



THE MARINE FIREMAN

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



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No. 7

Nominations open September 1

Nominations to elect officers of the Marine Firemen's Union for the 2026-2028 term of office will open September 1 and continue through September 30, 2025.

Nominations may be made in person at the regular September meetings at Headquarters and branches or handed in to the officials at Headquarters and branches. They may also be made by mail any time during the month, provided that mailed nominations are received at MFOW Headquarters by September 30, 2025.

The following official positions will appear on the ballot this year:

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

The President/Secretary-Treasurer and Vice President shall be members of the Board of Trustees by virtue of their office.

The President/Secretary-Treasurer is an SIUNA Convention Delegate by virtue of his office. A second SIUNA Convention Delegate may be needed based on the per capita tax paid to the International over the last five years.

Any member wishing to become a candidate for office must be nominated and have a second to his nomination. Any member in good standing may nominate himself. The names and book numbers of members doing the nominating and seconding must be included.

Balloting in the MFOW election will commence on Saturday, December 6, 2025, and will continue through Thursday, February 5, 2026.

For the information of all members, and of particular importance to any member who may be thinking about running for office, Article V of the Constitution, which explains the entire election procedure in detail. An Election Newsletter is also posted at all MFOW halls.

All members who wish to run for office are urged to comply with the Constitutional procedures governing nomination and election. Failure to do so will result in disqualification by the Credentials Committee. Any candidates for office who submit their photographs on a timely basis will have their picture published in *The Marine Fireman* during the entire election period.

Port of Los Angeles to host 2028 Olympic sailing events

The Olympic and Paralympic Games 2028 (LA28) announced that the Port of Los Angeles will be one of two venues to host 2028 Olympic sailing events. LA28 cited the favorable racing conditions and optimal spectator viewing opportunities offered by the port's location. Belmont Shore in the City of Long Beach was also confirmed to host several sailing events during the 2028 Games.

The Port of Los Angeles will host six boat events: Men's and Women's Dinghy, Men's and Women's Skiff, Mixed Dinghy and Mixed Multihull. Belmont Shore will host four board events: Men's and Women's Windsurfing, and Men's and Women's Kite.

The announcement marks an historic moment for the Port of Los Angeles. Almost a century ago, it hosted the 1932 Olympic sailing events in its Outer Harbor, with Long Beach doing the same for the 1984 Games. The LA28 Games will continue the sailing event legacy for both venues.

To optimize viewership opportunities for the sport and its dedicated fanbase, as well as media and broadcast coverage, the events will be staged consecutively with the boards first up at Belmont Shore in Long Beach, followed by the boat racing portion of the sailing competition at the Port of Los Angeles. The two venues are approximately 10 miles from each other. More information regarding the 2028 competition schedule for all Olympic sports will be released this summer.

The LA28 Games will mark Los Angeles' third time hosting the Olympic Games and the first time hosting the Paralympic Games. The city previously hosted the 1984 and 1932 Olympics. The LA28 Games are independently operated by a privately funded, non-profit organization with revenue from corporate partners, licensing agreements, hospitality and ticketing programs and a significant contribution from the International Olympic Committee.

Halls to close

Harry Bridges' Birthday — The MFOW hiring halls on the West Coast will be closed on Monday, July 28, 2025, in observance of Harry Bridges' Birthday, 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, this holiday shall be observed in accordance with local custom and practice.



Republic of Korea's *Cheonji*-class fast combat support ship *ROKS Daecheong* connects its fuel line to MSC commercial charter oiler *MT Allied Pacific* during a simulated CONSOL on June 19.

US and ROK navies conduct CONSOL training

Military Sealift Command's (MSC) commercial charter oiler *MT Allied Pacific* conducted a simulated consolidated cargo replenishment at sea (CONSOL), near Chinhae, South Korea in June. CONSOL capability is when a specially outfitted MSC-controlled tanker conducts underway refueling operations, transferring fuel and/or cargo to combat logistics-force (CLF) ships at sea. Typically, CLF ships are required to return to shore to a Defense Fuel Support Point to resupply. A CONSOL eliminates those round-trips to a supply point, thereby, reducing cost and increasing time at sea to support the fleet.

"Returning to shore, or to a supply depot, requires ships to leave the operation areas, and travel to wherever the fuel terminal is, which requires time," said U.S. Navy Senior Chief Boatswain's Mate Andrew Werner, MSC Far East. "The sole advantage to a CLF taking fuel from a tanker vice a terminal, is that the tanker can move to the geographic location, where it is needed."

In this case, *Allied Pacific* connected with Republic of Korea's *Cheonji*-class fast combat support ship *ROKS Daecheong*. The ability of an ROK tanker to CONSOL allows them to also carry fuel

out to the fleet, and provide underway replenishment of fuel, fleet cargo, and stores to customer ships at sea, thereby increasing capacity in the Indo-Pacific region.

"The ROK Navy was very interested in how the U.S. Navy conducts CONSOL events with a civilian tanker," said Werner. "So, we demonstrated how we do CONSOL events and the steps on preparing their underway replenishment stations."

Allied Pacific, crewed in the engine room by MFOW members, is one of a few commercial oil tankers that has been chartered and outfitted to pump fuel to CLFs at sea, which allows the CLF ships to stay closer to the fleet, and allies and partner nations.

"The U.S. and ROK have a strong strategic alliance," said Capt. David L. Reyes, Commodore of MSC Far East. "Interoperable refueling capabilities enhance this partnership by enabling joint operations, training exercises, and real-world missions. This cooperation reinforces mutual defense commitments and helps promote regional stability."

The four-day event began at port on board Commander, Fleet Activities

Continued on page 8

DOT Secretary appoints Sang H. Yi Acting Maritime Administrator

The U.S. Department of Transportation announced Sang H. Yi as Acting Maritime Administrator (MARAD). As acting head of MARAD, Yi will play a critical role in advancing the Trump Administration's domestic shipbuilding goals and restoring the nation's maritime dominance, as outlined in President Trump's April Executive Order.

Acting Administrator Yi will lead MARAD's efforts to maintain and modernize the vital infrastructure that supports both commercial shipping and military sealift operations. He will also guide the department's initiatives to strengthen the maritime workforce, foster innovation and expand cross-industry collaboration to build a more robust and prepared maritime transportation system.

Before joining MARAD, Acting Administrator Yi spent nearly 15 years leading congressional oversight and investigations for three committees in the U.S. House of Representatives. Pri-



or to his congressional career, he served in the intelligence community. He is a graduate of the U.S. Merchant Marine Academy, where he received his commission as an officer in the Navy Reserve and a Third Mate Unlimited license. Yi holds an M.A. in National Security and Strategic Studies from the U.S. Naval War College, and a J.D. from the George Washington University Law School.

