



# THE MARINE FIREMAN

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



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No. 3

## CMA CGM vows to invest \$20 billion into the U.S. over the next four years

President Donald Trump said French shipping giant CMA CGM SA will invest \$20 billion in the United States to develop maritime infrastructure, logistics and terminals. An estimated 10,000 new jobs would be created by the projects, Trump said at an event at the White House alongside CMA CGM Chief Executive Rodolphe Saadé. The investments would be made over four years, the container line said in a subsequent statement.

"It's so important because it's about shipping," Trump said. "You know, we lost our way for many years. We haven't done anything. We used to build a ship a day."

The president added that he plans to announce a new government program for shipbuilding next week. In his address to a joint session of Congress on March 5, Trump said he would "create a new office of shipbuilding in the White House and offer special tax incentives to bring this industry home to America."

Saadé's trip to Washington came as the family-controlled CMA CGM seeks to lessen its vulnerability to Trump's trade and maritime policies. The company founded by his father plays a major role transporting goods across the oceans and also has a long-term partnership with Chinese shipping companies. CMA CGM, China's Cosco, Taiwan's Evergreen and Hong Kong-based OOCL last year extended their capacity-sharing agreement called the Ocean Alliance to 2032.

"We are very enthusiastic about

this big announcement of today," said Saadé, standing at the event with Trump and a map of the southern U.S. showing the Gulf of America. The company was also examining investing in building container vessels and could make an additional announcement in the coming weeks, the CEO said.

In its statement, CMA CGM said the money would be spent to increase its U.S.-flagged American President Lines fleet to 30 vessels from 10, and to develop U.S. port infrastructure including in New York, Los Angeles, Dutch Harbor, Houston and Miami. It also plans to develop warehousing, open a logistics center in Boston and establish an air cargo hub in Chicago. Saadé has in recent years taken a significant portion of his quick-paced expansion spree to the U.S., acquiring major container terminals in the Port of Los Angeles as well as New York and New Jersey.

The billionaire was reported to have attended an event in Washington around Trump's inauguration, joining another French tycoon, Bernard Arnault, who founded luxury giant LVMH, which could also be vulnerable to US trade policies and tariffs. Trump announced the CMA CGM initiative before signing an order that partially rolls back tariffs he imposed on Canada and Mexico earlier this week. While the White House has said they want to use the import taxes to force companies to return to the U.S., the move has roiled markets.



U.S. Marine Corps Maritime Prepositioning Force assets from the *USNS Dahl* are staged after a pier-side offload during Freedom Banner 25 at the Chinhae Naval Ammunition Pier, South Korea.

## USNS Dahl participates in Freedom Banner 25

In February, the crew of the large, medium-speed roll-on/roll off (LMSR) vessel, *USNS Dahl* joined with the U.S. Marine Corps, 3rd Marine Logistics Group and the Republic of Korea (ROK) Marine Corps, and conducted a Maritime Prepositioning Force offload at Chinhae Naval Base, South Korea, to provide equipment and support to III Marine Expeditionary Force units as part of Freedom Banner 25. Freedom Banner 25 is the first phase of the Korean Marine Exchange Program 25.1, enhancing US-ROK interoperability and validates Maritime Prepositioning Force (MPF) operations to sustain forces in austere environments.

Led by the 3rd Marine Logistics Group, the exercise focuses on offload-

ing prepositioned equipment from MPF ships - pre-loaded in Jacksonville, Florida, by Blount Island Command through both instream and pier-side offloads to support the III Marine Expeditionary Force training in South Korea. These logistics operations refine expeditionary sustainment capabilities, ensuring forces can rapidly deploy and operate in contested environments while supporting Distributed Maritime Operations and Expeditionary Advanced Base Operations. As the exercise concludes, forces will transition to Freedom Shield 25, further strengthening regional security and readiness.

Unlicensed engine department crew aboard the *Dahl* are members of the Marine Firemen's Union.

## NOAA cuts raise concern for Alaska fishing industry

Last Month, the National Oceanic and Atmospheric Administration (NOAA) faced a 10 percent reduction in its workforce, with the termination of all probationary employees. The Alaska Marine Conservation Council (AMCC) acknowledged the news, which is expected to have significant repercussions for Alaskans, mainly fishermen.

In a letter addressing the cuts, AMCC executive director Michelle Stratton emphasized the vital role NOAA plays in ensuring the safety and sustainability of Alaska's fisheries. Stratton shared that NOAA provides critical services, including weather forecasting, navigation support, and emergency response coordination. She warned that reducing these resources could increase risks for fishermen, leading to more accidents, loss of life, and economic hardships.

Beyond safety, NOAA's science-based stock assessments and fisheries management systems are integral to sustaining Alaska's fishing industry. The agency's work directly impacts thousands of Alaskans whose livelihoods depend on sustainable fishery management.

Stratton also acknowledged different perspectives on NOAA's manage-

ment approach, emphasizing the need for ongoing refinement and improvement. While AMCC has long advocated for changes to NOAA's practices to address evolving environmental and industry challenges, Stratton stressed that modifications should be "thoughtfully and incrementally" implemented to ensure NOAA remains effective in its core mission: protecting life, property, and public resources.

NOAA is just one of the many federal agencies that play a crucial role in Alaska's resource management. The National Marine Fisheries Service, the U.S. Fish and Wildlife Service, the National Park Service, and the Forest Service all contribute to preserving Alaska's diverse ecosystems and supporting the fishing economy. Stratton expressed appreciation for the dedication of these agencies' employees, highlighting their essential role in maintaining environmental health and economic prosperity.

