



THE MARINE FIREMAN

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



Volume 81

SAN FRANCISCO, CALIFORNIA, JANUARY 9, 2025



No. 1

LMSR crews spread Christmas cheer in Saipan

Ambyth Shipping Micronesia and the crewmembers of the *USNS Watkins* and *USNS Sisler* collaborated to spread Christmas cheer on December 20 by purchasing and wrapping gifts to donate to Saipan's Guma Esperansa or House of Hope. Guma Esperansa is the only shelter in the Commonwealth of the Northern Mariana Islands for victims of domestic violence, sexual assault, and human trafficking. The collaboration is an annual tradition between Ambyth and the merchant marine ships stationed off Saipan's reef.

Captain Sean Sabeh of the *USNS Sisler* said the annual event is an "all-around win" for the crewmembers of both ships because it benefits the is-

lands' children, the community, and "gives the sailors an opportunity to give back."

"Patriot Contract Services helped us make this happen," he said. "They made the crews come up to do the wrapping and they get everyone together. I want to thank the crews - it's two ships' worth of mariners here taking time out of their day to give back to the community."

He said the crews purchased gifts from stores on island and on amazon.com. These were then donated to Guma Esperansa.

The Patriot Contract Services-operated vessels are crewed by union members from the ARA, MEBA, MFOW, MM&P, SIU-AGLIW and SUP.



Unlicensed engine crew members aboard the *MV President Reagan* are DJU Roldan Dela Cruz, JM-5230; Wiper Angelo Lazzara, non-seniority; ERJ Rudy Cesar, JM-5399; and REJ Mark Reyes, JM-5427.

POLB to receive \$283 million for America's Green Gateway

The Port of Long Beach, California will receive \$283 million from the federal government to assist in building America's Green Gateway, a rail project which will enable one of the nation's busiest seaports to move more cargo by trains, speeding deliveries across the entire national supply chain, easing congestion and lessening local environmental impacts. The funding was awarded for the port's Pier B On-Dock Rail Support Facility through the U.S. Department of Transportation's Mega Grant Program. The \$1.567 billion project is the centerpiece of the port's on-dock rail construction improvements.

Moving cargo by on-dock rail — directly moving containers to and from marine terminals by trains — is cleaner and more efficient, as it reduces truck traffic. When the new facility opens, no cargo trucks will visit. Instead, smaller train segments will be brought to the facility and joined together into a full-sized train.

Due to the importance of the Pier B On-Dock Rail Support Facility to the national supply chain, the port continues

to seek funding partners for the project. The California State Transportation Agency — CalSTA — in July 2023 announced a grant of \$158 million from the Port and Freight Infrastructure Program to help fund the Pier B project as an important part of the state's cargo movement strategy. The federal government previously awarded almost \$105 million to the project. To date, the port has secured more than \$640 million in grant funding for Pier B.

Construction is expected to begin next year. The new facility will more than double the size of the existing Pier B rail yard from 82 acres to 171 acres and more than triple the volume of on-dock rail cargo the port can handle annually, from 1.5 million twenty-foot equivalent units (TEU) to 4.7 million TEU. The yard will also feature a depot for fueling and servicing up to 30 locomotives at the same time and a full-service staging area to assemble and break down trains up to 10,000 feet long. The overall project will be built in phases, each improving cargo flow, with completion by 2032.



USNS Sisler and *USNS Watkins* crewmembers pose for a group photo with the toys and other gifts they donated to Guma Esperansa. Photo by Andrew Roberto.

Kaimana Hila returns to service after LNG conversion

On December 13, Matson announced that its containership *MV Kaimana Hila* is back in service after completing the company's third LNG conversion. A new bow windshield was also added for improved aerodynamics and fuel conservation.

Kaimana Hila is the latest vessel to operate on LNG, joining its sister ships, *Daniel K. Inouye* and *Manukai*. *Manukai* underwent a complete repowering, replacing its engine with a dual-fuel engine like those powering *Daniel K. Inouye* and *Kaimana Hila*. These conversions are part of Matson's long-term strategy to reduce Scope 1 fleet green-

house gas emissions by 40 percent by 2030 and achieve net zero emissions by 2050.

Matson has ordered three new *Aloha*-class containerships from Philly Shipyard. The first, *Makua*, is under construction and scheduled for delivery in 2026. All three vessels will join the fleet LNG-ready but can operate on conventional fuels as needed. Like their sisterships *Daniel K. Inouye* and *Kaimana Hila*, each vessel will boast numerous green ship technology features, such as a fuel-efficient hull design, environmentally safe double-hull fuel tanks, and freshwater ballast systems.



Port of Oakland container volume on track to finish year strong

The Port of Oakland's container business continues to grow. Total cargo volume shot up 10 percent, January through November 2024, compared to the same period in 2023. Full imports increased 13.1 percent in November 2024, over November 2023 volume. The port handled 80,580 TEU, compared to 71,258 TEU in 2023. November marks the 13th straight month of continued loaded container growth at the Oakland Seaport. Full exports jumped 8.5 per-

cent with 66,619 TEU transiting port facilities in November 2024, versus 61,390 TEU in November last year. Empty imports dropped 14.8 percent, with 12,028 TEU moving through the port in November 2024, compared to 14,118 TEU in November 2023. Empty exports rose 14.7 percent in November 2024. The port handled 22,495 TEU this November, in contrast to 19,613 TEU in the same month last year.

Halls to close

Martin Luther King, Jr.'s Birthday — All MFOW hiring halls will be closed on Monday, January 20, 2025, in observance of Martin Luther King, Jr.'s Birthday, which is a contract holiday.

