



# THE MARINE FIREMAN

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



Volume 81

SAN FRANCISCO, CALIFORNIA, MAY 14, 2025

ESTABLISHED 1880  
PACIFIC COAST COUNCIL 18

No. 5

## Maritime Trades running ahead full speed through murky waters

The Maritime Trades Department, AFL-CIO Executive Board meeting was held on May 7 at AFL-CIO headquarters in Washington, D.C. MTD President Dave Heindel opened the meeting and discussed the positive and negative effects on the U.S.-flag maritime industry during the first three months of Trump Administration 2.0. On the positive side was the executive order containing new measures to support U.S.-flag shipping and U.S. shipbuilding, centered on a new *Maritime Action Plan*. On the negative side was the dismantling of the Food for Peace program and the stripping of collective bargaining rights for federal employees (including Military Sealift Command civilian mariners). There were several guest speakers:

- Senator Mark Kelly (D-Arizona) gave a video presentation and discussed the importance of U.S. shipping and shipbuilding, the proposed SHIPS Act legislation, state and federal maritime academies, and the need for the U.S. to regain leadership on the high seas.
- Hawaii Ports Maritime Council Executive Secretary-Treasurer Hazel Galbisio reported on the activities of the various Port Maritime Councils over the past year.
- AFL-CIO President Liz Shuler addressed the assembly and stated that solidarity is more important than ever, especially in the wake of the executive orders against federal workers' collective bargaining rights. Shuler reported that unions currently have a 70 percent approval rating. On the maritime side, she fiercely defended the Jones Act and expressed support for the proposed SHIPS Act.
- Jennifer Carpenter, President of the American Waterways Operators and the American Maritime Partnership reported that the case for maintaining the Jones Act has never been stronger, and is essential in maintaining supply chain reliability. She also noted that there is an emerging bipartisan consensus that growing the maritime industry is essential to economic, homeland and



national security.

- Wessel Group President Michael Wessel talked about the Chinese Communist Party's attempt to dominate international transportation and logistics.
- U.S. Representative Tom Suozzi (D-New York) firmly reiterated his complete support for the U.S. maritime industry. Suozzi, whose district includes the U.S. Merchant Marine Academy, has an outstanding voting record on both maritime and labor issues. "I'm with you guys 100 percent," he said. "But we have got a problem in our country, and the problem is that working men and women are not making enough money."

AFGE Secretary-Treasurer Eric Bunn, discussed the struggles that federal workers are facing in the aftermath of the anti-union executive order signed by Trump in March.

There were five policy statements presented to and adopted by the executive board during the meeting:

- Statement 1 — Support for U.S. shipbuilding and the SHIPS Act.
- Statement 2 — Support for the Jones Act.
- Statement 3 — Applaud the United States Trade Representative's actions to fight China, targeting maritime, logistics and shipbuilding sectors.
- Statement 4 — Support for Cargo Preference.
- Statement 5 — Support for federal workers and restoration of collective bargaining rights.

The meeting was adjourned after a moment of silence for our departed Brothers and Sisters.



U.S. Representative Tom Suozzi (D-New York) addressed the Maritime Trades Department, AFL-CIO Executive Board on May 7 at AFL-CIO Headquarters in Washington DC.

### Halls to close

**Memorial Day** — All MFOW hiring halls will be closed on Monday, May 26, 2025, in observance of Memorial Day, which is a contract holiday.



U.S. Marine Corps Maritime Prepositioning Force assets from the *USNS Seay* being offloaded in preparation for Maritime Prepositioning Force Maintenance Cycle 14 at Marine Corps Support Facility Blount Island, Florida. The Maritime Prepositioning Force Maintenance Cycle is a routine process for maintaining and replenishing the equipment and supplies carried by Maritime Prepositioning Ships. It ensures the MPS remain ready for deployment and are equipped with the necessary supplies for operations. The cycle typically lasts 42 to 45 days per ship and involves checking the serviceability of the equipment and replenishing stocks.

## USNS Seay, Marine Corps display remarkable efficiency

Last month, U.S. Marines, civilians and contractors at Marine Corps Support Facility Blount Island in Florida beat expectations by offloading the 300-meter-long cargo ship *USNS Seay* in under 12 hours. This rapid offload, typically a multiple-day undertaking, showcased Blount Island Command's role in the Marine Corps' global rapid response capabilities, including the swift deployment of a maritime prepositioning force. The impressive feat, which involved over 400 pieces of rolling stock — everything from seven-ton trucks and Humvees to earth movers and heavy ordinance assets — was a testament to meticulous planning, rigorous training and seamless teamwork.

Blount Island Command's rigorous logistics training, including load planning, port operations rehearsals and integrated data system proficiency, was instrumental in the operation's success. A smooth and timely offload ultimately requires close coordination with Blount

Island Command embarkation specialists, Military Sealift Command civilian mariners, ship crews and dozens of defense contractors.

Nearly 70 personnel carried out the complex operation, using a crane for heavier equipment, like crawler dozers, while other vehicles rolled off the ship's ramp. Every piece of equipment was tracked and integrated into the command's logistical pipeline, ensuring accountability and readiness. A key factor in the operation's speed was the Marine Corps Platform Integration Center (MCPIC), a Blount Island-developed system using passive radio frequency identification technology to tag and track every piece of equipment. MCPIC provides real-time asset visibility, eliminating delays caused by manual inventorying, enabling commanders to quickly deploy resources.

The *USNS Seay* is operated by Patriot Contract Services and crewed in the unlicensed engine department by MFOW members.



In April, the maritime pre-positioning ship *USNS Sisler* was in the Philippines and conducted Combined Joint Logistics Over-the-Shore operations in support of Exercise Balikatan 2025. Balikatan is a longstanding annual exercise between the Armed Forces of the Philippines and U.S. military designed to strengthen our ironclad alliance, improve our capable combined force, and demonstrate our commitment to regional security and stability. The *Sisler*, a *Watson-class* large medium-speed, roll-on/roll-off vessel (LMSR) is operated by Patriot Contract Services and employs MFOW members in the unlicensed engine department.



