



MFOW members support Exercise Talisman Sabre 2025

More than 35,000 U.S., Australian, and other international military personnel participated in exercise Talisman Sabre from July 13 to August 4, 2025, in Australia and Papua New Guinea to strengthen relationships and interoperability among key Allies and partners, enhancing our collective capability to respond to a wide array of potential security concerns and maintain a free and open Indo-Pacific. The crew of the *MV Cape Henry*, operating with MFOW unlicensed engineers, worked with soldiers from 8th Theater Sustainment Command and 599th Transportation Brigade to offload military vehicles and equipment as part of the exercise.

Conducted biennially since 2005, Talisman Sabre is the United States' largest military exercise with Australia. This exercise demonstrates the strong U.S.-Australia alliance, which has sustained cooperation and trust throughout decades of operating, training, and exercising together.

Jointly sponsored by U.S. Indo-Pacific Command and Australian Defense Force Headquarters Joint Operations Command, this year's exercise incorporated U.S. Space Force, U.S. Army, U.S. Navy, U.S. Marine Corps, U.S. Air Force, U.S. Coast Guard, and Australian Defense Forces as well as other government agencies from each country. Participating nations included Australia, Canada, Fiji, France, Germany, India, Indonesia, Japan, Netherlands, New Zealand, Norway, Papua New Guinea, Philippines, Republic of Korea, Singapore, Thailand, Tonga, United Kingdom, and United States.

The exercise included a field training exercise incorporating force preparation, theater-setting and sustainment activities; amphibious landings; land forces maneuver; urban operations; air operations; maritime operations; space operations and special forces activities. Along with the opportunity to hone military skills, involvement from United States and Australian government agencies made this a col-



Last month, the crew of the *MV Cape Henry* worked with soldiers from 8th Theater Sustainment Command and 599th Transportation Brigade to offload military vehicles and equipment as part of Exercise Talisman Sabre 25.

laborative whole-of-government effort.

The U.S. and Australia train and work together in a variety of exercises and missions throughout the year, including humanitarian and civic assistance missions in the Indo-Pacific. This exercise was meant to illustrate the closeness of the U.S.-Australia Alliance and the strength of the military-to-military relationship. This was the tenth iteration of the exercise.

Matson, Hanwha Philly Shipyard Aloha-class dock-mounting ceremony

On August 4, Matson Inc. and Hanwha Philly Shipyard, Inc. marked an important milestone in the construction of the first of three new *Aloha*-class containerhips to be delivered to Matson in 2027 and 2028. Matson plans to deploy the new vessels in its Hawaii, Guam, and China-Long Beach Express (CLX) services.

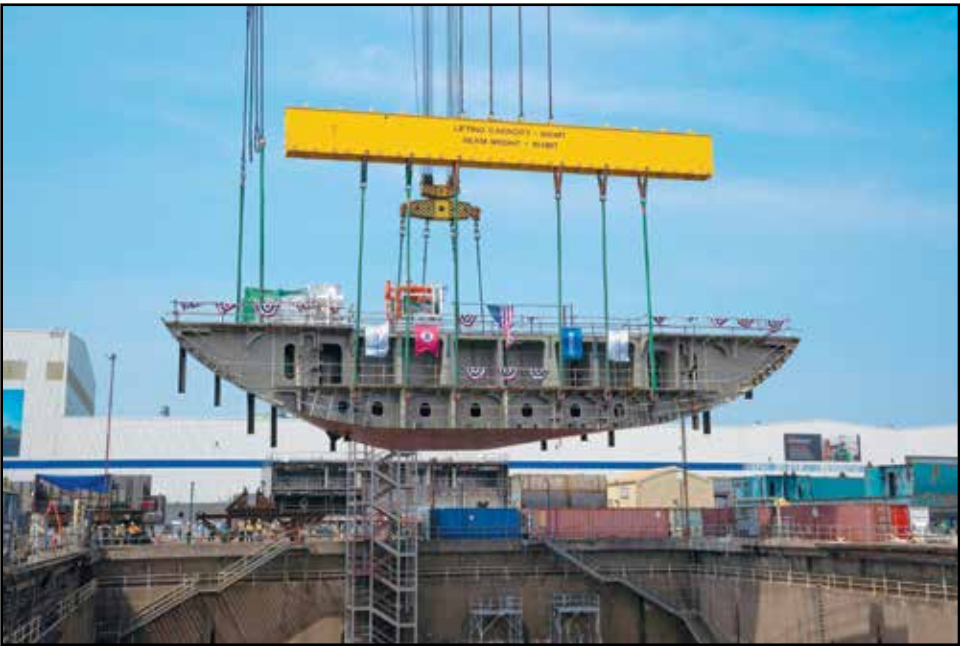
During the event, the first engine room section of the vessel — weighing 420 metric tons — was lowered into the dry dock, marking the official start of hull assembly. In keeping with maritime tradition, senior executives from both companies placed ceremonial coins beneath the section to invoke good fortune and safe passage for the ship.

The ceremony, which marks the lowering of the first grand block segment of a new vessel's hull into the construction dry dock, was attended by a team of Matson executives led by Capt. Jack Sullivan, Senior Vice President of Vessel Operations & Engineering, and Archibald Morgan, Vice President of New Construction and Marine Engineering at Matson, along with HPSI representatives David Kim, CEO, and John Bond, Project Director and NSMV Program Manager.

"These new ships are just the latest Jones Act vessels Matson has built with Philly Shipyard over the past 22 years, supporting 1,500 jobs for skilled American workers and providing additional opportunities for American mariners," said Matt Cox, Chairman and Chief Executive Officer of Matson.

"Our existing *Aloha*-class ships are among the fastest, most efficient vessels in the Matson fleet," added Cox. "These new vessels will expand Matson's Jones Act fleet and enhance our service capabilities in the Asia-U.S. trade lane, while providing additional capacity and speed benefitting customers of our Hawaii and Guam services."

The 854-foot *Aloha*-class ships will each have a carrying capacity of 3,600 TEU and are designed to operate at speeds exceeding 23 knots, supporting Matson's reputation for fast, reliable delivery across its Hawaii, Guam, and CLX trade lanes. The



First grand block of Matson vessel *Makua* being lowered into the construction dry dock.

new vessels also feature a more fuel-efficient hull design and dual-fuel engines that will allow operation on liquefied natural gas from delivery. The three new *Aloha*-class ships will replace three vessels currently deployed in Matson's Hawaii, Guam, and CLX services.

The company plans to name the new containerhips *Makua*, *Malama*, and *Make-na*, names originally used for three freighters in the WWI era.