The Marine Fireman

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Matson Navigation Company Wage Rates — Effective July 1, 2025

Motor Vessels

Rating	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily
Electrician/Reefer/Junior	\$7,771.63	\$259.05	\$8,252.16	\$4,676.10	\$155.87
Reefer/Electrician/Junior	\$7,398.37	\$246.61	\$8,022.54	\$4,545.90	\$151.33
Day Junior/Utility	\$6,716.36	\$233.88	\$7,144.16	\$4,048.50	\$134.95
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$4,544.13	\$151.47	\$5,145.76	\$2,831.10	\$97.20
Advancement Program Wiper	\$3,945.02	\$131.50	\$3,869.87	\$967.50	\$32.25

Overtime Rates	ST Hourly	OT Hourly	Money Purchase Daily	Dirty Work - All Ratings Except APW	
Electrician/Reefer/Junior	\$44.89	\$67.39	\$27.00	ST Hourly =	\$27.93
Reefer/Electrician/Junior	\$42.79	\$64.23	\$27.00	OT Hourly =	\$46.00
Day Junior/Utility	\$38.91	\$58.40	\$27.00		
Wiper	\$26.63	\$39.90	\$27.00		
Advancement Program Wiper	\$16.61	\$24.90	\$10.00		

CV700 Vessel — MV Kamokuiki

Rating Monthly	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Daily	ST Hourly	OT Hourly	MPPP Daily
Electrician/Reefer/Oiler	\$6,446.52	\$214.88	\$73.92	\$35.82	\$53.73	\$27.00
Oiler/Utility	\$4,604.64	\$153.49	\$52.80	\$21.74	\$32.63	\$27.00

Maintenance and Standby

Rating	Base Wage Daily	Supplemental Benefit Daily
Shore Maintenance Mechanic	\$434.64	\$67.00

Rating	ST Hourly	OT Hourly	Dirty ST Hourly	Dirty OT Hourly	Money Purchase Daily
Shore Maintenance Mechanic	\$54.33	\$81.50	\$82.26	\$109.43	\$30.00
Standby Electrician/Reefer	\$50.78	\$74.73	\$62.27	\$74.73	\$27.00
Standby Junior Engineer	\$47.05	\$69.25	\$57.70	\$69.25	\$27.00
Standby Wiper	\$44.66	\$65.72	\$54.79	\$65.72	\$27.00

Washington State to buy new hybrid ferries from Florida shipyard

For the first time in more than 50 years, Washington State Ferries (WSF) will contract with an out-of-state shipyard to build new vessels. Democratic Gov. Bob Ferguson made the final call to accept the low bid from Florida-based Eastern Shipbuilding Group to build three new hybrid electric ferries, each capable of carrying up to 160 cars and 1,500 passengers. The vessels will replace aging boats in the state fleet.

Ferguson passed over a considerably more expensive bid from in-state shipyard Nichols Brothers Boat Builders. Whidbey Island-based Nichols Brothers and a range of allies from around the north Puget Sound lobbied the governor unsuccessfully to split the contract for the new ferries to secure local jobs and boost the region's shipbuilding industry. The state accepted Eastern Shipbuilding's bid of \$714.5 million for three new ferries, with deliveries estimated to begin in 2029.

However, the total cost to taxpayers will be much higher because the state plans to purchase the hybrid electric powertrain separately and made allowances for construction oversight, early delivery incentives and change orders. Ferguson's office said this brings the cost of the first vessel to approximately \$405 million, the second to \$360 million, and the third to \$325 million. The cost and risks decrease with lessons learned from each previous build.

The Washington Legislature previously set aside about \$1.3 billion to build new ferries over the next six to eight years. Money is not the only consideration. The ferry system and the state's Democratic leadership want to reduce the ferries' air

pollution footprint by switching to battery propulsion as much as possible, too.

The Panama City, Florida-based company has experience building car ferries for numerous other governments, including in North Carolina, Florida and the Staten Island line in New York. The three new Staten Island ferries were delivered late due first to hurricane damage in 2018 to the shipyard and then due to the COVID-19 pandemic. Nichols Brothers submitted a competing bid that was considerably higher, even after including a 13 percent credit authorized by the state legislature to incentivize home state construction.

A third shipbuilder, Philly Shipyard, was expected to bid, but did not. Seattle shipyard Vigor Marine, which built all of the state's new ferries since the late 1970s, also chose not to bid. After the state got to loggerheads with Vigor over a ferry construction contract extension around five years ago, the state legislature directed the ferry system to solicit bids from shipyards nationwide for the first time in decades.

WSF currently has 21 vessels of various sizes and ages in its fleet, making it the largest public ferry system in the nation. The agency's long-range plan contains a goal to grow to 26 ferries to provide reliable service on every route, with allowances for maintenance tie-ups and a vessel in reserve. This summer, the ferry system will get nearly back to operating its full pre-pandemic schedule, missing only a second boat on the Port Townsend-Coupeville run during midweeks and the long-suspended international crossing to Sidney, B.C.

Marine Firemen's Union Directory

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Garamendi introduces legislation to reauthorize FMC

Last month, U.S. Representative John Garamendi (D-California), and his Democratic and Republican colleagues including Reps. Dusty Johnson (R-South Dakota), Mike Ezell (R-Mississippi), Salud Carbajal (D-California) introduced legislation to reauthorize the Federal Maritime Commission (FMC), the independent federal agency responsible for regulating the U.S. international ocean transportation system. Garamendi is a leader in ocean shipping legislation and helped spearheaded the most significant update to ocean shipping laws for the first time in more than two decades.

“America’s economy depends on a reliable and efficient shipping and freight system,” said Garamendi, senior member of the U.S. House Armed Services Committee. “That’s why I’m proud to lead the Federal Maritime Commission Reauthorization Act, which will ensure continued funding for the Commission, strengthen our maritime infrastructure, and build upon my previous work on the Ocean Shipping Reform Act. I’m grateful to Representative Johnson for partnering with me on this critical legislation.”

“Ocean shipping is a critical aspect of America’s national, food, and economic security. That’s why our Federal Maritime Commission must be equipped with the proper tools to keep the industry operating above bar,” said Johnson. “Ocean shipping is integral to our economy, from farmers to phones, critical minerals to cars. I’m proud to lead this legislation with Rep. Garamendi to ensure our ocean transportation system is working to the benefit of U.S. exporters, importers, and consumers.”

“Ensuring the strength, security, and transparency of our maritime supply chain is not just an economic issue, it’s a matter of national interest. The Federal Maritime Commission Reauthorization Act of 2025 gives the Commission the tools and oversight needed to hold bad actors accountable, and protect American shippers. As Chairman of the Coast Guard and Maritime Transportation Subcommittee, I’m proud to support this bipartisan effort to modern-

ize and empower the FMC for the years ahead,” said Ezell, Chairman of the Coast Guard and Maritime Transportation Subcommittee.

“American businesses need access to a robust maritime supply chain to stay competitive,” said Carbajal, Ranking Member of the Coast Guard and Maritime Transportation Subcommittee. “This bipartisan bill ensures the Federal Maritime Commission remains a strong, independent watchdog and gives American exporters and importers a fairer, more efficient playing field in the global marketplace.”

The Federal Maritime Commission Reauthorization Act of 2025 is:

Tough on China

- Establishes a formal process to report complaints against shipping exchanges, like the Shanghai Shipping Exchange, to the FMC for investigation.
- Directs the FMC to report on anticompetitive business practices or nonreciprocal trade practices.
- Codifies the definition of “controlled carrier” under the Shipping Act to encompass state-controlled enterprises in non-market economies like the People’s Republic of China.

