triangle
MV Cape Victory	PCS	Ro/Ro	1984	Beaumont, Texas
MV Cape Vincent	PCS	Ro/Ro	1984	Beaumont, Texas
MV Mahimahi	MNC	C-9	1983	Pacific Southwest Triangle
MV Manoa	MNC	C-9	1982	Western Pacific
MV Cape Orlando	PCS	Ro/Ro	1981	Oakland, California
MV Cape Henry	PCS	Ro/Ro	1979	San Francisco, California
MV Cape Horn	PCS	Ro/Ro	1979	Subic Bay, Philippines
MV Cape Hudson	PCS	Ro/Ro	1979	San Francisco, California
GTS ADM WM Callaghan	PCS	Ro/Ro	1967	Oakland, California
	APL	—		APL Marine Services – Arlington, Virginia
	MNC	—		Matson Navigation Company – Honolulu, Hawaii
	PCS	—		Patriot Contract Services – Concord, California

Regular membership meeting dates 2026		
June	3	S. F. Headquarters
	9	Honolulu
	10	Wilmington
July	1	S. F. Headquarters
	7	Honolulu
	8	Wilmington
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



MV Cape Vincent crew joined Father Sinclair Oubre on the bridge to bless the ship in preparation for sailing. From left to right: Cape Victory Chief Mate Dennis Badaczewski, 3rd Assistant Engineer Edgar Pacana, 1st Assistant Engineer James Earley, Father Sinclair Oubre, Captain Karen Reyes, 3rd Mate Jeremy Rychlik, Electrician Ray Orosco and Steward Assistant Keydi Montes.

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 mfow.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.

June 8-12 July 20-23 August 10-13

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.

May 28-29 July 9-10 September 3-4

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.

May 18-19 June 15-16 July 13-14

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.

July 6-10, September 14-18

QMED Oiler, Boiler Technician/Watertender

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

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

STCW Rating Forming Part of an Engineering Watch

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

August 3-7 October 5-9 November 16-20

QMED Electrician/Refrigerating Engineer

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

July 13-August 21 September 14-October 23

STCW Able Seafarer-Engine

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

June 1-5 August 24-28 October 19-23

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.*

May 18-22 June 8-12 July 6-10

Additional Courses

Maritime Institute: 1130 West Marine View Drive, Everett WA

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

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

STCW Able Seafarer-Engine: May 25-29, June 22-26, August 10-14

STCW Basic Training Revalidation

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

Maritime Institute, San Diego, CA: May 1, May 15, May 29, June 19, June 26, July 17, July 31

Maritime Institute, Honolulu, HI: April 10, June 5, July 31, September 4, October 9

Maritime Institute, Everett, WA: April 27, May 22, June 5, July 20, August 24

Cal Maritime Academy, Vallejo, CA: April 8-9

MITAGS-PMI, Seattle, WA: March 30-March 31, May 18-19, June 16-17, July 20-21, August 3-

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: May 20-22, June 10-12, August 19-21, September 9-11

Maritime Institute, Everett, WA: August 5-7

Cal Maritime Academy, Vallejo, CA: June 1-3

MITAGS-PMI, Seattle, WA: May 18-20, December 7-9

HOWZ SHIPPING?

April 2026

San Francisco	Wilmington
Electrician/Reefer/Jr. Engineer..... 2	Electrician..... 2
Reefer/Electrician/Jr. Engineer..... 3	Electrician/Reefer/Jr. Engineer..... 2
Junior Engineer 1	Reefer/Electrician/Jr. Engineer..... 2
Oiler 5	Junior Engineer 3
Wiper..... 2	Oiler 1
Standby Electrician/ReEfer 13	Wiper 5
Standby Wiper 4	Shore Mechanic..... 4
TOTAL30	Standby Electrician/Reefer 20
Honolulu	Standby Junior Engineer 1
Electrician/Reefer/Jr. Engineer..... 1	Standby Wiper..... 20
Reefer/Electrician/Jr. Engineer..... 2	TOTAL60
Junior Engineer 2	Seattle
Wiper..... 3	Electrician/Reefer/Jr. Engineer..... 1
Standby Electrician/Reefer 22	Oiler 2
Standby Junior Engineer 1	Standby Electrician/Reefer 6
Standby Wiper..... 21	TOTAL9
TOTAL52	

Sail-In Priorities

Continued from page 1

and retention, and ensure the United States maintains a trained, available mariner pool capable of crewing U.S.-flag vessels during times of both peace and conflict.