Lincoln's Birthday and Presidents' Day — The MFOW hiring halls will be closed on Wednesday, February 12, 2025, in observance of Lincoln's Birthday and Monday, February 17, 2025, in observance of Presidents' Day. Both days are contract holidays under the APL and Matson Master Offshore Agreements.

The Marine Fireman

Published Monthly By
The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association
ORGANIZED 1883
Affiliated with the Seafarers International Union of North America, AFL-CIO

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

IMO unveils World Maritime Day theme 2025 as *Our Ocean, Our Obligation, Our Opportunity*

The World Maritime Day theme for 2025 - *Our Ocean, Our Obligation, Our Opportunity* - reflects the ocean's vital role in the world economy, with more than 80 percent of global trade transported by sea. The ocean is a source of jobs and food for millions of people, a home for countless marine species, and a regulator of the planet's climate, mitigating the impacts of climate change. As the largest sector operating in the ocean space, shipping has a central role to play in the protection of the marine environment and management of ocean resources.

The International maritime Organization's (IMO) long-standing commitment on this issue is evident in the robust global regulatory framework supporting cleaner, safer seas, and a growing portfolio of technical assistance initiatives to support ocean protection in 176 Member States. The theme emphasizes the link to wider global efforts to protect the ocean including the conclusion of UN Agreement on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction (BBNJ Agreement), the negotiation of a new instrument to address plastic pollution and the third UN Ocean Conference in June 2025. The theme will allow all stakeholders to showcase the deep interconnection of shipping and IMO in the ocean space, highlighting the importance of collaboration and coordination to ensure the sustainable and safe use of ocean resources.

Trump signals Jones Act policy will stay the course

President-elect Donald Trump has reignited the debate over the Jones Act, sharing a pro-Jones Act article that underscores the century-old law's significance to America's maritime industry and national security. The article in question was shared by *@realDonaldTrump* on Truth Social with no accompanying text or message. The move signals what some believe will be continued support for the legislation in Trump's upcoming administration.

The Merchant Marine Act of 1920, better known as the Jones Act, mandates that goods transported between U.S. ports be carried on ships that are American-built, American-owned, and American-crewed. Critics argue the law stifles competition and drives up costs, but supporters hail it as a cornerstone of U.S. national security, job creation, and the domestic maritime industry.

"For over a century, the Jones Act has required that goods transported between U.S. ports are carried on ships that are American-built, American-owned, and American-crewed," states the American Thinker article shared by Trump. "While that might sound like a small regulatory detail, its impact is huge, touching everything from U.S. job creation to national security to our growing offshore wind industry."

The article continues: "The re-election of Trump signals a

San Francisco Bay Ferry ridership increases by 16 percent in 2024

San Francisco Bay Ferry recently announced it carried 2.6 million passengers in 2024, a 16 percent increase over 2023. SF Bay Ferry's 2024 average daily ridership of 7,148 passengers per day represents a recovery to 90 percent of pre-pandemic levels, one of the highest rates for any regional transit operator. Over the last six months of 2024, SF Bay Ferry ridership reached 97 percent of pre-pandemic levels.

"We continue to see strong growth in ferry ridership thanks to our strategic decisions to adopt competitive fares and enhanced schedules in addition to the unique benefits of water transit," said the SF Bay Ferry Board of Directors. "We're encouraged by the growth and expect to continue the upswing in 2025."

The agency saw ridership gains from several areas:

- Peak morning commute ridership grew 14 percent compared to 2023.
- Weekend ridership grew 12 percent and sits at 115 percent of 2019 levels.

datory rules, recommendations and guidelines to protect the marine environment from any potential negative impact of shipping. These include binding treaties applied on ships globally. The International Convention for the Prevention of Pollution from Ships (MARPOL), first adopted in 1973, covers pollution from oil, dangerous chemicals, packaged goods, sewage and garbage, and harmful emissions from ships.

Other marine environment related treaties cover: the dumping of wastes at sea (London Convention and Protocol); managing ships' ballast water to prevent the spread of potentially invasive aquatic species (Ballast Water Management Convention); control of anti-fouling systems; and preparedness and response for spills of oil or chemicals.

These international regulations are supported by technical assistance programs and projects that support Member States to tackle specific challenges such as marine plastic litter, greenhouse gas emissions from ships, and the spread of invasive aquatic species through ballast water and biofouling.

IMO's work in these areas directly support the UN 2030 Agenda for Sustainable Development and the Sustainable Development Goals (SDG), particularly:

- SDG 14 on life below water;
- SDG 13 on climate action;
- SDG 9 on industry, innovation and infrastructure; and
- SDG 17 on partnerships.

continued commitment to the Jones Act, supporting a uniquely American industry that spans jobs, innovation, and security. In choosing Trump, the American people voted for a leader who recognizes that policies like the Jones Act aren't outdated relics but vital pillars of U.S. prosperity and safety. For American workers, communities reliant on the maritime industry, and anyone invested in a strong, secure America, this election outcome is a win — plain and simple."

While Trump's first administration underscored the importance of the Jones Act, it also faced criticism for issuing waivers that some stakeholders argued undermined the law's protections. In 2017, a limited Jones Act waiver was issued following Hurricanes Harvey and Irma, allowing fuel shipments—including gasoline, diesel, and jet fuel—to reach ports in the U.S. Southeast. Weeks later, after Hurricane Maria devastated Puerto Rico and amid mounting criticism over the federal response, the Administration issued a 10-day waiver eight days after the storm's landfall.

As Trump prepares to take office for a second time, the U.S. maritime industry is closely watching how his administration will navigate Jones Act policy. For now, Trump's tweet seems to send a clear message: The Jones Act is here to stay.

- All transbay routes experienced at least 10 percent year-over-year ridership growth, with the Richmond and Harbor Bay routes experiencing 20 percent annual growth in 2024.

