



SIU President: End the Waiver!

Statement from David Heindel, President, Seafarers International Union

August 5, 2026

The Seafarers International Union strongly opposes any extension of the Jones Act waiver. The Administration justified the waiver as a temporary measure to increase petroleum supplies and lower fuel prices for American consumers. Months later, there is no credible evidence that the waiver has achieved its stated objective. Gasoline and petroleum prices have continued to fluctuate based on global market conditions, not because foreign-flag vessels were permitted to move cargo between U.S. ports.

What the waiver has accomplished is the transfer of American jobs and domestic cargoes to foreign ships employing low-wage crews operating under Flags of Convenience. It has also created a windfall for refiners, oil traders, and foreign vessel operators, while sidelining American mariners and U.S.-flag vessels that stand ready and able to perform this work.

The Jones Act is not an obstacle to affordable energy. It is a cornerstone of our nation's economic and national security. It sustains the skilled American workforce, ships, and maritime infrastructure that our military depends upon during times of war, national emergencies, and humanitarian crises. Undermining that capability for a policy that has failed to deliver meaningful benefits to consumers is both shortsighted and counterproductive.

If the Administration's goal is to reduce costs for American families, it should pursue policies that directly address market conditions—not continue a waiver that has enriched foreign shipping interests, including Chinese- and Russian-owned vessels, at the expense of American workers and our domestic maritime industry.

The time has come to allow the waiver to expire and restore the Jones Act protections that have served our nation for more than a century.

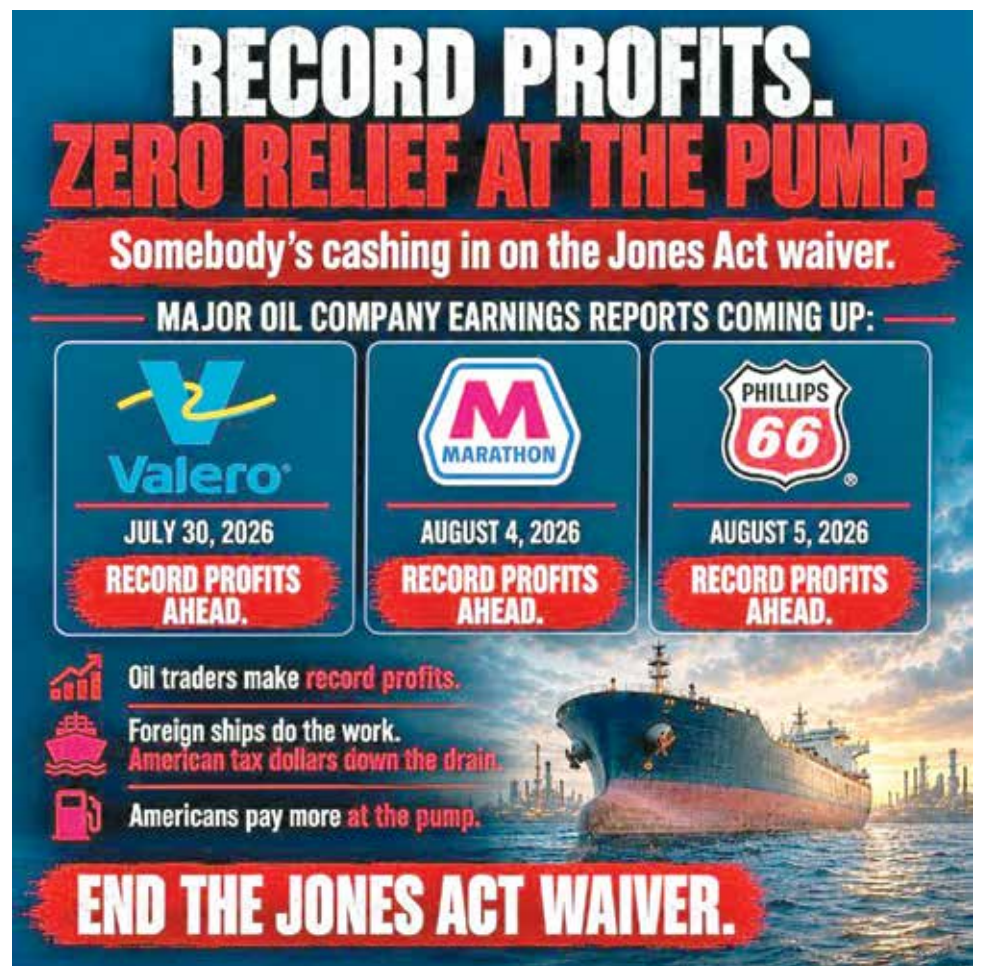
The only thing this waiver has lowered is the amount of work available for American mariners. It has been a bonanza for foreign shipping interests and energy traders — not for the American consumer. It's time to end the waiver and put American workers first.



San Francisco Business Agent Pat Gillette snapped this picture as he led the MFOW delegation at the July 5, 2026, Bloody Thursday Memorial Ceremony held at the ILWU hall in San Francisco.



Members of the Hawaii Ports Maritime Council attended a rally for Hawaii State Senator Jarrett Keohokalole, who is running for the seat in U.S. Congress (Hawaii District 1). Keohokalole is a staunch supporter of the Jones Act and American maritime jobs. Pictured from left to right are Patrick Max Weisbarth (SUP), Don Ngo (MFOW), Hazel Galbiso (SIU), Hawaii State Senator Jarrett Keohokalole, Randy Swindell (MM&P), Luke Kaili (MEBA), and Jason Bradshaw (HSTA).



HII signs \$900 million robotics deal to modernize U.S. Navy shipbuilding

America's largest military shipbuilder is making one of its biggest automation investments yet, announcing a performance-based agreement worth up to \$900 million aimed at bringing advanced AI-powered robotics into U.S. Navy ship production. Huntington Ingalls Industries (HII) has signed long-term agreements with Path Robotics and Gray-Matter Robotics to develop autonomous manufacturing systems capable of performing some of the most labor-intensive tasks involved in building warships. Rather than simply replacing existing production equipment, the partnership aims to create robotic systems that can adapt to the complexity and variability of naval shipbuilding. An industry where no two projects are exactly alike.

Unlike automotive manufacturing, where robots often repeat identical tasks on standardized production lines, shipbuilding presents a far greater engineering challenge. Large steel structures vary in size, shape, and assembly sequence, requiring extensive welding, grinding, blasting, painting, inspection, and structural assembly.

According to HII, the new initiative will use physical AI, combining robotics, sensors, machine vision, and autonomous decision-making, to enable machines to perform these tasks while adapting to changing production conditions. The companies say the goal is to develop automation capable of learning, improving, and operating in one of manufacturing's most demanding environments.