Congressman continues attack on Jones Act

One of the biggest enemies of the U.S. Merchant Marine — U.S. Representative Ed Case (D-Hawaii) — has followed up his trio of bills aimed at changing the Jones Act, a century-old federal bill that limits domestic shipping to ships build, owned and operated in the United States. The new bill aims to shift repair and modification of Jones Act ships away from the People's Republic of China.

Case and Representative James Moylan (R-Guam) are proposing new legislation that would encourage U.S. maritime companies to work with allies such as Japan and South Korea on major ship repairs and modifications — rather than rely on shipyards in China. The bipartisan measure, called the Merchant Marine Allies Partnership Act, was recently introduced in the House. It seeks to amend the 1920 Jones Act, a federal law that limits domestic shipping to U.S.-built, U.S.-owned and U.S.-operated vessels.

Case and Moylan say loopholes in the law currently allow Jones Act carriers to

conduct major ship repairs and modifications in foreign countries—primarily China—while still benefiting from the law's protections. They He claimed that these modifications, through further loopholes, largely avoid the 50 percent import duty imposed on foreign ship repair, allowing companies to maximize profits while circumventing the spirit of the law.

The lawmakers argue that continued reliance on shipyards in China poses national security risks and contributes to higher shipping costs for remote US regions such as Hawaii, , Guam and Alaska. The new bill would:

- Waive the 50 percent tax on major vessel modifications when the work is done in allied countries.
- Allow U.S. companies to purchase ships from those allies and still qualify for Jones Act exemptions.
- Provide a path for foreign-built, foreign-crewed vessels from allied nations to participate in U.S. coastal trade under regulated conditions.

The two lawmakers introduced three other measures at the start of 2025 that would exempt places like Hawaii and Guam from the Jones Act entirely, allow vessels outside Jones Act requirements to serve U.S. regions where monopolies or duopolies have developed in the shipping industry, add rate caps, among other changes to the law.

Halls to close

Labor Day — The MFOW hiring halls will be closed Monday, September 1, 2024, in observance of Labor Day, which is a contract holiday.

The Marine Fireman

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DOT adds 848 miles and 14 new sponsors to U.S. Marine Highway Program

U.S. Department of Transportation Secretary Sean P. Duffy announced the Maritime Administration (MARAD) has designated 848 new miles of navigable waterways and approved 14 new sponsors for the U.S. Marine Highway Program (USMHP). The network, which now covers 27,139 miles across 35 designated routes, supports U.S. supply chains, critical infrastructure, and maritime workforce development.

A key highlight of this expansion is the strengthening of the M-90 route, which runs 2,345 miles through the Great Lakes, connecting Minnesota to New York. Seven new sponsors have joined M-90: the State Departments of Transportation for Wisconsin, Illinois, Minnesota, Michigan, and New York, as well as the Ports of Indiana and the Erie-Western Pennsylvania Port Authority.

U.S. Marine Highways are a vital component of America’s transportation infrastructure, offering a reliable way to move goods while easing congestion on our nation’s busy road and rail systems. The network of navigable



waterways provides shippers with additional options that support jobs and economic growth in port communities and along freight corridors. As the demand for freight keeps growing, these waterways offer an efficient and reliable way to keep goods moving across America.

The USMHP awards federal grants to eligible public and private-sector

projects along designated routes. Route sponsors are responsible for endorsing applicants seeking federal assistance under the USMHP grant program. Sponsors ensure localized oversight for marine transportation proposals within their regions. Newly designated routes and their new sponsors include:

- M-23 (20 miles): Big Sandy River — Co-sponsored by Kentucky and West Virginia DOT
- M-24 (382 miles): Cumberland River — Co-sponsored by Kentucky and Tennessee DOT
- M-165 (109 miles): Green River — Sponsored by Kentucky Transportation Cabinet
- M-167 (337 miles): Ouachita River — Co-sponsored by Louisiana Department of Transportation & Development and Arkansas Waterways Commission

Port of Long Beach throughput climbs seven percent in July

A pause in tariffs in recent months has lifted the Port of Long Beach throughput to 944,232 TEU in July, a year-on-year increase of seven percent. This is the most active July on record for the port and the third busiest month in its 114-year history. Imports rose 7.6 percent to 468,081 TEU and exports declined 12.9 percent to 91,328 TEU. Empty containers also increased by 12.3 percent to 384,824 TEU. The port has moved 5.69 million TEU through the first seven months of 2025, up 10 per

A port spokesperson said, “Retailers are now seeing the arrival of goods that were purchased for lower costs during the temporary pause placed on tariffs and retaliatory tariffs earlier this year. Due to the ongoing uncertainty caused by shifting trade policies, our Supply Chain Information Highway digital tracking tool forecasts that cargo will be down about 10 percent in the second half of 2025, resulting in a flat year for volume.”

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

Anthony Poplawski

President/Secretary-Treasurer

Email: mfow_president@yahoo.com

Robert Baca

Vice President

Email: mfowvp@mfoww.org

Patrick Gillette

San Francisco Business Agent

Email: sfba@mfoww.org

Manita Li, Controller

Email: mli@mfoww.org

Kasia Grzelak, Secretary/Training

Email: kasia@mfoww.org

MFWO TRUST FUNDS

240 2nd Street

San Francisco, CA 94105

Tel: (415) 986-1028 / 986-5720

Fax: (415) 546-7340

General Email: welfare@mfoww.org

Herlinda Vizcarra

Medical/Dental Coverage:

Active Members

Email: hvizcarra@mfoww.org

Amanda Salinas

Optical/Medical Claims:

Dependents and Pensioners

Email: asalinas@mfoww.org

Shirley Martos

Death Benefits/

Accounts Payable

Email: smartos@mfoww.org

Stacy Bobu

Money Purchase & Pension Benefits

Tel: (415) 362-1653

Fax: (415) 348-8864

General Email: pension@mfoww.org

Email: 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

HONOLULU BRANCH

707 Alakea Street, Suite 102

Honolulu, HI 96813

Tel: (808) 538-6077

Mario Higa, Port Agent

Email: 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

Constitutional election reminder...