SF Bay Ferry also launched three pilot services in 2024: the Redwood City Ballpark Pilot, the Sea Change Hydrogen Fuel Cell Demonstration Project, and the Oakland Alameda Water Shuttle. These pilot services carried a combined 55,000 passengers in 2024. A customer survey completed in 2024 found the top five reasons SF Bay Ferry passengers choose the service over driving or other modes are:

- To have a more relaxing commute.
- To avoid traffic.
- To protect the environment.
- To more productively use their time.
- To save money.

San Francisco Bay Ferry is a regional public transit agency tasked with developing, operating and expanding ferry service on the San Francisco Bay and with coordinating the water transit response to regional emergencies. The agency operates ferry routes connecting the cities of Alameda, Oakland, Richmond, San Francisco, South San Francisco and Vallejo.

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: robchili510@yahoo.com

Patrick Gillette

San Francisco Business Agent

Email: pg.mfoww@gmail.com

Manita Li, Controller

Email: mli@mfoww.org

Kasia Grzelak, Secretary/Training

Email: kasia@mfoww.org

MFOW TRUST FUNDS

240 2nd Street

San Francisco, CA 94105

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

Fax: (415) 546-7340

General Email: welfare@mfoww.org

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

Active MFOW members

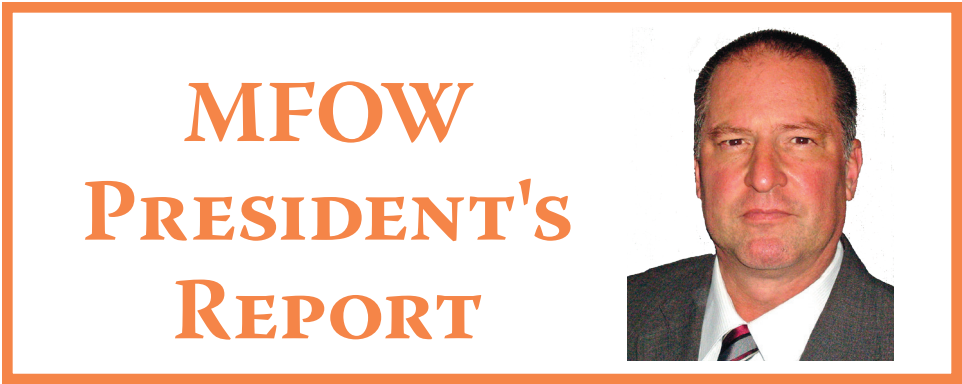
Retain your Welfare Fund eligibility.
MAIL or **TURN IN** all your Unfit for Duty slips to:
MFOW Welfare Fund, 240 2nd Street, San Francisco, CA 94105

Holiday celebration at Headquarters



...and in Seattle





PCS Payroll

On December 6, the Union was notified by Patriot Contract Services (PCS) that their Houston office has become their operational hub with the top operational executive, President Mark Handin, stationed there with a team of operational management and staff. In line with this change, PCS targeted January 1, 2025, as the date in which the majority of their vessels will have payroll fall under the jurisdiction of Texas for payroll purposes.

The change does not require a move of the shore-based payroll team to the Houston office. The administrative work to process the Texas payroll can still be done from any location, and there are no moves of payroll personnel tied to this action. The change is taking place after consultation with payroll and legal advisors, in order to comply with industry best practices for companies with multiple offices.

The five vessels currently homeported in California waters (*Admiral Callaghan*, *Cape Henry*, *Cape Horn*, *Cape Hudson* and *Cape Orlando*) will remain under California payroll, with all other vessels owned or managed by PCS shifting to a Texas payroll. For the Texas payroll vessels, there will be minor changes in withholdings, reflecting differences in California and Texas unemployment and other deductions.

Spain

On December 10, maritime labor (AMO, MEBA, MFOW, MMP, MTD, SIU, SUP and TTD) sent a letter to the Federal Maritime Commission (FMC) expressing full support of the agency’s investigation into reports that the Government of Spain has denied entry to U.S.-flag vessels at its ports. The practice undermines the principles of fair trade and creates unfavorable conditions for U.S.-flag shipping in foreign trade.

A spokesperson for Spain’s foreign ministry confirmed that some U.S.-flagged vessels would not be allowed to dock in Spain, citing a policy that blocks vessels carrying military cargo destined for Israel from accessing Spanish ports.

The FMC typically investigates policies of foreign governments that could harm U.S. shipping interests. When such practices are found, the FMC has the authority to impose harsh penalties, including daily fines or restricting foreign vessels from entering U.S. ports.

Maritime Workforce Working Group

On December 18, I participated in the final Maritime Workforce Working Group 2024 (MWWG 2024) meeting via teleconference. MWWG 2024 was convened over nine months ago by the U.S. Maritime Administration, a U.S. Department of Transportation agency, with a mandate to examine and assess the size of the pool of mariners with covered credentials to support the U.S.-flag fleet.

Trust Funds

The trustees of the various MFOW plans met on December 18 via teleconference. The trustees of the various SIU Pacific District plans met on December 19 via teleconference. These were routine meetings with one reportable item:

MFOW Welfare Fund — Each calendar year, the benefit allowance for the pensioners’ excess medical benefit is adjusted by the percentage increase in medical costs as determined by the Bureau of Labor Statistics. For the 12-month period ending October 31, 2024, the CPI for Medical Care Services in the United States increased 3.8 percent. The trustees approved an increase in the annual pensioners’ benefit allowance from \$32,340 to \$33,600 for the 2025 calendar year.