# The Marine Fireman

Published Monthly By  
The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association  
**ORGANIZED 1883**

*Affiliated with the Seafarers International Union of North America, AFL-CIO*

Yearly subscription rate: \$20 first class, \$25 overseas air  
**Postmaster:** Send address changes to The Marine Fireman, 240 2nd Street, San Francisco, CA 94105

## Patriot Contract Services Wage Rates

### Effective April 1, 2025

#### Watson-class LMSR Vessels

FOS	56-Hour Base Wage Monthly	56-Hour Base Wage Daily	Supplemental Benefit Monthly	Benefit Daily	Overtime Hourly	Money Purchase Daily
Rating						
QMED-Electrician	\$8,771.82	\$292.39	\$3,041.61	\$101.39	\$38.04	\$30.00
QMED-Oiler	\$6,836.99	\$227.90	\$2,385.22	\$ 79.51	\$30.41	\$30.00
Wiper	\$5,187.43	\$172.91	\$1,826.22	\$ 60.87	\$22.58	\$30.00

ROS/RAV	40-Hour Base Wage Weekly	40-Hour Base Wage Daily	Supplemental Benefit Daily	Overtime Hourly	Money Purchase Daily
Rating					
QMED-Electrician	\$1,630.03	\$232.86	\$11.65	\$38.04	\$30.00
QMED-Oiler	\$1,278.06	\$182.58	\$9.13	\$30.41	\$30.00
Wiper	\$978.73	\$139.82	\$6.99	\$22.58	\$30.00

## Container shipping firms reduce Asia-US service as tariffs collapse trade

Major container shipping companies are suspending at least six scheduled weekly routes between China and the United States as President Donald Trump’s punishing tariffs on the world’s top exporting country collapse trade. The ships on those routes have the combined capacity to deliver 25,682 40-foot containers stuffed with toys, tennis shoes, car parts and things U.S. manufacturers use to produce goods each week - or more than 1.3 million 40-foot containers a year, based on capacity data provided in customer advisories. The service cuts, coupled with cancellations of individual voyages, come as container ship operators move to mitigate fallout from Trump’s erratic trade policies.

Policy makers, economists, and business owners have become increasingly hungry for information on ocean trade, responsible for 80 percent of the world’s commerce, because it is a gauge of global economic health. The route suspensions include scheduled weekly services operated by MSC, Zim and the Ocean Alliance that includes Cosco, Evergreen, CMA-CGM and Orient Overseas Container Line.

Four of the service cuts affect West

Coast ports, one impacts the East Coast and one hits the Gulf Coast. Maersk and Hapag-Lloyd’s Gemini Alliance have not suspended services - even though both partners experienced significant tariff-related China to U.S. booking cuts in April and have swapped out some ships for smaller vessels. Representatives from the U.S. and China have held talks in Switzerland after more than two months of stalemate over trade.

Global shipping companies use service suspensions and cancellations of individual voyages, known as blank sailings, to shelter profits by ensuring they do not have more ships on the water than are needed by customers. That reduces unnecessary overhead costs and keeps supply and demand in balance, supporting competing off-contract spot rates. Blank sailings increased significantly after the COVID pandemic upended global trade in 2020 - and are part of why global container ship operators have been enjoying record profits.

Major U.S. retailers like Amazon and Walmart, which account for nearly half of global container trade, responded to Trump’s 145 percent tariffs on China last

month by pausing or cancelling factory orders after those import duties more than doubled the cost of goods made in China. Canceled, or blanked, individual voyages on the vital trans-Pacific route from Asia to North America surged from nine percent in week ended March 30 to 24 percent in week ended May 4. Data shows blank sailings reduced capacity on the Asia to West Coast North America routes by 20 percent in April and 12 percent so far in May. The cuts hit slightly harder on the North American East Coast, reducing 22 percent in April and 18 percent thus far in May.

MSC, the world’s largest container ship operator, in April canceled 30 percent of its scheduled trans-Pacific voyages - more than any other container carrier. The Premier Alliance, composed of Ocean Network Express, Hyundai Merchant Marine and Yang Ming Marine Transportation, leads so far in May with a 20 percent blank sailing rate.

The full effect of Trump’s tariffs will likely be delayed until July, when overall U.S. container import volume could be down 25 percent or more from the year earlier.

## Budget reconciliation bill calls for new Navy warships and MSC support vessels

The House and Senate Armed Services Committees have advanced a plan to invest more than \$33.7 billion in the construction of new Navy warships and Military Sealift Command support vessels as part of the pending budget reconciliation process. The bill includes \$4.6 billion to build a second *Virginia*-class nuclear submarine in fiscal 2027 and \$5.4 billion for two additional *Arleigh Burke*-class guided missile destroyers. Also included is \$2.1 billion for a *San Antonio*-class amphibious warship and \$3.7 billion for America-class amphibious assault ships. The legislation calls

for investing \$2.7 billion in three *John Lewis*-Class oilers and \$600 million to lease or purchase new vessels through the National Defense Sealift Fund.

The shipbuilding portion of the plan includes \$1.8 billion for the Navy’s medium unmanned surface vessel, \$1.53 billion for small, unmanned surface vehicles and \$1.3 billion for unmanned underwater vessels. The bill also includes a number of line items in infrastructure development, including \$500 million for additional drydock capacity in the U.S.

### Marine Firemen’s Union Directory

***www.mfoww.org***

#### HEADQUARTERS

240 2nd Street  
San Francisco, CA 94105  
Tel: (415) 362-4592/4593/4594  
Fax: (415) 348-8864  
Dispatcher-Tel: (415) 362-7593  
Dispatcher-Fax: (415) 348-8896  
General Email: [headquarters@mfoww.org](mailto:headquarters@mfoww.org)

**Anthony Poplawski**  
*President/Secretary-Treasurer*  
Email: [mfow\\_president@yahoo.com](mailto:mfow_president@yahoo.com)

**Robert Baca**  
*Vice President*  
Email: [mfowvp@mfoww.org](mailto:mfowvp@mfoww.org)

**Patrick Gillette**  
San Francisco Business Agent  
Email: [sfba@mfoww.org](mailto:sfba@mfoww.org)

**Manita Li, Controller**  
Email: [mli@mfoww.org](mailto:mli@mfoww.org)  
**Kasia Grzelak, Secretary/Training**  
Email: [kasia@mfoww.org](mailto:kasia@mfoww.org)

**MFOW TRUST FUNDS**  
240 2nd Street  
San Francisco, CA 94105  
Tel: (415) 986-1028 / 986-5720  
Fax: (415) 546-7340  
General Email: [welfare@mfoww.org](mailto:welfare@mfoww.org)

**Herlinda Vizcarra**  
*Medical/Dental Coverage:*  
*Active Members*  
Email: [hvizcarra@mfoww.org](mailto:hvizcarra@mfoww.org)