Good Government

- Updates and improves the purposes of the Shipping Act to better reflect current federal policy governing international ocean shipping.
- Prohibits the FMC from requiring ocean carriers to report information already reported to other federal agencies.
- Sustains the FMC Mission
- Reauthorizes the FMC through fiscal year 2029.
- Expands FMC Advisory Committees, ensuring non-government stakeholders have the opportunity to provide their insight and expertise to the Commission.
- Reinforces the FMC’s independent nature by requiring a majority vote of the Commission to disclose FMC investigation efforts to outside parties.

Port of Tacoma awarded \$2 million EPA brownfields grant

The Environmental Protection Agency (EPA) awarded the Port of Tacoma a \$2 million brownfields grant for cleanup at the Port Maritime Center property. The port applied for the grant to address industrial contamination on what’s called Parcel 132, a one-acre section in the northeast corner of the 20-acre Port Maritime Center site. For nearly 100 years, Parcel 132 was used for wood products manufacturing and distribution, and later for heavy equipment storage.

The port is cleaning up historically contaminated soil and groundwater on Parcel 132 as part of developing the Port Maritime Center, which will include public waterway access and walking trails, Tacoma Public Schools’ Mar-

itime|253 skills center, and a new port business office.

The Port Maritime Center project includes remediation beyond Parcel 132. In 2024, contractors removed more than 27,000 tons of contaminated soil from the site. Construction of the buildings began this winter after a groundbreaking in January. The Maritime|253 skills center will provide career and technical education to high school juniors and seniors from across Pierce County. It is scheduled to open in the fall of 2026. The port business center will provide office space for employees of the Port of Tacoma and The Northwest Seaport Alliance, and new commission chambers for public meetings. It is scheduled to open in the spring of 2027.

IMO targets seafarer fatigue

The International Maritime Organization (IMO) is taking action to ensure that ships worldwide are safely managed and operated, with a renewed focus on seafarer issues such as work and rest hours, fatigue and violence and harassment, including sexual harassment, bullying and sexual assault. Meeting last month in London for its 110th session, the IMO’s Maritime Safety Committee focused on improving implementation of the International Safety Management (ISM) Code. The Code sets the global standard for safe management and operation of ships and for pollution prevention.

The Committee agreed to carry out a comprehensive revision of the IMO guidelines on implementing the ISM Code, both for Administrations and for companies. It also decided to strengthen the consistent enforcement of the Code, with support from port State control and by updating related IMO guidelines. This initiative seeks to address identified gaps in the Code’s application, while taking into account a series of recommendations outlined in an independent study commissioned by the IMO Secretariat in the previous year, on the effectiveness and effective implementation of the ISM Code. The revision of the implementation guidelines of the ISM Code will be carried out by the Sub-Committee on Implementation of IMO Instruments (III), in association with the Sub-Committee on Human Element, Training and Watchkeeping (HTW) over three years till 2028.

Addressing violence and harassment on ships — The revision of the guidelines on the implementation of the ISM Code is also intended to address key recommendations for Administrations and shipping companies related to the prevention of violence and harassment on board ships, including sexual harassment, bullying and sexual assault. These include:

- Incorporating policies into safety management systems to prevent, report, respond to, and document, cases of violence and harassment, including sexual harassment, bullying and sexual assault, with provisions for victim care, protection against retaliation, and clear safety management objectives including risk assessment and safeguards.
- Ensuring safety management systems compliance with all mandatory regulations, including national laws on violence and harassment, and that guidance from relevant industry bodies is observed.
- Assigning clear responsibilities to a company’s senior management and maritime administrations for addressing reported cases, and providing adequate resources for on-board and shoreside response, including access to medical and mental health support for victims.
- Providing training and familiarization for seafarers and designated shoreside personnel on company policies and their implementation.

These recommendations were developed by the Joint IMO/ILO Tripartite Working Group to Identify and Address Seafarers’ Issues and the Human Element (JTWG).

Hours of work and hours of rest — In addition, the Committee prioritized its work to tackle fatigue and hours of work and rest, by conducting a scoping exercise of relevant legal instruments that may help to address imbalances between workload and crewing levels, and to protect the well-being of seafarers. The Committee instructed the HTW Sub-Committee to take on the work of analyzing IMO provisions related to the above-mentioned matters. The HTW Sub-Committee, in association with the III Sub-Committee, will work on this over two years (2026-2027), and consider the recommendations emanating from the study on the ISM Code, related to a holistic review of instruments dealing with resources and personnel.

The study, conducted by a panel of experts during 2023 and 2024, includes a range of recommendations, such as reviewing the ISM Code to introduce a complaint procedure for reporting non-compliance, strengthening the master’s authority to escalate breaches of the ISM Code with protection, and embedding a safety culture, as an objective, on ships. The Committee noted the ongoing comprehensive review of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention), where a gap in regulations on hours of rest in the STCW Convention and Code was also identified and is expected to be addressed as part of the comprehensive review.

Other MSC outcomes — Aside from seafarer matters, the Maritime Safety Committee covered a wide range of key issues related to the safety and security of international shipping. Key developments were made in the following areas:

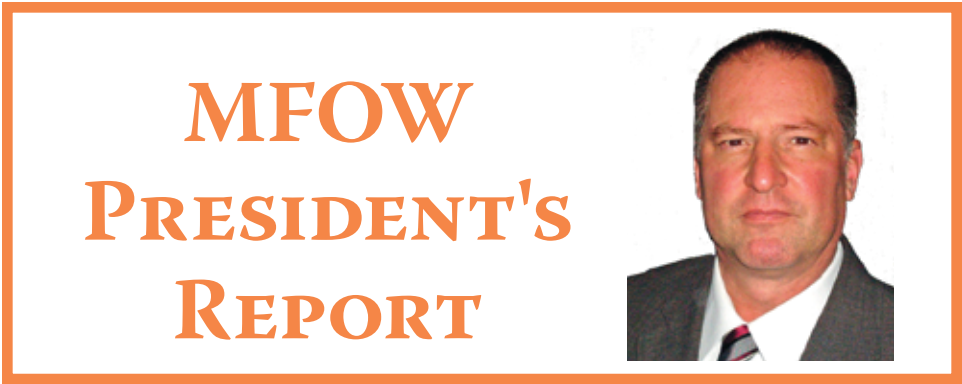
- Towards regulating autonomous ships: Considerable progress in the drafting of the non-mandatory Code for Maritime Autonomous Surface Ships (MASS), with 24 out of 25 chapters finalized. The Road Map on development of the MASS Code has been updated.
- GHG fuel safety regime: The Committee continued its work to develop safety regulations for ships using new technologies and alternative fuels to support the reduction of greenhouse gas (GHG) emissions, including initiating work to review the IMO Code of Safety for Nuclear Merchant Ships (Nuclear Code).
- Maritime security: The Committee adopted a resolution Encouragement of maritime information-sharing through the use of national and regional maritime information-sharing centers to enhance maritime safety and security.
- Cyber-security: The Committee endorsed the development of a non-mandatory cybersecurity Code and invited interested Member States and international organizations to submit proposals on a new output in this regard to MSC 111.
- Pilot transfer arrangements: The Committee adopted amendments to the SOLAS Convention and related instruments to strengthen safety-related requirements for pilot transfer arrangements, including mandatory performance standards.