The agreement is structured differently from a conventional defense contract. Instead of immediately awarding production work, HII will make up to \$900 million in shipbuilding work available over the next seven years, provided both robotics companies achieve a series of predefined manufacturing, technology, and production milestones.

The first phase focuses on developing and qualifying autonomous production techniques that meet the stringent

quality requirements of U.S. Navy shipbuilding. These include robotic welding, grinding, blasting, painting, inspection, and fabrication processes, which will eventually be integrated into automated production lines. If those systems demonstrate acceptable cost, schedule, and quality performance, HII plans to begin outsourcing production work through the new manufacturing network.

Beyond introducing new technology, the program is intended to address a broader challenge facing the U.S. maritime industrial base: capacity. HII expects to outsource more than 2.5 million hours of shipbuilding work during 2026, representing a 30 percent increase compared with 2025. The company is also expanding its distributed manufacturing network, allowing more structural sections of ships to be fabricated outside its primary shipyards before final assembly. Initially, robotic production will focus on smaller steel structures before gradually expanding to larger units and complete modules used across multiple naval platforms.

According to HII, the automation technologies are being developed for use across a wide range of U.S. Navy programs, including aircraft carriers, nuclear-powered submarines, destroyers, amphibious assault ships, future frigates, and unmanned surface vessels. Because the systems are designed to work within HII's distributed manufacturing strategy, production could eventually be shared among multiple facilities rather than concentrated entirely at major shipyards.

The collaboration is part of HII's broader High-Yield Production Robotics (HYPR) initiative, which seeks to combine robotics, autonomous manufacturing, and industrial AI to improve efficiency while strengthening America's naval industrial base.

Modern naval shipbuilding remains one of the world's most labor-intensive manufacturing sectors, with skilled welding and fabrication workers in particularly high demand.

The Marine Fireman

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Ready Reserve Force Vessels – Patriot Contract Services

Effective July 27, 2026

(GTS Admiral Callaghan, MV Cornelius H Charlton, MV Cape Horn, MV Cape Orlando, MV Ralph R Pomeroy, MV William A Soderman, MV Travis E Watkins, MV Cape Victory, MV Cape Vincent, and MV George Watson)

FOS	Base Wage	Base Wage	Supplemental Wage	Penalty Rate	Overtime Rate	Money Purchase
Rating	Monthly	Daily	Daily	Hourly	Hourly	Daily
Electrician	\$7,553.61	\$251.79	\$146.04	\$31.04	\$54.76	\$30.00
Oiler	\$5,079.39	\$169.31	\$98.20	\$23.78	\$46.72	\$30.00
Wiper	\$4,496.54	\$149.88	\$86.93	\$18.20	\$27.94	\$30.00

ROS/RAV	Base Wage	Base Wage	Supplemental Wage	Overtime Rate	Money Purchase
Rating	Weekly	Daily	Daily	Hourly	Daily
Electrician	\$2,171.25	\$310.18	\$25.85	\$54.21	\$30.00
Oiler	\$1,684.55	\$240.65	\$20.05	\$46.28	\$30.00
Wiper	\$1,333.41	\$190.49	\$15.87	\$27.66	\$30.00

New San Francisco Bar Pilots station boat contract awarded

The San Francisco Bar Pilots Benevolent and Protective Association has awarded Freeland, Washington-based Nichols Brothers Boat Builders (NBBB) a contract to construct the organization’s next-generation station vessel boat. Designed by Glosten and measuring approximately 110 feet in length, the station vessel is being purpose-built to support the San Francisco Bar Pilots as they operate 24 hours a day, 365 days a year, safely guiding nearly every deep-draft commercial vessel entering and departing San Francisco Bay.

Designed for continuous offshore service, the boat incorporates modern accommodations, enhanced seakeeping characteristics, and the endurance necessary to support around-the-clock pilot operations in one of the busiest and most demanding maritime gateways in the United States. The Tier 4 diesel propulsion is designed to improve fuel efficiency, reduce emissions, and provide exceptional reliability while meeting California Air Resources Board emissions requirements.

Pilots board containerships, tankers, vehicle carriers, cruise ships, and other commercial vessels approximately 11 miles west of the Golden Gate Bridge before navigating them through more than 160 miles of waterways serving the ports of San Francisco, Oakland, Richmond, Stockton, Sacramento, and surrounding terminals. The new station vessel is designed to provide a modern offshore platform capable of supporting this vital mission for decades to come.

The project is the result of a collaborative effort between the

San Francisco Bar Pilots and an experienced team of maritime professionals. Glosten led the vessel design, bringing decades of expertise in commercial workboats, pilot vessels, and mission-specific marine platforms to develop a vessel tailored to the operational requirements of the bar pilots. Maritime Consulting Partners (MCP) is providing owner’s representation and project management services throughout the procurement and construction process, helping guide the project from concept through delivery while ensuring the owner’s objectives remain at the forefront.

Working closely with Glosten and MCP, Nichols Brothers Boat Builders will now transform the contract design into a fully engineered production package before beginning fabrication, assembly, outfitting, testing, and final delivery. The project continues a long-standing relationship between NBBB and Glosten, whose teams have successfully collaborated on numerous complex commercial and government vessel programs.



Last month, MFOW Honolulu Port Agent Don Ngo and retired Port Agent Mario Higa participated in the Hawaii State AFL-CIO Maritime Teacher Externship. The externship gives teachers insight into career opportunities within the maritime industry.

Marine Firemen’s Union Directory

www.mfoww.org

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2026 COPE Endorsement
Recommendations of the
PRE-GENERAL ELECTION
COPE CONVENTION

California Federation of Labor Unions, AFL-CIO
Oakland California
August 3, 2026



The Executive Council of the California Federation of Labor Unions met at the Oakland Marriott City Center in Oakland on August 3, 2026, to consider recommendations of candidates in a statewide general election on Tuesday, November 3, 2026 for California statewide constitutional offices, Board of Equalization and state ballot measures. The Executive Council also considered local central body recommendations for the election of candidates to the State Assembly, State Senate, and United States House of Representatives.