**Amanda Salinas**  
*Optical/Medical Claims:*  
*Dependents and Pensioners*  
Email: [asalinas@mfoww.org](mailto:asalinas@mfoww.org)

**Shirley Martos**  
*Death Benefits/*  
*Accounts Payable*  
Email: [smartos@mfoww.org](mailto:smartos@mfoww.org)

**Stacy Bobu**  
*Money Purchase & Pension Benefits*  
Tel: (415) 362-1653  
Fax: (415) 348-8864  
General Email: [pension@mfoww.org](mailto:pension@mfoww.org)  
Email: [sbobu@mfoww.org](mailto:sbobu@mfoww.org)

**WILMINGTON BRANCH**  
533-B Marine Avenue  
Wilmington, CA 90744  
Tel: (310) 830-0470  
Fax: (310) 835-9367  
**H. “Sonny” Gage, Port Agent**  
Email: [hgage@mfoww.org](mailto:hgage@mfoww.org)

**HONOLULU BRANCH**  
707 Alakea Street, Suite 102  
Honolulu, HI 96813  
Tel: (808) 538-6077  
**Mario Higa, Port Agent**  
Email: [mhiga@mfoww.org](mailto:mhiga@mfoww.org)

**PORT SERVICED — SEATTLE**  
4005 - 20th Avenue West, Suite 115  
Seattle, WA 98199  
Tel: (206) 467-7944  
Fax: (206) 467-8119  
**Brendan Bohannon, Representative**  
Email: [seattle@sailors.org](mailto:seattle@sailors.org)

Like us on  
facebook



<https://www.facebook.com/Marine-Firemens-Union-121622254577986/>

# Port of Oakland hosts stakeholder roundtable regarding tariffs

In April, the Port of Oakland convened a stakeholder roundtable at port headquarters regarding tariff impacts. Congresswoman Lateefah Simon (D-California) and Port of Oakland Executive Director Kristi McKenney led the discussion which featured labor leaders, small business owners and local shippers.

The Port of Oakland is an economic powerhouse that supports nearly 100,000 good-paying local jobs. A tariff-induced downturn in the port’s cargo volume—whether from import slowdowns or retaliatory export losses — ultimately could jeopardize job stability and the region’s economic health.

Countries targeted by U.S. tariffs are likely to impose retaliatory measures that hit American agricultural and manufactured goods—essential exports that move through Oakland. These in-

clude almonds, beef, pork, dairy, and recycled materials, much of which is destined for Asia. China currently represents 29 percent of the port’s total trade volume. China ranks as the port’s top import trading partner and third export partner.

Tariff retaliation would directly impact the port’s top export destinations—Japan, Taiwan, China, and South Korea—and could significantly erode California’s market share for perishable and high-value commodities. Given Oakland’s position as the number one refrigerated export gateway in the U.S., such a loss could be especially damaging to shippers and producers who rely on our port to access overseas markets.

As a critical gateway for global trade and a major economic engine for Northern California, nearly all containerized cargo moving through Northern California goes through the Port of Oak-

land. Unlike many U.S. ports that lean heavily on imports, Oakland is unique in maintaining a near 50/50 balance of imports and exports. This balanced profile brings strength during periods of

economic stability—but increases vulnerability during trade conflicts. Tariffs and retaliatory actions not only suppress import flows but also threaten to eliminate access to key export markets.

## Port of Oakland container volume grew 7.2 percent in March

The Port of Oakland closed the first quarter of 2025 on a strong note. Total container volume rose 7.2 percent compared to March 2024, with port operators handling 217,415 TEU (twenty-foot equivalent units) in March 2025. That performance brings first-quarter volume to 601,527 TEU — an increase of 6.3 percent year-over-year. Loaded imports reached 87,896 TEU in March 2025, a 5.3 percent increase over March 2024. Growth was led by furniture and electric batteries, reflecting continued demand in both consumer goods and renewable energy sectors. A consistent flow of transpacific cargo continues to support Oakland’s inbound volumes.

Loaded exports edged up 1.1 percent, with 76,157 TEU handled in

March 2025, compared to 75,352 TEU in March 2024. While monthly growth was modest, export volumes held steady through the first quarter. Agricultural commodities, including refrigerated cargo, remain a core strength for Oakland, supported by dedicated cold chain infrastructure.

In February 2025, the port handled 146,104 loaded TEU. Imports rose 5 percent year-over-year, reaching 80,582 TEU compared to 76,734 in February 2024. Full exports totaled 65,522 TEU, a 5.4 percent decrease from the 69,242 TEU recorded in February 2024.

Looking ahead, the port is closely monitoring global trade conditions and remains focused on long-term resiliency amid ongoing policy and market shifts.

## Long Beach is busiest box port in U.S. through first quarter 2025

Coming off its best first quarter on record, the Port of Long Beach is the nation’s busiest port through the first three months of the year as imports surged ahead of anticipated tariffs.

Dockworkers and terminal operators moved 817,457 twenty-foot equivalent units (TEU) in March, up 25 percent from March 2024. Imports grew 25.8 percent to 380,562 TEU and exports decreased one percent to 104,063 TEU. Empty containers moving through the port rose 35 percent to 332,832 TEU. March also marked the port’s 10th consecutive monthly year-

over-year cargo increase.

The port has moved 2,535,575 TEU during the first quarter of 2025, a 26.6 percent increase from the same period in 2024. The port also saw its busiest first half of any fiscal year on record, with 5,267,926 TEU moved since October 1, making it the nation’s busiest port for the last six months. In 2024, the Port of Long Beach was the nation’s second-busiest seaport with 9.6 million TEU processed, while its San Pedro Bay neighbor, the Port of Los Angeles, was number one, with 10.3 million TEU.

## Seattle port electrification strategy announced

On April 22, the Port of Seattle released its Seattle Waterfront Clean Energy Strategy assessing the power infrastructure investments and strategies needed to support the electrification of buildings, vehicles, vessels, and equipment on port-owned properties. The strategy document projects that the power required to support the port’s operations at peak times will increase fourfold by 2050 and that continued planning and investment in clean energy infrastructure will be critical to the port reaching its sustainability goals. The strategy was created in partnership with The Northwest Seaport Alliance (NWSA) and Seattle City Light (SCL).