In addition to targeted, fiscally responsible adjustments to the tax code to encourage the shipment of commercial cargoes on U.S.-flag vessels and attract mariners to the industry, there are other equally important steps that demand immediate attention. For example, since 1954, 50 percent of U.S.-government generated non-defense cargoes are reserved for U.S.-flag vessels to the extent such vessels are available at fair and reasonable rates. Unfortunately, Federal agencies have over the years failed to comply with the spirit and letter of the law, ignoring the “Ship American” requirement. Consequently, as called for in both the SHIPS for America legislation and the President’s Maritime Action Plan, the share of government cargoes — paid for by the American taxpayer — should be increased to 100 percent so that such shipments benefit the U.S.-flag fleet and American mariners, and not foreign flag and crewed ships.

Through these actions, and other critically important steps including modernizing mariner credentialing procedures to eliminate burdensome regulatory delays for the issuance and renewal of merchant mariner documents and licenses, and strengthening mariner workforce recruitment and retention efforts, our country can once again drive investment into our maritime industry, restore competitiveness, and reestablish a strong, commercially viable internationally sailing U.S. Merchant Marine capable of supporting both American economic interests and our overall national security objectives.

To do otherwise — to fail to act to reverse the decline of the U.S. maritime and shipbuilding industries will deepen U.S. dependence on foreign-controlled shipping and further erode America’s ability to compete in global trade. Congress has a narrow window to address these challenges and increase American maritime competitiveness, strengthen national security, and ensure the United States can once again lead as a maritime nation.

U.S. Merchant Marine Academy

Department of Transportation’s Campus Modernization Plan (CMP)

The Problem: A Neglected Campus — Since 1943, the U.S. Merchant Marine Academy (USMMA) has played a vital role in our nation’s sealift capacity. Over 80% of US Navy Strategic Sealift Officers are service-obligated USMMA graduates. Yet its campus has remained essentially unchanged for more than 80 years. Aging buildings, failing utilities, antiquated technology, and insufficient training spaces need to be addressed immediately.

The Solution: Investment — Aligned with the Administration’s 2025 Executive Order (EO) “Restoring America’s Maritime Dominance” and its 2026 “Maritime Action Plan” (MAP), as well as vetted by the Office of Management and Budget (OMB), the Department of Transportation’s 2025 USMMA Campus Modernization Plan (CMP) provides a cost-efficient framework to transform the campus with modern, secure, and sustainable infrastructure. Also consistent with the SHIPS Act, the CMP delivers a technically sound and widely supported roadmap to create a 21st-century training environment with the capacity to expand enrollment to address the merchant marine officer shortage that is placing our national security at risk. This once-in-a-generation investment, made possible by Secretary Duffy’s leadership, is critical to ensuring America’s military sealift readiness.

The USMMA Alumni Association & Foundation (AAF) strongly supports the CMP and urges Congress to act swiftly to authorize and fund its execution.

The CMP: Topline Summary — The CMP identifies priority capital improvements projects (CIP) to fully replace, renovate or redevelop aging academic, ath-

letic, and waterfront facilities across the campus. It is intended to be executed in phases while USMMA remains fully operational throughout and would ideally be initiated between FY26 and FY30 (Table 7.7) subject to the following appropriations investment:

FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33
\$442.57 m	\$624 m	\$1.7 m	\$537 m	\$286.29 m	\$12 m	\$13.46 m	\$14 m

The CMP deferred maintenance inventory identifies 48 campus assets (Table 4.1) that are all in either marginal or inadequate condition under the following four categories:

- Mission Critical - \$71.8 million is “urgently needed to ensure that the USMMA can continue to meet its core mission” and failure to do so “will affect the health and safety of students, faculty, and staff, and/or undermine the structural integrity of the affected building, potentially making them unsuitable”.
- Essential - \$240.8 million is “required to return the USMMA infrastructure to a baseline state of good repair; prevent emergency failures and reduce long-term capital operations and maintenance costs”.
- Enhancing - \$108.3 million “will significantly improve the midshipmen, faculty, and staff experience and quality of life, morale, and improve the enduring legacy to provide a quality learning environment”.
- Immediate Quality of Life Improvements — \$40 million will provide an opportunity to pursue projects that will have an “immediate impact on the day-to-day life of the USMMA community”.

