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

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MFOW President Henry "Whitey" Disley with San Francisco Mayor Dianne Feinstein in 1983.



Disley (center right) at Pier 96 in San Francisco during the 1975 Pacific Far East Lines beef.



Henry Disley speaking at MFOW Headquarters.



MFOW President Whitey Disley with former ILWU President Harry Bridges during a San Francisco labor march in 1982.

In Memoriam

Henry "Whitey" Disley

June 27, 1926 – September 26, 2026

Henry "Whitey" Disley was born on June 27, 1926, in an industrial section of Liverpool, England. When World War II broke out in 1939, he left St. John's Parochial School and worked on the waterfront at various jobs, such as ship scaler and tank cleaner, to help his family. In 1940 and 1941, Liverpool was under attack by the German Luftwaffe, who dropped hundreds of bombs on the port and city, resulting in thousands of civilian casualties.

He went to sea at age 15. On his first voyage, as a deck hand aboard the Dutch vessel *Alioth*, his ship was torpedoed by a Nazi submarine off the West Coast of Africa and he spent 11 days in a lifeboat. He returned to Liverpool and shipped out on the Dutch ship *Tiba* that participated in the invasion of Algiers, North Africa. He then sailed on the British troop ship *Reina del Pacifico* during the invasion of Sicily.

As a coal passer on a British ship destined for Australia, he was taken off the ship with several other Liverpool boys and incarcerated in Hamilton, Bermuda, awaiting trial on false charges of mutiny. Eventually the charges were dropped, and he continued to ship out. At the end of World War II, he came to the United States and shipped in the Engine Department of U.S. vessels as an Oiler and Refrigerating Engineer. He became a member of the Marine Firemen's Union in 1947 and a U.S. citizen in 1955.

He started as a Business Representative of the Marine Firemen's Union in 1963 and progressed steadily, becoming Vice President in 1969 and President in 1974. He was a member of the San Francisco Labor Council Executive Board from 1977 to 1994. He was appointed by California Governor Edmund G. Brown, Jr. to the Board of Pilot Commissioners for the San Francisco, San Pablo and Suisun Bays in 1976, and was appointed to the Board of Governors of the California Maritime Academy in 1980.

He retired in 2005 and passed away at the age of 100 on September 26, 2026.



Retired MFOW President Henry "Whitey" Disley, shortly after celebrating his 100th birthday, and retired MFOW Secretary Sandra Serrano in 2026.

Halls to close

Veterans' Day - The MFOW hiring halls will be closed on Wednesday, November 11, 2026, in observance of Veterans' Day, which is a contract holiday.

The Marine Fireman

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Port of Los Angeles sets cargo record

The Port of Los Angeles, the largest container port in the United States and the country's leading gateway for imports from China and other Asian countries, had its busiest three-month period on record from July through September, despite persistent uncertainty over tariffs and shifting global trade supply chains.

July 2026 through September 2026 was the best quarter in port history at almost three million TEU. Factors behind the increase include a reduction in tariffs from 2025 levels, strong consumer demand ahead of festival season and continued operational challenges at the Suez and Panama canals.

While China's share of imports through the port has declined from roughly 60 per cent in 2018 to a projected 40 per cent in 2026, it remains the port's largest source of imports, followed by Vietnam. U.S. imports from China totaled $308 billion in 2025, down close to 30 per cent, according to data from the U.S. Trade Representative office. U.S. imports from Vietnam rose 42 per cent in the same period.

A professor at Harvard Business School said countries like Vietnam and Mexico have seen "a lot of growth" in their imports to the United States, but they still rely on "Chinese intermediate goods." Speaking about last month's summit between Chinese President Xi Jinping and U.S. President Donald Trump in Washington, he said that the economic outcomes remained modest and both sides had decided to "kick the can down the road".

Washington and Beijing agreed to keep their Busan trade truce in place until January 10, 2027, extending it by two months beyond its original November 10 expiry, and launched the Board of Trade mechanism, listing non-sensitive products worth up to $30 billion on each side that would be eligible for tariff reductions. Xi and Trump are due to meet again next month at the Asia-Pacific Economic Cooperation gathering in Shenzhen, Guangdong province, southern China, and again in December at the Group of 20 summit in Miami, Florida.

Construction starts on new Naha cruise terminal

Construction has begun on a new cruise terminal at Naha Port in Okinawa, with operations targeted to start in March 2028. The project is being developed by Cruise Port Naha, a joint venture between CTL Maritime and RCL Cruises, representing the interests of MSC Cruises and Royal Caribbean Group. Under a Cruise Hub Formation Agreement signed with Naha Port Authority in August 2026, the joint venture will develop and operate the terminal.

The facility will provide passenger handling infrastructure and is intended to increase Naha Port's capacity to accommodate cruise ships and growing passenger volumes. Naha's location also allows it to serve cruise itineraries across East Asia throughout the year. The development follows Naha Port's designation as an International Cruise Ship Hub Formation Port by Japan's Ministry of Land, Infrastructure, Transport and Tourism in 2019.

A traditional Japanese groundbreaking ceremony was held at the terminal site, attended by Okinawa governor and Naha Port Authority president Genta Koja, representatives from the Cabinet Office of Japan, Naha Port Authority and Cruise Port Naha, as well as MSC Cruises and Royal Caribbean Group.