The strategy delivers technical, policy, and planning recommendations for how the port and its partners should plan and build the infrastructure needed to support a zero-emission maritime transition by 2050. In 2021, the port, NWSA, and SCL entered a 10-year partnership to support the joint planning and implementation of clean energy infrastructure, including development of the strategy. The strategy was developed through an analytical process that considered port-owned maritime properties along Seattle’s Elliott Bay, the Duwamish River, the Lake Washington Ship Canal, and Shilshole Bay. The strategy provides insights into current and future energy use across port-owned properties, as well as the on-terminal and utility-owned power infrastructure serving Port facilities. A few major find-

ings include:

- Shore power for oceangoing vessels continues to be the key driver of near-term power demand. Both Seattle City Light and the port are forecasted to exceed current electrical capacity planning limits for their infrastructure in the future.
- Upgrading existing electrical infrastructure is currently the most cost-effective means of addressing the constraints identified, but emerging energy technologies should continue to be monitored.
- Utility distribution systems and on-terminal port infrastructure upgrades are essential to support the electrification of port facilities and equipment. A total of \$208 to \$457 million in port and utility investments have been identified through 2050. This includes an estimated \$69 to \$168 million in utility distribution system infrastructure costs and an estimated \$139 to \$288 million in port on-site transformers, switchgear, and substation equipment costs.

The strategy provides eight recommendations covering future capacity, site assessments, critical facilities, master planning, infrastructure management, grant project readiness, clean technology development, and business models and financial strategies to support the capital investment recommendations. The port will engage the public on the overall strategy and building of these projects into capital plans.

## POLA celebrates 10-year milestone in public access

Alongside record-setting cargo volume, the Port of Los Angeles has invested more than \$400 million in LA Waterfront projects, initiatives and education programs over the past decade through its Public Access Investment Plan (PAIP). Celebrating its 10-year milestone, the port continues to invest 10 percent of its operating income back into the harbor communities of Wilmington and San Pedro.

When established in 2015, the PAIP created a direct link between the port’s cargo success and community investment; provided more predictability and transparency for planning long-term public access projects; and ensured the long-term maintenance, programming and activation of the LA Waterfront.

## DOT announces partnership between USACE and USMMA on modernization

On April 15, the U.S. Department of Transportation (DOT) announced that the U.S. Army Corps of Engineers (USACE) New York District and the U.S. Merchant Marine Academy (USMMA) have entered into a long-term agreement for the revitalization and modernization of USMMA’s campus located in Kings Point, New York. The initial 10-year agreement was signed on April 11th during a ceremony at USMMA by Brig. Gen. John Lloyd for USACE and VADM Joanna Nunan for USMMA. The announcement follows President Trump’s executive order to restore America’s maritime dominance. Secretary Duffy visited the U.S. Merchant Marine Academy earlier this month to tour the campus and deliver a keynote address to the midshipmen.

“Merchant marine cadets have answered the call to serve our country, and it’s our duty to deliver an institution worthy of their sacrifice,” said U.S. Transportation Secretary Sean P. Duffy. “Our mariners are critical to President Trump’s agenda to make American shipbuilding great again, and more importantly protecting our national security.”

The PAIP also instituted a planning process that incorporated extensive community input on projects to be built.

LA Waterfront projects recently completed under the plan include the Wilmington Waterfront Promenade, San Pedro Town Square and Promenade, in addition to several road improvements and realignments to facilitate access to West Harbor, which is expected to open to the public in 2026.

Over the next decade, the port plans to allocate another \$400 million to fund additional public access projects, maintain existing projects and provide public benefit programs. Later this year, the port plans to announce a host of new public access projects, slated for development within the next five years.

USMMA is one of the nation’s five federal service academies. Located along the scenic north shore of Long Island, the Academy educates and graduates leaders of exemplary character who serve the economic and national security interests of the United States as merchant marine officers and commissioned officers in the U.S. armed forces. Most of the facilities at USMMA date back to the Academy’s founding in the early 1940s, have not been modernized since, and are not conducive to the immersive training and demanding coursework today’s Midshipmen are required to complete.

USACE New York District is responsible for a diverse range of engineering projects and services in the New York and New Jersey region. This includes managing water resources, improving public spaces, conducting environmental restoration, and providing critical infrastructure development. Through these initiatives, the New York District plays a vital role in enhancing community resilience, supporting economic growth, and preserving cultural and historical landmarks in the region.





Maritime Sail-In

On April 8, along with San Francisco Business Agent Pat Gillette, I participated in the annual Congressional Maritime Sail-In on Capitol Hill in Washington D.C. Over 150 maritime stakeholders from labor, management and maritime organizations were assigned to groups to engage with members of the House and Senate on maritime industry priorities.

I was assigned to Senate Group Six with MEBA Director of Government Affairs Erick Siahaan (team leader), SIU Chief Mate Lindsey Austin, AMO East Coast Boarding Representative Marissa Cap, and APL Senior Manager of Business Development Melissa Dorre.

We had meetings with senior staff of Senators Tammy Duckworth (D-Illinois), John Fetterman (D-Pennsylvania), Deb Fischer (R-Nebraska), Amy Klobuchar (D-Minnesota), Gary Peters (D-Michigan) and Tim Sheehy (R-Montana).

We discussed the importance of the Jones Act, the Maritime Security Program, cargo preference laws, and asked for co-sponsorship and support for the *Shipbuilding and Harbor Infrastructure for Prosperity and Security (SHIPS) for America Act*. At its core, the *SHIPS for America Act* would:

- Coordinate U.S. maritime policy by establishing the position of Maritime Security Advisor within the White House who is responsible for leading an inter-agency Maritime Security Board tasked with making whole-of-government strategic decisions for implementing a National Maritime Strategy.
- Establish a Maritime Security Trust Fund that would reinvest duties and fees paid by the maritime industry into maritime security programs and into the infrastructure supporting maritime commerce.
- Establish a national goal of expanding the U.S.-flag international fleet by 250

ships in 10 years by creating the Strategic Commercial Fleet Program comprised of U.S.-flag, American crewed, and domestically built merchant vessels that can operate competitively in international commerce.

- Enhance the competitiveness of U.S.-flagged vessels in international commerce by establishing a Rulemaking Committee on Commercial Maritime Regulations to eliminate the regulatory red tape that diminishes their competitiveness.
- Require that U.S. government-funded cargo move aboard U.S.-flag vessels, and a portion of commercial goods imported from China be carried on U.S.-flag ships.
- The long day was capped by a reception where U.S. Rep. John Garamendi (D-California) received the USA Maritime Leadership Award for being a champion of maritime issues in Congress.

The next day, April 9, President Donald Trump signed a sweeping executive order aimed at rebuilding the United States shipbuilding industry and reducing what he described as China's grip on global shipping. Trump told reporters the U.S. would be spending "a lot of money on shipbuilding" to restore American capacity in the sector.