The AMCC remains committed to tracking developments and informing Alaska's fishing community. For fishermen already facing regulatory challenges, climate-driven uncertainties, and economic pressures, NOAA's downsizing raises yet another set of concerns.



Finishing up bunkering operations aboard the *MV RJ Pfeiffer* in Tacoma (left to right) are Wiper Artome Hodgson, 2nd Assistant Engineer Shane Mahaffey, and Junior Engineer Adam Picon.



# The Marine Fireman

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## MARAD issues record of decision on deepwater port project

On February 14, 2025, the U.S. Department of Transportation’s Maritime Administration (MARAD) announced the issuance of the Texas Gulflink LLC (TGL) Record of Decision (ROD) to Sentinel Midstream, LLC, which will own, construct, and operate a deepwater port for the export of domestically produced crude oil. The action supports President Trump’s Unleashing American Energy Executive Order that was signed on January 20, 2025.

The proposed deepwater port project will be located approximately 26.6 nautical miles off the coast of Brazoria County, Texas, and will establish a

shoreside support facility at an operational commercial site within Freeport Harbor. The project will also utilize dock space at the Port Freeport Public Docks located in Freeport, Texas.

The plan opens the floodgates for American oil exports, putting U.S. producers in the driver’s seat and ensuring that the world looks to the United States—not foreign adversaries—for energy supply. By expanding production and giving American companies the ability to compete on the world stage, the plan should advance American energy security and drive down costs for consumers.

On May 30, 2019, MARAD and the

U.S. Coast Guard (USCG) received an application from TGL for a license to construct, own, and operate a proposed deepwater port to export crude oil. The USCG and MARAD, in coordination with participating Federal Agencies, prepared the Final Environmental Impact Statement (FEIS), which was published on July 5, 2024. MARAD reviewed and addressed the substantive public comments received on the FEIS. The Deepwater Port ROD was guided by the nine statutory requirements contained in the Deepwater Port Act of 1974 and upon issuance, the document will be placed on the official docket.

## BlackRock to take control of Panama Canal ports

A consortium of firms led by BlackRock is buying two key ports in the Panama Canal from a Hong Kong-based firm as part of a \$23 billion deal after President Donald Trump expressed concern that the strategic waterway was falling under Chinese influence. BlackRock, the world’s largest asset manager with a portfolio of investments valued at \$11.5 trillion, has agreed to purchase majority stakes in ports on both sides of the Panama Canal from Hong Kong-based CK Hutchison in a multipart transaction worth \$22.8 billion. Beyond the Panama Canal ports, the deal with CK Hutchison includes 43 additional ports across 23 countries. The deal would shift control of the strategic ports of Balboa and Cristobal into American corporate hands, a move that aligns with the Trump administration’s concerns over foreign influence near the canal.

While Panama retains full sover-

## Senator renews calls to protect Diego Garcia military base

Last month, Senator John Kennedy (R-Louisiana) urged United Kingdom Prime Minister Keir Starmer not to move forward with his plan to hand over the Chagos Islands, including the US/UK military base on Diego Garcia, to Mauritius in a speech on the Senate floor.

During the speech, Kennedy said, “Now, there is one other thing you need to know. Mauritius is very close to China. Mauritius has a very lucrative trade agreement with China, and you’ll not be surprised to learn that, after all of this has been developing, China all of a sudden is Mauritius’s best friend. Do you know why? Because if Prime Minister Starmer does this, Mauritius is going to own the base. They are going to own the base.”

The U.K. had previously announced that it had reached a deal with Mauritius to cede the sovereignty of the Chagos Islands. This deal between the U.K. and Mauritius would jeopardize the security of the key US/UK military base on Deigo Garcia by potentially exposing the island to Chinese espionage efforts. Negotiations between the U.K. and Mauritius followed a years-long pressure campaign from the United Nations to get England

eighty over the canal itself, the presence of Chinese-controlled ports has been flagged as a potential security risk by U.S. officials. Earlier this month, Panama decided not to renew its participation in China’s Belt and Road Initiative (BRI), becoming the first Latin American country to exit the program.

BlackRock — headed by billionaire CEO Larry Fink — has briefed both the Trump administration and Congress about the acquisition, according to a person familiar with the discussions. The sale is expected to ease fears about China’s role in Panama’s infrastructure, as Beijing has expanded its presence in the region through state-backed firms. CK Hutchison told the Wall Street Journal that the transaction was “purely commercial in nature” and unrelated to recent political discussions regarding the Panama Canal.

Trump has voiced strong concerns

out of the Chagos Islands. The Biden administration also reportedly pressured the U.K. to enter the deal with Mauritius before the American and Mauritian elections took place — an idea Prime Minister Keir Starmer initially endorsed.

In October 2024, Kennedy wrote to then-Secretary of State Antony Blinken seeking answers about the Biden administration’s involvement in the deal between the U.K. and Mauritius. In January 2025, Starmer announced that he wanted President Trump and his administration to weigh in on any deal struck between the U.K. and Mauritius regarding the transfer of the Chagos Islands, including the transfer of the military base on Diego Garcia. As a congressman, National Security Advisor Mike Waltz criticized the deal, saying, “Should the U.K. cede control of the Chagos to Mauritius, I have no doubt that China will take advantage of the resulting vacuum.”

As a senator, Secretary of State Marco Rubio similarly condemned the deal and said it poses a serious threat to our national security interests in the Indian Ocean and threatens critical U.S. military posture in the region.

over the Panama Canal, claiming that China holds too much influence over its operations. In his inaugural address, he declared, “China is operating the Panama Canal. And we didn’t give it to China; we gave it to Panama, and we’re taking it back.”

