



## Trump signs executive order to strengthen U.S. shipbuilding

On April 9, U.S. President Donald Trump signed an executive order containing new measures to support U.S. shipbuilding, centered on a new "Maritime Action Plan." The order was prepared primarily by the National Security Council staff and National Security Advisor Mike Waltz. A copy of the final order includes the following measures:

- Directs the creation of a Maritime Action Plan (MAP) to revitalize U.S. maritime industries.
- Directs the United States Trade Representative (USTR) to make recommendations about China's anti-competitive shipbuilding policies, and to consider tariffs on Chinese-built cargo cranes.
- Directs Customs and Border Protection to charge the U.S. Harbor Maintenance Fee on all foreign cargoes that arrive in ports in Mexico or Canada and then enter the United States via land, plus a 10 percent service charge.
- Directs the Department of Transportation and Office of Management and Budget to propose a Maritime Security Trust Fund for U.S. shipping, funded by tariffs, fines, fees or other dedicated revenue streams.
- Directs the Department of Transportation to write a legislative proposal for a Shipbuilding Financial

Incentives Program, which would supplement or replace the Small Shipyard Grant Program and the Federal Ship Financing (Title XI) Program.

- Directs multiple agencies to draft a legislative proposal for "national maritime scholarships" to send maritime experts abroad to learn "cutting edge techniques and subjects."
- Directs multiple agencies to propose a Maritime Prosperity Zone system to incentivize investment in waterfront communities.
- Directs the Department of Transportation to take action on U.S. Merchant Marine Academy repairs and long-range infrastructure budgeting, in conjunction with the Department of Government Efficiency.
- Directs a review of federal shipbuilding procurement, aiming to "identify for elimination excessive requirements, including the number of government reviews and onerous regulations."
- Directs a review of cargo preference rates and whether they could be increased to support U.S.-flagged shipping.
- Directs the Departments of Defense, Transportation (MARAD) and Homeland Security (Coast Guard) to identify maritime regulations for elimination.

*Continued on page 8*

## POLB unveils 10-year capital improvement program

Over the next decade, the Port of Long Beach, California plans to invest more than \$3.2 billion in capital projects that drive efficiency and make cargo operations more sustainable. The 10-year program calls for improvements to rail, terminals, roadways, waterways, and safety and security. Also included are infrastructure projects that support the use of zero-emissions equipment.

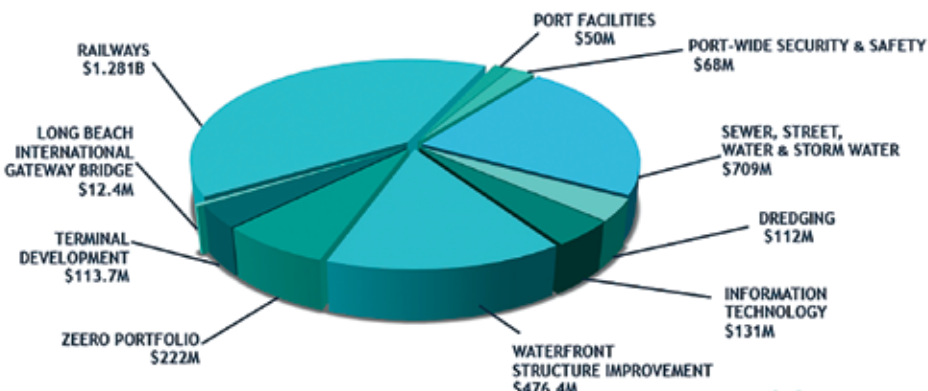
More than \$1.28 billion, about 40 percent of the total, is expected to go toward the Pier B On-Dock Rail Support Facility. The facility is the centerpiece of all the improvements the port has made to its rail network to date, and its goods movement and environmental benefits will reach across the San Pedro Bay ports complex and be-

yond. Construction began in 2024 and is due to be completed in 2032.