The order calls for significant federal investment in American shipyards and the maritime workforce, and outlines a new Maritime Action Plan to be coordinated by the U.S. Department of Transportation's Maritime Administration. The plan includes the establishment of a Maritime Security Trust Fund, shipbuilding tax incentives, and the launch of strategic commercial fleet programs.

Patriot Contract Services

**Wage and Benefit Review** — Over the past two years there has been quite a bit of activity with the various government vessel and tanker contracts, such as wage bonuses, contract extensions, bridge contracts, etc. This has caused confusion in some of the negotiated wage and benefit rates. On April 11, I teleconferenced with SUP President Matt Henning and the payroll staff of Patriot Contract Services. We did a thorough review of all wage and benefit rates and made appropriate reallocations of fringe benefits where needed.

**Watson-class Vessels** — On April 1, 2025, there was a two percent (2.0%) total labor cost increase for unlicensed personnel working aboard the *Watson*-class LMSR vessels.

**Haina Patriot** — On April 15, the Union received notice from the Military Sealift Command that the agency intends to exercise option period 2 of contract number N3220523C4018, which covers the operation and maintenance of the *MT Haina Patriot*. The contract period is June 29, 2025 through June 28, 2026. Patriot Contract Services is the ship operator.

# Chatbots — the new frontline of union busting

The fight to limit worker rights has found a new battleground: social media. While platforms like Twitter, Facebook, and Reddit have long served as organizing hubs for many movements including unionization efforts, corporations have turned to weaponizing artificial intelligence (AI) to undercut these efforts. Increasingly, corporations are deploying chatbots to surveil, manipulate, and undermine union activity online.

One of the most direct ways chatbots are used for union busting is by flooding social media with anti-union messaging. Automated accounts, programmed by companies or third-party

anti-union contractors, engage with workers who post about organizing efforts. These bots are programmed to spread misinformation about unions, claiming union dues are exorbitant, or pushing fear-driven narratives about job losses and strikes. Doing so creates a manufactured sense of dissent, discouraging workers from seeking collective bargaining rights.

Social media provides a powerful tool for union organizers to connect with fellow workers, share resources, and build solidarity. But chatbots have been deployed to dilute these discussions. They generate posts that flood

hashtags and discussion threads with irrelevant content, making it difficult for genuine organizing efforts to gain traction. This tactic, known as "keyword squatting," ensures that workers searching for information on unionization instead encounter corporate-friendly messages or distracting content.

Employers are also using AI-driven social media monitoring tools to track and suppress union activity. Some chatbots are programmed to scan for keywords related to union organizing, enabling companies to identify pro-union employees and engage in preemptive retaliation. Workers have reported instances where employers confronted them about their online posts, proving that companies are actively monitoring social media for union-related discussions.

Another troubling tactic is the use of AI-generated personas masquerading as real workers. These fake accounts infiltrate union organizing groups, posing as employees who oppose unionization. They sow discord, spread anti-union talking points, and attempt to shift conversations away from labor organizing. By blending in with real employees, these AI-driven accounts make it harder for workers to distinguish between genuine colleagues and corporate operatives.

The use of chatbots to suppress labor organizing raises serious legal and ethical concerns. While the National Labor Relations Act protects workers' rights to organize, current labor laws do not explicitly address the role of AI in union-busting efforts. Regulators have been

slow to react, leaving workers vulnerable to corporate manipulation.

Unions and worker advocates are calling for stronger protections against AI-driven interference in labor organizing. Legislative proposals aimed at regulating employer surveillance and deceptive online practices could help level the playing field, but enforcement remains a challenge. With the current administration's efforts to weaken the National Labor Relations Board, there is no expectation that the chatbots will be curtailed anytime soon. A pro-DOGE chatbot deployed by X regularly crawls X to spread its pro-DOGE propaganda and fight back any efforts to limit DOGE's work in slashing the Federal Government.

Workers and labor organizations are developing strategies to counter AI-driven union busting. Digital literacy training equips workers with the skills to recognize and report chatbots spreading anti-union messages. Another method to combat corporate AI bots would be to leverage pro-union AI tools to track and counteract disinformation campaigns.

The fight against union-busting chatbots is just beginning, but one thing is clear: as technology evolves, so too must the labor movement's strategies. If workers hope to reclaim social media as a tool for organizing, they must remain vigilant and adaptable in the face of AI-driven corporate interference.

Social media was once heralded as a democratizing force for labor movements, but the rise of AI-driven chatbots is shifting the balance of power back toward corporations. By automating union-busting tactics, employers are making it harder for workers to organize in the digital age. The labor movement must continue to adapt, pushing for stronger regulations and embracing technology to counteract these emerging threats. The battle for worker rights has gone digital, and the stakes have never been higher.





VICE PRESIDENT'S REPORT

BUSINESS AGENT'S REPORT

There were 34 registrants dispatched in the month of April: 17 in Class A, none in Class B, nine in Class C and eight Non-Seniority.

There are 39 members registered: 19 in Class A, six in Class B, and 13 in Class C and one Non-Seniority.