Before taking office, then-President-elect Trump alleged that Panama was charging exorbitant fees to American ships, suggesting this violated the Torrijos–Carter Treaties, which transferred the canal from U.S. control to Panama in 1999. He further stated that the canal was falling into the wrong hands, implying Chinese influence over its operations. He has also indicated that military intervention remains a possibility to counter what he sees as China’s growing control of the canal, emphasizing its strategic importance to U.S. economic security.

Concerns about China’s influence over the canal have been debated in Washington for years. Some policymakers argue that Chinese port operators could monitor U.S. ship movements or use the facilities for potential military operations. However, Panamanian authorities and former U.S. military officials have denied these claims, emphasizing that the ports pose no security threat and that the canal remains neutral.

The deal represents BlackRock’s largest-ever infrastructure acquisition and highlights the firm’s growing push into private infrastructure investments. The purchase is being carried out in partnership with BlackRock’s infrastructure arm Global Infrastructure Partners (GIP) and Geneva-based Terminal Investment Limited. BlackRock is the world’s largest asset manager with a portfolio of investments valued at \$11.5 trillion. GIP manages a vast portfolio of energy, transportation, and utilities assets, including London Gatwick Airport, US natural gas pipelines and data centers.

### Active MFOW members

Retain your Welfare Fund eligibility.  
**MAIL** or **TURN IN** all your Unfit for Duty slips to:  
**MFOW Welfare Fund,**  
**240 2nd St., San Francisco, CA 94105**

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**[www.mfoww.org](http://www.mfoww.org)**

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General Maritime Matters

**Attack on Jones Act** — On February 18, it was reported that one of the usual suspects — U.S. Representative Ed Case (D-Hawaii), along with accomplice James Moylan (R-Guam), are making a renewed push to reform the Jones Act, which they say promotes shipping monopolies that artificially inflate the cost of imported goods to noncontiguous U.S. states and territories. The Congressmen recently reintroduced three legislative measures that would remove or alleviate shipping restrictions for Hawaii, Alaska, Guam, Northern Marianas, American Samoa, Puerto Rico and the Virgin Islands:

- The Noncontiguous Shipping Relief Act, which exempts all noncontiguous U.S. locations, including Hawaii and Guam, from the Jones Act.
- The Noncontiguous Shipping Reasonable Rate Act, which benchmarks the definition of a “reasonable rate” that domestic shippers can charge as no more than 10 percent above international shipping rates for comparable routes.
- The Noncontiguous Shipping Competition Act, which rescinds the Jones Act wherever monopolies or duopolies in noncontiguous Jones Act shipping areas develop.

The Jones Act, formally known as the Merchant Marine Act of 1920, is a federal law that requires all shipping between U.S. ports to be transported on ships that are built, owned and operated by U.S. citizens or permanent residents of the United States. Case and Moylan wish to replace U.S.-flag ships crewed by U.S. citizens, including many Alaskan, Guamanian, Hawaiian, and Puerto Rican crew members, with foreign-flag ships, crewed by foreign mariners. Important facts about the Jones Act are that it:

- Annually moves one billion tons worth of cargo with a market value of \$400 billion.
- Pumps \$29 billion in annual wages into the American economy.
- Sustains nearly 500,000 American jobs directly and indirectly.
- Annually adds \$46 billion to the value of U.S. economic output and produces \$11 billion in taxes.
- Maintains a pool of skilled civilian mariners capable of meeting the nation’s strategic sealift needs.

Seventy percent of the oceangoing self-propelled vessels in the Jones Act fleet are militarily useful, which is of vital importance as 95 percent of materiel used by defense forces overseas moves by water. The Jones Act is critical to the national, economic and homeland security of the United States.

**China Trade Practices** — On February 21, the Office of the United States Trade Representative (USTR) invited comments from the public on proposed Section 301 actions aimed to obtain the elimination of China’s acts, policies, and practices targeting the maritime, logistics, and shipbuilding sectors for dominance. In the investigation, USTR has found China’s acts, policies, and practices to be unreasonable and to burden or restrict U.S. commerce. USTR proposes to impose certain fees and restrictions on international maritime transport services related to Chinese ship operators and Chinese-built ships, as well as to promote the transport of U.S. goods on U.S. vessels.

USTR will hold a public hearing about the proposed actions on March 24, 2025, in the main hearing room at the International Trade Commission.

Section 301 of the Trade Act of 1974 is designed to address unfair foreign practices affecting U.S. commerce. Section 301 provisions provide a domestic procedure through which interested persons may petition the USTR to investigate a foreign government act, policy, or practice and take appropriate action. Section 301(b) may be used to respond to unreasonable or discriminatory foreign government acts, policies, and practices that burden or restrict U.S. commerce.

Back in March 12, 2024, five national labor unions filed a petition requesting an investigation into the acts, policies, and practices of China targeting the maritime, logistics, and shipbuilding sectors for dominance. The five petitioner unions are:

- United Steel, Paper and Forestry, Rubber, Manufacturing, Energy, Allied Industrial and Service Workers International Union
- International Association of Machinists and Aerospace Workers
- International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers
- International Brotherhood of Electrical Workers
- Maritime Trades Department

The petition was filed pursuant to Section 302(a)(1) of the Trade Act, requesting action pursuant to Section 301(b). USTR reviewed the allegations in the petition and determined to initiate an investigation regarding the issues raised in the petition. On April 17, 2024, USTR requested consultations with the government of China.