The following recommendations were approved by the California Labor Federation. There are no recommendations for endorsements for any other candidates of any party other than those listed below:

Statewide Constitutional Officers

Governor	-	Xavier Becerra (D)
Lt. Governor	-	Fiona Ma (D)
Secretary of State	-	Shirley Weber (D)
Attorney General	-	Rob Bonta (D)
Controller	-	Malia Cohen (D)
Treasurer	-	Eleni Kounalakis (D)
Insurance Commissioner	-	Jane Kim (D)
Superintendent of Public Instruction	-	Richard Barrera (D)
Board of Equalization, District 1	-	Nelson Esparza (D)
Board of Equalization, District 2	-	Sally Lieber (D)
Board of Equalization, District 3	-	Mike Gipson (D)
Board of Equalization, District 4	-	Tom Umberg (D)

United States Representatives in Congress

District	Candidate	District	Candidate
1	Mike McGuire (D)	27	George Whitesides (D)
2	Jared Huffman (D)	28	Judy Chu (D)
3	Ami Bera (D)	29	Luz Rivas (D)
4	Mike Thompson (D)	30	Laura Friedman (D)
5	Michael Masuda (D)	31	Gil Cisneros (D)
6	Richard Pan (D)	32	Brad Sherman (D)
7	No Recommendation	33	Pete Aguilar (D)
8	John Garamendi (D)	34	Jimmy Gomez (D)
9	Josh Harder (D)	35	Norma Torres (D)
10	Mark DeSaulnier (D)	36	Ted Lieu (D)
11	Connie Chan (D)	37	Sydney Kamlager (D)
12	Lateefah Simon (D)	38	Hilda Solis (D)
13	Adam Gray (D)	39	Mark Takano (D)
14	Aisha Wahab (D)	40	No Recommendation
15	Kevin Mullin (D)	41	Linda Sanchez (D)
16	No Recommendation	42	Robert Garcia (D)
17	Ro Khanna (D)	43	Maxine Waters (D)
18	Zoe Lofgren (D)	44	Nanette Barragan (D)
19	Jimmy Panetta (D)	45	Derek Tran (D)
20	No Recommendation	46	Lou Correa (D)
21	Jim Costa (D)	47	Dave Min (D)
22	Randy Villegas (D)	48	Marni von Wilpert (D)
23	No Recommendation	49	Mike Levin (D)
24	Salud Carbajal (D)	50	Scott Peters (D)
25	Raul Ruiz (D)	51	Sara Jacobs (D)
26	Jacqui Irwin (D)	52	Juan Vargas (D)

Statewide Ballot Measures

Proposition	Recommendation
1 - The Veterans and Affordable Housing Bond Act	SUPPORT
2 - Increases State's Rainy Day Fund	SUPPORT
3 - Funding for Schools by Extending Tax on High Incomes	SUPPORT
4 - Repeals Ban on Public Funding of Election Campaigns	SUPPORT
5 - Changes Recall Election Process for Statewide Officers	SUPPORT
37 - Creates Loan Program for Middle-Income New Home Buyers	No Recommendation
38 - Authorizes Bonds for Immunology Medical Research	No Recommendation
39 - Prohibits Citizens from Voting Unless They Present ID	OPPOSE
40 - Billionaire Wealth Tax Initiative	SUPPORT
41 - Requires Audits for New State Special Taxes	OPPOSE
42 - Prohibits New State Personal Property Taxes	OPPOSE
43 - Limits Voters' Ability to Raise Revenues for Local Services	OPPOSE
44 - Requires Community Clinics Spend 90% of Revenue on Services	SUPPORT
45 - Limits CEQA Environmental Review and Public Input	OPPOSE

California State Senate

District	Candidate	District	Candidate
2	Damon Connolly (D)	22	No Recommendation
4	Jaron Brandon (D)	24	John Erickson (D)
6	Sean Frame (D)	26	Sara Hernandez (D)
8	Angelique Ashby (D)	28	Lola Smallwood-Cuevas (D)
10	Scott Sakakihara (D)	30	Bob Archuleta (D)
12	Nathan Magsig (R)	32	Tiffanie Tate (D)
14	Esmeralda Soria (D)	34	Avelino Valencia (D)
16	Melissa Hurtado (D)	36	Chris Duncan (D)
18	Steve Padilla (D)	38	No Recommendation
20	Caroline Menjivar (D)	40	Mara Elliot (D)

California State Assembly

District	Candidate	District	Candidate
1	No Recommendation	41	John Harabedian (D)
2	Chris Rogers (D)	42	Deborah Klein Lopez (D)
3	No Recommendation	43	Celeste Rodriguez (D)
4	Cecilia Aguiar-Curry (D)	44	Nick Schultz (D)
5	No Recommendation	45	James Ramos (D)
6	Maggy Krell (D)	46	Jesse Gabriel (D)
7	Amy Slavensky (D)	47	Leila Namvar (D)
8	No Recommendation	48	No Recommendation
9	Heath Flora (R)	49	Mike Fong (D)
10	No Recommendation	50	Robert Garcia (D)
11	Lori Wilson (D)	51	Rick Chavez Zbur (D)
12	Jackie Elward (D)	52	Jessica Caloza (D)
13	Rhodesia Ransom (D)	53	Michelle Rodriguez (D)
14	No Recommendation	54	Mark Gonzalez (D)
15	No Recommendation	55	Isaac Bryan (D)
16	Rebecca Bauer-Kahan (D)	56	Lisa Calderon (D)
17	Matt Haney (D)	57	Sade Elhawary (D)
18	Mia Bonta (D)	58	Clarissa Cervantes (D)
19	Catherine Stefani (D)	59	Phillip Chen (R)
20	Liz Ortega (D)	60	Corey Jackson (D)
21	Diane Papan (D)	61	Tina McKinnor (D)
22	Juan Alanis (R)	62	Jose Solache (D)
23	No Recommendation	63	Kevin Akin (D)
24	Alex Lee (D)	64	No Recommendation
25	Ash Kalra (D)	65	Ayanna Davis (D)
26	Patrick Ahrens (D)	66	Paul Seo (D)
27	Brian Pacheco (D)	67	Mark Pulido (D)
28	Gail Pellerin (D)	68	No Recommendation
29	Robert Rivas (D)	69	Josh Lowenthal (D)
30	Dawn Addis (D)	70	No Recommendation
31	Annalisa Perea (D)	71	JJ Galvez (D)
32	No Recommendation	72	Chris Kluwe (D)
33	No Recommendation	73	Cottie Petrie-Norris (D)
34	No Recommendation	74	Laurie Davies (R)
35	Andrae Gonzalez (D)	75	No Recommendation
36	Ida Obeso-Martinez (D)	76	Darshana Patel (D)
37	Gregg Hart (D)	77	Tasha Boerner (D)
38	Steve Bennett (D)	78	Chris Ward (D)
39	Juan Carrillo (D)	79	LaShae Sharp-Collins (D)
40	Pilar Schiavo (D)	80	No Recommendation

Your Right to
Union Representation

"If this discussion could in any way lead to my being disciplined or terminated, or affect my personal working conditions, I respectfully request that my union representative, officer, or steward be present at the meeting. Without union representation, I choose not to answer questions."

This is your right under
the 1975 U.S. Supreme Court Weingarten Decision.