ARTICLE V — NOMINATION AND ELECTION OF OFFICERS
SECTION I. Qualifications for Officers: Any candidate must have the following qualifications to be eligible to be a candidate or to serve as an officer of the Marine Firemen’s Union:

- A. Any member of the Marine Firemen’s Union, to be entitled to hold office, must have been a member in good standing continuously for one year immediately preceding his nomination. Any member desiring to run for office, unless an incumbent, must produce proof he has worked 90 days in covered employment in the twelve (12) months preceding his nomination.
- B. Any member who meets the other qualifications for nomination who is eligible to vote in the election may be a candidate for election to any office of the Union.
- C. Any member who has not been working in covered employment or as an officer of the Marine Firemen’s Union or in the employment of directly associated organizations on behalf of the Marine Firemen’s Union must have worked in covered employment for at least 90 days in the 12 months immediately preceding the final date for nomination.
- D. It shall not be necessary for a candidate, once certified, to resubmit discharges as evidence of his eligibility to appear on the ballot.
- E. In computing time of officials, time spent in the service of the Union shall count the same as sea time.
- F. Any nominee desiring to run shall submit, with his written acceptance, a statement, witnessed by the signature of two members in good standing:
 - (1) affirming the fact that he is able to read and write the English language to the extent necessary to read the Constitution and By-Laws of the Union, the collective bargaining agreement, the shipping rules, general correspondence and to write grievances in the English language for submittal to employers, and
 - (2) is not a pensioner, and
 - (3) has been a member in good standing for one year immediately preceding his nomination, and
 - (4) is not engaged in the liquor business, wholesale or retail, or holds an interest in any boarding house if either is within a radius of 60 miles from the Union office in any port, and
 - (5) has not been interested in either such a liquor business or boarding house during the 24 months preceding the date of his acceptance, and
 - (6) is not prohibited from holding office by the provisions of any federal or state law and, in particular, that he has not had a criminal conviction which would render him unable to hold office within the meaning of the Labor-Management Reporting and Disclosure Act and has read such law. A form for this statement shall be made available at all Branches for execution by candidates.

SECTION II. Disqualification: A member shall be disqualified to be a candidate or to serve as an officer if:

- (a) he is unable to read or write the English language to the extent necessary to read the Constitution and By-Laws of the Union;
- (b) he is ineligible to serve as an officer of the Union because of any provision of applicable federal law;
- (c) he is engaged in the liquor business, wholesale or retail, or holds an interest in any boarding house if either is within a radius of 60 miles from the Union office in any port or has been engaged in either such a liquor business or boarding house during the 24 months preceding the date of his acceptance;
- (d) while running for office, he accepts a ballot for “Posting” or votes any ballot other than his own;
- (e) he is a pensioner;
- (f) he has previously been removed from office after a proper trial;
- (g) he fails to meet any of the requirements for qualification for office;
- (h) he is found guilty of theft, embezzlement or similar acts in any other organization;
- (i) he has accepted severance pay;
- (j) he has been on disability and has drawn disability from the Welfare Fund, until he is found to be fit for duty by the United States Public Health Service or a competent physician designated by the Union.

SECTION III. Enforcement of Qualifying and Disqualifying Provisions: Prior to the commencement of an election, the Credentials Committee shall determine all questions of qualification or disqualification subject to an appeal to the membership at all Branches at a regular meeting. After an election has been completed, any question of the propriety of an officer taking office or continuing to serve shall be determined by charges and trial pursuant to the provisions of Article VI, Section XIII.

SECTION IV. Notice of Nomination Procedure: For at least 30 days in the 90 days preceding the month of September of each election year, a notice shall be posted in each port office setting forth the procedures of this Constitution for effecting nominations; and such notice shall also be set forth in the Union newspaper at least 60 days prior to the date of nomination.

SECTION V. Time of Nomination: Nomination of officers shall be open at all regular meetings at Headquarters and other Branches in September of each election year starting with the 2010 ballot for the 2011-2013 term of officers, and election of officers shall then be held at three-year intervals.

SECTION VI. Method of Nominating by Mail: Any member may nominate another member by mail, and such nomination shall be accepted if it is duly seconded and received at Headquarters during the month of September preceding the election of officers. There shall be no “blanket” nominations for “all jobs.” A member may be nominated for more than one office, providing such nominations are submitted on an individual basis.

SECTION VII. Nominations Requirements: All candidates must be nominated and duly seconded. The names and book numbers of persons doing the nominating and seconding must be clearly written or printed. Any nominations not submitted in

this manner shall be null and void.

SECTION VIII. Any nominee desiring to run must send in a written acceptance. All such acceptances shall be emailed to an email address as specified by the Union and must be received at the email address by 10 a.m. on the 10th day of October. Any acceptances not submitted in this manner or by the time specified shall be null and void. All acceptances shall be directed to the Credentials Committee.

SECTION IX. Re-Election: All officers, otherwise eligible, shall be eligible for re-election.

SECTION X. Posting of Nominees: A list of nominees shall be prepared and copies thereof forwarded to each Branch. Such list shall be conspicuously posted in each office or hall.

SECTION XI. Checking Acceptances and Eligibility: The Credentials Committee shall remove and check all acceptances on the 10th day of October of the election year. Any acceptances not at the neutral address at 10 a.m. on the 10th day of October for checking shall not be counted and shall be null and void. The Credentials Committee shall report to the membership its determination of the eligibility of the candidates and shall prepare a ballot in which all names for an office shall be listed in alphabetical order.

In the event there is no qualified nominee for any particular office, the Credentials Committee shall announce the fact to the membership and a further period of ten days shall be allowed for nominations and acceptances for such office.

SECTION XII. Issuance of Ballots: Immediately after the close of nominations, ballots, which shall be stamped or printed with the seal of the Union, shall be distributed to all Branches to be available to the membership. Any member desiring a ballot shall present his membership book and, upon verification of the fact that the member is in good standing, a ballot shall be issued to the member and his book shall be stamped to evidence the fact that a ballot has been issued. Upon written request to Headquarters or at any Branch, a member may have a ballot forwarded to his home or other address. Such request must be accompanied by submission of the membership book of the member to verify the fact that the member is in good standing and to permit stamping of his membership book to evidence the fact that a ballot has been issued to him. Ballots must be returned in time to reach the address specified on the exterior ballot envelope prior to the counting of the ballots. The address shall be a neutral address such as a bank, safety deposit vault, company or post office box or drawer as the Board of Trustees may determine. Such depository shall be notified by the President/Secretary-Treasurer that ballots are to be released only to the Balloting Committee. In the event a member is at sea during the balloting period and does not anticipate returning to port during the remaining balloting period, he may request the Ship Delegate to ask the Union to mail an absentee ballot to the ship. The Ship Delegate, upon receipt of any such absentee ballot addressed to a member, shall make entry in the member’s membership book to evidence the fact that a ballot has been issued to him.

SECTION XIII. Form of Ballot Submission: Names of members and their numbers shall be written on each envelope and mailed to the address on the ballot envelope. There shall be a second envelope inside the ballot envelope in which the member shall insert his ballot, and such interior envelope shall bear no identifying mark or sign.