In light of the information obtained during the investigation and taking into account public comments, as well as the advice of the interagency Section 301 Committee and advisory committees, USTR determined that China’s targeting of the maritime, logistics, and shipbuilding sectors for dominance is actionable under the Trade Act. USTR found that China’s targeting for dominance is unreasonable and burdens or restricts U.S. commerce.

Specifically, USTR found China’s targeting for dominance unreasonable because it displaces foreign firms, deprives market-oriented businesses and their workers of commercial opportunities, and lessens competition and creates dependencies on China, increasing risk and reducing supply chain resilience. China’s targeting for dominance is also unreasonable because of Beijing’s extraordinary control over its economic actors and these sectors.



Special election mayoral candidates Loren Taylor and Barbara Lee discuss maritime issues at a forum held in the MEBA hall in Oakland.

USTR found that China’s targeting for dominance burdens or restricts U.S. commerce by undercutting business opportunities for and investments in the U.S. maritime, logistics, and shipbuilding sectors; restricting competition and choice; creating economic security risks from dependence and vulnerabilities in sectors critical to the functioning of the U.S. economy; and undermining supply chain resilience.

**Shipbuilding Executive Order** – On March 4, during his speech to a joint session of Congress, U.S. President Donald Trump said, “To boost our defense industrial base we are also going to resurrect the American shipbuilding industry, including commercial shipbuilding and military shipbuilding. And for that purpose, I am announcing tonight that we will create a new office of shipbuilding in the White House that offers special tax incentives to bring this industry home to America where it belongs...it will have a huge impact.”

Following the speech, the American Maritime Partnership (AMP) issued the following statement:

“We commend President Trump’s commitment to strengthening American maritime leadership with today’s executive order, which reinforces the importance of a robust shipbuilding sector and U.S.-flagged fleet to our national, economic and homeland security. The America-first Jones Act remains a cornerstone of U.S. maritime policy, fostering innovation, 650,000 American jobs and a strong domestic fleet,”

The AMP is a broad coalition representing the domestic maritime industry. Membership includes vessel owners and operators, shipboard and shoreside workers, shipbuilders and repair yards, equipment manufacturers and vendors, dredging and marine construction contractors, maritime trade associations and national security organizations.

Watson-class Vessels

On February 25, the Union was notified by the Military Sealift Command (MSC) that the agency anticipates exercising Option Period 3 with Patriot Contract Services, under contract N3220521C3009 for the operation and maintenance of the eight Watson-class LMSR vessels:

*USNS Charlton, USNS Dahl, USNS Pomeroy, USNS Red Cloud, USNS Sisler, USNS Watkins and USNS Watson.* The anticipated period of performance is April 1, 2025, through March 31, 2026. The notification was provided to the Union as a collective bargaining agent and served as written notification of a forthcoming contract modification as required under FAR 22.1010(a)(2).

This is good news although the long-term fate of the full operating status ships serving in APS-3 (Afloat) of the Army Prepositioned Stock program (Charlton, Dahl, Pomeroy, Sisler and Watkins) is in question.

Oakland Candidate Forum

On February 25, attended a Mayoral and District 2 City Council Special Election Candidate Forum held at the MEBA hall in Oakland. The purpose of the event, sponsored by the Oakland Maritime Access, Sustainability, and Trade Coalition (OMAST), was to hear candidates’ positions on the issues most relevant to Oakland’s working waterfront. The mayoral candidates who participated were former congresswoman Barbara Lee and former Oakland city council member Loren Taylor. The candidates for District 2 city council were Harold Lowe, Kanitha Matoury, Kara Murray-Badal, and Charlene Wang. All of the candidates were impressive and appeared to have a grasp of the importance of the Port of Oakland as a vital economic engine, industrial hub, and source for good paying regional jobs.



There were 26 registrants dispatched in the month of February: 18 in Class A, two in Class B, five in Class C and one Non-Seniority.

There are 43 members registered: 21 in Class A, eight in Class B, and 13 in Class C and one Non-Seniority.

APL’s *President Reagan, Carter, J.Q. Adams, and President Grant* made it to SSA/Oakland and departed within a day and a half maintaining schedule. Matson’s *Manulani, Manoa, Maunawili,*

*Mahimahi, and R.J. Pfeiffer* arrived some late but all departing on schedule with relatively good weather.

SF Business Agent Patrick Gillette will be having informal discussions and going over electrical and refrigeration practices with any union members interested. I encourage anyone with free time to attend.

Faternally,  
**Robert Baca**  
Vice President



# PACIFIC COAST MARINE FIREMEN, OILERS, WIPERS AND WATERTENDERS ASSOCIATION

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

## ENTRY LEVEL JOB OPPORTUNITIES

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

## HOW TO BECOME AN ENTRY-LEVEL WIPER

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

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

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

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

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

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

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

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

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

[https://www.dco.uscg.mil/national\\_maritime\\_center/](https://www.dco.uscg.mil/national_maritime_center/)