Fraternally,  
**Robert Baca**  
Vice President

MFOW VESSEL REPORT

As of May 12, 2025

Vessel	Operator	Type	Built	Last Known Route or Location
MV President JQ Adams	APL	Container	2024	Eagle Express Service
MV President Bush	APL	Container	2024	Eagle Express Service
MV President Carter	APL	Container	2024	Eagle Express Service
MV President Grant	APL	Container	2024	Eagle Express Service
MV President LB Johnson	APL	Container	2024	Eagle Express Service
MV President Monroe	APL	Container	2024	Eagle Express Service
MV President Reagan	APL	Container	2024	Eagle Express Service
MV Matsonia	MNC	Kanaloa-class	2020	China – Long Beach Express
MV Kaimana Hila	MNC	Aloha-class	2019	China – Long Beach Express
MV Lurline	MNC	Kanaloa-class	2019	China – Long Beach Express
MV Daniel K. Inouye	MNC	Aloha-class	2018	China – Long Beach Express
MV APL Eagle	APL	Container	2016	Jebel Ali – Middle East Express
MT Haina Patriot	PCS	Tanker	2011	Yokosuka, Japan
MT Allied Pacific	PCS	Tanker	2010	Singapore
MV APL Oceania	APL	Container	2010	Qingdao, China
MV APL Islander	APL	Container	2007	Guam – Saipan Express
MV Maunalei	MNC	CV2500	2006	Oakland, California
MV Manulani	MNC	CV2600	2005	Nantong, China
MV Maunawili	MNC	CV2600	2004	Pacific Northwest Triangle
MV Manukai	MNC	CV2600	2003	China – Long Beach Express
USNS Soderman	PCS	LMSR	2002	Norfolk, Virginia
USNS Pomeroy	PCS	LMSR	2001	Charleston, South Carolina
USNS Watkins	PCS	LMSR	2001	North Pacific Ocean
CV Kamokuiki	MNC	CV700	2000	Kwajalein
USNS Charlton	PCS	LMSR	2000	North Pacific Ocean
USNS Pililaau	PCS	LMSR	2000	Bayonne, New Jersey
USNS Red Cloud	PCS	LMSR	2000	Norfolk, Virginia
USNS Dahl	PCS	LMSR	1999	Jinhae, South Korea
USNS Seay	PCS	LMSR	1998	Jacksonville, Florida
USNS Sisler	PCS	LMSR	1998	Subic Bay, Philippines
USNS Watson	PCS	LMSR	1998	Baltimore, Maryland
MV R.J. Pfeiffer	MNC	Hawaii II-class	1992	Pacific Northwest Triangle
MV Cape Victory	PCS	Ro/Ro	1984	Port Neches, Texas
MV Cape Vincent	PCS	Ro/Ro	1984	Port Neches, Texas
MV Mahimahi	MNC	C-9	1983	Pacific Southwest Triangle
MV Mokihana	MNC	C-9/Ro-Ro	1983	Oakland, California
MV Manoa	MNC	C-9	1982	Pacific Southwest Triangle
MV Cape Orlando	PCS	Ro/Ro	1981	Oakland, California
MV Cape Henry	PCS	Ro/Ro	1979	Puerto Princesa, Philippines
MV Cape Horn	PCS	Ro/Ro	1979	San Francisco, California
MV Cape Hudson	PCS	Ro/Ro	1979	San Francisco, California
MV Cape Taylor	PCS	Ro/Ro	1977	Boston, Massachusetts
MV Cape Texas	PCS	Ro/Ro	1977	Beaumont, Texas
MV Cape Trinity	PCS	Ro/Ro	1977	Beaumont, Texas
GTS ADM WM Callaghan	PCS	Ro/Ro	1967	Oakland, California
	APL	— APL Marine Services – Arlington, Virginia		
	MNC	— Matson Navigation Company – Honolulu, Hawaii		
	PCS	— Patriot Contract Services — Concord, California		

Trade Routes	
Eagle Express Service	- Los Angeles-Oakland -Yokohama, Japan-Naha, Japan – Busan, South Korea Qingdao, China – Shanghai, China – Busan, South Korea – Los Angeles
Jebel Ali – Middle Express Service	- Jebel Ali, UAE – Hamad Port, Qatar – Shuwaikh, Kuwait – Bahrain – Jebel Ali, UAE
Guam – Saipan Express	- Yokohama, Japan – Guam – Saipan – Busan, South Korea – Hakata, Japan – Yokohama, Japan
China – Long Beach Express	- Long Beach – Honolulu – Guam – Naha, Japan – Ningbo, China – Shanghai, China – Long Beach
Pacific Northwest Triangle	- Oakland – Honolulu – Tacoma – Oakland
Pacific Southwest Triangle	- Long Beach – Honolulu – Oakland – Long Beach

Active MFOW members

Retain your Welfare Fund eligibility.

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

**MFOW Welfare Fund, 240 2nd Street, San Francisco, CA 94105**

Good day Brothers,

I attended the Maritime Industry Congressional Sail-in on Tuesday, 8, 2025 in Washington, D.C. with Anthony Poplawski. This was a collaboration of the maritime unions, companies, academies, and related maritime industries to discuss the importance of the US flag Merchant Marine to the US economy and national security.

I was grouped with Matt Henning (SUP), George Tricker (SIU), and Lars Turner (MMP) to meet with Representatives Pramila Jayapal (D-WA), Nanette Barragan (D-CA), Chris Pappas (D-NH), Diana DeGette (D-CO), and Julia Brownley (D-CA). With the experience of fellow union leaders of Matt, George, and Lars, we spoke of the Jones act importance in providing nearly 650 thousand American Jobs and an economic impact of \$154 billion on the American economy. We stressed the importance of the Maritime Security Program (MSP) that at a cost of \$390 million to help move cargo for 90% of the military operations that would cost the taxpayer \$13 billion to replicate without the MSP. We discussed the need to support for the Food for Peace Program which supports American Farmers and US-Flagged fleet that moves this cargo.

This time in Washington, D.C. was an incredible experience. I want to thank Matt, George, and Lars for mentoring me through this time. I believe that we had an impact with the information we distilled to the representatives to ensure their support for the Maritime Industry. We as the backbone of the labor force must now show in deeds that these programs do provide for America's economy and national security.

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

First cruise ship bunkers with LNG in Vancouver

The Port of Vancouver, British Columbia is making waves in the alternative fuel space after loading its first cruise ship with LNG. The LNG bunker vessel *Seaspan Garibaldi* delivered the load to the Silversea Cruises vessel *Silver Nova* ahead of her voyage to Alaska.

The port is focused on putting infrastructure and processes in place to ensure visiting ships can move beyond traditional marine fuels and embrace alternative fuels. The transition from traditional marine fuels, like heavy fuel oil and marine diesel, to LNG is key to reducing emissions and meeting decarbonization targets for all ports. While biofuels have been available for bunkering at the port for several years in limited quantities, LNG represents the arrival of the first alternative to traditional diesel-based fuels.

Seaspan Energy currently operates three ship-to-ship LNG bunkering vessels on North America's West Coast. This year the company has successfully completed several LNG bunkering operations for container, car carrier and bulk cargo ships in Vancouver, as shippers embrace the availability of the alternative fuel.

Port of Redwood City likely spared from new tariffs

While major ports across California brace for economic turbulence from the Trump administration's latest tariff hikes, the Port of Redwood City is expected to dodge the blow. Port officials say the impact of the new tariffs will be minimal, if felt at all, thanks to the nature of the cargo they handle.

"Because the commodities that we have here at the port — dry/liquid bulk or low-value cargo — are non-containerized and non-vehicles (both of which are high-value cargos), there is minimal impact, if any, from the current tariffs," said Kristine Zortman, Executive Director of the Port. Zortman added that the port is staying alert.