The CMP incorporates a five-year Facilities Maintenance Repair and Equipment (FMRE) spend plan. These maintenance projects are consistent with the EO and are essential to maintaining the Academy infrastructure in a state of good repair while concurrently executing capital improvement projects (CIP). The total estimated obligation for FY26 through FY30 is \$232.3 million, as detailed below:

FY26	FY27	FY28	FY29	FY30	5-Yr Total
\$65.84m	\$65.37m	\$43.9 m	\$38.4m	\$27.97m	\$232.3m

* * * * *

State Maritime Academies Help Solve the National Mariner Shortage

Combined, the six State Maritime Academies (SMAs) produce approximately 75% of the new licensed maritime officers in the United States each year. The six SMAs are:

- California Polytechnic State University Maritime Academy (Vallejo, CA)
- Great Lakes Maritime Academy (Traverse City, MI)
- Maine Maritime Academy (Castine, ME)
- Massachusetts Maritime Academy (Buzzards Bay, MA)
- State University of New York Maritime Academy (Bronx, NY)
- Texas A&M Maritime Academy (Galveston, TX)

Designated as American Maritime Centers of Excellence, the SMAs play an important role in helping address the national mariner shortage, a workforce crisis for military sealift and readiness. Funded mainly by student tuition and state monies, the SMAs also benefit from federal programs, vessels, and funding approved by Congress. FY ’27 SMA priorities include the following:

Shore-Side Infrastructure Funding — \$75 million in FY ’27 is necessary to meet MARAD requirements for berthing of the National Security Multi-Mission Vessels (NSMVs), the new fleet of state-of-the-art training and humanitarian relief vessels. NSMV series construction continues at the Philly Shipyard. The second NSMV, the TS Patriot State, based at Massachusetts Maritime Academy, is constructed and operating; The TS State of Maine V arrived in Maine on March 31, 2026, with vessels for Texas A&M Maritime Academy and the California Maritime Academy to follow.


Fuel Funding — As the NSMVs are delivered to the SMAs the cost of fuel per school will increase significantly. The fuel is used mainly for the training vessels

during the cadet “sea terms” to provide cadets with sea time required for mariner licensure. SMA cadets pay directly for cadet sea terms; they are not part of annual SMA tuition. The high cost of the sea terms is one important factor in the mariner shortage. The SMAs request \$12 million in fuel funding in FY ’27.

Student Incentive Payments (SIP) — The SIP program provides up to \$16,000/year and up to \$64,000 over four years (per cadet) in return for an obligation to maintain a valid license as an officer in the U.S. merchant marine for at least six years following graduation from an SMA and to serve as a commissioned officer in the U.S. Naval Reserve, the U.S. Coast Guard Reserve, or any other Reserve unit of an armed force for at least six years following graduation. This SIP money goes to the cadets; the increased SIP levels make it easier for the SMAs to recruit new cadets in general, and particularly to help attract economically disadvantaged candidates. For FY ’27, the SMAs request \$9.4 million for SIP, the funding level included in the President’s Budget Request.



Larry Carranza, #3889, was recently awarded \$1,000 in flood relief assistance from the Hawaii State AFL-CIO. His family was hit hard by recent Kona Low Storm. From left to right on the MV Manoa are ERJ Travis Kehoe, #3922; Honolulu Port Agent Don Ngo; Standby Wiper Larry Carranza, #3889; and Wiper Matthew Kaleiohi, JM-5480.



HAWAII STATE AFL-CIO
888 Milliani Street, Suite 501 • Honolulu, Hawaii 96813

Telephone: (808) 597-1441
Fax: (808) 593-2149

April 22, 2026

Aloha Lawrence D Carranza,

We are writing to let you know that your union, Marine Firemen’s union, submitted a flood assistance request on your behalf to the Hawai’i State AFL-CIO’s Labor Community Services Program, and your request has been approved.

We want you to know that the Marine Firemen’s union and the Hawaii State AFL-CIO cares about what you are going through. We hope this assistance offers some support as you continue to recover and rebuild.


Your award amount is: \$1,000


We are also trying to identify volunteers who may be able to help members who were most seriously affected. We cannot guarantee volunteer help, but we will do our best.