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

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

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

<https://maritimeinstitute.com/>





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

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

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

THE HIRING HALL

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

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

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

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

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

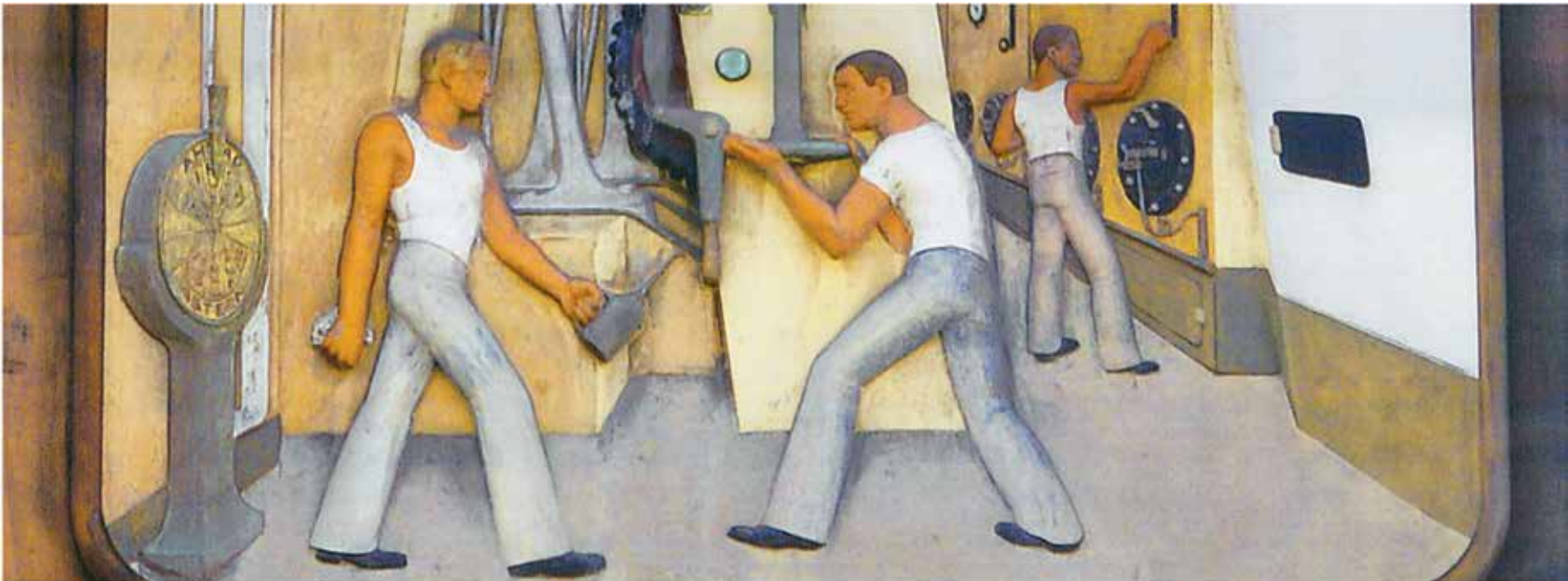
When a sea-going billet becomes available to you, you will be sent to a medical center for a physical exam and given instructions on when and where to report for duty.

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

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

For additional information, go to:

www.mfoww.org





# MARINE FIREMEN’S UNION TRAINING PROGRAM — 2025

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at [mfoww.org](http://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.

April 14-17

May 12-15

June 9-12

### 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.

April 3-4

May 1-2

May 29-30

### 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.

April 28-29

May 19-20

June 16-17

### QMED Fireman/ Oiler/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.*

April 14-May 9

July 7-August 1

September 8-October 3

### 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.*

May 12-16

August 4-8

October 6-10

### 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.*

April 21-May 30

July 14 – August 22

September 15-October 24

### 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.*

April 7-11

June 2-6

August 25-29

### QMED Pumpman/Machinist

A member who successfully completes the five-week QMED Pumpman/Machinist course will satisfy the requirements needed for the national endorsement as QMED Pumpman/Machinist. *Prerequisites: 360 days or more of MFOW-contracted sea time while holding the endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Oiler/Watertender, RFPEW and AS-E.*

May 19-June 20

September 29-October 31

### 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.*

April 14-18

May 19-23, June 9-13

## New in 2025

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: July 7-25, September 29-October 17

STCW Rating Forming Part of an Engineering Watch: April 7-11, July 28-August 1, August 11-15

### 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: March 21, April 18, April 21, May 2, May 16, May 30

Maritime Institute, Honolulu, HI: April 11, June 6, August 1, October 10

Maritime Institute, Everett, WA: March 27, April 25, May 27, June 19

Cal Maritime Academy, Vallejo, CA: April 28-29, May 27-28

MITAGS-PMI, Seattle, WA: April 7-8, May 19-20, June16-17

### 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: March 12-14, April 9-11, May 21-23, June 11-13

Maritime Institute, Everett, WA: : April 16-18, May 21-23, June 30-July 2

Cal Maritime Academy, Vallejo, CA: March 17-19

MITAGS-PMI, Seattle, WA: April 7-9, July 14-16, October 20-22, December 1-3

# Alabama Port Authority breaks ground on new ICTF

Last month, the Alabama Port Authority, in partnership with CSX, broke ground on the Montgomery Intermodal Container Transfer Facility (ICTF) aimed at enhancing freight mobility and stimulating economic growth throughout the region. Located on a 272-acre site with direct access to Interstate 85 and Highway 31, the Montgomery ICTF has a throughput capacity of 60,000 TEU per year — effectively 30,000 shipping containers — and will provide rail and truck connectivity between central Alabama and the Port of Mobile. CSX will serve the facility, ensuring rail connectivity between the Port of Mobile and inland markets.

The facility will operate five days

a week, offering express daily service from the port in Mobile to Alabama’s automotive and manufacturing hub in Montgomery. Additionally, the facility is expected to relieve stress on the interstate system as the port sees additional cargo volume following the deepening of Mobile Harbor set for completion in 2025.