"We keep our finger on the pulse of what is happening with policies and proposed tariff changes; however, at this time, we have not witnessed any impacts on our cargo or our cargo operators/owners."

In fiscal year 2024, the port brought in \$10.2 million in revenue, slightly above its 2023 total, and officials don't anticipate a dip. In February alone, the port processed more than 120,000 metric tons of commodities, primarily from Canada, Vietnam, and China.

The latest tariffs hit China hardest, with rates on certain goods rising as high as 60 percent. Vietnam, which has used the port, is expected to face a 46 percent total tariff once a temporary 90-day pause expires, unless a new agreement is reached. However, Zortman stated that the products passing through the port aren't expected to be impacted.

That stands in sharp contrast to larger ports like Los Angeles, Long Beach, and Seattle, where directors warned of severe supply chain disruptions during a press conference held with several Senators on tariff concerns.

"It's not just a slowdown in activity at the ports," said Sen. Alex Padilla (D-California) during the press conference. "It'll mean a high likelihood of ... consumers going into stores and finding empty shelves."

San Mateo County Board of Supervisors President David Canepa echoed the senator's sentiments.

"This on again, off again tariff battle could drive up the costs of steel, cement and the materials needed to construct housing, particularly larger transit-oriented projects which could worsen the local housing crisis," Canepa said. "We could also see local tech firms hit hard if semiconductors and electronics manufactured overseas are taxed at a higher rate, which could certainly drive up the costs for corporations and eventually consumers," he added.

The Port of Redwood City has recently attracted renewed interest. Several projects touted by local officials are now underway, including millions in state funding for infrastructure improvements and a future ferry terminal, as part of a long-term plan to expand transportation options along the San Francisco Bay.



# 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.

June 9-12

July 21-24

August 11-14

### Military Sealift Command (MSC) Readiness Refresher

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

May 29-30

July 10-11

August 1

### 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.

June 16-17

July 14-15

August 25-26

### 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.*

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.*

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.*

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.*

June 2-6

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.*

June 9-13

July 7-11

August 25-29

## 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: 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: May 30, June 20, June 27, July 18, August 1, August 15, August 29

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

Maritime Institute, Everett, WA: June 19, July 18, August 22, October 17

Cal Maritime Academy, Vallejo, CA: May 27-28, June 30-July 1

MITAGS-PMI, Seattle, WA: June 16-17, July 14-15, July 28-29, September 22-23

### STCW Basic Training Refresher (three days)

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

Maritime Institute, San Diego, CA: May 21-23, June 11-13, August 20-22, September 10-12

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

Cal Maritime Academy, Vallejo, CA: June 2-4g

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



MFOW crew members on the USNS Pomeroy (Electrician Felicisimo Villa, Jr., #3963; Oiler D’Averyon Bloodworth, non-seniority; Wiper Manase Fetulimoeata, non-seniority; and Electrician Erik Gomez, JM-5340) engage with the local community while on shore leave at Charleston, South Carolina.



# Matson warns of challenging trade environment ahead

Matson, Inc. reported significant year-over-year growth in its first quarter 2025 results, with net income doubling to \$72.3 million compared to \$36.1 million in the same period last year. The company's strong performance was primarily driven by its China service, which benefited from elevated freight rates carried over from the fourth quarter of 2024. Matt Cox, Matson's Chairman and Chief Executive Officer, noted that the results aligned with expectations, highlighting healthy freight demand following the traditional post-Lunar New Year period.

In domestic operations, Matson saw mixed results across its regional service-

es. Hawaii container volume increased by 3.2 percent year-over-year, primarily due to a competitor's vessel dry-docking. Alaska showed positive growth with a 4.8 percent increase in container volume, driven by higher northbound volume. However, Guam experienced a significant decline of 14.3 percent in container volume, attributed to lower demand from retail and food and beverage segments.

Despite the strong first-quarter performance, Matson's outlook for the remainder of 2025 reflects growing concerns about global trade conditions. The company has already observed a "pronounced market decline in demand" in

container volume since new tariffs were implemented by the Trump Administration in April, including a 145 percent tariff on China. The company reported an approximately 30 percent year-over-year decrease in Transpacific volumes.

Cox addressed these challenges head-on, citing "significant uncertainty regarding tariffs and global trade, regulatory measures, the trajectory of the U.S. economy and other geopolitical factors." The company expects Ocean Transportation operating income in the second quarter of 2025 to be meaningfully lower than the same period in 2024.

On the financial front, Matson

maintains a strong balance sheet with \$122 million in cash and cash equivalents as of March 31, 2025. The company also holds \$685.4 million in cash and investments in fixed-rate U.S. Treasuries in its Capital Construction Fund.

Despite the challenging outlook, Cox expressed confidence in Matson's long-term prospects.

The company expects significant capital expenditures in 2025, including approximately \$305 million for new vessel construction and \$40 million for dry-docking payments. Additionally, Matson's board of directors has declared a cash dividend of \$0.34 per share, payable on June 5, 2025.

# U.S. Virgin Islands fink registry idea is back

The Trump administration is considering a proposal to establish an international shipping registry in the U.S. Virgin Islands (USVI) in an effort to expand the U.S.-flagged commercial shipping fleet. According to Reuters, proponents argue that boosting the number of U.S.-flagged ships is vital for national security, especially in times of war, when reliance on foreign

vessels presents strategic vulnerabilities. The USVI registry proposal, led by the Center for Ocean Policy and Economics (COPE), aims to create a U.S.-controlled but less restrictive registry.

Unlike the traditional U.S. flag, which requires ships to be American-built, crewed, and owned, the USVI registry could allow foreign-built ships with international crews. This would

make it more cost-competitive while still falling under U.S. jurisdiction.

While some lawmakers back the initiative, opposition will come from maritime unions and groups advocating for domestic shipbuilding. Critics argue it may undercut efforts to revive the U.S. shipbuilding industry, already diminished from over 80 shipyards post-WWII to just 20 today. Nonethe-

less, foolish supporters say the registry would complement, not conflict with, legislation like the SHIPS for America bill, which seeks to secure long-term investment in the maritime sector.

The National Security Council is reviewing the proposal, though its current status remains unclear.