SECTION XIV. Time of Election: The balloting shall commence 31 days after the first Headquarters regular meeting in November, and balloting shall continue for two (2) calendar months from the date on which ballots are first issued. One member from each Branch on the Pacific Coast shall be elected at a regular meeting of Headquarters and Branches so as to commence their duties as Balloting Committee on the first Monday of February following the conclusion of balloting. In addition to the foregoing requirements for the conduct of an election, the Board of Trustees shall issue such further regulations for the conduct of elections as may be required to comply with any federal law, including the mailing of notices to members at their last known address, the determination of eligibility to vote and similar questions.

SECTION XV. Balloting Committee: The function of the Balloting Committee shall be to check and count ballots and to announce the results at the first regular business meeting after the conclusion of the count. The members of the Balloting Committee shall receive the regular standby rate provided under

the Union’s collective bargaining contract for day men. Balloting Committee members will also receive transportation to and from their home port plus expenses. Candidates may attend the count on their own behalf or notify the Committee of any other member authorized to act for them. All ballots received by the neutral depository up to and including the time the Balloting Committee first goes to the neutral depository to receive ballots shall be counted by the Balloting Committee. All ballots, except those being counted daily by the Committee, shall remain at the neutral address specified on the envelope; and orders shall be issued that no one shall remove ballots except on conclusion of balloting, when the Balloting Committee, with proper credentials attested with the seal of the Union and the signatures of the President/Secretary-Treasurer and Vice President, shall be empowered to remove the ballots for official checking and accounting at Headquarters. The Balloting Committee shall check the eligibility of the member casting the ballot and, after determining the eligibility, shall remove the exterior envelope and place the interior envelope in a ballot box. This procedure shall be followed until all eligibility questions have been resolved. After completion of the removal of exterior envelopes, the Balloting Committee shall then shuffle the interior envelopes, assuring secrecy of the election, and then remove one by one for official count. The Balloting Committee shall have the power to pass on all questions of eligibility, and any member of the Balloting Committee may challenge any ballot and such challenged ballot and the reasons for the challenge shall be duly recorded in the minutes of the Balloting Committee for report in connection with the official count. To speed the count, two members shall be

Continued on page 7



APS-3 Vessels

As previously reported, the Department of Defense (DOD) is moving rapidly to decommission the six remaining Army Prepositioned Stock 3 (APS-3) Program ships by the end of the fiscal year. Congress has repeatedly authorized and appropriated the program, yet the Army and DOD are fast-tracking plans to eliminate the program, along with hundreds of U.S. citizen-mariner jobs. Full divestment of APS-3 is the expected path, per Military Sealift Command.

Five of the six government-owned LMSR ships (*Charlton*, *Pomeroy*, *Soderman*, *Watkins* and *Watson*) are currently at East Coast lay berths. The *Red Cloud* is under way on a mission. Three ships are scheduled to be transferred to MARAD by September 30, 2025, with the three remaining ships to be transferred (one each fiscal quarter) by June 30, 2026. The transfer locations have been preliminarily identified as:

- Beaumont, Texas (two ships)
- Baltimore, Maryland (two ships)
- Vancouver, Washington or Eureka, California (two ships)

On July 9, the Union was informed that U.S. Representative Rep. Nancy Mace (R-South Carolina) submitted an amendment to the House Defense Appropriations Bill prohibiting the Army and Navy from getting rid of the APS-3 ships. This was in preparation for an upcoming House vote on the bill. On July 15, the following Amendment was included and approved in the House HASC NDAA bill:

AMENDMENT TO H.R. 3838

OFFERED BY MS. MACE OF SOUTH CAROLINA

At the appropriate place in title I, insert the following:

SEC. 111. LIMITATION ON REDUCTIONS TO ARMY PREPOSITIONED STOCKS—AFLOAT PROGRAM SEALIFT CAPABILITY.

(a) LIMITATION. — The Secretary of the Army may not reduce, withdraw, or otherwise degrade the sealift capability of the Army Prepositioned Stocks—Afloat program (referred to in this section as “APS–3”) until the date on which the Secretary submits to the Committees on Armed Services of the Senate and the House of Representatives a report that includes—

(1) a comprehensive plan for the Army Prepositioned Stocks program through fiscal year 2030, addressing modernization, sustainment, and capacity objectives for all subprograms and capabilities, including APS–3;

(2) estimated costs, schedule projections, and risk assessments for executing the plan under paragraph (1);

(3) a detailed description of any alternative solution or capability that the Army envisions would succeed or supplement APS–3, including operational employment concepts, an acquisition strategy, and a strategy for integration with joint and coalition logistics forces;

(4) an assessment of the risks, costs, and benefits associated with a potential deactivation or reduction in APS–3 capabilities; and

(5) any legislative or regulatory authorities required to implement—

(A) the plan under paragraph (1); and

(B) any alternative solution or capability identified under paragraph (3).

(b) DEFINITION. — In this section, the term “sealift capability” means the vessels, associated equipment, and any port-of-embarkation and port-of-debarkation infrastructure dedicated to APS–3.

Ready Reserve Force

On July 9, the U.S. Maritime Administration (MARAD) posted a notice that they extended the period of performance for 12 Ready Reserve Force (RRF) bridge contracts covering 34 vessels. The period of performance had been extended from July 27, 2025, to October 26, 2025. The extension was intended to cover the time needed to award the follow-on contracts and conduct a thorough turnover. MARAD was prepared to issue award notices to the successful offerors of the contracts resulting from the ship manager solicitation on June 16, 2025, which would have allowed for phase-in/phase-out requirements to be conducted and contract performance to begin prior to July 26, 2025. However, due to the recent change in administration, additional time was required to brief incoming leadership on the award.

For the MFOW, the extensions affected the following Patriot Contract Services-operated ships: *Admiral Callaghan*, *Cape Orlando*, *Cape Taylor*, *Cape Texas*, *Cape Trinity*, *Cape Victory* and *Cape Vincent*.

On July 30, U.S. Transportation Secretary Sean P. Duffy announced that MARAD had signed 20 contracts totaling \$6.2 billion to manage the RRF. The 51 RRF vessels

referenced in the contracts include roll-on/roll-off vessels, auxiliary crane ships and aviation maintenance vessels. The 10-year contracts cover maintenance, repair, logistics support, activation, operation, deactivation, crewing, and management of the vessels, ensuring they are ready to deploy at a moment’s notice.

The Union was informed by Patriot Contract Services that the company will continue to manage the *Admiral Callaghan*, *Cape Orlando*, *Cape Henry*, *Cape Horn*, *Cape Hudson*, *Cape Victory* and *Cape Vincent* under the next RRF contract. The *Cape Taylor*, *Cape Texas*, and *Cape Trinity* will migrate to another ship operator. The targeted transfer date of the *Cape T* vessels is August 18.

Effective July 27, 2025, there was a six percent (6.0%) increase in total labor cost for unlicensed ratings serving aboard the Patriot Contract Services-operated RRF vessels.