The project is funded through federal appropriations secured by former Senator Richard Shelby. Since the port announced the project in 2022, the area surrounding the facility has attracted over \$3 billion in economic development investments from private companies, the port authority said.

The Montgomery ICTF is expected to be operational by 2027.

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Marine-Firemens-Union-121622254577986/





# Firm raises \$600 million to build autonomous vessels

Saronic Technologies, of Austin, Texas, has announced the successful closure of a \$600 million Series C funding round, bringing its valuation to \$4 billion — quadrupling its worth in just seven months. The round, led by Elad Gil, has also attracted new investment from General Catalyst and continued backing from existing partners including a16z, Caffeinated Capital, and 8VC.

The funding aims to accelerate the development of Saronic’s autonomous maritime systems and is a step in advancing the U.S. military’s push for a hybrid fleet of crewed and uncrewed vessels. With a strategic focus on naval and maritime autonomy, the company plans to use the capital to establish Port Alpha, a next-generation shipyard designed to rapidly scale the production of autonomous surface vessels (ASV). The shipyard will be a cornerstone in Saronic’s effort to fill critical gaps in U.S. shipbuilding capacity, enabling the production of medium- and large-class uncrewed ships for defense applications.

The creation of Port Alpha comes at a pivotal time when the U.S. Navy is moving toward a hybrid fleet, blending

crewed vessels with uncrewed systems to enhance operational reach and reduce costs. Saronic’s new shipyard will build upon the company’s previous successes in developing small ASVs, including its 24-foot flagship model, *Corsair*, launched in 2024, as well as its 14-foot *Cutlass* and 6-foot *Spyglass*. With its new facility and robust investment, Saronic aims to expand its fleet of autonomous ships and address growing demand from U.S. government customers, including military and defense organizations.

Saronic’s Series C funding comes on the heels of a successful 2024, which saw the company deliver its largest ASV to date, acquire a 420,000-square-foot manufacturing facility in Austin, Texas, and secure continued growth through its \$175 million Series B round.

Saronic’s rise is part of a broader effort to reshape how the U.S. Navy and its allies approach shipbuilding in the face of rapidly advancing technological capabilities. The Navy sees uncrewed vessels as a means to enhance operational capabilities, reduce risks to personnel, and improve cost-efficiency in maritime missions.



January 23, 2025

The Honorable Sean Duffy  
Secretary-Designate of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary-Designate Duffy:

On behalf of maritime labor, we are writing to offer our endorsement of Stephen Carmel for the position of Maritime Administrator at the U.S. Department of Transportation. Mr. Carmel’s extensive experience in maritime, his relationships within the industry and with labor, and his steadfast commitment to advancing the U.S.-Flag international fleet make him uniquely qualified to serve in this role.

Mr. Carmel has dedicated decades of his career to the maritime sector, distinguishing himself as a respected leader within the industry. A U.S. Merchant Marine Academy graduate, Mr. Carmel took his license and his diploma and went to sea, eventually serving as a tanker captain before going ashore. He was appointed by President Trump to the King’s Point Board of Visitors in 2020. In addition to his seagoing experience, he has served as a Senior Vice President for Maersk Line Limited, and most recently as President of U.S. Marine Management, Inc.

As the American maritime industry confronts some of the biggest challenges it has ever faced, especially with increased unfair competition from China, now more than ever the Maritime Administration needs leadership that comes from the industry. MARAD is designed to support and promote. There are few people in America with the depth of experience that Mr. Carmel could bring to this role and that is why we are endorsing him for that role today.

As representatives of the labor organizations who represent tens of thousands of merchant mariners across the United States, we are heavily invested in MARAD and the role the Maritime Administrator plays in promoting the U.S.-Flag maritime industry. Mr. Carmel has been a part of that industry his entire career, and we are confident he is the right choice to lead the agency.

Thank you for considering this recommendation. Please do not hesitate to contact any of us if you have any questions regarding our endorsement.

Sincerely,

Willie Barrere  
President, American Maritime Officers

David Heindel  
President, Seafarers International Union

Matt Henning  
President, Sailors’ Union of the Pacific

Don Josberger  
President, International Organization of Masters, Mates and Pilots

Anthony Poplawski  
President, Marine Firemen’s Union

Adam Vokac  
President, Marine Engineers’ Beneficial Association

## BUSINESS AGENT'S REPORT

Hello Brothers,

I have been discussing with the electricians about the automation and equipment on the new APL builds. The new APL builds have a high amount use of PLC’s and sensors utilizing 4-20Ma signals. Troubleshooting this type of electrical equipment requires intensive use of a process meter (reading 4-20mA signals and DC voltages), as well as computer networking. It would be ideal for us to increase our proficiency with automation troubleshooting and computer network IT. The basic training we receive to get our endorsements is a start, but continuing education must be considered not just an option but a responsibility for each member to pursue. This will ensure that we have qualified individuals to fill the job. I am asking all members to take the time to find YouTube videos, books, or school courses to raise your personal level of knowledge in electrical, refrigeration, and mechanical knowledge. If any members have taken

any class, know of a training video, or book that has helped them in the past or recently, contact me and I will give this information out.

I am going to be starting small informal training sessions on refrigeration and electricity after Union meetings in San Francisco. Every member and applicants are invited to these small sessions. I am also willing to make time to talk about electrical or refrigeration. By increasing your knowledge and that of your fellow union brothers is the best way I know to keep us UNION STRONG.