ABS, U.S. Department of Energy sign MOU on commercial maritime nuclear applications

On October 12, classification society ABS and the US Department of Energy's (DOE) Office of Nuclear Energy entered into a memorandum of understanding to advance the use of commercial nuclear technology at sea. The work will encompass nuclear energy systems on floating platforms, nuclear-powered vessels, and the port facilities, shipyards and industrial base required for their construction and support. Announced priorities include assessing concepts and feasibility for floating nuclear energy and nuclear transportation corridors. The MOU also supports a U.S. shipbuilding sector able to safely construct and operate nuclear-powered assets.

Under the agreement, ABS will share management of the Maritime Nuclear Applications Group. It will also provide support for the studies across technical, regulatory, economic and policy areas. ABS will channel related efforts through the U.S. Maritime Administration's (MARAD) U.S. Center for Maritime Innovation (USCMI), where it serves as Secretariat. It will also work with DOE on interagency coordination. DOE leads federal efforts concerning maritime nuclear applications.

The MOU follows several federal moves on commercial maritime small modular reactors (SMR). On May 7, MARAD launched an initiative seeking industry input on a U.S.-built scalable, repeatable, commercially viable SMR system for the marine transportation system. Topics included design, safety, shipbuilding and workforce development, regulatory readiness, liability, insurance, inspection and port access. MARAD said it was collaborating with the U.S. Coast Guard, the Nuclear Regulatory Commission (NRC) and DOE on the initiative.

In June, the Port of Long Beach agreed to create a site for trials of nuclear-powered vessels under that initiative. This was followed in August by a separate agreement between MARAD and the Port of Corpus Christi to explore SMR integration, port microgrids, shoreside power and workforce development.

The NRC has stated that it can license maritime reactors under existing regulations. It is pursuing a rulemaking focused on microreactors and comparable reactors, and is developing a white paper on applying current licensing frameworks to nuclear power plants installed on floating facilities and nuclear propulsion. Internationally, the International Atomic Energy Agency's Atomic Technologies Licensed for Applications at Sea initiative is working towards a framework covering floating nuclear power plants and ships using civil nuclear propulsion.

The maritime nuclear group was originally formed with the help of DOE's National Reactor Innovation Center. It connects experts from the maritime and nuclear sectors, undertakes studies and identifies legal and regulatory hurdles.

ABS has published classification rules for nuclear power plants on floating platforms. In 2024, it released a study with Herbert Engineering Corporation that modelled a high-temperature gas-cooled reactor on a 145,000-cubic-meter LNG carrier. Earlier this month, Hyundai Glovis and U.S. operator Liberty Global Logistics agreed to assess the feasibility of a nuclear-powered car carrier service between South Korea and the United States.

Attention: MFOW Members

Are your MFOW Welfare Fund records up to date?

The following information should be on file:

1. Current contact and beneficiary information
2. Insurance Enrollment Card
3. Medical Coverage selection

Contact:

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Email: welfare@mfoww.org

Marine Firemen's Union Directory

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South Korea promotes Arctic trade route

South Korean President Lee Jae-myung reaffirmed his country's commitment to developing a new trade route via the Arctic Ocean, following the first voyage to Europe completed by a South Korean container ship. The leader stated that the initiative aims to diversify Asian maritime routes and strengthen Busan as an international logistics hub.

During a ceremony in Busan to welcome the vessel PanStar Acro, Lee affirmed that South Korea would open the Arctic route with the confidence of the international community. The PanStar Acro, with a capacity of 2,758 TEU, returned to Busan recently after completing a 50-day voyage through the Arctic via Russian waters. The vessel made stops in the United Kingdom, the Netherlands, and Poland before returning to the South Korean port. The voyage marked the first time a South Korean container ship completed a round trip to Europe via the Arctic route. The South Korean government believes the operation provided valuable experience in polar navigation and technical data to assess the corridor's commercial viability.

Back in May, South Korea's Ministry of Oceans unveiled a plan using this trial run as a first step toward establishing a regular service along the Arctic route by 2030. The strategy seeks to revitalize Busan—the country's second-largest city—and other southern localities, while also consolidating more efficient trade links between Asia and Europe. Lee linked the project to the development of a southern maritime hub region, integrating Busan's ports and maritime finance, Ulsan's shipbuilding and green energy sectors, and South Gyeongsang's marine equipment industry.

The project has raised concerns because the route runs largely through Russian waters; some analysts warn this could allow Moscow to mitigate the impact of international sanctions imposed following operations in Ukraine. In response, Lee emphasized that Seoul would strictly adhere to international regulations and the sanctions principles established by the global community.

The initiative is also a response to the crisis in the Red Sea, which led numerous shipping companies to avoid the Suez Canal, drove up shipping costs, and forced the rerouting of voyages between Asia and Europe. Although some companies have begun to gradually resume transit via that route—aided by improved security conditions—South Korea is positioning the Arctic route as a strategic alternative to potential disruptions on traditional shipping lanes.

Costs are also a factor: shipowners face higher insurance risk premiums and greater amounts of tied-up capital. Polar-class vessels are between 25 percent and 60 percent more expensive due to the extra steel thickness in the hull.

If the route were to become a viable alternative, certain European ports reliant on Suez traffic could be affected. In Spain, Algeciras would be the most exposed facility due to its high volume of transit traffic, whereas Valencia would face a lesser impact, as its import and export traffic would not be directly affected.