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Maritime Priorities

As most U.S. mariners know, the three pillars of a robust U.S.-flag maritime industry are the preservation of the Jones Act, maintaining adequate funding for the Maritime Security Program (MSP) and the Tanker Security Program (TSP), and maintaining cargo preference laws.

It has been almost six months into the new Presidential Administration, so how have these items fared?

Jones Act — The 105-year-old Jones Act still requires all vessels transporting cargo between two American ports to be U.S.-flagged, U.S.-built, U.S.-owned, and mostly U.S.-crewed. Even though there are continuous attacks on the Jones Act by individuals and think tanks, the Jones Act retains strong bipartisan support on Capitol Hill.

MSP and TSP — About a month ago, the U.S. Department of Transportation released its fiscal year 2026 budget request to Congress, with the agency seeking a total of \$147.1 billion in funding. The budget seeks \$1.5 billion for the U.S. Maritime Administration (MARAD) to support key maritime priorities. The MARAD budget provides:

- \$372 million for MSP, which includes 60 vessels participating in the program. This is a \$54 million increase from the fiscal year 2025 enacted level, but \$28 million short of the requested amount of \$390 million that maritime labor and management lobbied for.
- \$120 million for TSP, to support 20 U.S.-flag product tankers. This reflects a \$60 million increase from the fiscal year 2025 enacted level.

Some of the other MARAD budget items are:

- 151 million to the U.S. Merchant Marine Academy, a decrease of \$33.2 million from the FY 2025 enacted level.
- \$90 million to state maritime academy operations, a decrease of \$35.8 million from the FY 2025 enacted level.
- \$550 million to the Port Infrastructure Development Program to provide grants to improve port infrastructure and facilities.
- \$105 million to the Assistance to Small Shipyards Program to provide grant funding for infrastructure improvements at qualified small U.S. shipyards.
- \$10 million to the United States Marine Highway Program for infrastructure project grants.

Cargo Preference — While cargo preference laws have not been weakened, on May 2 the White House unveiled a plan to completely defund the Food for Peace Program under its budget proposal for discretionary spending in fiscal year 2026. Food for Peace was part of the U.S. Agency for International Development, which was largely shuttered by the Department of Government Efficiency earlier in the year. The program spends \$1.6 billion annually to ship food overseas, proving cargoes for U.S.-flag shipping.

On June 11, the Union was informed that, during the House full committee mark up of fiscal year 2026 agriculture appropriations, the manager's amendment that passed included a provision striking the Food for Peace transfer to the U.S. Department of Agriculture (USDA) from the bill. On June 30, a letter signed by 68 organizations, including the MFW, supporting the transfer of the Food for Peace program to the USDA in the spending bill, was sent to Senate Agriculture Appropriations Committee members.

Trust Funds

The trustees of the various MFW plans met in the Conference Room at Headquarters on June 17. The trustees of the various SIU Pacific District plans met at the plan offices in San Francisco on June 18.

MFW Money Purchase Pension Plan — As of April 30, 2025, assets under management totaled \$41.19 million (\$26.26 million in the separately-managed account and \$14.93 million in the participant self-directed mutual funds).

MFW Supplementary Pension Plan — As of April 30, 2025, the net assets available for benefits totaled \$1,158,138. The most recent actuarial report shows the plan is 56.8 percent funded and remains in endangered status with a funding improvement plan implemented.

Wharf restoration project completed

The Port of Los Angeles has completed construction of the \$22.7 million Berths 177-182 Wharf Restoration project located along the East Basin Channel in Wilmington. Approved by the Los Angeles Board of Harbor Commissioners in September 2023, the project began construction in November 2023, and included constructing approximately 382 linear feet of concrete wharf, 62-feet-wide. Work also includes slope erosion repair and bollard upgrades. The new wharf, designed in compliance with the port's seismic code, partially replaced a timber wharf that was extensively damaged in a fire that occurred in 2014.

The project allows terminal opera-

tor Pasha Stevedoring & Terminals to continue shipping and receiving of steel products, including coils of sheet metal and wire rods, tubing, piping, rebar and other bulk material. Pasha's terminal is a specialized 40-acre steel-handling facility with covered on-dock warehouses that comprise a 116,000 square-foot transit shed. The Port of Los Angeles is the largest steel-handling port on the West Coast.

Pasha operates two marine terminals at the Port of Los Angeles, including the site of the Green Omni Terminal Project, which demonstrates a full range of zero- and near-zero emissions equipment and vehicles.

MFW Welfare Fund — As of April 30, 2025, the MFW Welfare Fund had ending assets of \$10,309,457 in the Guaranteed Account; \$2,448,353 in Special Account #1; and \$2,138,501 in Special Account #2.

The fund consultant reported on the upcoming health care provider premium renewals. To give the membership a better understanding of health care costs, which is part of total labor cost, the following details the renewal increases (or decreases) in monthly premiums of the U.S. Public Health Service Replacement program for active members:

Plan	Current Monthly Premium	New Monthly Premium	Percentage Increase or (Decrease)
California Heath Net HMO	\$1,612.34	\$1,707.31	5.9
Kaiser Northern California	\$968.96	\$1,126.78	16.3
Kaiser Southern California	\$968.96	\$1,065.50	10.0
Kaiser Hawaii	\$608.19	\$663.35	9.1
Kaiser Washington	\$986.97	\$937.62	(5.0)
Kaiser Oregon	\$1,122.74	\$1,169.08	4.1
UHC Dental California	\$30.87	\$30.87	0.0
Kaiser Hawaii Dental	\$39.67	\$39.67	0.0
Dental Health Washington	\$26.40	\$35.60	34.9
Kaiser Oregon Dental	\$79.90	\$78.84	(1.3)

On average, the October 1, 2025, medical and dental premium renewal increases represent an overall 8.9 percent increase or an annual combined increase in premiums of over \$283,000. This does not include increases related to dependent and non-Medicare pensioner coverage. The trustees are still working on a suitable replacement for the California, Hawaii and Washington dental plans.

MFU Training Plan — As of May 31, 2025, the plan had net assets available for benefits of only \$70,286. As a result, most training has been suspended for the summer.

SIU-PD Pension Plan — As of March 31, 2025, the plan had net assets available for benefits of \$115,954,204. The trustees received the plan actuarial report dated August 1, 2024. The plan is 99.4 percent funded with a positive credit balance for the next seven years, and is therefore certified to be in the Pension Protection Act "green zone." However, the actuary's report listed an adjusted actuarial loss of over \$1.8 million dollars for the period. Therefore, no funds are available to negotiate benefit increases under Section 30(e) of the General Rules in our master contracts.

SIU-PD Supplemental Benefits Fund — As of March 31, 2025, the fund had net assets available for benefits of \$2,994,974.

Seafarer's Medical Center — As of March 31, 2025, the fund had net assets available for benefits of \$118,549.

APL Eagle

The *MV APL Eagle* operates as a feeder vessel in the Persian Gulf. On June 13, the Union was notified by ship operator APL that they have increased the frequency of communication with the vessel because of recent events between Israel and Iran. Both the vessel and the company are in close communication with U.S. forces in the Persian Gulf, and NATO's Naval Cooperation and Guidance for Shipping (NCAGS). NCAGS is closely monitoring all U.S. assets in the region to advise and support as needed. Multiple group meetings are being conducted daily to remain current with the evolving situation between Israel and Iran.