The mundane shipping news; HQ shipped two 2nd Reefers for the *APL Reagan* and *Maunawili*, a REJ on *Maunawili*, ERJ on *Mahimahi*, Electrician on *Charlton*, ROS Electrician for the *Cape Hudson*, and help provide an Oiler and a Wiper for the *Cape Taylor* activation to shipyard.

Faternally,  
**Patrick Gillette**  
San Francisco Business Agent

# Keel laying ceremony conducted for fifth, final U.S. training ship

Work officially began on the fifth and final vessel in the Maritime Administration’s program to provide state-of-the-art training ships to the state-run maritime academies. The grand block for the fifth vessel, which has been assigned to the California Maritime Academy, was placed into the dry dock to begin assembly of the ship.

The orders for the vessels began in 2020 using the vessel construction manager acquisition model where MARAD retained TOTE Services to manage the construction of the vessels and Philly Shipyard (now Hanwha Philly Shipyard) received the orders. The fifth vessel was added to the contract in April 2022. Philly Shipyard at the time said the fifth vessel was valued at approximately \$300 million, bringing the total order intake under the contract for the five-ship program would be approximately \$1.5 billion.

The program is known as the National Security Multi-Mission Vessel (NSMV). The ships were designed to provide a modern training facility replacing outdated vessels used for the training programs. The training facilities include classrooms and a fully equipped bridge as well as a modern diesel power plant versus the steam plants that many of the previous training ships employed. The vessels are also able to handle a container, have roll-on/roll-off capabilities, and can also be used for disaster relief.

Hanwha, which acquired the shipyard at the end of 2024 and looks to expand its U.S. government work highlights the speed of the construction program. They note that all five keels were laid over the past 39 months. TOTE highlights that it is a demonstration of the efficiency of the contracting model.

Each of the vessels is 525 feet in length and is designed with a range of over 10,000 miles at 18 knots. They accommodate 600 students and teachers and can accommodate up to 1,000 people on their humanitarian missions. The vessels also have a full hospital and helipad to support the humanitarian deployments.

The first and second NSMVs, *Empire State* and *Patriot State*, were delivered in September 2023 and 2024. Both have now undertaken their first training voyages as they settle in at SUNY Maritime College in New York and Massachusetts Maritime Academy.

The three remaining vessels are currently in various stages of construction at Hanwha Philly Shipyard. The *State of Maine* is in the final stages of outfitting and will be delivered later this year for the Maine Maritime Academy. The fourth vessel, *Lone Star State*, completed block assembly in October 2024 will be at Texas A&M Maritime Academy and the California vessel, *Golden State*, is tentatively scheduled for delivery in late 2026.

# CMA CGM takes delivery of first vessel in new methanol-fueled containership series

French container liner company the CMA CGM Group recently took delivery of a new container vessel from South Korean shipbuilder HD Hyundai Samho. *CMA CGM Iron* is the first unit in a new series of 12 containerships fitted with dual-fuel engines that can operate on methanol. The vessel arrived at the Port of Singapore on March 4, to complete its maiden call.

The Malta-registered vessel has an LOA of 335 meters, a beam of 51 meters, a draught of 15 meters, and a capacity

13,000 TEU. It will be operated on CMA CGM’s CIMEX1 service, which connects Asia to the Persian Gulf region.

Sister ships *CMA CGM Cobalt*, *CMA CGM Argon*, *CMA CGM Platinum*, *CMA CGM Mercury*, *CMA CGM Helium*, *CMA CGM Krypton*, *CMA CGM Thorium*, *CMA CGM Osmium*, *CMA CGM Silver*, *CMA CGM Copper* and *CMA CGM Gold* will be progressively delivered following completion at HD Hyundai Samho between 2025 and 2026.



## Port of Baltimore sees second-best year for cargo, even after bridge collapse

The Helen Delich Bentley Port of Baltimore handled 45.9 million tons of cargo in 2024, its second-best year on record after 52.3 million tons in 2023, as the mid-Atlantic gateway continued to recover from the collapse of the Francis Scott Key bridge in March. A total of 25.5 million tons of cargo was handled during the last six months of 2024, with a value of \$62.2 billion, third-highest in the port's history.

Baltimore handled 848,628 tons of roll-on/roll-off farm and construction machinery, tops among U.S. ports, along with imported forest products and gypsum. The hub handled 749,799 cars and light trucks, slipping to second nationally behind the Port of Brunswick, Georgia. The Southern port benefited from diversions after the bridge incident, which shut down auto and light truck volumes through Baltimore in April.

Baltimore, which also ranked second for salt and exported coal, finished 10th nationally for total cargo and 11th for dollar value among U.S. ports. Maryland Port Administration Executive Di-

rector Jonathan Daniels in the release called 2024 "a solid year."

At a transportation conference in January, Daniels credited the recovery in part to the port's regular "tabletop" situational exercises with stakeholders. He said 200 such stakeholders were involved in the Key Bridge recovery process. The bridge collapse left six workers dead when the container ship *MV Dali* smashed into a support after losing power. A new bridge design has been unveiled and is scheduled for completion in 2028.

The past year also saw the launch of double-stack container rail service as part of the CSX Howard Street Tunnel Project. A temporary route allowing double-stack intermodal trains became operational in October. Reconstruction work to raise clearances on the tunnel, which opened in 1895, is slated for completion in 2026. In 2024 Carnival Cruise Line, the world's largest cruise operator, signed a new five-year contract to continue to call Baltimore, with a five-year renewal option.