APL Marine Services Wage Rates

Effective October 1, 2026

Offshore

Rating	Base Wage Monthly	Base Wage Daily	Supplemental Wage Base Monthly	Supplemental Wage Monthly	Supplemental Wage Daily
Electrician/Reefer/Junior	$7,479.33	$249.31	$8,095.48	$5,127.00	$170.90
Reefer/Electrician/Junior	$7,119.38	$237.31	$7,870.72	$4,984.50	$166.15
Day Junior/Utility	$6,462.76	$215.43	$7,008.15	$4,438.20	$147.94
Non-Watch Allowance	$ 300.00	$ 10.00			
Oiler	$5,588.16	$186.27	$6,026.34	$3,816.60	$127.22
Wiper	$4,368.94	$145.63	$5,044.55	$3,194.70	$106.49

Rating	ST Rate Hourly	OT Rate Hourly	MPPP Daily
Electrician/Reefer/Junior	$44.13	$66.19	$27.00
Reefer/Electrician/Junior	$42.06	$63.09	$27.00
Day Junior/Utility	$38.25	$57.38	$27.00
Oiler	$32.20	$48.30	$27.00
Wiper	$26.13	$39.20	$27.00
Dirty Work Rate:	$27.40	$45.19	
Cargo Rate:	$31.75	$52.14	

Watchmen assigned as Day Men, Section 13c: Additional Daily: $10.00

Maintenance — Fenix Marine Services Terminal

Rating	First Shift ST	First Shift OT	Second Shift ST	Second Shift OT	Third Shift ST	Third Shift OT	MPPP Daily
Foreman	$63.63	$95.45		$30.00			
Leaderman	$57.61	$86.42	$63.27	$94.91	$64.27	$96.41	$30.00
Mechanic	$53.63	$80.45	$58.99	$88.49	$59.99	$89.99	$30.00

Standby and Special Project Shipyard Personnel

Rating	ST Hourly	OT Hourly	MPPP Daily
Standby Electrician/Reefer	$49.60	$74.40	$30.00
Standby Junior Engineer	$47.35	$71.03	$30.00

Rating	ST 0800-1700	ST 1700-0800	Dirty Work 0800-1700	Dirty Work 1700-0800	OT 0001-2400	MPPP Daily
Standby Wiper	$45.08	$50.29	$58.05	$64.49	$78.57	$30.00

Patriot Contract Services Wage Rates

MT Allied Pacific

Effective September 5, 2026

FOS / Rating	Base Wage Monthly	Base Wage Daily	Supplemental Wage Monthly	Wage Daily	Overtime Hourly	Money Purchase Daily
QMED-Electrician	$6,760.30	$225.34	$2,868.30	$95.61	$29.97	$30.00
QMED-Pump Technician	$6,164.86	$205.50	$2,615.40	$87.18	$30.24	$30.00
QMED-Oiler	$5,647.28	$188.24	$2,395.80	$79.86	$27.23	$30.00

USNS Seay and USNS Pililaau

Effective September 29, 2026

FOS / Rating	56-Hour Base Wage Monthly	56-Hour Base Wage Daily	Suppl. Wage Base Monthly	Suppl. Wage Monthly	Suppl. Wage Daily	Overtime Hourly	Money Purchase Daily
QMED-Electrician	$10,719.36	$357.31	$7,803.00	$4,837.80	$161.26	$38.41	$30.00
QMED-Oiler	$ 7,787.63	$259.59	$5,668.85	$3,514.80	$117.16	$27.89	$30.00
Wiper	$ 6,284.97	$209.50	$4,579.78	$2,839.50	$ 94.65	$22.46	$30.00

ROS/RAV / Rating	40-Hour Base Wage Weekly	40-Hour Base Wage Daily	Suppl. Wage Daily	Overtime Hourly	Money Purchase Daily
QMED-Electrician	$1,891.82	$270.26	$64.86	$38.41	$30.00
QMED-Oiler	$1,374.24	$196.32	$47.12	$27.89	$30.00
Wiper	$1,129.17	$161.31	$38.71	$22.46	$30.00

MT Haina Patriot

Effective October 1, 2026

Full Operating Status

Rating	Base Wage Monthly	Base Wage Daily	Wage Bonus Daily	Suppl. Wage Monthly	Suppl. Wage Daily	Overtime Hourly	MPPP Daily
QMED-Electrician	$5,966.40	$198.88	$19.89	$2,784.90	$92.83	$31.92	$30.00
QMED-Pump Technician	$5,441.10	$181.37	$18.14	$,539.20	$84.64	$29.36	$30.00
QMED-Oiler	$4,984.50	$166.15	$16.62	$2,325.90	$77.53	$26.92	$30.00

MFOW President's Report





Pictured at the September 10 Maritime Summit in Vallejo, California are SIU VP Joe Vincenzo, Congressman John Garamendi (D-California), MFOW President/Secretary-Treasurer Anthony Poplawski, and SUP VP Sam Worth.

Government Vessels

***MT Allied Pacific* —** On September 2, the Union received notification from Military Sealift Command (MSC) that the agency intended to exercise Option Period 3 of Contract No. N3220523C4224, for the operation and maintenance of the *MT Allied Pacific*. Under Federal Acquisition Regulation (FAR) 22.1010, the government provides written notification to interested parties who are signatory to collective bargaining agreements. The anticipated period of performance is October 6, 2026, through October 5, 2027.

***MT Haina Patriot* —** Last month, I reported the MOU between Patriot Contract Services (PCS) and the SIU Pacific District covering the *MT Haina Patriot* would expire on September 30, 2026, and that the parties would meet to negotiate terms and conditions of contract extension beginning October 1, 2026. On September 9, the parties signed a Letter of Understanding as follows:

1. The duration of the MOU will be extended through the duration of MSC Contract No. N3220523C4018 and any extension thereof.