U.S.-Flag Shipping and Shipbuilding Legislation

On December 19, U.S. Representative John Garamendi (D-California) introduced the Shipbuilding and Harbor Infrastructure for Prosperity and Security for America Act (SHIPS for America Act) alongside Senator Mark Kelly (D-Arizona), Senator Todd Young (R-Indiana), and Representative Trent Kelly (R-Mississippi) in response to the urgent need to bolster America’s maritime industry. The bill aims to revitalize the U.S. Merchant Marine to transport vital goods and military cargo during times of conflict while reinforcing American supply chains in peacetime.

Currently, about 80 U.S.-flag ships are engaged in international commerce compared to over 5,500 China-flag vessels. U.S. shipyards’ growing industrial base cannot produce oceangoing vessels at scale. In addition to this supply chain gap, there is an increasing demand for qualified mariners. The legislation entails a comprehensive strategy to address these critical disparities by seeking to ensure national oversight and consistent funding for the maritime industry, enhance the competitiveness of U.S.-flagged vessels, rebuild the U.S. shipyard base, and expand efforts to recruit, train, and retain skilled mariners and shipyard workers.

With China’s growing influence in the global maritime sector, strengthening the U.S. Merchant Marine is essential for maintaining U.S. dominance in international commerce. In times of conflict, the U.S. Merchant Marine will be vital for transporting goods and military cargo, while in peacetime, it will fortify supply chains and ensure economic resilience. The introduction of the bill represents a strategic effort to rebuild the U.S. maritime industry, securing both national security and global competitiveness. The SHIPS for America Act would:

- Coordinate U.S. maritime policy by establishing the position of Maritime Security Advisor within the White House, who would lead an interagency Maritime Security Board tasked with making whole-of-government strategic decisions for how to implement a National Maritime Strategy. The bill also establishes a Mar-

itime Security Trust Fund that would reinvest duties and fees paid by the maritime industry into maritime security programs and infrastructure supporting maritime commerce.

- Establish a national goal of expanding the U.S.-flag international fleet by 250 ships in 10 years by creating the Strategic Commercial Fleet Program, which would facilitate the development of a fleet of commercially operated, U.S.-flag, American crewed, domestically built merchant vessels that can operate competitively in international commerce.
- Enhance the competitiveness of U.S.-flag vessels in international commerce by establishing a Rulemaking Committee on Commercial Maritime Regulations and Standards to cut through bureaucracy and red tape within the Coast Guard that limits the international competitiveness of U.S.-flagged vessels, requiring that government-funded cargo move aboard U.S.-flag vessels, and requiring a portion of commercial goods imported from China to move aboard U.S.-flag vessels starting in 2029.
- Expand the U.S. shipyard industrial base, for both military and commercial oceangoing vessels, by establishing a 25 percent investment tax credit for shipyard investments, transforming the Title XI Federal Ship Financing Program into a revolving fund, and establishing a Shipbuilding Financial Incentives program to support innovative approaches to domestic shipbuilding and ship repair.
- Accelerate U.S. leadership in next-generation ship design, manufacturing processes, and ship energy systems by establishing the U.S. Center for Maritime Innovation, which would create regional hubs across the country.
- Make historic investments in maritime workforce by establishing a Maritime and Shipbuilding Recruiting Campaign, allowing mariners to retain their credentials through a newly established Merchant Marine Career Retention Program, investing in long-overdue infrastructure needs for the U.S. Merchant Marine Academy, and supporting State Maritime Academies and Centers for Excellence for Domestic Maritime Workforce Training and Education. The bill also makes long-overdue changes to streamline and modernize the Coast Guard’s Merchant Mariner Credentialing system.

Seay-Pililaau

On December 24, the Union was notified by PCS that the U.S. Department of Labor (DOL) came to a decision approving the PCS recommendation to match the preceding bridge contract wage and benefit rates aboard the USNS Seay and USNS Pililaau to the predecessor contract rates. PCS spent significant resources including legal fees and manpower to work with DOL to accomplish the result, which is not only significant for the Seay-Pililaau contract, but also sets a valuable precedent.

When PCS took over the operation of the two vessels in September 2023, crew members were paid wage and fringe benefits contained in the DOL Wage Determination that were based off the older October 1, 2022, labor agreement. However, a modified extension agreement was entered into between the predecessor contractor U.S. Marine Management Inc. (USMMI) and labor with an effective date of April 1, 2023. The Military Sealift Command did not incorporate the April 1, 2023 wage and benefit rates into the Seay-Pililaau solicitation. This resulted in a wage and benefit disparity between the old contract and the new contract.

The proper wage and benefit rates will be calculated in conjunction with the DOL in the near future. This means a significant pay raise for those working on the vessels and possible restitution (back pay) due to crew members who worked under the contract from September 2023 through the current date.

Along with PCS, proper acknowledgement goes to MEBA leadership, including President Adam Vokac and Contracts Officer Mark Gallagher, who had remained vigilant on the issue since bringing it to the DOL’s attention over a year ago.

Ready Reserve Force

On December 27, the Union was informed that the U.S Maritime Administration will exercise the option to extend services of the following bridge contracts:

- Ship Group 7 — *Cape Taylor*, *Cape Texas* and *Cape Trinity*
- Ship Group 8 — *Cape Victory* and *Cape Vincent*
- Ship Group 10 — *Admiral Callaghan* and *Cape Orlando*

The extension of services will run through April 30, 2025, which will become the period of performance end date. The option provision may be exercised more than once, but the total extension of performance shall not exceed six months.

Coast Guard eliminates oath for new mariners

The U.S. Coast Guard has removed one more barrier to becoming a professional mariner. New mariners will no longer need to take an oath in front of a notary public or a Coast Guard official. The Coast Guard determined that requiring an oath before an authorized official was a redundant step in the original Merchant Mariner Credential (MMC) application process. Mariners already sign the Application for Merchant Mariner Credential (Form CG-719B), where an individual attests to “solemnly swear or affirm” to abide by the requirements of the oath, which legally binds them. Therefore, the Coast Guard has decided that no additional requirement before an authorized official is necessary.