Port of Oakland Turning Basins Widening Project

On July 10, the Oakland Board of Port Commissioners certified the Final Environmental Impact Report and approved advancement of the Turning Basins Widening Project. The project involves widening both the Inner and Outer Harbor turning basins at the Oakland Seaport to better allow bigger ships to turn around. Vessels routinely calling Oakland today are larger and longer, and have transit restrictions resulting in inefficiencies which lead to delays, including plugging in to shore power, and negative economic impacts. The project will utilize 100 percent electric dredging and create beneficial reuse opportunities for new wetland restoration with generated project material. The project design phase should begin later this year, with construction anticipated to begin in mid-2027.

Dental Plans

At the most recent MFOW Welfare Fund trustee meeting, the trustees discussed consolidating the dental plans provided to active participants through the U.S. Public Health Service (USPHS) Replacement Program. The consultant recommended that the fund consider contracting with an insurance carrier on a fully insured basis to replace the current dental plans. Due to the provisions of the USPHS Replacement Program that allow members to submit reimbursement for out-of-pocket costs, the process has become impractical to administer accurately with the current plans in place. Members are submitting receipts for services that the fund staff cannot determine to be dentally necessary nor determine the usual and customary fees or allowances to reimburse.

Contracting with an insurance company will provide an Explanation of Benefits (EOB) for all claims submitted that will include the allowable out-of-pocket amounts to be reimbursed as well as provide the employee and fund staff the carrier’s determinations of dental necessity.

On July 24, after meeting with representatives from both Blue Shield and Anthem Blue Cross, employer trustee Danny Defanti and I recommend that the trustees approve the proposal from Blue Shield effective October 1, 2025, for a two-year term through September 30, 2027. This will replace the dental plans provided to employees through UHC (California), Dental Health Services (Washington) and Kaiser Delta Dental (Hawaii). There will be no change in the dental plan offering to active participants enrolled in Kaiser Oregon. The new dental plan was approved by the trustees on July 29.

Matson

After 20-plus years in Oakland, California, Matson relocated its corporate office to Walnut Creek, California. The effective date of the move was August 4, 2025. The new corporate office address is:

Matson Navigation Company
2121 N. California Blvd.
Suite 500
Walnut Creek CA 94596

Board of Trustees

Effective August 4, 2025, Vince Marshall, #3914, in accordance with Section 51 of the master contract Shipping Rules, filed for a leave of absence from the Union. Marshall was elected to the Board of Trustees in 2024 via special election. This means that there is a vacancy on the Board of Trustees for the remainder of the 2023-2025 term of office. Because nominations are open on September 1 for the 2026-2029 term of office, I recommend that San Francisco Business Agent Pat Gillette is appointed to the Board of Trustees to fill the vacancy for the current term.

MFOW Election 2026-2028 Term of Office

Nominations to elect officers of the Marine Firemen’s Union for the 2026-2028 term of office will open on September 1, 2025. Nominations may be made in person at the regular September meetings at Headquarters and branches or handed in to the officials at Headquarters and branches. They may also be made by mail any time during the month, provided that mailed nominations are received at MFOW Headquarters by September 30, 2025.

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

1. President/Secretary-Treasurer
2. Vice President
3. San Francisco Business Agent
4. Wilmington Port Agent
5. Honolulu Port Agent
6. Trustee (3 positions)
7. 2027 SIUNA Convention Delegate (if needed)

Any member wishing to become a candidate for office must comply with the following requirements. These requirements pertain only to nominations and acceptances and are printed in their most simple form in order that they may be more easily understood. All members, particularly those who plan to run for office, are urged to read ARTICLE V of the MFOW Constitution, which sets forth the nomination and election procedures in detail. These provisions will be printed in the August issue of *The Marine Fireman* and are also posted at all branches.

1. You must be nominated and have a second to your nomination. You must be a member in good standing. You may nominate yourself. The names and book numbers of members doing the nominating and seconding must be included.

Continued on page 5

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MORE PRESIDENT'S REPORT

Continued from page 4

2. Nominations made by mail must be mailed to **MARINE FIREMEN'S UNION HEADQUARTERS, 240 2ND STREET, SAN FRANCISCO, CA 94105**, and must be received by September 30, 2025.

3. There can be no "blanket" nominations for "all jobs." A member may be nominated for more than one office, provided such nominations are submitted on an individual basis.

4. A member intending to accept a nomination must submit, with his written acceptance, an "Official Form of Statement of Candidate," pursuant to ARTICLE V, SECTION I.F. of the Constitution. Such candidate, unless an incumbent, must submit discharges showing he has worked 90 days in covered employment in the 12 months preceding his nominations. **ALL OF THIS MATERIAL MUST BE EMAILED TO THE DESIGNATED EMAIL ADDRESS by 10:00 A.M., FRIDAY, OCTOBER 10, 2025.**

The designated email addresses are **mfow_president@yahoo.com** or **kasia@mfow.org**.

5. Each candidate for office is requested to furnish a new, passport-type photograph to Headquarters in ample time for reproduction in the November and subsequent issues of *The Marine Fireman* newspaper during the election period. Candidates may also furnish a candidate statement for reproduction in *The Marine Fireman*.

In accordance with the MFOW Constitution, the following election timeline shall be observed:

Monday, September 1, 2025	—	Nominations open.
Tuesday, September 30, 2025	—	Nominations closed.
Wednesday, October 1, 2025	—	Credentials Committee elected at Headquarters.
Friday, October 10, 2025	—	Deadline for nomination acceptances received at Headquarters (regular mail or email).
Monday, October 13, 2025	—	Credentials Committee checks acceptances and prepares ballot.
Wednesday, November 12, 2025	—	Sample ballot printed in <i>The Marine Fireman</i> .
Saturday, December 6, 2025	—	Balloting commences.
Wednesday, January 14, 2026	—	Balloting Committee member elected at Wilmington.
Wednesday, February 4, 2026	—	Three Balloting Committee members elected at Headquarters.
Thursday, February 5, 2026	—	Balloting concludes.
Monday, February 9, 2026	—	Ballots counted at Headquarters.
Wednesday, March 4, 2026	—	Results officially announced at Headquarters.
Tuesday, March 10, 2026	—	Results officially announced at Honolulu.
Wednesday, March 11, 2026	—	Results officially announced at Wilmington.
Thursday, March 12, 2026	—	Elected officials begin new term of office.

Any questions from potential candidates for office may be directed to the President/Secretary-Treasurer at **mfow_president@yahoo.com** or at **415-362-4592**.