2. Effective October 1, 2026, and each October 1 thereafter, during the term of the contract and any extension thereof, total labor cost shall increase by three percent.

3. Overtime shall be paid for all hours worked in excess of eight (8) hours on any day for all watch standers and dayworkers for unlicensed personnel, and for all hours worked on Saturdays, Sundays, and Holidays for both FOS and ROS. I recommend approval of the Letter of Understanding.

***Watson*-class —** On September 10, the Union was notified by PCS of the following dates:

September 14, 2026 — Last day of general agency agreement for *MV Cornelious H Charlton*.

September 15, 2026 — Fixed MARAD contract date for *MV Cornelious H Charlton*.

September 30, 2026 — Tentative date for *USNS Red Cloud* to transfer to MARAD. However, ship is on a mission so date might be pushed back.

November 30, 2026 — Last day of general agency agreement for *MV William A Soderman*.

December 1, 2026 — Fixed MARAD contract date for *MV William A Soderman.*

***USNS Seay and USNS Pililaau* —** On September 22, the Union received notification from MSC that the agency intended to exercise Option Period 4 of Contract No. N3220523C4031, for the operation and maintenance of the *USNS Seay* and *USNS Pililaau*. Under FAR 22.1010, the government provides written notification to interested parties who are signatory to collective bargaining agreements. The anticipated period of performance is November 1, 2026, through October 31, 2027.

MSC ESD Vessels — On September 22, MSC published request-for-proposal N3220526R0018, for the operation and maintenance of two Expeditionary Transfer Dock (ESD) vessels: the *USNS Montford Point* and the *USNS John Glenn*. The government expects to award a single fixed-price contract with pass through elements. The two ships are currently berthed at Oakland, California and Norfolk, Virginia. PCS has notified the Union that the company intends to bid on the contract and that offers are due on October 23, 2026.

Maritime Trades Department

On September 9, MFOW Headquarters hosted the monthly meeting of the San Francisco Bay Area and Vicinity Port Maritime Council, Maritime Trades Department, AFL-CIO. The guest speaker was Maritime Trades Department, AFL-CIO Secretary-Treasurer Jordan Esopa.

Discussion centered on the ongoing Jones Act waivers and labor-community involvement.

Maritime Summit

On September 10, attended the Maritime Summit sponsored by Congressman John Garamendi (D – California) at Cal Poly Maritime Academy in Vallejo, California. This was an insightful gathering of federal agencies, maritime industry leaders, innovators and elected officials. Opening remarks were given by Congressman John Garamendi and the keynote speaker was U.S. Maritime Administrator Stephen Carmel. The four panels addressed the following topics:

- Building a Resilient and Competitive U.S. Maritime Future
- Unlocking Maritime Industrial Capacity in the Northern California Region Bay Area
- Growing the Maritime Workforce
- Local and State Level Strategies for Regional Maritime Growth

MV APL Eagle

On September 23, the Union was notified by APL labor relations that the company intended to reflag the *APL Eagle* on October 2. The crew was repatriated on October 2, following turnover to the foreign crew. The *APL Eagle* Maritime Security Program operating agreement will be transferred to the *CMA CGM Phoenix*.

Trust Funds

On September 24, the trustees of the various MFOW trust funds met via teleconference. On September 25, the trustees of the various SIU Pacific District trust funds met via teleconference.

MFOW Welfare Fund — The plan consultant notified the trustees that Health Net is discontinuing coverage of all its commercial group health plans in California. All existing policies are scheduled to terminate February 28, 2027. The latest enrollment on file lists 23 members covered under the Health Net plans. The trustees will work with the plan consultant to receive bids from new PPO providers.

Every Election Matters: Make Your Plan to Vote

Every election matters. It's easy to focus on races for President or Congress, but many of the decisions that affect working people are made much closer to home. From the school board and city council to county commissioners, state legislators, governors, members of Congress, and the U.S. Senate, every elected official has a role in shaping the laws and policies that impact our jobs, our communities, and our families. For union members, voting is one of the most important ways to have a voice outside the workplace.

All Politics is Local — The phrase "all politics is local" has endured because it's true. Local elected officials decide how communities grow, invest in infrastructure, support public services, and develop workforce training programs. State legislators determine labor laws, prevailing wage protections, workers' compensation rules, unemployment benefits, and public employee rights. Members of Congress vote on issues ranging from workplace safety and retirement security to infrastructure investments, trade policy, and labor protections. The people elected at every level of government help shape the environment in which working people earn a living.

Learn Where Candidates Stand — Before you cast your ballot, take time to learn about the candidates running in your community. Many state AFL-CIO organizations, Central Labor Councils, and affiliated unions evaluate candidates based on issues affecting working people and publish endorsements or voter guides before elections. These resources can help members better understand where candidates stand on workplace issues and labor priorities. Your own international union or local union may also distribute endorsements, voting information, or educational materials for races in your area.

Know Your Voting Information — Election rules vary from state to state. Before Election Day, make sure you know:

- Whether you're registered to vote.
- Your polling location.
- Whether your state offers early voting or vote-by-mail.
- What identification, if any, you'll need.
- The hours your polling place is open.

Your state's election office is the best source for official voting information. Nonpartisan organizations such as Vote.org also provide tools to check registration status, locate polling places, and review voting deadlines.