## California ports continue to lead in innovation and sustainability

Last month, port executives from across California met in Sacramento for the California Association of Port Authorities' (CAPA) annual day of advocacy. Ports Day 2025 advocated for policies that will ensure California remains the nation's leading trade gateway. Under the theme, *Strengthening California's Future*, port leaders advocated for continued investments in infrastructure and policies that will enhance resiliency in the global supply chain.

California's 11 public seaports handle 38 percent of the nation's containerized imports and 28 percent of exports, generating over \$38 billion in tax revenue and supporting more than three million jobs nationwide. In recent years, however, competition from Eastern and Gulf Coast ports has threatened California's market share.

California's ports are leading a global transition toward cleaner, more efficient goods movement. Over the

past two decades, ports have implemented bold environmental initiatives, cutting emissions, improving air and water quality, investing in zero-emission technologies, and charting the future with offshore wind energy.

CAPA represents the state's 11 major deepwater ports (Hueneme, Humboldt Bay, Long Beach, Los Angeles, Oakland, Redwood City, Richmond, San Diego, San Francisco, Stockton and West Sacramento), advocating for policies that enhance port operations and promote the interests of the maritime community. Since its founding in 1940, CAPA has worked to ensure California remains a global leader in goods movement, trade, and environmental stewardship.

### HOWZ SHIPPING?

February 2025	
San Francisco	
Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	3
Oiler .....	6
Wiper .....	1
Standby Electrician/Reefer .....	10
Standby Wiper .....	3
TOTAL .....	26
Seattle	
Oiler .....	2
Standby Electrician/Reefer .....	6
Standby Wiper .....	2
TOTAL .....	10
Honolulu	
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	1
Oiler .....	3
Wiper .....	2
Standby Electrician/Reefer .....	19
Standby Wiper .....	31
TOTAL .....	58
Wilmington	
No Report Submitted	

### HONOR ROLL

Voluntary donation to General Treasury — February 2025:	
Oleg Kovaltshuk, #3981 .....	\$75.00
Junoe Savea, JM-5363.....	\$5.00
Don Ngo, #3826.....	\$50.00
Marcos Almazan, JM-4933.....	\$500.00
Eeric White, #3925 .....	\$100.00

### Halls to close

**Harry Bridges' Memorial Day in Honolulu** — The Honolulu Hall will be closed on Monday, March 31, 2025, in observance of Harry Bridges' Memorial Day (March 30), which is an ILWU Local 142 holiday.

**Cesar Chavez' Birthday** — The San Francisco, Seattle and Wilmington Halls will be closed on Monday, March 31, 2025, in observance of Cesar Chavez' Birthday (March 31), which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels in West Coast ports; it is not a holiday at sea.

For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice..

## HONOLULU NOTES

In the month of February, I dispatched a total of 57 billets. This is a little below our monthly average. Hopefully it'll pick up next month. There were 19 Standby Electrician/Reefer and 31 Standby Wiper jobs called. Presently, the Honolulu registration list consists of 22 A-, seven B-, and nine C-seniority members.

I have had my two usual monthly meetings with the Honolulu Sailors' Home and the Honolulu Port Maritime Council. I also attended an AFL-CIO sponsored artificial intelligence presentation. It was very interesting and I believe

this may help me with my office work. It seems that all members have awakened from their winter hibernation and are all hungry to bring home the bacon. Of course, as always, some fell asleep for the long winter before taking care of their renewals and now find themselves with good jobs dangling on the board but missing that last document to secure a nice billet. Some good news is, I'm seeing signs of USCG returning documents in about a month's time.

Aloha,  
**Mario Higa**, Port Agent

## SEATTLE NOTES

During the month of February Seattle shipped two Oilers, six Standby Reefers, and two Standby Wipers. Seattle currently has six A-, two B-, and four C-seniority members registered for shipping.

Shipping for rated sailors, especially those with MSC training, is still wide open in Seattle. I have been sending many good jobs open board and too many reliefs are long overdue. Due to the reduction of Kaiser providers in the area occupational clinics, I will need to start calling Matson jobs as early as four days prior to joining in order to secure a sign-on physical appointment. If you are looking for a specific ship, start making job calls Monday through Friday.

Faternally,  
**Brendon Bohannon**, Representative

### POLITICAL ACTION FUND

Voluntary donations for February 2025:	
Judith Moore, in Memory of	
Jerry Kimball, P-2543.....	\$1,000.00
Anselmo Lazzara, JM-5539.....	\$100.00
Don Ngo, #3826.....	\$50.00

Regular membership meeting dates 2025				
April	2	S. F. Headquarters	13	Wilmington
	8	Honolulu	September 3	S. F. Headquarters
	9	Wilmington	9	Honolulu
May	7	S. F. Headquarters	10	Wilmington
	13	Honolulu	October 1	S. F. Headquarters
	14	Wilmington	7	Honolulu
June	4	S. F. Headquarters	8	Wilmington
	10	Honolulu	November 5	S. F. Headquarters
	12	Wilmington	12	Honolulu
July	2	S. F. Headquarters	12	Wilmington
	8	Honolulu	December 3	S. F. Headquarters
	9	Wilmington	9	Honolulu
August	6	S. F. Headquarters	10	Wilmington
	12	Honolulu		

MFOW members pensioned				
Name	Book Number	Pension Type	Sea Time	Effective
		SIU PD		
Marcelino Turqueza	JM-5078	Only Deferred Vested	6.000	2/1/2025
		SIU PD		
Michael Stevens	3845	Only Deferred Vested H & W	6.000	3/1/2025
		SIU PD		
Mark Umphress	3730	Only Deferred Vested	7.000	3/1/2025

### 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