MFW
PRESIDENT'S
REPORT



Ready Reserve Force

In accordance with the MOU between Patriot Contract Services (PCS) and the SIU-PD, regarding the terms and conditions of employment for the operation and maintenance of U.S. Maritime Administration (MARAD) Ready Reserve Force (RRF) vessels, effective July 27, 2026, there was a six (6.0) percent total labor cost increase. This increase includes all wage and wage-related items and fringe benefit contributions.

The RRF vessels currently operated by PCS include the *GTS Admiral Callaghan*, *MV Cornelius H Charlton*, *MV Cape Horn*, *MV Cape Orlando*, *MV Ralph R Pomeroy*, *MV William A Soderman*, *MV Travis E Watkins*, *MV Cape Victory*, *MV Cape Vincent*, and *MV George Watson*.

In the near future, we anticipate that the *GTS Admiral Callaghan* will be scrapped; the *MV Cape Horn* will turnover to another ship operator; and the *USNS Red Cloud* will transition from Military Sealift Command to MARAD RRF.

MFW Welfare Fund

As a follow-up to last month’s discussion on health care renewals, the following renewals have been approved by the plan trustees:

HealthNet PPO — HealthNet originally proposed a 4.7 percent increase in monthly premiums effective October 1, 2026. This has been negotiated to a rate pass (zero percent increase), resulting in annual savings of \$24,000 versus the initial renewal.

Stop Loss — The stop loss coverage provider for dependent health care - Anthem/WellPoint — originally proposed an 8.5 percent increase effective September 1, 2026, at the current deductible. This has been negotiated to a 5.0 percent increase, resulting in annual savings of \$18,000 versus the initial renewal.

Jones Act Waiver

On August 3, the Union received an American Maritime Partnership update on the ongoing Jones Act waiver. As the White House considers whether to extend the waiver beyond August 16, the public record now supports allowing the waiver to lapse. MARAD data, independent economic analysis, and recent reporting point in the same direction: the waiver has not delivered meaningful consumer relief, has moved routine domestic commerce onto foreign vessels, has introduced China- and Russia-linked national-security concerns, and has created uncertainty for the U.S. maritime industrial base.

The available public record still does not show the required explanation that the waiver was necessary in the interest of national defense to address an immediate adverse effect on military operations, nor does it show that qualified U.S.-flag capacity was insufficient. That process gap has become more significant as MARAD’s own public reports show routine commercial movements, including voyages for which the national defense justification is listed as “not applicable.”

A new independent study by PricewaterhouseCoopers (PwC), prepared for the Transportation Institute, put hard numbers on what a sustained waiver would cost the country—documenting billions in domestic economic exposure across tax revenue, jobs, shipbuilding, and investment even as the waiver delivers no measurable consumer benefit.

At the upper end of its scenario range, a long-term waiver places up to \$26.5 billion in ten-year domestic shipbuilding demand at risk, up to 133,700 total jobs and \$12.2 billion in annual labor income, up to \$1.8 billion in annual federal, state, and local tax revenue, and up to \$2.6 billion in annual maritime capital investment delayed, reduced, or redirected.

The results of the study are clear: the waiver undercuts the very industrial base the Administration’s Maritime Action Plan seeks to rebuild. A rebuilding strategy runs on predictable domestic demand; a sustained waiver shifts that demand to foreign vessels, operators, and crews at precisely the moment the plan seeks to grow it.

California Labor Federation

On August 4, in Oakland, attended the California Federation of Labor, AFL-CIO 2026 Biennial Convention to decide labor’s statewide endorsements of state offices, legislature, and U.S. Congress, as well as ballot measures for the 2026 general election. The Federation endorsements will be printed in the August issue of *The Marine Fireman*.

VICE PRESIDENT'S REPORT

Deaths: The following death was reported since the last meeting: Francisco Lazara, #3725.

There were 36 registrants dispatched in the month of July: 17 in Class A, five in Class B, nine in Class C and five Non-Seniority.

There are 34 members registered: 16 in Class A, nine in Class B, and nine in Class C.

Fraternally,

Robert Baca Vice President



Mayor Barbara Lee welcomed the delegates of the California Federation of Labor, AFL-CIO 2026 Biennial Convention to the City of Oakland.

BUSINESS AGENT'S REPORT

Brothers and Sisters:

During July, the San Francisco Branch continued working to fill vessel assignments, coordinate reliefs, and address the documentation requirements affecting government-contracted employment. This month also brought an opportunity to remember our labor history and, sadly, to recognize the unexpected loss of a respected member of our Union.

On Sunday, July 5, I attended the annual Bloody Thursday commemoration honoring the workers who sacrificed their lives during the 1934 West Coast maritime strike. Bloody Thursday remains one of the defining events in San Francisco labor history. On July 5, 1934, employers attempted to reopen the Port of San Francisco by moving cargo with strikebreakers under police protection. Police used tear gas, clubs, and gunfire against the striking workers and their supporters. Howard Sperry, a long-shoreman and World War I veteran, and Nick Bordoise, a union cook and strike supporter, were shot and killed. At least 100 other workers and supporters were injured.

The deaths of Sperry and Bordoise brought greater public attention to the workers’ cause. Their funeral procession drew approximately 40,000 people, and the events of Bloody Thursday contributed to the San Francisco General Strike that followed. The eventual settlement helped establish coastwide bargaining and union hiring halls, replacing employer-controlled practices such as the shape-up system, company-sponsored unions, and so-called “fink halls.” This permanently changed maritime employment on the West Coast.

For San Francisco, Bloody Thursday represents a turning point in the history of the waterfront and the city’s labor movement. For the Marine Firemen’s Union, it reminds us that the rights we exercise through our hiring halls, contracts, dispatch procedures, and collective representation were built through organization and sacrifice. Maritime unions do not succeed in isolation. Our strength has always depended upon workers from different crafts standing together when their livelihoods and collective rights are threatened.

We honor those who came before us by protecting the institutions they built, participating in our Union, meeting our responsibilities, and supporting our fellow members. That responsibility to remember and uphold the standards of those who came before us was made especially personal this month by the unexpected death of Brother Frank Lazarra.

Frank was an energetic and highly respected member of the Marine Firemen’s Union who worked for many years as an electrician. His loss will be deeply felt by his family, friends, shipmates,

and fellow members. I did not have the opportunity to sail with Frank, but I met and spoke with him many times at our union halls. Through those conversations, I learned a great deal about the Union, its members, and its history. Frank carried himself in a manner that immediately showed he was someone worthy of respect.

His energy, knowledge, manner, and demeanor provided an example of what it means to be a Marine Firemen’s Union member. He understood that union membership is more than holding a book or receiving a dispatch. It includes professionalism aboard ship, respect for fellow members, participation in the Union, and responsibility for the reputation we leave to those who follow us.