Connect With the Labor Movement – State AFL-CIO federations and local Central Labor Councils play an important role during election season. They often provide:

- Voter guides and endorsements.
- Volunteer opportunities.
- Labor walks and phone banks.
- Information about important local races.
- Election updates and reminders.

Getting involved is a great way to meet other union members while helping educate working people about the election process.

Make Your Voting Plan – Research shows that people who make a voting plan are more likely to cast their ballot. Ask yourself:

- Am I registered to vote?
- Do I know what's on my ballot?
- Will I vote early, by mail if available, or on Election Day?
- Where is my polling place?
- What time will I vote?
- Do I need childcare or transportation?
- Can I remind a friend, coworker, or family member to vote too?

Having a plan removes uncertainty and makes it easier to follow through.

Your Voice Matters – Every election helps shape the future of our workplaces and our communities. Whether the office on the ballot is city council, county commissioner, school board, governor, Congress, or the United States Senate, the decisions made by elected officials affect working people every day. When union members stay informed, participate in the process, and make a plan to vote, they strengthen not only their own voice but the collective voice of working families across America.

Vice President's Report

Deaths: The following deaths were reported since the last meeting: Henry Disley, #2147, Benjamin O'Donnell, #3642, Fernando Ortega, JM-5549, and Marcos Rapusas, #3004.

There were 39 registrants dispatched in the month of September: 20 in Class A, five in Class B, 10 in Class C and four Non-Seniority.

There are 39 members registered: 15 in Class A, 11 in Class B, and 13 in Class C.

Fraternally,
Robert Baca Vice President

Business Agent's Report

Brothers and Sisters,

Activity through the San Francisco Hall continues to remain strong, particularly with recent vessel activations and continued employment opportunities on the government-contract side.

Matson activated the Maunalei on September 4, 2026. This was followed by the Kamokuiki on September 6, 2026, for an anticipated contract of approximately 90 days. Patriot also conducted a Turbo Activation of the Cape Victory beginning September 14, with the activation expected to last approximately 10 to 15 days.

These activations are a good reminder of how quickly employment opportunities can develop and why members need to keep their documents current. When Matson or Patriot requires additional labor, the Union has an obligation to provide qualified members who are ready to ship. Having a current Merchant Mariner Credential, STCW medical certificate, TWIC, passport, required training certificates, vaccinations, and other required documentation allows us to fill these jobs without unnecessary delays.

At this time, we are also close to being fully manned on the Patriot vessels. That is a positive development, but maintaining that level of manning depends upon having members prepared to take reliefs as they become available. If a credential or required document is going to expire within the next several months, begin addressing it now rather than discovering the problem when the job is already on the board.

That need for readiness brings us to the new National Maritime Center system.

The Coast Guard launched Navita on September 14, 2026, as its new online system for Merchant Mariner Credentials and medical certificates. Navita is being rolled out progressively, and the best comparison I can make is to an early-access computer game. The program has been released, we are all playing it, but apparently that does not mean every feature is finished yet. Functions may not always work exactly as expected, existing functions may change, and additional features will continue to be added. So, whether we signed up to be beta testers or not, here we are.

The National Maritime Center website is therefore worth checking before starting an application. The Coast Guard continues to post Navita information, announcements, and updates as the system changes.

The system uses Login.gov for identity verification, so members who have not already established a Login.gov account should consider doing so before beginning a renewal. Members should maintain control of their own passwords and multifactor authentication information. The Union can assist members with the application process, but members should not give their personal Login.gov credentials to another person. Sharing your Login.gov information can be treated as loss of control of the account, which may result in a lockout and delay processing; if a credential application is determined to be fraudulent, the application can be denied for one year.

Fortunately, Navita gives us a proper way to assist members without sharing Login.gov credentials. For Merchant Mariner Credential applications, a member can designate an eligible individual, including a Union official, as a proxy. Under the current Navita rules, another mariner using his or her own Login.gov account cannot act as that proxy. The proxy can then assist with the MMC application and upload supporting documents through their own authorized access rather than logging in as the member.

That proxy capability does not presently extend to STCW medical certificate applications. At this time, the Union can assist through the proxy system with an MMC application, but the medical certificate remains something the member must manage through his or her own Navita account.

For an STCW medical certificate, members can begin the process through Navita and complete the mariner portion of the CG-719K before the medical appointment. Once that portion is completed, print the CG-719K and bring the completed copy with you to the appointment. This allows members to enter and review their information beforehand rather than recreating paperwork they have already completed. Members should make sure previously reported medical history, along with any changes since the last medical certificate, is accurately included.

Medical certificates are also now being delivered electronically, so members should make certain the National Maritime Center has a current email address and should check their email, including spam or junk folders, when waiting for correspondence or a certificate.

The Hall will continue assisting members with MMC renewals, STCW endorsements, medical-certificate questions, training requirements, and learning how to use Navita. Where appropriate, a member can request that an eligible Union official be designated as a proxy for an MMC application. I have also prepared summary instructions that the Port Agents or I can provide to members who need assistance with the new process.

I will stress again all members should be responsible for ensuring their documentation is updated: do not wait until a job is on the board before checking your documents.

We will continue monitoring Navita and National Maritime Center developments and pass along changes that affect the membership as the Coast Guard continues updating the system.