If volunteer help would be useful to you, please email lcspp@hawaii-afl-cio.org by May 15, 2026 and let us know what specific help you are looking for. Please be as clear as possible and include photos if you can. Our volunteers may be able to help with clean up or simple projects. Major repairs, rebuilds, or specialized contractor work may not be possible.

Knowing what kind of help you need will help us determine whether we may be able to pair you with available volunteers.

In solidarity and aloha,


 Randy Ferreira
 Hawaii State AFL-CIO, President


 Catherine Lederer
 Hawaii State AFL-CIO, LCSP Director

WILMINGTON NOTES

I attended the American Merchant Marine Veteran's Memorial Committee meeting, during which objectives and goals for the upcoming Maritime Day ceremony were reviewed and discussed. I also participated in the Los Angeles/Long Beach Harbor Labor Coalition Labor Day Parade Planning Committee meetings on April 9 and April 23, where preparations for the 47th Annual Labor Day Parade and Picnic were addressed. In addition, I attended the MFOW 2026 Convention via Zoom. Discussions focused on upcoming contract negotia-

tions with Matson, manning of the Patriot Contract Services vessels, and the overall well-being of the union.

Shipping levels remain steady. Members who are seeking assignments can ship out, provided their documents are current and they are flexible with available opportunities. On the current registration list, we have 31 A-, 13 B-, and 27 C-seniority members registered as of April 30.

Fraternally,
Pasquale Gazillo, Port Agent

BUSINESS AGENT'S REPORT

Hello Brothers,

The month of April began quietly, but it quickly became a busy and difficult month for shipping in San Francisco. April dispatch showed once again that even short-term activations can become hard to cover when member availability is limited. We were called upon to fill Patriot 10-to-15-day activations. Although these were limited assignments, we still had difficulty finding enough members available to take the job calls.

We are also still facing three open-board ROS electrician billets that remain unfilled. These billets are important Union work. When they remain open, the Union loses work opportunities, and the companies are not required to make the man-day contributions that support training, welfare, and the SIU/PD medical center. Those contributions help pay for important services such as physicals, drug screens, and training opportunities for the membership.

This should concern all of us. When short activations and open billets go unfilled, it affects more than the immediate dispatch. It places added strain on the Union's ability to meet its commitments, protect our jurisdiction, and maintain the benefits and training opportunities that depend on steady manning. I understand that every member has personal and family obligations, and not every member will be available for every assignment. But when work is available and our hall cannot fill it, we risk weakening the position that generations of members worked hard to build.

For that reason, I am asking members to consider helping the Union cover this work whenever they are able. Every job filled helps protect our jurisdiction, supports our benefit structure, and keeps the Union in a stronger position when dealing with the companies. Any assistance members can provide in accepting available work is appreciated and makes a real difference.

While April's shipping difficulties deserve attention, this month's report also provides an opportunity to address another important responsibility of Union membership: knowing how to properly handle problems aboard ship. Filling jobs protects our jurisdiction; properly documenting problems protects the contract, the member, and the Union's ability to act.

Whenever possible, issues should first

be addressed aboard the vessel through the proper chain of command. Start with your immediate supervisor. If the issue is not resolved, bring it to the department head. If necessary, the matter should then be brought to the Captain. If you feel the need, ask the delegate or another member to be with you during these meetings. During or immediately after these meetings, write down notes. Those notes can later be turned into a clear statement if the matter must be brought to the Union office.

Members are also encouraged to keep a daily log of their time aboard ship, especially when issues involve safety, overtime, working conditions, personality conflicts, food, quarters, or other matters that may need to be addressed. A simple written record of daily events can be very helpful if a problem arises. It allows the issue to be reviewed more clearly, may help resolve the matter aboard the vessel, and provides the Union with the information needed to assist if the issue must be brought to the office.

When an issue cannot be resolved aboard ship, the Union office needs clear written documentation. Your daily logs and meeting notes can help you prepare a complete statement. The office cannot properly address a problem with the company based on incomplete information. Please use the who, what, where, when, how, and why method when reporting an issue:

- Who was involved, including witnesses?
- What happened?
- Where did it happen, including the ship, port, or whether the vessel was at sea?
- When did it happen?
- How did it affect you, ship operations, safety, overtime, food, quarters, or other contractual obligations?
- Why does the issue require Union action?