The Coast Guard found that the fees for new mariners to take the oath varied from state to state, with the lowest amount being two dollars and the highest \$25. In addition to the oath fees, new mariners also had to locate a notary public willing to administer the Coast Guard Oath, as well as taking time off work and traveling to the appointment.

Removing this step in the application process will save the estimated 13,951 new mariners obtaining their first MMC each year both time and money. This is a positive step by the Coast Guard to help increase the number of credentialed mariners in the U.S. by removing historical barriers that have stood in the way of becoming a professional mariner.

The final rule is available on the Federal Register or at www.regulations.gov under Docket Number USCG-2021-0834.



MFOW crew members aboard the *MV President Carter* are ERJ Daniel Guzman, #3881; REJ Albert Pastor, # 3926; San Francisco Business Agent Patrick Gillette; Wiper German Gavina, JM-5270; and DJU Chippy Mendoza, JM-5375.

Saipan seaport sees over \$8 million in revenue in fiscal year 2024

The Commonwealth Ports Authority (CPA) reports that it has garnered over \$8 million in revenue through the Commonwealth Northern Marianas Islands (CNMI) seaports in fiscal year 2024. Recently, CPA has submitted its 2024 citizen centric report to the CNMI Legislature and has reported that the agency has seen an increase of seven percent in airport revenue in the last fiscal year compared to the previous fiscal year. According to the report, in fiscal year 2024, CPA's seaport revenue totaled \$8,044,685. This was a seven percent increase from FY2023 where seaport revenue totaled \$7,516,775. In FY2022, CPA's seaport revenue was at \$6,583,455.

According to CPA, the seaport's FY2024 operating revenues remained steady with a seven percent overall increase as compared to FY2023. Meanwhile, harbor fees also remained fairly consistent with an eight percent increase when compared to FY2023 while concession and lease income increased by four percent. Harbor fees include wharfage fees, docking fees, special services, berthing fees and port entry fees. Other revenues include permit fees, citations and security service fees. In addition, CPA reports that overall, operating expenses for the seaports decreased by 14 percent as compared to FY2023.

National Maritime Center

Keep 'em Safe, Keep 'em Sailing



Requirement to Submit Merchant Mariner Credential User Fees via the Pay.gov Website

The Coast Guard has issued a [final rule](#) updating the accepted required payment method for mariner credentialing fees. **Effective January 19, 2025**, the National Maritime Center (NMC) and Regional Examination Centers (RECs) will only accept user fee payments made using the [USCG Merchant Mariner User Fee Payment Page on Pay.gov](#). Pay.gov is a secure service provided by the United States Department of the Treasury. Acceptable payment methods within Pay.gov include credit card, debit card, and bank account routing number.

Please note that after January 19, 2025, the NMC and RECs may no longer accept any other form of payment including cash, check, money order, or credit card, regardless of whether they are provided in person or via mail. All payments, other than Pay.gov, will be returned to the applicant and the applicant will be required to submit a new fee payment using Pay.gov.

Once you have paid your fees using Pay.gov, please ensure you print or save your receipt and attach the receipt to your application prior to submitting the application to NMC.

Active-Duty members of the Uniformed Services may be eligible for fee waivers. See [CG-MMCC Policy Letter 3-24](#).

SCAN HERE WITH THE CAMERA OR QR CODE APP ON YOUR PHONE



Please visit the [NMC website](#), or contact the NMC Customer Service Center by using the [NMC online chat system](#), by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

Sincerely,

/B. W. Clare/

Bradley W. Clare
Captain, U.S. Coast Guard
Commanding Officer

12/20/2024

Page | 1

VICE PRESIDENT'S REPORT

There were 35 registrants dispatched in the month of December: 23 in Class A, two in Class B, five in Class C, and five non-seniority. There are 35 mem-

bers registered: 20 in Class A, seven in Class B, and eight in Class C.

Happy New Year!

Robert Baca, Vice President

BUSINESS AGENT'S REPORT

As the New Year arrives for 2025, I would like to share some experiences from this first two months as a union official. I have noticed that our members are bypassing the Vice President and Port Agents to speak with our office personnel for supplemental wages, dues, or welfare. The work our office provides is an invaluable service to increase the time off that we get without worrying about our medical, supplemental wages, or cost of the union operations. I am asking that we all take our questions and act of paying dues and turning in supplemental wage forms to the agents at the halls prior to calling or trying to talk to them directly at Headquarters. You can email your question and ask them to call you; this will provide them the opportunity to complete tasks they are currently doing and then provide their full attention to your needs.

As for shipping in December, we had a rush of activations for government vessels: *Cape Texas*, *Cape Henry*,

and *Cape Victory*. San Francisco provided an Electrician for *Cape Texas* and two Oilers and a Wiper for *Cape Henry*. Over Christmas break, several members asked for one-trip reliefs and we scrambled as best we could to fill. If you know you want that break or any one-trip relief, contact the hall you wish to get a relief from so we can help facilitate someone to be available or contact a union brother and see if they are available.

APL has asked for two 2nd Reefers on the *President Carter* and the *President Reagan*. These positions are useful in learning for our new Reefers. This means that you need to be in the hall or available with all your documents up to date to ensure you have a chance to take these jobs. Let us all continue to focus and do our best work on the ships to increase our ability to hold the Company more accountable in increasing our wages and work-life balance.

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

BOEM launches offshore wind leasing in Guam

The U.S. Bureau of Ocean Energy Management (BOEM) has initiated a process to consider offshore wind energy leasing off the coast of Guam, a U.S. Pacific territory. The agency has issued a Call for Information and Nominations to collect public input and identify potential areas for leasing. The move aligns with Guam's renewable energy goals of 50 percent by 2035 and 100 percent by 2045. The move also supports the U.S. administration's goal of installing 30GW of offshore wind energy capacity by 2030 and 15GW of floating offshore wind energy capacity by 2035.