Matson Navigation Company

Pay Increases — In accordance with General Rules Section 36 of the Agreement between Matson Navigation Company and the SIU Pacific District, there shall be a three (3.0) percent increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2025. Also, a cost-of-living increase shall be made on the basis of comparing the May Consumer Price Index for all Urban Consumers (CPI-U), as published by the Bureau of Labor Statistics of the U.S. Department of Labor, to the previous May Consumer Price Index. An increase in this index above four (4.00) percent, not to exceed five (5.00) percent, shall be added to the base wage effective July 1, 2024.

The May CPI-U was published on June 12. Over the 12-month period, the all-items index increased 2.4 percent before seasonal adjustment. So, there will not be a cost-of-living adjustment to the July 1 wage increase.

In accordance with Section 4.25 of the MFW-Matson Maintenance Agreement, there shall be a three (3.0) percent increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2025, for those working as Shore Mechanics.

In accordance with Section 2 (c) of the 2023 Memorandum of Understanding between the SIU-PD and Matson covering the CV700 vessel *Kamokuiki*, there shall be a three (3.0) percent increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2025.

There shall also be a Training Plan contribution increase of \$0.25 (25 cents) per manday for all offshore (excluding *Kamokuiki*) and shore maintenance mandays.

Port of Oakland

On July 10, the Oakland Board of Port Commissioners will deliberate on the Oakland Harbor Turning Basins Widening Project's Final Environmental Impact Report (FEIR). The Union has been working with other organizations to support the Oakland Harbor Turning Basins Widening Project and for commissioners to vote to certify the FEIR.

Vessels are becoming increasingly large and the turning basins' existing width is at progressively more challenging problem for ships to navigate. This creates a safety issue, risks the Port of Oakland competitiveness, and foregoes air quality benefits accompanying cleaner, modern vessels. The project will improve safety and efficiency for ocean-going vessels calling at the port, maintain the port's global competitiveness, minimize emissions from vessels at anchor, accelerate the timing in connecting to grid-based electrical shore power, and modernize essential infrastructure at the seaport.

Active MFW members

Retain your Welfare Fund eligibility.
MAIL or TURN IN all your Unfit for Duty slips to:
MFW Welfare Fund, 240 Second Street, San Francisco, CA 94105

VICE PRESIDENT'S REPORT

There were 27 registrants dispatched in the month of June: 12 in Class A, four in Class B, eight in Class C and three Non-Seniority.

There are 28 members registered: 17

in Class A, two in Class B, eight in Class C and one Non-Seniority.

Faternally,
Robert Baca
Vice President

POLA signs agreement to expand exports through Central Valley

The Port of Los Angeles has signed a Memorandum of Agreement with the City of Shafter, California and The Wonderful Company to promote more efficient two-way trade connections with California's Central Valley, with a focus on bringing more U.S. exports through the port and its terminals. Central to the agreement is the Wonderful Logistics Center, a 3,400-acre, master-planned industrial development owned by The Wonderful Company. Located strategically along the BNSF rail mainline in Shafter—a fast-growing economic area near Bakersfield—the logistics hub and container depot already serve multiple Fortune 100 companies, including Ross, Amazon, Target, Walmart, among others, and is uniquely positioned to support exports from the San Joaquin Valley and beyond.

Specifics of the agreement include a pledge to promote sustainable and efficient two-way domestic and international trade connections between the Wonderful Logistics Center and the port; conduct exporter outreach in the Central Valley; strategize on ways to develop mutually beneficial business opportunities; collaborate and educate

supply chain stakeholders on the partnership benefits to the state and national economy; and share best practices on goods movement workforce training and development.

The Wonderful Company will also be adding a new international rail terminal at the Center, scheduled for completion in 2026. Serving importers and exporters with a dedicated shuttle train running between the San Pedro Bay port complex and Shafter, the rail terminal will increase efficiency and capacity, and deliver significant environmental benefits by reducing truck traffic and streamlining container movement. Nearby housing, job training and other community amenities are also planned to support the Center's expansion.

Signing of the agreement supports recent efforts by the Port of Los Angeles to better leverage the surplus of empty containers at its terminals, and more efficiently position those for agricultural exporters. The Wonderful Company is one of the largest agriculture, real estate, and consumer packaged goods companies in the U.S, and one of the largest owners and operators of farming and business properties in the Central Valley.

Credit for service on ATBs

In light of the current shortage of mariners, the Coast Guard has considered the barrier to mariner career progression presented by Title 46 CFR 11.211(d), Service on Articulated Tug Barges (ATB) and Integrated Tug Barges (ITB). This regulation limits the crediting of sea service based on the aggregate tonnage of the ATB or ITB to a two-for-one basis up to only 50 percent of the required service. The inability to receive sea service credit for the aggregate tonnage of the ATB or ITB limits career progression and is unnecessarily burdensome for mariners holding unlimited tonnage endorsements.

The Coast Guard will now recognize service on ATBs and ITBs, with

an aggregate tonnage above 1,600 gross register tons (GRT), day-for-day toward the required service on vessels over 1,600 GRT when seeking a raise-of-grade for unlimited tonnage officer endorsements. This credit will only apply to those ATBs and ITBs that operate exclusively as a composite unit. This should be documented by the company on the mariner's service letter or in supplemental documentation when a certificate of discharge is used.

Mariners with pending applications who have submitted service on ATBs may need to provide additional information to verify that service on ATBs and/or ITBs was solely as a single unit to obtain this credit on their current application.

Golden Gate bridge toll and other Bay Area transit fares increase

It is a little more expensive to travel on several Bay Area transit services, including across the Golden Gate Bridge as toll and fare increases went into effect on July 1. Bridge traffic and transit ridership dipped during the COVID-19 pandemic and have yet to recover fully, Golden Gate Bridge Highway and Transportation District officials said. Bridge traffic is still down 15 percent; ferry ridership has dropped by 30 percent and buses by nearly 50 percent. Here are the changes implemented across the Bay Area:

Golden Gate Bridge — As part of a five-year plan to counter a projected five-year shortfall between \$220-471 million, the transportation district is increasing the Golden Gate Bridge tolls by \$0.50 for most customers. The carpool rate increased from \$7.25 to \$7.75, the

FastTrak Account rate raised from \$9.25 to \$9.75, the pay-as-you-go rate that includes license plate accounts and one-time payments increased from \$9.50 to \$10, and the toll invoice rate went up from \$10.25 to \$10.75.

Golden Gate Transit Buses And Ferries — The Golden Gate Bridge Highway and Transportation District raised the bus and ferry transit fees by \$0.25 but will keep discount programs in effect for Clipper card and Clipper START users as well as for seniors, kids, and persons with disabilities.

Muni — For adult single riders utilizing Clipper or MuniMobile, the fare has risen from \$2.75 to \$2.85, according to the San Francisco Municipal Transportation Agency.

Caltrain — Fares have increased by \$0.25.

BUSINESS AGENT'S REPORT

Good day brothers and sisters,

The union has had to hold back on training recently due to financial consideration. A large portion of that is the hotel cost. I want to point out that the class is in lieu of taking the test for the endorsement. I encourage all junior members to not wait upon the classes and seek to upgrade through testing. If you are studying on the ship and then taking the test you can accomplish this all in less time than it takes to get a class completed.