Frank was someone members could look up to, and I believe we should attempt to follow his example. On behalf of the San Francisco Branch, I extend our sincere condolences to everyone who knew and cared for him.

Turning to vessel activity and dispatch, the *USNS Dahl* completed its shipyard period and called for a full Full Operating Status crew. The jobs were dispatched for members to begin work on **July 27, 2026**. Returning the vessel to Full Operating Status creates additional employment opportunities, but it also requires qualified members who are prepared to report with all required credentials and documentation.

At the same time, the *USNS Watkins* entered Reduced Operating Status. Jobs associated with the Watkins will now be subject to first call through the Seattle Branch in accordance with the applicable shipping procedures.

Government-contracted jobs continue to reach the open board, often because qualified members are not fully prepared for the required processing. We are placing regular relief jobs on the board approximately one month in advance, so Patriot Contract Services has time to complete medical reviews, verify credentials and vaccinations, arrange travel, and satisfy vessel-specific requirements.

Members seeking this work must keep their MMC, STCW medical certificate, TWIC, passport, endorsements, training certificates, vaccinations, and all other required documents current and readily available. Do not wait until a job is called to discover that a document has expired or will expire within the next six months. Check your documents now and renew them early.

In closing, all members should take time to learn our past, take time to know your fellow members as today should never be taken for granted, and be sure to check your documents so you can ship without delay.

Fraternally,
Patrick Gillette, SFBA

Active MFW members

Retain your Welfare Fund eligibility.

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

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

Ships of the United States Department of Transportation's

MARITIME ADMINISTRATION

National Defense Reserve Fleet



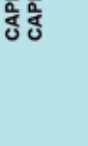
READY RESERVE FORCE

Roll-On / Roll-Off Ships (38)

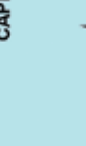
 Length – 694 Feet, Beam – 92 Feet
Displacement – 26,537 Tons, Deadweight – 13,376 Tons
Military Useful Capacity – 141,843 sq ft
GTS ADM WILLIAM CALLAGHAN

 Length – 623 Feet, Beam – 106 Feet
Displacement – 21,397 Tons, Deadweight – 19,860 Tons
Military Useful Capacity – 216,172 sq ft
CAPE CORTES

 Length – 680 Feet, Beam – 97 Feet
Displacement – 34,617 Tons, Deadweight – 21,397 Tons
Military Useful Capacity – 167,399 sq ft
CAPE D
CAPE DECISION
CAPE DOMINGO
CAPE DOUGLAS
CAPE DUCATO

 Length – 750 Feet, Beam – 106 Feet
Displacement – 51,829 Tons, Deadweight – 31,929 Tons
Military Useful Capacity – 180,478 sq ft
CAPE H
CAPE HENRY
CAPE HORN
CAPE HUDSON

 Length – 784 Feet, Beam – 123 Feet
Displacement – 21,397 Tons, Deadweight – 45,200 Tons
Military Useful Capacity – 220,593 sq ft
CAPE S
CAPE SABLE
CAPE SAN JUAN
CAPE STARR

 Length – 634 Feet, Beam – 89 Feet
Displacement – 24,555 Tons, Deadweight – 46,868 Tons
Military Useful Capacity – 116,004 sq ft
CAPE T
CAPE TAYLOR
CAPE TEXAS
CAPE TRINITY
Military Useful Capacity – 117,854 sq ft

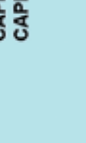
 Length – 695 Feet, Beam – 102 Feet
Displacement – 36,027 Tons, Deadweight – 19,955 Tons
Military Useful Capacity – 148,665 sq ft
CAPE I
CAPE ISABEL
CAPE ISLAND

 Length – 696 Feet, Beam – 106 Feet
Displacement – 44,466 Tons, Deadweight – 28,748 Tons
Military Useful Capacity – 146,895 sq ft
CAPE K
CAPE KENNEDY
CAPE KNOX

 Length – 635 Feet, Beam – 92 Feet
Displacement – 32,799 Tons, Deadweight – 20,640 Tons
Military Useful Capacity – 104,672 sq ft
CAPE O
CAPE ORLANDO

 Length – 648 Feet, Beam – 106 Feet
Displacement – 35,369 Tons, Deadweight – 22,830 Tons
Military Useful Capacity – 176,313 sq ft
CAPE R
CAPE RACE
CAPE RISE

 Length – 950 Feet, Beam – 106 Feet
Displacement – 69,968 Tons, Deadweight – 36,826 Tons
Military Useful Capacity – 392,620 sq ft
WATSON CLASS
GEORGE WATSON
CORNELIUS H CHARLTON
RALPH E POMEROY
WILLIAM A SODERMAN
TRAVIS E WATKINS

 Length – 855 Feet, Beam – 106 Feet
Displacement – 59,803 Tons, Deadweight – 23,990 Tons
Military Useful Capacity – 321,831 sq ft
GORDON CLASS
CHARLES L GILLILAND
GARY I GORDON

 Length – 632 Feet, Beam – 87 Feet
Displacement – 30,644 Tons, Deadweight – 20,063 Tons
Military Useful Capacity – 133,409 sq ft
CAPE V
CAPE VICTORY
CAPE VINCENT

 Length – 689 Feet, Beam – 76 Feet
Displacement – 31,500 Tons, Deadweight – 16,175 Tons
Military Useful Capacity – 17,013 sq ft / 480 ammo TEU;
605 non-ammo TEU
KEYSTONE STATE
GEM STATE

 Length – 610 Feet, Beam – 78 Feet
Displacement – 26,670 Tons, Deadweight – 12,911 Tons
Military Useful Capacity – 20,413 sq ft / 519 ammo TEU;
711 non-ammo TEU
GOPHER STATE
CORNHUSKER STATE

 Length – 602 Feet, Beam – 90 Feet
Displacement – 27,980 Tons, Deadweight – 15,694 Tons
WRIGHT
CURTISS

 Length – 949 Feet, Beam – 108 Feet
Displacement – 67,513 Tons, Deadweight – 34,377 Tons
Military Useful Capacity – 387,662 sq ft
BOB HOPE CLASS
BOB HOPE
FISHER
LEROY A MENDONCA
NELSON V BRITTIN
ROY P BENAVIDEZ

 Length – 849 Feet, Beam – 108 Feet
Displacement – 67,513 Tons, Deadweight – 34,377 Tons
Military Useful Capacity – 387,662 sq ft
BOB HOPE CLASS
BOB HOPE
FISHER
LEROY A MENDONCA
NELSON V BRITTIN
ROY P BENAVIDEZ

Auxiliary Crane Ships (4)