The public and stakeholders have been encouraged to provide insights on environmental and usage aspects of the potential leasing zones. Wind energy companies have also been invited to nominate preferred areas for leasing. The BOEM will collaborate with local governments, indigenous communities, stakeholders and federal agencies

to mitigate conflicts and identify areas with minimal impact for offshore wind development.

After reviewing public comments and commercial nominations, the BOEM will determine specific wind energy areas (WEA) within the call area. Should there be commercial interest, the BOEM will proceed to identify WEA for leasing and conduct environmental reviews before proposing competitive lease sales.

The BOEM has been proactive in fostering a clean energy economy to bolster the nation's power grid. It has approved the inaugural 11 commercial-scale offshore wind projects and also conducted six offshore wind lease auctions since 2022. In November last year, the BOEM published its final environmental impact statement for the SouthCoast Wind Project. The project is expected to generate 2.4GW of offshore wind energy, enough to power 800,000 homes.

Maersk to pull out of Dutch Harbor, Kodiak

Global shipping giant Maersk has reported that the firm plans to withdraw from two of Alaska's ports on its trans-Pacific service network. As part of its revision of services for the coming year, the liner said it intends to suspend its calls at terminals at Dutch Harbor and Kodiak, two primary export hubs for the \$1.5 billion Alaska pollock fishery. The world's second-largest container shipping company attributed the decision to an "ongoing effort to strengthen our product offerings and maintain reliability in the network."

According to Maersk, the Danish-flagged container feeder *Cape Sorel* will carry out the final westbound voyage out of Dutch Harbor on February 11.

Dutch Harbor is one of the largest

commercial fishing ports in the U.S., and its exports go to markets in Europe and Asia. In 2022, some 613.5 million pounds of seafood across various species were landed in Dutch Harbor. Kodiak is also a top fishing port, home to a large fleet and multiple canneries. The bulk of the product by volume is pollock, the wildly prolific Gulf of Alaska species used to make fish sticks and other processed products.

Alaska's fishing industry has been hit hard over the past few years due to declines in several key commercial species - notably snow crab, chum salmon and king salmon. Coupled with other economic factors, this has cut the industry's profitability in half since 2021, according to NOAA Fisheries.

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.

February 10-13 March 10-13 April 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.

January 30-31 February 27-28 April 3-4

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.

February 10-11 March 24-25, April 28-29

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.*

February 17-March 14 April 14-May 9 July 7 – August 1

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.*

February 3-4 March 17-21 May 12-16

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.*

February 24-April 4 April 21-May 30 July 14 – August 22

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.*

February 17-21 April 7-11 June 2-6

QMED Pumpman/Machinist

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

May 19-June 20 September 29-October 31

High Voltage Safety

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

February 10-14 March 24-28 April 14-18

New in 2025

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: February 24-March 14, June 2-20, August 18-September 5

STCW Rating Forming Part of an Engineering Watch: March 17-21, April 7-11, June 23-27

STCW BASIC TRAINING

All Basic Training Certificates Hold A One-Year Validation When Used For Mariner Document Renewal.

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: January 31, February 14, March 7, March 21

Maritime Institute, Honolulu, HI: January 31, April 11, June 6, August 1

Maritime Institute, Everett, WA: April 25, May 27, June 66

Cal Maritime Academy, Vallejo, CA: January 21-22, February 18-19

MITAGS-PMI, Seattle, WA: February 19-20, March 3-4, April 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: February 19-20, March 12-14, April 9-11

Maritime Institute, Everett, WA: February 12-14, March 26-28, April 16-18

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

MITAGS-PMI, Seattle, WA: April 7-9, July 14-16

Singapore port authority seeks proposals on scaling up LNG bunker supply

In December, the Maritime and Port Authority of Singapore (MPA) has launched an expression of interest (EOI) to gather proposals for scaling up liquefied natural gas (LNG) for bunkering or ship refueling. The EOI seeks solutions for sea-based LNG reloading to complement existing on-shore LNG bunkering storage and jetty capacities, as well as the supply of e-methane or bio-methane as a marine fuel in Singapore, the world’s largest bunker hub.

Proposals will be gathered on three areas including the scale-up of sea-based reloading operations, the supply of LNG alternatives such as liquefied bio-methane, and the development of floating platform concepts to enhance bunkering safety and efficiency. The proposals should include measures to address the issue of

methane slip on a well-to-wake basis, which spans the entire process of fuel production, delivery and the use on-board ships. Participants do not need to be an existing LNG bunkering licensee, said MPA, adding that the selected companies will be required to conduct trials in Singapore to validate the proposed solution’s operational feasibility and safety. Insights from the EOI and the trials will contribute to MPA’s review of the LNG licensing framework, it added.

Demand for LNG as a marine fuel is expected to rise in this decade as more dual-fuel vessels join the global fleet. LNG bunker volumes delivered in Singapore totaled more than 385,000 metric tons between January and October 2024, already more than tripling from the total 2023 volume, based on MPA data.

Like us on facebook

<https://www.facebook.com/>

Marine-Firemens-Union-121622254577986/



Inaugural Sea Term for *TS Patriot State*

The *TS Patriot State* will embark on its inaugural Sea Term, departing from Massachusetts Maritime Academy(MMA) on January 11, and will visit ports that include San Juan, Puerto Rico; Charleston, South Carolina; St. Thomas, U.S. Virgin Islands; and Tampa, Florida. The ship is anticipated to return at the end of February.