I have found that there are some Apps that provide study and practice

test for the Coast Guard endorsements. Members in San Francisco and the ships that call on Oakland have heard my promotions of these Apps. If used on the ship, members have a good source to seek further information and training on questions he may not understand. As I have begun using an App to understand the questions I have not seen in over a decade. I have found that even now it is a great review for me and has helped my own personal knowledge.

Faternally,
Patrick Gillette
San Francisco Business Agent

Port of Guam receives five new forklifts through DOT grant

The Port Authority of Guam in June announced the arrival of five new forklifts to support cargo operations at the island's only commercial seaport. The forklifts, valued at a total of \$352,015.00, are the last batch of modernization equipment acquired through a grant awarded by the U.S. Department of Transportation's Maritime Administration (MARAD) under the America's Marine Highway Program. A total of \$8,475,678.41 was spent on the new equipment. Out of that total, the grant paid for \$5.7 million and the port paid for the remaining amount.

The U.S. Department of Transportation's Maritime Administration officially designated the Guam and the Commonwealth of the Northern Mariana Islands Route (M-GNMI) under the America's Marine Highway Program on August 19, 2021. This designation was made in partnership with both the Port Authority of Guam and the Commonwealth Ports Authority.

That date marks the formal recognition of the route, making Guam and CNMI eligible for grant funding and reinforcing the regional collaboration with the Commonwealth Ports Authority.

The five new 5.5-ton forklifts arrived on June 22, 2025, augmenting the port's current fleet of equipment. The forklifts are equipped with advanced capabilities, enabling them to handle a wide range of materials efficiently, including heavy cargo and palletized goods. Their versatility and maneuverability ensure that the port can meet the demands of modern shipping operations and improve the speed and safety of cargo handling.

The grant, first awarded on October 7, 2022, has been instrumental in upgrading the port's operations and infrastructure, further solidifying Guam's role as a vital hub in the region's shipping and logistics network. The following assets have been received to date:

- Two 40-ton loaded container handlers valued at \$2,689,408.00
- Three 10-ton empty container handlers valued at \$2,205,723.00
- One 180-foot boom lift valued at \$517,205.41
- Nine container yard tractors valued at \$1,791,327.00
- Two 40-plug mobile reefer generators valued at \$920,000.00
- Five 5.5-ton forklifts valued at \$352,015.00

MFWO Supplementary Pension Plan Notice to Contributing Employers and Employee Organizations June 12, 2025	
The following information regarding the MFWO Supplementary Pension Plan (the "Fund") is being provided to you as required by the Pension Protection Act of 2006, with respect to the Plan Year ended July 31, 2024 (the "Plan Year").	
(A)	Monthly benefit formulas vary according to a schedule based on retirement age and Years of Qualifying Time (YQT). The maximum monthly long service benefit for participants retiring at age 55 or older with 20 YQT is \$560; reduced benefits are available based on decreased YQT and/or earlier retirement ages.
	The contribution rate for all employers is \$4.50 per manday.
(B)	The number of employers obligated to contribute to the Fund for the Plan Year: <u> 3 </u>
(C)	The following employers contributed more than 5 percent of the total contributions to the Fund during the Plan Year:
	(1) Patriot Contract Services (2) Matson Navigation Company, Inc. (3) APL Marine Service, Ltd.
(D)	The following is the number of participants for whom no contributions were made to the Fund by any contributing employer for the last three plan years:
	(1) The current Plan Year (2023): <u> 4 </u> (2) The immediately preceding Plan Year (2022): <u> 4 </u> (3) The second preceding Plan Year (2021): <u> 4 </u>
(E)	The Fund was in Endangered status for the Plan Year.
(F)	No employers withdrew from the Fund during the prior plan year.
(G)	The Fund has not merged with, or received any assets or liabilities from, any other plan during the Plan Year.
(H)	The Fund has not sought or received an amortization extension under Section 304(d) ERISA or Section 431(d) of the Internal Revenue Code for the Plan Year. The Fund has not used the shortfall funding method for the Plan Year.
(I)	As a contributing employer or participating employee organization you have the right to request a copy of the Fund's annual report, summary plan description, and summary of any material modification. You are entitled to only one copy in every 12-month period and the Fund may charge for the cost of providing such documents (including copying and postage).

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 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.

August 11-14 September 15-18 October 13-16

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.

July 31-August 1 September 4-5 October 2-3

Basic IGF Code

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

August 25-26 September 22-23 October 27-28

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.*

September 8-October 3 October 20-November 14

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 4-8 October 6-10 November 17-21

QMED Electrician/Refrigerating Engineer

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

September 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.*

August 25-29 October 27-31

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.*

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.*

August 25-29 September 8-12 October 27-31

New in 2025

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: September 29-October 17

STCW Rating Forming Part of an Engineering Watch: 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: August 1, August 15, August 29, September 5, September 19

Maritime Institute, Honolulu, HI: August 1, October 10

Maritime Institute, Everett, WA: July 18, July 31, August 22, October 17

Cal Maritime Academy, Vallejo, CA: September 30-October 1

MITAGS-PMI, Seattle, WA: July 28-29, August 25-26, September 22-23, October 20-21

STCW Basic Training Refresher (three days)

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

Maritime Institute, San Diego, CA: August 20-22, September 10-12

Maritime Institute, Everett, WA: July 23-25, August 27-29, November 17-19

Cal Maritime Academy, Vallejo, CA: September 8-10

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

Hong Kong launches green maritime bunkering incentive scheme

The Hong Kong Maritime Department (HKMD) has launched the Green Maritime Fuel Bunkering Incentive Scheme. The Government promulgated the action plan on green maritime fuel bunkering in November 2024 to complement and encourage the green transformation of the shipping industry.

It set out clear targets – five green-centric strategies and 10 actions to support the development of green maritime fuel bunkering and trading in Hong Kong. One of the actions proposed in the action plan is to establish a Green Maritime Fuel Bunkering Incentive Scheme, to encourage pioneer companies to develop a green maritime fuel bunkering business in Hong Kong.

The project involves risk assessments by companies before carrying out green maritime fuel bunkering, and pioneer companies will help kick-start the industry development, accumulating invaluable experience. Incentives will be provided to the companies. An incentive of \$500,000 will be granted to each pioneer company, under the current tranche of the scheme – targeting liquefied natural gas (LNG) and green methanol. The incentive will be for the respec-

tive company’s first two LNG or green methanol bunkering operations completed within one year from the Maritime Department’s acceptance of its risk assessment.

HKMD in a press release stated that pioneer companies that have already completed the relevant assessments and/or bunkering operations before the scheme launch are also eligible to receive incentives under the scheme. The maximum amount of incentive for each type of recognized green maritime fuel is \$2,000,000, and incentives will be distributed on a first-come, first-served basis.

An HKMD spokesperson said, “the development of green maritime fuel bunkering capabilities in Hong Kong will allow us to capitalize on the existing unique advantages of our port, including our location at the southernmost tip of China next to the international fairway, to maintain our positioning as a major bunkering port and international maritime center.”

The scheme will help encourage pioneer enterprises to start green maritime fuel bunkering businesses in Hong Kong early, as well as help level the playing field between pioneers and late joiners.