Fraternally,
Patrick Gillette, SFBA

Devastated Kauai Harbor may take five years to fix

It could take up to five years — and roughly $19 million — to fully repair Port Allen Harbor on Kauai's west side, which was home to dozens of boats used for commercial fishing and tours before Hurricane Lowell ripped through its breakwater. Much of that timeline comes down to securing funding from the legislature and obtaining permits from the U.S. Army Corps of Engineers to repair the breakwater that surrounds the harbor, rebuild the road and parking areas, and replace the floating docks. In the meantime, the state Division of Boating and Ocean Recreation is trying to get some boats back in the water by clearing any underwater debris near the harbor's ramp. Options for moving boats to other facilities are limited.

Port Allen in the days after Hurricane Lowell brought strong winds and rain, ripping through the facility's breakwater, floating docks and roads. Hurricane Lowell devastated Port Allen, which was built in 1953. The harbor had 44 boat slips, many of which were used by boats for charters, tours and fishing. With such a long timeline, many boaters are pleading for the state to prioritize Port Allen's repairs. Some businesses have already laid off employees because owners don't know when they can get back on the water.

Boaters were shocked by the extent of Hurricane Lowell's damage at Port Allen, saying it was worse than Hurricane Iniki, which made landfall as a Category 4 storm in 1992. Powerful 15 to 20-foot waves destroyed about 80 feet of the harbor's breakwater, allowing the surge to push through the facility. Some floating docks, which were only installed in 2020, were overturned, while others sunk. Part of the loading dock at the harbor's ramp broke off, and water surged onto the road and parking areas, crumbling asphalt and lifting concrete paths.

The boating division has been helping some Port Allen boaters get space at Nawiliwili Harbor in Lihue. Nawiliwili is the only boating division harbor that has slips, which are essentially boat parking spaces surrounded by walkways and docks. The division is trying to identify whether there are any vacant slips. Further west, the boating division also manages Kikiaola Harbor in Waimea, but it's already over capacity for its commercial ramp permits. The division is also looking at whether it can create moorings, or spots where boats can be secured, as another alternative.

Port Allen is in a similar situation as Lahaina Harbor, which sustained $30 million in damage from the August 2023 wildfires. In that case, the state boating division relocated as many vessels as it could to Maalaea Harbor.

The Trustees of the Sailors' Snug Harbor in the City of New York

Notice To All MFOW Retirees:

Over the course of your maritime career, you may have heard of Sailors' Snug Harbor.

Sailors' Snug Harbor is a nonprofit organization dedicated to helping retired Merchant Mariners achieve greater financial security and comfort in retirement.

Sailors' Snug Harbor provides financial assistance for essential living expenses, including rent, mortgage, utilities, and other basic needs.

Sailors' Snug Harbor has assisted more than 16,500 individuals since the early nineteenth century.

Today, the men and women they serve reside in 38 states and Puerto Rico.

You may be eligible for assistance if you meet the following general requirements:

- 2,555 verified days of service on the water (deep sea or inland), including at least 1,825 days aboard U.S.-flag vessels. Some exceptions may be considered.
- Age 60 or older, or disabled/unfit for duty. Some exceptions may be considered.
- Demonstrated financial need.
- U.S. citizen and resident of the United States or its territories.

Available public benefits should be pursued when eligible, including VA benefits, Medicaid, SNAP, and similar programs.

For more information or to apply, please contact Sailors' Snug Harbor at 646-465-8585 or 1-888-257-5456 or visit their website at:

www.thesailorssnugharbor.org

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2026

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

(a) Eligible participants are MFOW members who:

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

(2) Are current with their dues.

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

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

(b) Non-seniority applicants:

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

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

Maritime Institute

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

Military Sealift Command (MSC) Government Vessels Course

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

November 9-12 **December 14-17**

Military Sealift Command (MSC) Readiness Refresher

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

October 29-30 **December 10-11**

Basic IGF Code

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

October 26-27 **November 16-17** **December 14-15**

IECEx CoPC Certification

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

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

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

November 2-6

QMED Oiler, Boiler Technician/Watertender

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

Returning in 2027

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.***

October 19-23 **December 7-11**

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.***

Returning in 2027

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.***

October 19-23 **December 7-11**

High Voltage Safety

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

October 26-30 **November 16-20** **December 14-18**

Additional Courses

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: ***Returning in 2027***

STCW Rating Forming Part of an Engineering Watch: October 26-30

STCW Able Seafarer-Engine: ***Returning in 2027***

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: October 30, November 6, November 20, December 11

Maritime Institute, Honolulu, HI: December 4

Maritime Institute, Everett, WA: November 12, December 16

Cal Maritime Academy, Vallejo, CA: November 18-19

MITAGS-PMI, Seattle, WA: November 12-13, December 7-8

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: November 23-25

Maritime Institute, Everett, WA: November 30-December 2

Cal Maritime Academy, Vallejo, CA: December 14-16

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

HOWZ SHIPPING?