For more than 130 years, Massachusetts Maritime Academy, a top-ranked public university with undergraduate degree programs focusing on science, engineering, technology, math, and business that blend academics and experiential learning, has offered cadets the opportunity to participate in Sea Term, the epitome of hands-on learning and an environment where cadets put into practice the skills they have learned in the classroom.

The cadets prepared for the trip during Alongside Week, a traditional time spent loading the vessel with all the food, supplies, and training equipment needed for the voyage. Sea Term is led by Captain Michael J. Campbell, the Master of the *TS Patriot State*, and an MMA graduate from the class of 1987.

The ship will head toward its first training exercise outside Mayaguez, Puerto Rico. The marine transportation cadets will take part in anchoring drills, during which time they will practice dropping and picking up the anchor, while engineers will practice maneuvering operations in the engine room.

From there, the ship will head to San Juan. An event will be held in conjunction with TOTE Services, the company that oversaw the building of the vessel, as well an Open Ship for prospective students, providing an opportunity to showcase both the training ship and career opportunities available in the maritime and related industries.

The *TS Patriot State* will then head to Charleston, South Carolina and St. Thomas, U.S. Virgin Islands, before arriving at its final port of call, Tampa, Florida. The ship will then begin its re-

turn to campus in mid-February.

The Sea Term marks the first extended voyage for the *TS Patriot State*, which arrived on campus in October 2024. The National Security Multi-Mission Vessel (NSMV) is designed to provide a state-of-the-art training platform that ensures the U.S. continues to set the world standard in maritime training. The ship is outfitted with numerous training spaces, including eight classrooms, a full training bridge, lab spaces and an auditorium. The NSMV has space to train up to 600 cadets at sea (with another 100 or so staff, crew, and personnel), maximizing the capability of the ship and its mission to provide cadets with a world-class education.

Sea Term is an Academy requirement for all freshmen and sophomore cadets majoring in Marine Engineering (Engine) and Marine Transportation (Deck) and freshmen majoring in Energy Systems Engineering, along with senior Deck and Engine majors. A typical day for cadets includes rotating through classes, participating in laboratory training at sea, routine maintenance, ship operations, deck and engine watches, and emergency drills. Sea Term participation also helps cadets fulfill the days at sea requirement needed to sit for the United States Coast Guard exam.

The *TS Patriot State* replaces Massachusetts Maritime Academy's previous training ship, the *TS Kennedy*, a 1967 converted cargo vessel, and is the second of five training ships commissioned by the U.S. Marine Administration in an effort to modernize an aging training fleet with new purpose-built NSMVs that not only enhance the training capabilities of the nation's maritime academies but also serve as critical assets for federal support during times of need. The ship is 525 feet long, has a draft of 21'4", and a range of 10,000+ miles at 18 knots. It has diesel electric propulsion with 16,800 kW of total installed power plus a 900 kW emergency generator. Full speed is 18 knots.

Honolulu Holiday



December 10, 2024

The Honorable Daniel B. Maffei
Chairman
Federal Maritime Commission
800 North Capitol Street, N.W.
Washington, D.C. 20573

Subject: Support for FMC Investigation into Spain's Denial of Entry to U.S. Flag Vessels

Docket No. FMC-2024-0022

Dear Chairman Maffei:

On behalf of the undersigned maritime labor unions, we are writing to express our full support for the Federal Maritime Commission's (FMC) investigation in response to disturbing reports that the Government of Spain has denied entry to U.S. flag vessels at its ports. This unacceptable practice undermines the principles of fair trade and creates unfavorable conditions for U.S. shipping in foreign trade. We commend the Commission for its prompt action in addressing these serious concerns.

Recent reports indicate that Spanish ports have denied entry to three specific U.S. flag vessels, including the *Maersk Denver* and *Maersk Seletar*, both of which enrolled in the Maritime Security Program (MSP). These vessels are essential for maintaining the security and reliability of U.S. foreign trade and defense readiness. Such actions by the Spanish government jeopardize the free flow of commerce through the diversion of U.S. flag vessels while also disrupting shipping operations, in direct violation of international norms and agreements.

Maritime labor stands united in its commitment to support the mission of the United States, including the promotion of our nation's economic and national security interests by delivering timely cargo on behalf of the American people. We respectfully urge the FMC to utilize every tool at its disposal under the law to hold the Spanish government accountable and to compel an immediate reversal of this harmful policy. The actions taken by the Government of Spain not only disrupt U.S. maritime commerce but also set a dangerous precedent for the treatment of U.S. vessels in foreign ports. We trust that the FMC will act decisively to address these violations and protect the rights of U.S. flag vessels to operate freely in international trade.

Thank you for your continued leadership and steadfast commitment to the fair treatment of the U.S. merchant marine. We stand ready to support the Commission's efforts in any necessary way to resolve this matter.

Sincerely,

Willie Barrere, President, American Maritime Officers
Mark Clements, President, Maritime Trades Department, AFL-CIO (MTD)
Dave Connolly, President, Sailors' Union of the Pacific
David Heindel, President, Seafarers International Union
Don Marcus, President, International Organization of Masters, Mates & Pilots
Anthony Poplawski, President, Marine Firemen's Union
Greg Regan, President, Transportation Trades Department, AFL-CIO (TTD)
Adam Vokac, President, Marine Engineers' Beneficial Association

SEATTLE NOTES

During the month of December Seattle shipped three Electricians, one Oiler, one Layup Mechanic, six Standby Electrician/Reefers and six Standby Wipers. Seattle currently has 10 A-, three B-, and three C-seniority members registered for shipping.

It was fantastic to see all the pensioners and active members that came to the holiday party this year. My apologies though, it seems the turnout has outgrown the venue so I will start early looking for a larger space for next year that will allow for easier

visiting and dining.