Food for peace

June 30, 2025

The Honorable John Hoeven
Chair
Subcommittee on Agriculture
Senate Committee on Appropriations
Washington, DC 20510

The Honorable Jeanne Shaheen
Ranking Member
Subcommittee on Agriculture
Senate Committee on Appropriations
Washington, DC 20510

Dear Chair Hoeven and Ranking Member Shaheen:

We would like to express our greatest support for including language to transfer our flagship international food aid program Food for Peace to the U.S. Department of Agriculture (USDA) in the FY26 agriculture spending bill. The undersigned organizations represent U.S. agriculture, maritime shipping, and labor union organizations, and are one of the broadest coalitions of American stakeholders for international food assistance programs. In particular, we are all long-time participants in and strong supporters of the P.L.480 Food for Peace program. Given the current opportunity to restructure the program, we believe that the best home for Food for Peace is with USDA.

At its core, the Food for Peace program is an America First trade policy. It supports substantial purchases from American farmers and millers that are shipped overseas in U.S.-flag vessels, creating value across the agricultural supply chain and strengthening our U.S. Merchant Marine. Moreover, sending American food to countries around the world builds consumer preferences for the products we produce best. This builds long-term commercial trade opportunities, turning humanitarian donations into some of our strongest commercial agricultural export markets. Food for Peace similarly offers critical support for the existing U.S.-flag vessel fleet and American union workers that move cargo, load, and crew the ships that transport our commodities across the globe.

For years, the U.S. Agency for International Development (USAID) has ignored the explicit concerns of American farmers, mariners, longshoremen, and other American constituencies who have sought an efficient and effective delivery of food assistance that puts American interests first. USAID has diverted Food for Peace away from simply delivering American food on American ships to starving people and has operated competing missions that are detrimental to American stakeholders. Under USAID management, only about 30 percent of the Food for Peace program budget went toward American food purchases and less than 8 percent of the budget is used for shipping U.S. commodities on U.S. ships. Entrenched philosophies have repeatedly attempted to cut out American grown food and American ships entirely from our international food assistance programs. Even with the much-needed changes to USAID under the Department of State, we firmly believe the only successful pathway to an America First Food for Peace program is under the management of USDA.

USDA is perfectly positioned to take on this lifesaving program in the interest of American citizens. USDA is purpose-built to serve the farmers that grow the food that feeds our country and the world, including through the Food for Peace program. No agency better understands America’s essential role in global food production, with a critical contingent of Foreign Agricultural Service officers around the world. USDA already conducts the food procurement process for Food for Peace and has historically managed the entire program under Title I of P.L. 480, in addition to fully operating its two key food assistance programs: Food for Progress and McGovern-Dole Food for Education. USDA also has a positive track record of putting its cargoes on U.S. ships instead of our foreign-flag competitors. It is time to bring America’s international food assistance programs back in line with their most direct domestic stakeholders: the American farmers, millers, and mariners, ensuring it advances American interests at home and abroad.

As mentioned, Food for Peace is a program with a multitude of benefits to America’s farmers, millers, mariners, and people across the globe facing famine emergencies. With U.S.-grown food, American flagged vessels, crewed by Americans, the donated commodities proudly display “From the American People” on each of its packages. Food for Peace is the one and only baseline for foreign aid that puts America First while also helping those on the brink of starvation. There is no better home than USDA for this agriculture-appropriated, farm bill-authorized program, to rebuild and restore Food for Peace in a way that is more effective and efficient, allowing it to feed more hungry people across the world.

Sadly, there is no shortage of global hunger. Now is the time to ensure that Food for Peace can reach as many people as possible, which it will do if operated by USDA. We urge you to include language to transfer Food for Peace to USDA in the FY26 agriculture spending bill. Thank you for your consideration and partnership in saving this critical program.

Sincerely,

- AFL-CIO Maritime Trades Department
American Farm Bureau Federation
American Maritime Congress
American Maritime Officers
American Maritime Officers Service
American Soybean Association
APL
Bunge
California Wheat Commission
Colorado Association of Wheat Growers
Didion Milling, Inc
DRY BULK AMERICA LLC
Grain Millers
Heartland Goodwill Enterprises
Hopkinsville Milling Company
Idaho Grain Producers Association
Idaho Wheat Commission
ILWU Washington Area District Council
Inland Cape Fine Grind LLC
International Dairy Foods Association
International Organization of Masters, Mates & Pilots
Kansas Association of Wheat Growers
Kansas Farm Bureau
Kansas Sorghum Producers
Kansas Wheat Commission
REPCO
Sailors' Union of the Pacific
Seafarers International Union
SeaTac Packaging
SEMO Milling LLC
South Dakota Wheat Commission
Texas Wheat Producers Association
Tiger Soy LLC
Transportation Institute
TVS, Inc

Liberty Maritime Corporation
LifeLine Foods
Marine Engineers' Beneficial Association
Marine Firemen's Union
Maritime Institute for Research and Industrial Development
Midwest Dry Bean Coalition
Minnesota Association of Wheat Growers
National Association of Waterfront Employers
National Association of Wheat Growers
National Corn Growers Association
National Council of Farmer Cooperatives
National Milk Producers Federation
National Shipping of America
National Sorghum Producers
Nebraska Dry Pea and Lentil Commission
Nebraska Wheat Board
Nebraska Wheat Growers Association
North American Millers' Association
North Dakota Grain Growers Association
North Dakota Wheat Commission
Northeast Chartering Group, LLC
Ohio Corn & Wheat Growers Association
Oregon Wheat Growers League
Pacific Northwest Waterways Association
Port of Lake Charles

U.S. Dairy Export Council
U.S. Peanut Federation
U.S. Wheat Associates
UNISHIPPING SAS
US Dry Bean Council
USA Rice
Washington Association of Wheat Growers
Wyoming Wheat Growers Association
Wyoming Wheat Marketing Commission



USNS Sisler Electrician Deyne Umphress, #3899, working aloft on helicopter deck lighting system.

Dredging begins at Dutch Harbor

The US Army Corps of Engineers (USACE) Alaska District, commenced dredging operations last month at the Unalaska-Dutch Harbor Channels Project in the Aleutian Islands. The project aims to improve navigation to the port facility. The work will involve dredging approximately 172,000 cubic yards of sediment to remove a shallow bar at the entrance to Iliuliuk Bay. This will create a 600-by-600-foot channel with a depth of 58 feet, improving access to Dutch Harbor.

Pacific intermodal port to undergo \$100 million transformation

The Oregon Legislature recently approved an investment of \$100 million in the Pacific Coastal Intermodal Port (PCIP) to create a state-of-the-art container terminal in the Port of Coos Bay. This funding comes amid unprecedented state support for Oregon’s South Coast — a U.S. region that has long endured disinvestment but now stands at the forefront of a new era in global trade and job creation.

The Port of Coos Bay stated that the PCIP project will establish a modern, ship-to-rail container terminal that connects southwest Oregon to international markets, and enables cargo to travel directly via the Coos Bay Rail Line to Midwest markets via the Union Pacific Railroad connection in Eugene. This strategic public-private partnership is already supported by \$58 million in federal funding through the U.S. Department of Transportation’s INFRA, CRISI and RCE grant programs.