September 2026

San Francisco

Electrician	1
Electrician/Reefer/Jr. Engineer	3
Reefer/Electrician/Jr. Engineer	3
Junior Engineer	2
Oiler	3
Wiper	5
Standby Electrician/Reefer	15
Standby Wiper	7
TOTAL	**39**

Honolulu

Electrician/Reefer/Jr. Engineer	2
Junior Engineer	3
Oiler	1
Wiper	3
Shore Mechanic	1
Standby Electrician/Reefer	24
Standby Wiper	32
TOTAL	**64**

Wilmington

Electrician	2
Electrician/Reefer/Jr. Engineer	4
Reefer/Electrician/Jr. Engineer	3
Junior Engineer	3
Oiler	4
Wiper	2
Shore Mechanic	15
Standby Electrician/Reefer	20
Standby Wiper	19
TOTAL	**72**

Seattle

Electrician	2
Electrician/Reefer/Jr. Engineer	1
Reefer/Electrician/Jr. Engineer	1
Standby Electrician/Reefer	11
Standby Wiper	14
TOTAL	**29**

Matson christens *Makua*, first of three new LNG-fueled Aloha-class containerships

Honolulu-headquartered Matson, Inc. christened the first of its three new *Aloha*-class LNG-fueled containerships in a ceremony held at Hanwha Philly Shipyard Inc. on October 10. Matson board member Jenai Wall officially named the vessel *Makua* with the traditional bottle smash before approximately 300 attendees including U.S. Maritime Administration Deputy Administrator Mark Johnson, Matson and Hanwha Philly Shipyard executives, shipyard workers and union leaders. Speakers included U.S. Transportation Command Deputy Commander Lt. General Jered P. Helwig.

Representing an investment of approximately $1 billion, Matson's *Makua* and the two other new Jones Act-compliant vessels are being built to match the size and speed of the company's two existing *Aloha*-class ships, *Daniel K. Inouye*, and *Kaimana Hila*, which were also built at the Philadelphia shipyard and set a new standard for cargo transportation in Hawaii when they entered service in 2018 and 2019, respectively, as the largest containerships ever constructed in the U.S.

Matson's 850-foot long and 3,600-TEU-capacity *Aloha*-class containerships are also the company's fastest vessels, with a top speed of nearly 24 knots, helping ensure on-time deliveries in Hawaii and industry-leading transit times from Asia to the U.S. West Coast. Like their sisterships, *Makua* and the other two new vessels will be equipped with dual fuel engines designed to operate on either conventional marine fuels or liquefied natural gas (LNG), as well as other "green ship technology" features, such as a fuel-efficient hull design, environmentally safe double hull fuel tanks, and freshwater ballast systems. While the earlier ships required some modification to operate with LNG, the new ships will be delivered LNG-ready.

The three new ships will replace three vessels currently deployed in Matson's Hawaii and CLX services. *Makua* is scheduled for delivery in the first quarter of 2027; the second ship is scheduled to deliver in the third quarter of 2027, and the third is expected in the second quarter of 2028.

Matson plans to name the other two new containerships *Malama* and *Makena*. Founded in 1882, Matson has a long tradition of giving Hawaiian names to its vessels serving Hawaii, and also reusing vessel names from the early 20th century. Matson's original ships named *Makua*, *Malama*, and *Makena* were all freighters commissioned by the United States Shipping Board, an emergency agency established by the 1916 Shipping Act to increase the number of U.S. ships supporting the war effort during World War I. They were purchased by Matson in the 1920s and remained active in the Matson fleet for the next two decades.



Starboard side view of Matson's newest vessel — the 3,600 TEU *MV Makua* — christened in Philadelphia on October 10.



Union officials from left to right Joe Vincenzo (SIU), Anthony Poplawski (MFOW), Tom Orzechowski (SIU), Roland Rexha (MEBA), Dave Heindel (SIU), Adam Vokac (MEBA), and Augie Tellez (SIU) at the National Constitution Center in Philadelphia.



View of the house on the *MV Makua*.



Stern view of the *Makua*.

California Governor signs bills regulating AI in the workplace

On September 30, the California Federation of Labor Unions, AFL-CIO and working people across the state declared victory when Gov. Gavin Newsom signed Federation-sponsored first-in-the-nation bills into law establishing the strongest AI guardrails anywhere in the country.

The legislative package represents both a powerful and popular agenda, with polls showing the policies are strongly favored by American workers across the political spectrum.

Polling overwhelmingly shows that working people want safeguards in place to protect them from AI abuses, from invasive surveillance to discrimination to outright replacement. The following bills were signed into law:

- **SB 947 (McNerney)** — Bans bosses from using AI to discipline or fire workers without human oversight and corroborating data. In 2025, Governor Newsom vetoed SB 7, a previous version of the No AI Bosses Act.
- **SB 951 (Reyes)** - Modernizes the WARN Act to provide workers additional information on layoffs caused by AI and directs the Employment Development Department to study the impact of AI on hiring and the workforce.
- **AB 1331 (Elhawary)** — Bans the use of any AI surveillance in workplace bathrooms.
- **AB 1883 (Bryan)** — Bans employers from using potentially biased and invasive forms of AI-powered surveillance in the workplace to recognize, infer or predict workers' emotional states or collect their neural data.
- **AB 1979 (Bonta)** — Requires licensed health care professionals to remain the decision-maker in health care clinical practice, not AI.

Earlier in the month, Governor Newsom also signed the following sponsored and Labor-supported legislation taking on Big Tech and regulating AI:

- **SB 928 (Cervantes)** — Prohibits California State University faculty from being replaced by AI.
- **AB 2148 (Muratsuchi)** — Ensures that public school employees and contractors must be people and not AI.
- **AB 1609 (Zbur)** — Requires business to provide human customer service reps within 15 minutes of a request.
- **AB 1776 (Aguiar-Curry)** — Gives the state more tools to combat corporate monopolies that drive down wages, make it harder to unionize and raise prices for consumers.
- **SB 1050 (Ashby)** - Requires advertisers to disclose if a performer is created by AI.

Active MFOW members

Retain your Welfare Fund eligibility.