 Length – 689 Feet, Beam – 76 Feet
Displacement – 31,500 Tons, Deadweight – 16,175 Tons
Military Useful Capacity – 17,013 sq ft / 480 ammo TEU;
605 non-ammo TEU
KEYSTONE STATE
GEM STATE

 Length – 610 Feet, Beam – 78 Feet
Displacement – 26,670 Tons, Deadweight – 12,911 Tons
Military Useful Capacity – 20,413 sq ft / 519 ammo TEU;
711 non-ammo TEU
GOPHER STATE
CORNHUSKER STATE

Aviation Maintenance Ships (2)

 Length – 602 Feet, Beam – 90 Feet
Displacement – 27,980 Tons, Deadweight – 15,694 Tons
WRIGHT
CURTISS



National Security
Multi-mission Vessel (3)

 Length – 525 Feet, Beam – 88 Feet
Displacement – 8,487 Tons, Deadweight – 30,841 Tons
RO-RO Capacity – 10,656 sq ft and 60 TEU
EMPIRE STATE
PATRIOT STATE
STATE OF MAINE
LONE STAR STATE (under construction)
GOLDEN STATE (under construction)

Training Ships (4)

 Length – 500 Feet, Beam – 72 Feet
Displacement – 22,792 Tons, Deadweight – 13,499 Tons
TS GOLDEN BEAR

 Length – 224 Feet, Beam – 43 Feet
Displacement – 2,285 Tons, Deadweight – 2,280 Tons
TS STATE OF MICHIGAN

 Length – 176 Feet, Beam – 37 Feet
Displacement – 1,052 Tons, Deadweight – 592 Tons
TV KINGS POINTER
TV FREEDOM STAR

SPECIAL MISSION

Missile Range
Instrumentation Ships (2)

 Length – 393 Feet, Beam – 54 Feet
Displacement – 5,207 Tons, Deadweight – 1,315 Tons
PACIFIC COLLECTOR

 Length – 666 Feet, Beam – 75 Feet
Displacement – 27,898 Tons, Deadweight – 11,758 Tons
PACIFIC TRACKER

MARINE FIREMEN’S UNION TRAINING PROGRAM — 2026

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

(a) Eligible participants are MFOW members who:

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

(b) Non-seniority applicants:

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

Maritime Institute

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

Military Sealift Command (MSC) Government Vessels Course

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

August 10-13

September 14-17

October 12-15

Military Sealift Command (MSC) Readiness Refresher

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

October 29-30

December 10-11

Basic IGF Code

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

September 21-22

October 26-27,

November 16-17

IECEEx CoPC Certification

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

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

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

September 14-18

November 2-6

QMED Oiler, Boiler Technician/Watertender

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

September 8-October 2

October 12-November 6

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 5-9

November 9-13

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 14-October 23

STCW Able Seafarer-Engine

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

October 19-23

December 7-11

High Voltage Safety

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

September 7-11

October 26-30

November 16-20

Additional Courses

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: October 5-23

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

STCW Able Seafarer-Engine: *Returning in 2027*

STCW Basic Training Revalidation

The BT Revalidation course is designed for personnel who have previously completed a 40-hour Basic Training course and have at least one year of approved Sea Service within the last five years.

Maritime Institute, San Diego, CA: September 4, September 18, October 2, October 23, October 30

Maritime Institute, Honolulu, HI: September 4, October 9, December 4

Maritime Institute, Everett, WA: July 20, August 24, September 28, October 15

Cal Maritime Academy, Vallejo, CA: September 9-10, October 6-7, November 18-19

MITAGS-PMI, Seattle, WA: August 31-September 1, October 17-18, November 12-13, December 7-8

STCW Basic Training Refresher (three days)

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

Maritime Institute, San Diego, CA: August 19-21, September 9-11

Maritime Institute, Everett, WA: August 5-7

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

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

HOWZ SHIPPING?

July 2026

San Francisco		Honolulu	
Electrician.....	1	Electrician/Reefer/Jr. Engineer.....	3
Electrician/Reefer/Jr. Engineer.....	2	Junior Engineer	8
Reefer/Electrician/Jr. Engineer.....	3	Wiper.....	1
Oiler	5	Standby Electrician/Reefer	23
Standby Electrician/Reefer	15	Standby Junior Engineer	3
Standby Wiper.....	10	Standby Wiper	29
TOTAL	36	TOTAL	67
Seattle		Wilmington	
Electrician/Reefer/Jr. Engineer.....	2	Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	2	Reefer/Electrician/Jr. Engineer.....	3
TOTAL	4	Junior Engineer	2
		Oiler	3
		Wiper	2
		Shore Mechanic.....	12
		Standby Electrician/Reefer	23
		Standby Junior Engineer	1
		Standby Wiper	23
		TOTAL	72

Halls to close

Labor Day — The MFOW hiring halls will be closed Monday, September 7, 2026, in observance of Labor Day, which is a contract holiday.

Port of Oakland and TraPac celebrate new electric cranes

The first European-built ship-to-shore cranes ever delivered to a U.S. West Coast port are now fully operational. Manufactured by Liebherr in Ireland, the cranes arrived in sections in January 2026 and were assembled on-site at the Port of Oakland's TraPac Terminal by Pacific Crane Maintenance Company using ILWU union labor.

Rising more than 440 feet, roughly the height of a 40-story building, the cranes quickly transformed the Oakland skyline. Their boom arms were added to extend their reach, and both units were on the rails and ready for commissioning. On July 7, the Port of Oakland and TraPac celebrated the commissioning of the first two of four new electric Liebherr ship-to-shore cranes at TraPac's Oakland terminal.

For TraPac, this project represents much more than the arrival of new equipment. It's an investment in the future of the terminal and the Port of Oakland. The cranes give the terminal the ability to service the largest container vessels operating today. That means greater cargo capacity, improved efficiency, faster vessel turnaround, and a stronger gateway for global trade. Greater energy efficiency means a lower carbon footprint per lift and supports cleaner air for the communities surrounding the Port of Oakland, including the neighborhoods of West Oakland that are closest to port

operations. The cranes also strengthen the Port of Oakland's role as one of the West Coast's premier gateways for refrigerated and agricultural cargo.

The impact extends beyond terminal operations. The Port of Oakland supports tens of thousands of jobs across California and serves as a critical link in the global supply chain. The construction and assembly of these cranes alone generated approximately 2,100 jobs, all performed by skilled ILWU labor.

Through this investment in infrastructure built for the future, TraPac is helping ensure that the Port of Oakland remains competitive, resilient, and ready to meet the demands of global trade for years to come. The new cranes stand as a symbol of what's possible when innovation, investment, and partnership come together to build for the future.

Two more Liebherr electric cranes are currently under construction at TraPac Terminal and are expected to be operational in Fall 2026.