MARAD awards \$6.2 billion in contracts to strengthen U.S. strategic sealift capability

The U.S. Maritime Administration (MARAD) has taken a significant step to enhance America's military sealift capabilities by awarding \$6.2 billion in contracts to manage its Ready Reserve Force (RRF) fleet. The comprehensive agreement involves 20 contracts covering the management of 51 vessels, marking a major investment in national maritime security. The contracts, spanning a 10-year period, encompass a wide range of services including maintenance, repair, logistics support, activation, operation, deactivation, crewing, and management of the vessels. The commitment marks a major increase in funding and aligns with President Trump's maritime policy, particularly his April 2025 Executive Order on "Restoring America's Maritime Dominance."

Ships in the RRF, a subset of vessels within MARAD's National Defense Reserve Fleet (NDRF), serve as a crucial component of the Department of Defense's strategic sealift capability, responsible for transporting military equipment, combat support gear, and initial resupply during critical surge periods. Ships must be ready within 5-10 days and sail to designated berths. Commercial U.S. ship managers handle maintenance, repairs, logistics, and operations. Priority ships maintain crews of about 10 merchant mariners, with additional crew added upon activation.

The RRF fleet includes various specialized vessels such as roll-on/roll-off ships, auxiliary crane ships, and aviation maintenance vessels. These MARAD-owned, contractor-operated vessels maintain a high state of readiness and can be activated within five days for worldwide deployment. Since its establishment in 1976, the RRF has proven its worth by supporting hundreds of missions, including annual military exercises and emergency response operations. The force currently provides nearly 100 percent of government-owned surge sealift capability.

The vessels are strategically positioned at various U.S. outports, combining government and commercial facilities, to minimize deployment time to key locations. Regular testing through Department of Defense-directed activations ensures the fleet maintains its operational readiness.

The following companies were awarded contracts:

Crowley Government Services, LLC.....	4 ships
Keystone Shipping Services, LLC.....	12 ships
Ocean Duchess, Inc.....	6 ships
Pacific-Gulf Marine, Inc.....	6 ships
Patriot Contract Services, LLC.....	7 ships
Sunrise Vessel Operations, LLC.....	2 ships
TOTE Services, LLC.....	14 ships

VICE PRESIDENT'S REPORT

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

There are 35 members registered: 18

in Class A, three in Class B, and 13 in Class C and one Non-Seniority.

Faternally,
Robert Baca
Vice President

BUSINESS AGENT'S REPORT

Good day Brothers and Sisters,

On the 5th of July 2025, I attended the ILWU memorial of Bloody Thursday. This day was a pivotal moment in the development of the unions in San Francisco and the United States. What started as a longshoreman strike across the west coast grew into a labor movement to raise not just the longshoreman but all labor working conditions and living standards. As a result, MFOW saw a significant increase in our living standards on the ship. But our fight did not end, we struggled through false convictions of crimes, WWII, the reduction of ships following the end of the Vietnam War, and the rise of containerized shipping. Today we must not forget the actions of those who brought about the union we have. It is constant struggle and can only be maintained if all the members act in solidarity with a common cause as the laborers of San Francisco did in the general strike of 1934.

I have been seeking a name or vision of what the solidarity of our current position should be today. I believe I have an idea. Our vision should be based on what this union is, the unlicensed engine room. We need to be the mechanics and technicians that are the backbone of the engine room. We need to elevate our skills and workmanship that we are sought out for work, not just given a job based on what the Coast Guard requires for manning on the ship. We can then use this need that that industry has for skilled mechanics and technicians to continue to raise standards of living of all members of the union.

Faternally,
Patrick Gillette
San Francisco Business Agent

Secret recordings of negotiations violate NLRA

On June 25, 2025, William B. Cowen, the Acting General Counsel of the National Labor Relations Board (NLRB or Board), issued GC Memorandum 25-07 to the Board's 26 regional offices arguing that if an employer or union surreptitiously records collective bargaining negotiations then they automatically violate the National Labor Relations Act (NLRA). While not binding law, GC Memorandum 25-07 indicates a bright-line policy priority for the NLRB General Counsel and the agency's line prosecutors for future cases, and provides important guidance to bargaining parties for their negotiations.

The Acting GC's rationale for this theory — which has not yet been evaluated by the NLRB or reviewing courts — is as follows:

Section 8(d) of the NLRA imposes a mutual obligation on employers and unions to meet at reasonable times and bargain in good faith over mandatory bargaining subjects.

The Supreme Court, in *H.K. Porter Co. v. N.L.R.B.*, 397 U.S. 99 (1970), held that the Board's role is to facilitate collective bargaining procedures and safeguard the *process* — not compel substantive outcomes and require either side to agree to a proposal.

Several years later, the NLRB, in *Bartlett-Collins Co.*, 237 NLRB 770 (1978), held that the subject of recording or transcribing CBA talks is itself a non-mandatory subject, and thus neither side could insist to impasse if the other does not consent.

As a "natural extension" of this precedent, neither bargaining party can surreptitiously record CBA negotiations because:

Doing so would inhibit employers and unions from engaging in open and mutually trusting talks that are "necessary for the process to function"; and

The parties should not be permitted to do avoid the illegality of insisting to impasse on recording CBA negotiations "simply by secretly recording the same sessions."

Additional justification for GC Memorandum 25-07, according to Acting GC Cowen, is the increased proliferation of AI and reliable personal recording devices. Cowen asserts that the basis for banning secret recordings is necessary to prevent employers and unions from creating a "culture of suspicion and fear," where people may think their every word could be used against them, which ultimately may stifle otherwise free, productive, and collaborative dialogue.

GC Memorandum 25-07 is the second policy memorandum that Cowen has issued since rescinding several Biden-era memoranda in February.

**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

MARINE FIREMEN’S UNION TRAINING PROGRAM — 2025

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

(a) Eligible participants are MFOW members who:

- (1) Have maintained A, B or C seniority classification.
- (2) Are current with their dues.
- (3) Are eligible for medical coverage through covered employment.
- (4) Have a current Q-card (annual physical) issued by the Seafarers’ Medical Center and are fit for duty.

(b) Non-seniority applicants:

- (1) Applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.
- (2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

Maritime Institute

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

Military Sealift Command (MSC) Government Vessels Course

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

September 15-18 October 13-16 November 10-13

Military Sealift Command (MSC) Readiness Refresher

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

September 4-5 October 2-3 October 30-31

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.