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

MFOW Welfare Fund, 240 Second Street, San Francisco, CA 94105

Honolulu Notes

Honolulu dispatched a total of 66 jobs during September: two Electricians, three Junior engineers, one Oiler, one Shoreside Mechanic vacation relief, three Wipers, 24 Standby Electrician/Reefers, and 32 Standby Wipers. The current Honolulu registration list consists of 22 A-, six B-, and 12 C-seniority members.

On September 16, I attended the Marimed Foundation Maritime Careers Expo and Job Fair. It was an opportunity to speak with people interested in maritime careers and explain the work MFOW members do. Thank you to Guy Kepaa for watching the Honolulu Hall while I was at the expo.

I also want to thank retired MFOW member Mario Higa for taking time out of his busy schedule to represent MFOW at Castle High School's Career Exposure Fair. Events like these give students a chance to meet people who know the maritime industry and learn about careers at sea. Thank you, Mario, for supporting the next generation of mariners. Over the weekend, retired MFOW member Mario Higa and I helped the Marimed Foundation aboard the *Makani Olu* with chipping and painting.



Retired MFOW member Mario Higa chipping and painting on the *Makani Olu*.

I attended the Hawaii State AFL-CIO COPE Committee meeting by Zoom, where the committee considered whether to support or oppose candidates in the upcoming General Election.

National Maritime Center update: The NMC has changed its online credentialing system again. Its new system is called Navita. Members who need to submit forms for a Merchant Mariner Credential or Medical Certificate should go to the Navita Mariner Portal, select "Create Account / Sign In," and sign in through Login.gov. If you already have a Login.gov account, use it; you do not need to create another one. After signing in, follow the Navita prompts to set up access to your mariner account, submit your application and supporting documents, and check for NMC updates.

Aloha,
Don Ngo, Port Agent



MFOW display at the Castle High School Career Exposure Fair.

Regular membership meeting dates 2026

November	4	S. F. Headquarters
	10	Honolulu
	12	Wilmington
December	2	S. F. Headquarters
	8	Honolulu
	9	Wilmington

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

Wilmington Notes

Job numbers have not changed much from last month as you can see in Howz Shipping? The Registration list as it stood on September 30 was 34 A-, 13 B-, and 24 C-seniority members.
During the month of September, I represented the Union as the banner carrier at the Labor Day Parade, alongside members of the SUP and MMP.

Having been a member of the MFOW for more than 35 years, I recognize that situations occasionally arise where Port Agents may seek guidance from Headquarters to ensure consistency, fairness, and compliance with established dispatch procedures. During this reporting period, one such inquiry was presented for clarification:

Under Section 43 of the MFOW Joint Shipping Rules, any registrant who accepts a job assignment requiring them to report the following day cannot compete on that same day for another job. Headquarters clarified that if a member throws back a standby job the next day before officially starting work (i.e., before being placed on company payroll), they are allowed to compete for work on that day. They are not allowed to throw back a standby job and compete on the same day they took the standby job.

Respectfully,
Pasquale "Mike" Gazillo
Port Agent

Seattle Notes

During the month of September Seattle shipped the following: three ERJs, 14 Standby Wipers, and 11 Standby Reefer/Electricians. Seattle currently has 10 A-, four B-, and three C-seniority members registered for shipping.

This month former Seattle Branch Agent and pensioner Vince O'Halloran sponsored a table under the SUP banner for Senator Patty Murray's Golden Tennis Shoe awards. Brother O'Halloran's steadfast commitment to keeping our industry visible and at the table of government, even in his retirement, cannot be overstated.

The SUP coordinated the table for the Golden Tennis shoe event and gathered various principal officers from sister Unions including the Masters, Mates and Pilots; Boilermakers Local 104 and the Inlandboatmen's Union. We met with the Mayor of Seattle's office to discuss funding for mariner credentialing funding. We connected with multiple congressional offices to advocate for the Jones Act and entry level billet expansion. The Seattle Branch played a pivotal role in killing legislation that would have jeopardized Seattle's maritime industrial lands. Thanks to Brother Waylon Robert for coordinating these efforts.

This year's pensioners holiday party has been scheduled and booked for Saturday December 12. It will be at the same place as last year: Salty's on Alki Beach from 1200 to 1600.

Fraternally,
Brendon Bohannon,
Representative

Honor Roll

Voluntary donation to
General Treasury —September 2026:
Lee Jorgensen, P-2693..... $20.00
Lee Jorgensen, P-2693..... $50.00
Eeric White, #3925 ..... $100.00
Sony Arandia, #4024 ..... $100.00
Chippy Mendoza, JM-5375 ..... $50.00
Marcos Almazan, JM-4933..$1,000.00
Christopher Schlegel, JM-5587 $10.00
Abdulalah Mohamed, JM-5473$100.00

Political Action Fund

Voluntary donations for September 2026:
Ahmed Munassar, #3934..... $50.00

FINISHED WITH ENGINES

Henry Disley, #2147/P2617. Born June 27, 1926, England. Joined MFOW May 17, 1947. Died September 26, 2026, San Mateo, California.

Benjamin O'Donnell, #3642/P2858. Born June 20, 1958, California. Joined MFOW October 11, 1985. Died August 23, 2026.

Fernando Ortega, JM-5549. Born September 27, 1977, Mexico. Joined MFOW November 10, 2024. Died September 5, 2026, Los Angeles, California.

Marcos Rapusas, #3004/P2513. Born April 25, 1925, Hawaii. Joined MFOW November 30, 1956. Died September 3, 2026.

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

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