TraPac Cranes – By the Numbers

- 4 new cranes – Two are now in service, with two more under assembly.
- 440-plus feet tall – the tallest cranes on the Oakland waterfront.
- 24 container rows – Designed to reach across a vessel nearly 200 feet wide.
- 11 containers high – Able to work container stacks up to 11 high on deck.
- 100% electric – Powered entirely by electricity.



An aerial view of the Jose D. Leon Guerrero Commercial Port of Guam, which falls under the guidance of the Port Authority of Guam.

Port of Guam receives \$12.85 million for fuel infrastructure projects

Some \$12.85 million has been awarded to the Port Authority of Guam for fuel infrastructure improvement projects on the island. According to the port, the Department of Transportation, through its Better Utilizing Investments to Leverage Development Grant program, awarded the funding for a series of improvements, that include the construction of three 10-inch fuel pipelines connecting the Port's F1 and Golf fuel piers.

The project will strengthen the resilience of Guam's commercial and military fuel receiving infrastructure, enhance the island's energy security, and improve operational flexibility during emergencies and planned infrastructure rehabilitation. Currently, the F1 pier serves as the island's only operational commercial and military fuel receiving facility. The Golf Fuel Pier has been inoperable following Typhoon Mawar. Once restored, it would enable fuel transfer between the two fuel piers.

Strong peak demand pumps trans-Pacific container rates

After what was seen as a tariffs-chasing early peak season, the trans-Pacific market is showing early signs of stronger demand. Asia-U.S. West Coast prices decreased one percent to \$6,129 per forty-foot equivalent unit (FEU) in the latest week's Baltic Index from Freightos. Asia-U.S. East Coast prices stayed level at \$9,012 per FEU. The early late May-early July peak season boosted rates on east-west routes as shippers frontloaded against looming tariff deadlines.

On the trans-Pacific, East Coast rates have been stable at their peak level of about \$9,000 per FEU since early July. West Coast rates reached a peak of more than \$7,500 per FEU in early

Furthermore, the engineering assessments have identified "significant structural deterioration" at F1 Pier.

Prior to this award, the port received \$4.8 million though the Office of Local Defense Community Cooperation for structural and safety improvement to the F1 Pier, extending its operational life and functionality while it works on a long-term solution.

"This award represents another significant federal investment in Guam's critical port infrastructure," said a port spokesperson. "While the Port Authority is not in the fuel business, we are responsible for maintaining the maritime infrastructure that supports Guam's commercial and military fuel receiving capability. This project strengthens that infrastructure by creating the operational flexibility and redundancy needed to support uninterrupted fuel transfer operations during emergencies, planned rehabilitation, and future growth."

July and through the last week of July had eased about 20 percent to around \$6,000 per FEU.

But West Coast daily rates jumped back above \$7,000 per FEU on August 1.

The National Retail Federation estimated that demand in August would be well below July levels. But steady East Coast rates together with some forwarder reports of surprisingly strong demand and this recent West Coast rate bump may indicate that peak season strength is lasting longer than anticipated on the trans-Pacific. Other analysts cite unexpectedly low inventory levels and stronger than anticipated consumer demand for helping push up rates.

Long Beach clean truck fund's year five priority

Year five of the Port of Long Beach's Clean Truck Fund (CTF) program to support and accelerate the drayage fleet's transition to zero-emission (ZE) trucks reflects a new spending priority: helping existing ZE trucks serving the Port stay in business. The Zero-Emission Truck Early Leaders Award Program is the first operating incentive in the port's growing toolbox. Approved in June by the Long Beach Board of Harbor Commissioners, the program offers a one-time payment to trucking companies who were the first to adopt and deploy ZE trucks in port service and who continue their use through the end of 2026.

Since launching the CTF Rate April 1, 2022, the port has collected \$155.7 million over the first four full years of the program. To date, the port has committed more than \$100 million to helping operators purchase clean trucks, installing ZE charging and fueling infrastructure, and supporting technology demonstration projects that further the adoption of ZE trucks. Applications for another \$60 million are under consideration for approvals between now and early 2027. The revenue comes from \$10 for each loaded twenty-foot equivalent (TEU) container hauled by trucks with an internal combustion engine, typically diesel, to and from port terminals. ZE trucks are permanently

exempt. Cargo owners pay the rate. The Port of Los Angeles has a similar program, and each port has its own rules giving temporary exemptions for cargo hauled by trucks with lower nitrogen oxide emissions.

During June 2026, 667 ZE trucks called at the Port of Long Beach. The number represents nearly four percent of the more than 17,500 drayage trucks with access to San Pedro Bay port terminals. Of these ZE trucks, 561 are battery-electric and 106 are hydrogen fuel cell models.

Depending on the model, the purchase price of a new ZE truck can be three to five times higher than the cost of a new diesel model. And, like the trucks they are replacing, the ZE models require maintenance and repair as they age.

Staff from the port's Environmental Planning, Tenant Services and Operations, and Business Development divisions are working with licensed motor carriers, the Harbor Trucking Association (HTA), infrastructure developers, marine terminal operators, environmental justice and community groups, and other stakeholders to develop additional operating incentives. Ideas include a per-trip reward, priority gate access, and promoting fleets and cargo owners who use ZE trucks on the port's website.

Large ship repair fades into San Francisco history

The Port of San Francisco has directed global engineering firm GHD to draft a demolition plan for two prominent ship repair structures – Eureka Drydock and Drydock Number Two – at Piers 68-70. GHD, an Australia-headquartered multinational specializing in environmental and engineering solutions, will oversee the decommissioning strategy for the waterfront site.

Eureka Drydock is 570 feet. Drydock Number Two, also known as DD2, is 900 feet, larger than any of the port's piers and bigger than the Ferry Building. Pollock-Stockton Shipbuilding erected Eureka in 1945. Bethlehem Steel Corporation built DD2 in 1970. The long-inactive drydocks were determined to be unrepairable after suffering catastrophic structural damage during severe storms last November.

The port originally shuttered the facilities in 2017. Severe weather worsened fractures and opened new tears in the metal hulls, which triggered uncontrolled flooding inside Drydock No. 2, causing the colossal steel structure

to take on water and dangerously list to one side. The Port expects initial plans to be completed by next March, with a contract for demolition work tendered the second half of 2027.

Demolition signals the end of an era of large-scale commercial ship repair on the southeastern waterfront. A resilient pocket of downscaled maritime industrial work still survives at San Francisco Boatworks adjacent to Crane Cove Park.

The drydocks were not initially owned or operated by the port, but by a tenant, BAE Systems. BAE Systems operated both drydocks until 2016 when BAE Systems San Francisco Ship Repair, Inc. sold their right to operate the yard to Puglia Engineering, Inc. Shortly after the acquisition closed, Puglia sued BAE Systems, claiming the company committed fraud by hiding the drydocks' true condition and masking the need for shipyard dredging. Following the legal fallout, the port issued multiple solicitations for a new operator in 2017 and 2018 but received no credible bids.