September 22-23 October 27-28 November 17-18

QMED Fireman/ Oiler/Watertender

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

September 8-October 3 October 20-November 14

STCW Rating Forming Part of an Engineering Watch

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

October 6-10 November 17-21

QMED Electrician/Refrigerating Engineer

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

September 15-October 24

STCW Able Seafarer-Engine

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

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.*

September 8-12 October 27-31 November 17-21

New in 2025

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: September 29-October 17

STCW Rating Forming Part of an Engineering Watch: October 20-24

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: September 5, September 19, October 3, October 24, October 31

Maritime Institute, Honolulu, HI: October 10, December 5

Maritime Institute, Everett, WA: October 17, November 25, December 19

Cal Maritime Academy, Vallejo, CA: Pending

MITAGS-PMI, Seattle, WA: September 22-23, October 20-21, November 17-18

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: September 10-12, October 15-17, November 24-26

Maritime Institute, Everett, WA: November 17-19

Cal Maritime Academy, Vallejo, CA: Pending

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



USNS Pomeroy QMED-Oiler D’Averyon Bloodworth, non-seniority, assisting engineers repairing the brake on #5 mooring winch in Baltimore, Maryland.

Constitutional election reminder...

Continued from page 3

elected off the floor at the Headquarters Branch meeting as a subcommittee of the Balloting Committee to be under the direction, order and supervision of the Balloting Committee. Upon the completion of all balloting and the certification of results from the Balloting Committee, the Balloting Committee shall turn over all ballots to the Executive Secretary of the Union who shall preserve the ballots and the records for the period required by law.

SECTION XVI. Assumption of Duties by Elected Candidates: Elected candidates shall take office the day following the meeting at which the results of the ballot are announced. If the elected candidate is at sea when the results of the election are announced, he shall be allowed a reasonable time to take over his duties when his vessel arrives in a United States mainland port and he is paid off the vessel.

SECTION XVII. Maintenance of Election Records and Protests on Elections: The President/Secretary-Treasurer shall retain copies of all requests for distribution of campaign literature and copies thereof, make a record of the date the literature was distributed, the cost thereof and the amount received for such work and postage, a copy of the notices of nomination and of the election, a copy of the ballot, the official tally sheet submitted by the Balloting Committee and such other records including election rules as shall relate to the conduct of the election. In the event there shall be any protest or charges made concerning the election by any member prior to the holding of the election, such protest or charge shall be made in writing by such member within 72 hours of knowledge of the event complained of or 10 days, whichever first occurs, and shall specify the exact nature of the protest. In the event there shall be any protest or charge concerning the conduct of the election after the election has been held, such protest or charge shall be made in writing by a member within 72 hours of the date of knowledge of the

basis of any protest or 15 days, whichever first occurs, setting forth the exact nature of the protest and how it has affected the outcome of the election. Such protest shall be made to the President/Secretary-Treasurer who shall refer the protest to the membership for disposition. Failure to file protest or charges

within the time limits above specified shall constitute a waiver by the member of the right to complain against the matter forming his grievance.

SECTION XVIII. Vacancies and Elections to Fill Vacancies: If the office of President/Secretary-Treasurer becomes vacant, the Vice President shall succeed to the office and a new election shall be held, in the manner set forth in this Section, as expeditiously as possible to elect a successor; provided, however, if the office of President/Secretary-Treasurer should become vacant during a period after September of any election year, the Vice President shall fill the office until a President/Secretary-Treasurer is elected on the triennial ballot for officers. Upon the succession of the Vice President to the office of President/

Secretary-Treasurer, in order that the duties of the Vice President and the Port may be effectively handled, he may request assistance from Business Agents in Headquarters and may recommend to the membership the temporary election of an additional Business Agent pending an election to fill the vacancy. In the event of a vacancy in the position of Port Agent, the Business Agent in the Port shall fill the vacancy pending an election. In any one man port, the President/Secretary-Treasurer shall appoint a man temporarily to fill the vacancy pending an election. In view of the fact that officers are elected triennially, any vacancy arising during an unexpired term or resulting from a newly created position shall be filled in the following manner: At the first regular meeting following the vacancy, nominations shall be held at Headquarters and Branches. Acceptances must be in Headquarters before the next regular meeting. Nominees must have the same qualifications as required for the regular election of officials. Immediately following this meeting, the Credentials Committee, elected at Headquarters, shall check all acceptances and ballots shall be printed at Headquarters and sent to all Branches. Election by secret ballot shall take place at the next regular business meeting, and tally of all votes taken by balloting committees elected in each port shall be sent to Headquarters. In the event of any vacancy in the position of Business Agent, a temporary successor must be elected to fill the vacancy pending the election specified in this Section at the next regular meeting after the vacancy occurs.

SECTION XIX. All Officers to be Elected: All full time jobs in the organization (excepting office administrative help, clerks, janitors' jobs and joint janitors or dispatching jobs mutually arranged with other unions or organizations) shall be placed on the annual referendum ballot for officials.

Los Angeles/Long Beach



Harbor Labor Coalition

46TH ANNUAL

LABOR DAY PARADE, PICNIC & RALLY

MONDAY, SEPTEMBER 1, 2025

March Starts at:
Broad & E Street in Wilmington
Assembly Begins at 8:00am
March Departs at 10:00am
Rally at Banning Park at 12 Noon
Speakers, Music, Shuttle Buses,
Hot Dogs, Soft Drinks & More!



La Marcha Comienza En:
Broad Y E. St En Wilmington
Formación Empieza 8 AM
La Marcha Sale 10 AM
Reunión en Banning Park 12 PM
Voceros, Música, Autobuses de Trans-
porte, Hot Dogs, Sodas, y Mucho Más!

Labor Unions Fighting



for a Better Tomorrow

LABOR DAY COMMITTEE: 7844 ROSECRANS AVE, PARAMOUNT CA 90723
PHONE: 562.481.7275 OR ONLINE AT WWW.LALBLABORCOALITION.COM OR 

SEATTLE NOTES

During the month of July Seattle shipped one REJ, four Electrician; one Wiper, eight Standby Reefers and two Standby Wipers. Seattle currently has nine A-, four B-, and five C-seniority members registered for shipping.

Seattle assigned *Cape Taylor* called for a full crew to take her out of shipyard to return to Beaumont. Five ABs, an OS, three Oilers, and a Wiper were ordered. In

a historically poor showing of the membership this hall was only able to fill the OS job, and the other halls had to cover our work. Really? There was a time in the not-so-distant past that Seattle members would crew all three *Cape T* ships in a matter of days. We need to do better when we're called out for necessary work.

Fraternally,
Brendon Bohannon, Representative

Singapore Straits piracy surges

The Singapore Straits, a vital maritime corridor handling approximately 30 percent of global trade, is experiencing an alarming rise in armed robbery incidents, according to a new report from the ICC International Maritime Bureau (IMB) Piracy Reporting Centre. Global maritime crime has reached 90 reported incidents in the first half of 2025, marking a 50 percent increase compared to the same period in 2024 and the highest number for this time-frame since 2020. The Singapore Straits alone recorded 57 incidents, accounting for roughly 63 percent of globally reported cases — a dramatic increase from the 15 incidents reported in these waters during the first half of 2024.