We are likely looking forward to a particularly challenging next four years regarding protecting the Jones Act and labor unions in general. Please engage with your legislators to express your support for the Jones Act and the vast importance it has in maintaining a strong economy and an independent America. These elected offices really do listen to their constituents that write and call them, so make your voice heard.

Faternally,
Brendon Bohannon, Representative

Port Houston nears four million TEU

The Port of Houston, Texas expects 2024 to be one of its most profitable years, with 3.79 million TEU handled through November. This is a nine percent increase from the same period last year. November shipments alone totaled 369,361 TEU, a 24 per cent rise year-on-year.

Port Houston's containerized cargo volume is at its highest in this month of the year. In November, consumer items and machinery drove a 19 percent increase in loaded imports, while resin shipments boosted loaded exports by 16 percent.

Houston is the leading port for resins, accounting for 45 percent of total export volumes.

General cargo volumes at Port Houston's multi-purpose facilities

have decreased by three percent year-to-date, while steel imports climbed by 34 percent in November. Port Houston's public facilities have produced 48.4 million tons of commodities, a five percent increase from the previous year.

Charlie Jenkins, CEO of Port Houston, said, "This year has been nothing short of exceptional. Our record-breaking volumes speak to the trust our customers place in us, the dedication of our team, and our strategic investments to stay ahead of industry needs. The momentum we've built in 2024 lays the groundwork for continued growth next year and beyond."

In October, Port Houston handled 3.4 million TEU, seven percent more compared to the same period last year.

Finished With Engines 2024

A total of six deaths were reported in 2024, four pensioners and two members.

Name	Date of Death	Location
Jovito A. Alaras, JM-5071	July 31, 2024	Los Angeles, California
Jefferson G. Basuel, 3829	February 9, 2024	Philippines
Edward S. Beavers, P-23081	March 22, 2024	Corvallis, Oregon
Donald Feehan, P-2587	June 7, 2024	Florida
James M. Nishida, P-2320	January 29, 2024	S. San Francisco, California
Duane C. Schofield, P-2478	June 14, 2024	

HONOR ROLL

2024 General Treasury Donations

Name	Amount	Name	Amount
Marcos Almazan, JM-4933	\$200.00	Abdulah Mohamed, JM-5473	\$50.00
Robert Baca, #3776	\$200.00	Bassel Mohamed, JM-5444	\$100.00
Michael Carr, P-2718	\$302.00	Joey Muller	\$100.00
Ramonchito Cruz, #3904	\$100.00	Don Ngo, #3826	\$70.00
Dale Cunningham, #3597	\$100.00	Cynthia Philyaw, #3853	\$100.00
Alfred Del Rosario, JM-5446	\$100.00	Eliseo Ramiscal, #3932	\$200.00
Randy Flores, #3962	\$50.00	Larry Santos, #3752	\$100.00
Arthur Galbreath, #3841	\$50.00	Edward Tokarz, #3770	\$360.00
Edgardo Guzman, #3905	\$190.00	Eeric White, #3925	\$1,200.00
Anthony Lefebre, #3750	\$110.00	Thomas White, #3972	\$20.00
Stuart Melendy, #3671	\$25.00		

Dues Paying Pensioners – End of 4th Quarter 2024:

Roger Brucks, #3468 (P-2758)	Pensioned 6/1/2014	San Francisco
Michael Carr, #3550 (P-2718)	Pensioned 5/1/2011	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/2014	Honolulu
Anthony DelaRosa, #3496 (P-2753)	Pensioned 1/1/2014	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/2005	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/2017	Seattle
David Madrid, #3591 (P-2816)	Pensioned 12/1/2020	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 7/1/2017	San Francisco
Eugene McKinney, #3719 (P-2845)	Pensioned 11/1/2024	San Francisco
Robert Richter #3521 (P-2779)	Pensioned 1/1/2017	San Francisco
Anthony Roberts, #3540 (P-2694)	Pensioned 4/1/2009	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/2014	San Francisco
Walter Washington, #3548 (P-2813)	Pensioned 5/1/2020	San Francisco

HONOLULU NOTES

Honolulu dispatched a total of 72 jobs in the month of December. There were 11 rotary, three reliefs, 27 Standby Electrician/Reefer and 31 Standby Wiper jobs called. The Honolulu registration list numbers 21 A-, three B-, and 11 C-seniority members.

December is always a very busy time of year for most, but we did take some time out to enjoy the Union holiday pic-

HONOR ROLL

Voluntary donation to General Treasury — December 2024:

Alfred Del Rosario, JM-5446.....\$100.00
Robert Baca, #3776..... \$200.00
Eeric White, #3925\$100.00
Randy Flores, #3962.....\$50.00
Joey Muller\$100.00

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

HOWZ SHIPPING?

December 2024			
San Francisco		Honolulu	
Electrician.....	1	Electrician/Reefer/Jr. Engineer.....	3
Electrician/Reefer/Jr. Engineer.....	1	Reefer/Electrician/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	3	Junior Engineer	3
Junior Engineer	3	Oiler	2
Oiler.....	5	Wiper	2
Wiper.....	4	Standby Electrician/Reefer	27
Standby Electrician/Reefer	14	Standby Wiper	31
Standby Wiper.....	4	TOTAL	72
TOTAL	35	Wilmington	
		No Report Submitted	

Seattle	
Electrician.....	3
Oiler.....	1
Wiper.....	5
Layup Mechanic.....	1
Standby Electrician/Reefer	6
Standby Wiper.....	1
TOTAL	17

POLITICAL ACTION FUND

Voluntary donations for December 2024:

Anthony Poplawski, #3596..... \$200.00
Jeffrey Baumgarten, #3745\$25.00
Walter Washington, P-2813\$100.00
Vicente Malabug, JM-5337\$30.00

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