WILMINGTON NOTES

HONOLULU NOTES

I attended the American Merchant Marine Veteran’s Memorial committee meeting on July 8, and hosted the Los Angeles/Long Beach Harbor Labor Coalition Labor Day Parade committee meeting on July 9.

When a guy walks in and says they’re ready to ship out or throws in for a job, I expect their documents to be current. The time and resources to put together the certificates and information to respond to a job order takes about 30-40 minutes. That time is lost when documents are missing and/or expired. Don’t be that guy.

Port of Los Angeles signs MOU to evaluate future of Vincent Thomas Bridge

The Port of Los Angeles, the California State Transportation Agency and the California Department of Transportation have signed a Memorandum of Understanding (MOU) launching a planning partnership to evaluate long-term options for replacing or modifying the Vincent Thomas Bridge. The agreement initiates what officials describe as a once-in-a-generation planning effort to strengthen safety, sustainability and freight mobility while ensuring the Port of Los Angeles remains competitive as global trade evolves.

The MOU establishes a roadmap for the three parties to evaluate replacement or modification concepts through the Caltrans project development process, covering preliminary engineering, environmental studies and technical evaluation of potential alternatives. Subject to approval by the Los Angeles Board of Harbor Commissioners, the Port will contribute \$5 million to fund this preliminary work.

Completed in 1963, the Vincent Thomas Bridge connects San Pedro and Terminal Island while spanning the port’s main navigation channel.

I’m at a loss for words of the passing of Francisco Lazzara, #3725. Brother Lazzara was a good shipmate and a true union brother. He would definitely brighten the hall when he was looking to ship out.

Job numbers have plateaued from the previous month. The Wilmington registration list, as it stood on July 31, was 30 A-, 16 B-, and 30 C-seniority members.

Respectfully,
Pasquale “Mike” Gazillo
Port Agent

The Honolulu Hall maintained a steady number of jobs throughout the month of July. It was a solid month for regular work, including three Electricians, eight Junior Engineers, and one Oiler. Standby work also remained strong, with 23 Standby Electrician/Refrigerating Engineers, three Standby Junior Engineers, and 29 Standby Wipers. The current Honolulu registration list consists of 22 A-, four B-, and 13 C-seniority members.

During July 2026, I represented the MFOW through industry outreach, labor activities, political engagement, and maritime education. I participated in one day of the two-day Hawaii State AFL-CIO Maritime Teacher Externship, while retired Honolulu Port Agent Mario Higa represented the MFOW during both days of the program. The externship included participation from the Marimed Foundation, SIU, MEBA, IBU, Hawaii Harbor Pilots, and Sause Bros.

During my participation, teachers toured Honolulu Harbor aboard a Hawaii Harbor Pilots boat, where they observed the container terminals, shipyard, commercial fishing harbor, and other waterfront facilities. The group also toured a Sause Bros. tugboat. On the second day, participants visited Matson’s facilities and boarded the MV Manoa, where they learned about vessel operations, cargo handling, shipboard life, and career opportunities within the maritime industry.

I also attended the 22nd Annual Salute to the U.S. Coast Guard Dinner at the Hoiokupu Center with members of the Honolulu Port Maritime Council. I would like to thank Luke Kiley (MEBA)

for the invitation and Mario Higa for attending and representing MFOW.

Additionally, I attended the Democratic Party rally supporting Jarrett Keohokalole for Congress, where the importance of protecting the Jones Act and supporting Hawaii’s maritime workforce was discussed. I also participated in the Hawaii State AFL-CIO COPE Committee meeting via Zoom to remain engaged on labor and legislative issues affecting our membership.

I would like to extend my sincere appreciation to Guy Kepaa for covering the Honolulu Port Agent’s office while I attended these events, ensuring uninterrupted service to our membership.

Member Reminder — When your assignment aboard a vessel has ended, please take the time to leave your cabin clean and in good condition, including the toilet and shower area. As everyone knows, joining a vessel can sometimes be a lengthy process. It is frustrating for relief personnel to arrive after a long trip only to find a dirty cabin. Taking a few extra minutes to clean before signing off demonstrates professionalism, courtesy, and respect for your fellow union brothers and sisters.

Overall, July was a productive month focused on maintaining steady employment opportunities, promoting maritime careers, strengthening relationships with labor and industry partners, advocating for the Jones Act, supporting maritime education, recognizing the service of the United States Coast Guard, and proudly representing the MFOW throughout Hawaii.

Mahalo and aloha from Hawaii,
Don Ngo, Port Agent

Regular membership meeting dates 2026

September	2	S. F. Headquarters
	8	Honolulu
	9	Wilmington
October	7	S. F. Headquarters
	13	Honolulu
	14	Wilmington
November	4	S. F. Headquarters
	10	Honolulu
	12	Wilmington
December	2	S. F. Headquarters
	8	Honolulu
	9	Wilmington

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

HONOR ROLL

Voluntary donation to General Treasury —Julye 2026:
Edgardo Guzman, #3905 \$100.00
Marcos Almazan, JM-4933..... \$500.00
Eric White, #3925 \$100.00
Petar Todorov, JM+5370 \$50.00
Alfred Del Rosario, JM-5446.. \$200.00
Theo Price-Moku, #3975..... \$50.00
Anthony Hicks, JM-5269.....\$5.00

POLITICAL ACTION FUND

Voluntary donations for July 2026:
Judith Moore, in Memory of Jerry Kimball, P-2543.....\$1,000.00
Theo Price-Moku, #3975..... \$50.00

SEATTLE NOTES

During the month of July Seattle shipped two ERJs, one REJ, one DJR, and eight Standby Reefer/Electricians. Seattle currently has seven A-, three B-, and three C-seniority members registered for shipping. The MV RJ Pfeiffer is shifting up to the Alaska run in August and hopefully that will help to alleviate the standby desert we have been experiencing in Seattle.

Seattle continues a full regiment of meetings with elected representatives to ensure our interests and concerns

are always at the forefront of Maritime policy decisions. All but one candidate endorsed by the Seattle – Port Serviced won their primaries. This could be a big year for maritime at the general election, good or bad, so research who you are voting for and be sure they have a positive stance on the Jones Act. Vote for our industries future and stability.

Faternally,
Brendon Bohannon,
Representative

FINISHED WITH ENGINES



Francisco Lazzara, #3725.
Born October 7, 1956, California. Joined MFOW December 29, 1990. Died July 12, 2026, Camas, Washington.

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Andrew Macadaan	3908	SIU PD Only, Reduced H & W	15.240	7/1/2026

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