This information allows the Union to address problems with the company in a professional and effective manner. Good documentation does not mean a member is looking for trouble. It means the member is prepared, responsible, and giving the Union the tools needed to protect the contract and the membership.

Brothers, the Union is strongest when members support one another, fill the work, protect our jurisdiction, and handle problems in a disciplined and professional way. I ask all members to do what they can to accept available work, look out for one another aboard ship, and help keep the Union in a strong position for the benefit of the entire membership.

Fraternally,
Patrick Gillette, SFBA

HONOLULU NOTES

The Honolulu hiring hall dispatched a total of 52 jobs for the month. The breakdown is as follows: 22 Standby Electrician/Reefers, 21 Standby Wipers, two Junior Engineers, and one Standby Junior Engineer. Dispatch activity remained steady, with continued demand for standby personnel supporting vessel operations and maintenance requirements. The current Honolulu registration list consists of 21 A-, eight B-, and eight C-seniority members. Overall shipping activity remains consistent, with regular vessel calls and an ongoing need for qualified members to fill positions.

I attended the Honolulu Port Council Meeting on April 15, where port operations, coordination, and ongoing waterfront matters were discussed. These meetings continue to provide valuable updates and foster collaboration among industry partners.

Members are reminded to check their U.S. Coast Guard Medical Cer-

tificates, as there have been several instances where printed dates are faded or not clearly legible. This can create issues when reporting for duty. Please review your documents and take action early if a replacement is needed.

I would also like to extend many thanks to the Hawaii State AFL-CIO Labor Community Services Program, along with President Randy Perreira and LCSP Director Catherine Lederer, for their continued support of our members. Recently, MFOW member Larry Carranza received \$1,000 in assistance following flood damage from the recent Kona Low Storm, demonstrating their strong commitment to our labor community.

As always, I remain committed to serving the membership and ensuring the continued efficient operation of the Honolulu hiring hall.

Aloha,
Don Ngo, Port Agent

SEATTLE NOTES

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

As of the latest update from the NMC, due to the backlog of applications during latest government shut down, mariners can expect document processing time to take between eight and 12 months to issuance. They are advising that document applications be submitted at a minimum of eight months in advance of expiration.

The Seattle Branch secured \$200,000 in the Seattle Mayor's Families and Education budget providing funding for entry level credentialing and training for Seattle Public Schools graduates and attendees. The budget will be transmitted to the Seattle City Council, whom we will lobby to support this funding. This will help us produce more Wipers and Ordi-

nary Seamen. The only way to create ABs and QMEDs is to have more entry level opportunities. Thank you SUP Brother Waylon Robert for leading lobbying efforts for this program while at sea.

SUP's affiliate union, the Deep Sea Fishermen's Union of the Pacific, received \$10,000 for training and credentialing. Please contact me if you know someone interested in joining the industry and that needs assistance paying for their BST, MMC, VPSD, TWIC, Coast Guard physical, drug test and or passport.

International Secretary-Treasurer of the Masters Mates and Pilots Union Lars Turner and the Seattle Branch met with the congressional offices of Sen. Patty Murray, Sen. Maria Cantwell and Rep. Val Hoyle and Rep. Marilyn Strickland to discuss maritime priorities.

Fraternally,
Brendon Bohannon, Representative

POLITICAL ACTION FUND

Voluntary donations for April 2026:
Gregg Cava, #3891 \$100.00
Ivy "Cajun" Callais, #3592 \$200.00
Greg Blasquez \$50.00

Halls to close
Memorial Day — All MFOW hiring halls will be closed on Monday, May 25, 2026, in observance of Memorial Day, which is a contract holiday.

MFOW members pensioned

Name	Book Number	Pension Type	Sea Time	Effective
David Parker	3816	SIU PD Only, Deferred Vested	9.000	1/1/2026
Benjamin O'Donnell	3642	SIU PD Only, Deferred Vested	15.000	2/1/2026
Bruce Doane	3879	SIU PD Only, Deferred Vested	8.000	3/1/2026
Richard Domanski	3797	SIU PD Only, Deferred Vested	21.000	3/1/2026

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

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

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

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

HONOR ROLL

Voluntary donation to General Treasury — April 2026:
Samuel Garrett, JM-5317.....\$110.00
Ivy "Cajun" Callais, #3592.....\$100.00
Aaron Jones, #3944.....\$200.00
Eric White, #3925.....\$100.00