An executive director of the PCIP project said the initiative reflects the kind of bold, future-focused investment that Oregon needs. “For too long, rural communities like those on the South Coast have been left behind. This project gives us a path forward – one grounded in good jobs, sustainable freight infrastructure,

The dredging operation follows a final feasibility report completed by the district in February 2019. The USACE and the City of Unalaska signed a project partnership agreement in March 2024, and the dredging contract was awarded in July 2024. The total project was awarded at \$9.2 million and is cost-shared with the City of Unalaska. The federal government is providing 75 percent of the overall cost, with the city responsible for the remaining 25 percent.

and long-term community stability.” The project’s economic impact will be substantial. It is expected to generate over 2,600 construction jobs, 2,500 permanent direct jobs, and as many as 8,000 total jobs (family-wage, benefit-bearing jobs: the kind that provides careers) across construction, logistics, warehousing, and small business sectors once operational. The Port of Coos Bay stated that the PCIP, with bipartisan backing from the Oregon Coastal Caucus and state and federal leaders across the state, has emerged as a top infrastructure priority for Southwest Oregon. Legislatures have emphasized the project’s potential to generate more than \$59 million in annual income tax revenue for the state, funding essential services like schools, roads, libraries, and public safety. Furthermore, the PCIP will be the first new container terminal developed on the West Coast in decades. It will lead to increased shipping capacity and offer additional options for regional and international trade. The project will also support a range of industries, including agriculture in the Willamette Valley, manufacturing in the Columbia Gorge, and export operations throughout the western United States.



Bloody Thursday Memorial on July 5 at ILWU hall in San Francisco.
Photo by Patrick Gillette.

SEATTLE NOTES

During the month of June Seattle shipped the one ERJ, one Oiler, and seven Standby Reefers. Seattle currently has 13 A-, four B-, and eight C-seniority members registered for shipping.

Seattle Branch Kaiser update: Kaiser has now eliminated access to the Everett Occupational clinic, which is unfortunate because they have been the most efficient and available over the past year. I will still try to book appointments at the nearer Capitol Hill or Bellevue clinics if I get job orders early enough.

All clinics have been hitting around a disappointing 50 percent accurate completion of the CG-719K. They have been particularly good about promptly sending the form to me to review for discrepancies, and have been prompt in getting requested amended forms back to me. But it is becoming the norm, and I usually need to wait for the doctor that performed the physical to be back in the office before I can submit. At times this has taken up to a week. If you are going to submit the application for your Med Cert to the Coast Guard on your own, be sure to inspect all completed pages before leaving the clinic so it can be fixed while the attending physician is in the office.

Fraternally,
Brendon Bohannon, Representative

US and ROK navies conduct CONSOL training

Continued from page 1

Chinhae, and both crews participated in safety briefings, discussions and cross-deck training on day one. Days two and three involved pier side training: deploying, retrieving and re-deploying the fuel lines between the two ships while at port. Day four, both ships got underway and connected at sea, as planned, offering a successful proof-of-concept.

“CONSULs between ROK and U.S Navy fleet replenishment oilers are not new,” said Werner. “However, the ability for ROK vessels to connect with an MSC-chartered commercial oiler is a capability that the ROK Navy is very interested in. This increases operational reach and endurance of both naval forces.”

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

HOWZ SHIPPING?

May 2025

San Francisco	Honolulu
Reefer/Electrician/Jr. Engineer..... 1	Electrician/Reefer/Jr. Engineer..... 3
Junior Engineer 2	Reefer/Electrician/Jr. Engineer..... 3
Oiler 2	Junior Engineer 1
Wiper..... 2	Oiler 1
Standby Electrician/Reefer 12	Wiper..... 4
Standby Wiper..... 8	Shore Mechanic..... 1
TOTAL27	Standby Electrician/Reefer 22
Seattle	Standby Wiper..... 31
Electrician/Reefer/Jr. Engineer..... 1	TOTAL66
Oiler 1	Wilmington
Standby Electrician/Reefer 7	No Report Submitted
TOTAL9	

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
		SIU PD		
Michael Rosenthal	3797	Only Basic L/T H&W	25.230	6/1/2025

HONOLULU NOTES

The Honolulu Hall dispatched a total of 66 jobs during the month of June, which remains consistent with our monthly average. However, approximately five rotary dispatches were not filled due to members being unable to make the ship for various reasons. We continue to operate just below our typical two-to-one ratio of registered members to available rotary jobs. This past month, dispatches included 22 Standby Electrician/Reefer positions and 31

Standby Wiper jobs.

As of the end of June, the Honolulu registration list includes 23 A-, seven B-, and 15 C-seniority members.

While there were no regular monthly meetings held in June, I did participate in another AI workshop and attended a student orientation night hosted by the Merimed Foundation.

Aloha,
Mario Higa
Port Agent

Bill to modernize mariner credentialing clears committee

The House Transportation and Infrastructure Committee advanced the bipartisan Mariner Exam Modernization Act, introduced by Coast Guard and Maritime Transportation Subcommittee Ranking Member Salud Carbajal (D-California) and Chair Mike Ezell (R-Mississippi).

“Our country’s maritime industry shouldn’t be held back by an antiquated credentialing system,” said Rep. Carbajal. “The Mariner Exam Modernization Act is a commonsense step to ensure our licensing process reflects the skills mariners actually need on the job—eliminating redundancy, updating outdated requirements, and making the path to certification more efficient. I’m proud my bill cleared a key milestone, and I’ll keep working to secure its final passage.”

“Passing the Mariner Modernization Act out of the Transportation and Infrastructure Committee is a critical step toward giving our mariners a credentialing system that matches the realities of today’s maritime industry—not one bogged down by outdated exams and unnecessary red tape. This brings much-needed reform which will also help expand the workforce. It’s about strengthening America’s maritime workforce and supporting the professionals who keep our maritime commerce moving safely and efficiently,” said Rep. Ezell.

The bill directs the U.S. Coast Guard to develop and implement a plan to

modernize the Merchant Mariner Credentialing exam, aiming to eliminate redundancies and improve efficiency within 270 days of receiving recommendations from a dedicated working group. The current Coast Guard licensing exam process for Merchant Mariner Credentials is outdated, redundant, and unnecessarily burdensome for aspiring mariners. Candidates must repeatedly demonstrate the same competencies, first through years of hands-on assessments and then again on a seven-part written exam discouraging new entrants and diverting time from more relevant modern training like cybersecurity. Additionally, the exam includes obsolete content and lacks a modern review system, leaving graduates underprepared for the realities of today’s maritime industry.

Regular membership meeting dates 2025

July	2	S. F. Headquarters
	8	Honolulu
	9	Wilmington
August	6	S. F. Headquarters
	12	Honolulu
	13	Wilmington
September	3	S. F. Headquarters
	9	Honolulu
	10	Wilmington
October	1	S. F. Headquarters
	7	Honolulu
	8	Wilmington
November	5	S. F. Headquarters
	12	Honolulu
	12	Wilmington
December	3	S. F. Headquarters
	9	Honolulu
	10	Wilmington

HONOR ROLL

Voluntary donation to General Treasury — May 2025:

Enrique Maiden, #3808.....\$50.00
Richard Manley, P-2783.....\$25.00
Jovencio Molina, JM-5526.....\$50.00
Eeric White, #3925\$100.00
Abdulah Mohamed, JM-5473 \$100.00

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