Of particular concern is the 95 percent success rate of boardings in the Singapore Strait, especially targeting large vessels exceeding 150,000 DWT. The risk is compounded by the use of guns and knives in 34 of the 57 reported incidents. Crew safety remains precarious, with 13 crew members held hostage, five threatened, three injured, and one assaulted during incidents in the Singapore Straits alone.

Data from the Information Sharing Centre of intergovernmental anti-piracy group ReCAAP has also flagged the

Straits of Malacca and Singapore as an area of concern, with the number of incidents in these waters rising to 80 in the first half of 2025, compared to 21 in the first half of 2024. It notes that most of the incidents are not severe, with no ship crew injured in 90 percent of the cases. Globally, the IMB reported 79 vessels boarded, six attempted attacks, four hijackings, and one vessel fired upon. Overall, 40 crew were taken hostage, 16 kidnapped, five threatened, and three each assaulted and injured.

While the Singapore Straits dominate the statistics, the Gulf of Guinea continues to pose significant risks despite lower incident numbers. The region recorded 12 incidents and accounted for 87 percent of all crew kidnappings globally in the first half of 2025. Somali waters maintain a continued threat of potential piracy incidents, particularly as the Southwest Monsoon subsides in the coming months, though no new incidents have been reported off Somalia since April 2025.

The IMB continues to encourage all seafarers transiting high-risk waters to exercise vigilance and follow the recommended practices outlined in the latest Best Management Practices.

Union Pacific to launch new intermodal service California to Chicago

Union Pacific Railroad will launch a new, truck-competitive domestic intermodal service connecting Southern California's Inland Empire to the heart of Chicago, significantly boosting intermodal capacity. Beginning September 3, this innovative service enhances the seamless connection from the Los Angeles Basin's most active warehouse district through Union Pacific's Inland Empire Intermodal Terminal (IEIT) directly to Chicago's Global 2 Intermodal Terminal.

Customers will experience up to 20 percent faster intermodal service compared to current industry offerings between these key locations, with just over

three days transit. The service will start at five days a week with the ability to increase with growth. The new offering is part of Union Pacific's Z train network, providing the fastest delivery of time-sensitive freight.

HOWZ SHIPPING?

July 2025	
San Francisco	
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	4
Oiler	2
Wiper	2
Standby Electrician/Reefer	13
Standby Wiper	3
TOTAL	26
Seattle	
Electrician.....	4
Reefer/Electrician/Jr. Engineer.....	1
Wiper	1
Standby Electrician/Reefer	8
Standby Wiper	2
TOTAL	16
Honolulu	
Electrician/Reefer/Jr. Engineer.....	5
Junior Engineer	4
Oiler	1
Wiper	3
Standby Electrician/Reefer	28
Standby Wiper	40
TOTAL	81
Wilmington	
No Report Submitted	

HONOLULU NOTES

In July, Honolulu dispatched a total of 81 jobs, marking our highest monthly total for the year. This increase was largely driven by a rise in Standby Electrician/Reefer jobs and a significant boost in Standby Wiper dispatches. As of this month, member registration stands at 23 A-, six B-, and 16 C-seniority members. Overall, shipping activity and job availability in Honolulu remains strong.

In collaboration with the Hawaii Maritime Unions and under the leadership of AFL-CIO Hawaii COPE Director Cathy Lederer, we were invited to help showcase maritime workforce opportunities. Planning is currently underway for a week-long Hawaii Public School Teacher Externship Program scheduled for October. The externship will include:

- A day sail aboard the *SV Makani Olu*, a 96-foot-high tall ship operated by the Marimed Foundation,

which supports individuals pursuing maritime careers.

- A tour of a Matson ship for all participating teachers.
- A panel discussion featuring representatives from various maritime unions.
- Planned visits aboard tugboats and pilot boats, currently in development.

In addition, I participated in the monthly meetings of the Honolulu Sailors' Home and the AFL-CIO Executive Council. I was also invited to Marimed Foundation *Talk Story* event at Windward Community College, where I joined fellow union representatives in speaking with about 25 students interested in maritime careers.

Aloha,
Mario Higa
Port Agent

Panama Canal explores Bitcoin toll payments to build national reserve

The Panama Canal may be considering the use of Bitcoin for toll payments, a proposal championed by local officials and prominent crypto advocate Max Keiser, former advisor to El Salvador's president. The idea centers on offering shipping companies discounted fees if they pay in Bitcoin, with the long-term goal of building a national Bitcoin reserve through the steady flow of transactions generated by the canal. The proposal could mark a significant step in Panama's growing embrace of digital assets and position the country as a global leader in integrating cryptocurrency into economic infrastructure.

The Panama Canal, a vital link in global maritime trade, sees between 13,000 and 14,000 vessels annually, generating revenues in excess of \$5 billion per year. Even modest adoption of Bitcoin as a toll payment method could result in substantial reserves for the country. The initiative, described as "brilliant" by crypto analyst Mizrahi, could diversify Panama's revenue sources while reinforcing its image as a crypto-friendly jurisdiction. Earlier this year, Panama passed legislation that allows voluntary use of digital assets by businesses and individuals, while also

setting licensing standards for virtual asset service providers.

The proposal reflects a broader shift in how traditional infrastructure and financial systems are beginning to view digital assets. If implemented, the Panama Canal would become one of the first major global trade corridors to explore blockchain-based payment systems. This could demonstrate the potential for Bitcoin to streamline cross-border transactions by reducing administrative costs and enabling near-instant settlements. The idea, however, is still in the conceptual stage and faces logistical and regulatory challenges before becoming a reality. A detailed plan or timeline has yet to be announced.

The timing of the proposal aligns with a recent uptick in Optimism in the broader cryptocurrency market. According to blockchain analytics firm CryptoQuant, the 120-day simple moving average has shown early signs of a bullish trajectory, indicating potential for increased institutional adoption. Such trends could enhance the feasibility of initiatives like Bitcoin toll payments and reinforce the appeal of digital currencies as a legitimate part of financial systems.

POLITICAL ACTION FUND

Voluntary donations for July 2025:
Judith Moore, in Memory of Jerry Kimball, P-2543\$1,000.000

HONOR ROLL

Voluntary donation to General Treasury — July 2025:
Heston McClintick, JM-5557 ... \$10.00
Eric White, #3925\$100.000

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: ☐ U.S. & POSSESSIONS ☐ OVERSEAS

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

Voluntary Political Action Fund Donation ☐ \$ _____

Please make checks payable to:

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