## SHIPS FOR AMERICA ACT

**"After decades of dangerously neglecting our shipbuilding industry, we're finally doing something about it. The SHIPS for America Act is the most ambitious effort in a generation to revitalize the U.S. shipbuilding and commercial maritime industries and counter China's dominance over the oceans.**

**Building and staffing more U.S.-flagged ships will create good-paying American jobs, make our supply chains more resilient, lower costs, and strengthen our ability to resupply our military at times of war. We'll keep working with our colleagues in Congress, this administration, and our partners in the industry to make our country safer and competitive by passing the SHIPS for America Act."**

ARIZONA SENATOR  
**MARK KELLY**



## SEATTLE NOTES

During the month of April Seattle shipped one ERJ, two REJs, one Wiper, four Standby Reefers, and four Standby Wipers. Seattle currently has six A-, one B-, and three C-seniority members registered for shipping.

Shipping for MSC jobs is wide open here in Seattle. Aside from entry level billets, all the job orders are going open board. We need more members to take and keep up their MSC training to satisfy our contractual obligations.

The *MV R.J. Pfeiffer* called for nearly an entire crew rotation to take her to the

China shipyard period starting in June. I had to call the jobs weeks early to facilitate the Chinese visa requirement for the voyage. Non-US citizen members should note that Matson's passport agency cannot process foreign passports for a Chinese visa and those members will need to do the application on their own. Matson will reimburse for the visa fee to dispatched sailors.

Faternally,  
**Brendon Bohannon**  
Representative

## Port of San Diego celebrates maritime industry

The Port of San Diego is celebrating Maritime Month throughout May by honoring the thousands of people who work along the San Diego Bay waterfront, and showcasing how the local maritime industry supports the region's bay of life. As part of the annual celebration, the port is inviting the community to learn more about Port of San Diego Maritime through free bus tours of its two marine cargo terminals. The tours will allow the public to get a firsthand look at terminal operations including the movement of vehicles at the National City Marine Terminal (NCMT), and transport of specialty, bulk and refrigerated cargo at the Tenth Avenue Marine Terminal (TAMT). The tours will last approximately 90 minutes.

In addition to cargo, Port Maritime is comprised of three other sectors — cruise, shipbuilding and repair, and commercial and sportfishing. Each sector is vital to the region's econo-

my and provides thousands of high-paying jobs along the waterfront. Port Maritime and partners across all sectors are also committed to critical environmental initiatives such as electrification and emissions reduction. The port highlights the work and impact of these sectors during Maritime Month each year as an extension of National Maritime Day on May 22.

During Maritime Month 2025, the Port is also celebrating Pasha Automotive Services' 35 years of operation at NCMT. NCMT serves as the primary entry for one in eight imported vehicles shipped to the United States.

The Port of San Diego serves the people of California as a specially created district, balancing multiple uses on 34 miles along San Diego Bay spanning five cities. Collecting no tax dollars, the port manages a diverse portfolio to generate revenues that support vital public services and amenities.

## Port of Guam passes U.S. Coast Guard annual inspection

The Port Authority of Guam has successfully passed the U.S. Coast Guard's rigorous annual inspection of its container yard and cruise ship terminal, conducted on May 1, 2025. The inspection ensures compliance with federal regulations governing maritime facility safety and security, reaffirming the port's ongoing commitment to excellence and operational integrity.

The Coast Guard's comprehensive inspection covered critical security and safety elements including security area protocols, the port's security measures and plans, training records, drills and exercises, hazardous waste management, emergency response plans, signage, and verification of the Facility Security Officer's role. Additionally, the review encompassed TWIC (Transportation Worker Identification Credential) checks, CCTV operations,

### HONOR ROLL

**Voluntary donation to General Treasury — April 2025:**

Bonny Coloma, P-2763.....\$400.00

Cuyler Yogi, #3999.....\$100.00

Eeric White, #3925.....\$100.00

Edward Tokarz, #3770.....\$50.00

Don Ngo, #3826.....\$20.00

## HONOLULU NOTES

Of course, with March being a very busy month for dispatches, April naturally turned out to be a slower one. A total of 56 billets were dispatched out of the Honolulu Hall in April. Both standby and steady jobs tapered off, but we should still be appreciative of the standby work that did come through. For the month, we had 24 Standby Electrician/Refer jobs and 20 Standby Wiper jobs called here in Honolulu. As of this writing, the Honolulu registration list

stands at 20 A-, nine B-, and 14 C- seniority members.

In addition to my regular duties, I attended the usual two monthly meetings: the Honolulu Sailors' Home board meeting and the Honolulu Maritime Port Council meeting, where we continue to represent our interests and stay engaged with maritime developments affecting our port and membership.

Aloha,  
**Mario Higa**, Port Agent

HOWZ SHIPPING?	
April 2025	
San Francisco	
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer .....	2
Oiler.....	7
Wiper.....	1
Standby Electrician/Reefer .....	11
Standby Wiper.....	7
TOTAL .....	34
Seattle	
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	4
Wiper.....	1
Standby Electrician/Reefer .....	4
Standby Wiper.....	4
TOTAL .....	14
Honolulu	
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer .....	2
Wiper.....	2
Shore Mechanic.....	2
Standby Electrician/Reefer .....	24
Standby Wiper.....	20
TOTAL .....	56
Wilmington	
No Report Submitted	

### POLITICAL ACTION FUND

**Voluntary donations for April 2025:**

Jacob Sperling, P-2640 .....\$20.00

Greg Blasquez .....\$20.00

Ivy "Cajun" Callais, #3592.....\$100.00

Rodney Masada, P-2826.....\$361.10

Sony Arandia, #4024.....\$50.00

Ely Hermano, #3873.....\$30.00

Richard Manley, P-2783.....\$100.00

Don Nog, #3826.....\$20.00

### Regular membership meeting dates 2025

June	4	S. F. Headquarters
	10	Honolulu
	12	Wilmington
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

FINISHED  
WITH  
ENGINES



**Benito Cay-An, 3973/P#5123.**  
Born July 24, 1951, Philippines. Joined MFOW January 22, 2013. Died March 5, 2025, Carson California.

**John H. Michel IV, JM-5411.**  
Born October 12, 1983, Yuma, Arizona. Joined MFOW June 21, 2021. Died March 9, 2025, East Wenatchee, Washington.

### MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____	PENSION or BOOK NO. _____
STREET _____	
CITY _____	STATE _____ ZIP _____
Check box: <input type="checkbox"/> U.S. & POSSESSIONS <input type="checkbox"/> OVERSEAS	
Yearly Subscriptions: <input type="checkbox"/> First Class \$20.00 <input type="checkbox"/> Air (AO) Mail \$25.00	
Voluntary Political Action Fund Donation <input type="checkbox"/> \$ _____	

Please make checks payable to:

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