More than \$700 million, about 22 percent of the total, is anticipated for sewer, street, water and stormwater projects. Improvements to waterfront infrastructure are expected to total more than \$476 million, about 15 percent of the overall program. While sustainability is a core element of all capital projects, the port plans to spend more than \$220 million on specific ZE infrastructure projects that support its goal of transitioning all cargo handling equipment to ZE models by 2030.

The spending plan covers fiscal years 2026 through 2035. All infrastructure projects are subject to approval by the Long Beach Board of Harbor Commissioners.

### 10 YEAR CAPITAL PROGRAM FORECAST (FY 2026 – 2035) \$3.2 BILLION



On April 1, 21 students from Oceana High School in Pacifica, California visited Marine Firemen's Union (MFOU) Headquarters in San Francisco, along with their advisors and tour guides — Christopher Korp, Dakota Millwee, and Shaymaa Shukryia. This was the sixth annual visit to MFOU Headquarters. The stop has become a cornerstone of Oceana's weeklong labor history field trip, deepening the connection between the school and the Marine Firemen year after year.

Throughout the week, students retraced the footsteps of workers who ignited the 1934 West Coast General Strike, walking the same picket lines and piers where labor history was forged — and where some gave their lives in the fight for workers' rights. The visit to MFOU Headquarters sparked powerful conversations, including what it would take for some of these young people to one day go to sea themselves, continuing the legacy of maritime labor activism.

## Cape Henry delivers essential Cobra Gold cargo

Military Sealift Command (MSC) chartered MV Cape Henry arrived at Sattahip, Thailand, to offload equipment in support of Joint Exercise Cobra Gold 2025 February 17-21.

Thailand was the ship's first point of discharge at the ports of Toong Prong and Sattahip, and the ship offloaded approximately 255 cargo items and containers. Cape Henry departed Thailand February 21 and journeyed to its next port to offload more equipment in support of other missions.

The transportation evolution was called Operation Pathways and is an overarching umbrella that supported the deployment and redeployment of equipment coming from the U.S. to support a number of bilateral and multilateral training events throughout Southeast Asia, and usually begins with the offload in Thailand and continues on to other Southeast Asia locations to support other events. The operation, and the joint exercise demonstrates the U.S.'s ongoing readiness to project forces throughout the region in support of Allies and partners to ensure a free and open Indo-Pacific.

Cape Henry is one of three H-class ships and is part of the Ready Reserve Force (RRF) fleet of vessels. The RRF is a subset of vessels within the Maritime Administration's (MARAD) National

Defense Reserve Fleet ready to support the rapid worldwide deployment of U.S. military forces. Cape Henry is a 750-foot-long roll-on, roll-off (RO/RO) cargo vessel with four decks of cargo space. It can accommodate 186,000 square feet of cargo, which equates to about 4.3 acres of space that can equal roughly 38,000 tons of cargo. Despite its massive presence, the ship's characteristically low draft allows for this impressive amount of tonnage while still getting into smaller ports. The vessel can carry a significant amount of containerized and RO/RO cargo, which makes it large enough to be militarily useful, but small enough to get into the smaller ports.

As the ship arrived at the port, a detachment of soldiers with the U.S. Army's Military Surface Deployment and Distribution Command (SDDC) led the offload. The SDDC team boarded the vessel and directed the stevedores what to download, and how to download the cargo; and with the help of the exercise training audience, they directed them to safely discharge all the equipment.

Joint Exercise Cobra Gold 25 — the 44th iteration of this exercise — exemplifies a longstanding Alliance between the United States and Thailand, and reflects a shared commitment to preserving a peaceful, prosperous, and secure Indo-Pacific region.



An AH-64 Apache heavy attack helicopter is discharged from Military Sealift Command chartered MV Cape Henry at the pier in Sattahip, Thailand, on February 18, during an offload of equipment that was used in Joint Exercise Cobra Gold 2025. The exercise enhanced inter-operability and further builds on our longstanding military relationship with the Royal Thai Armed Forces — a friend, partner, and ally of the United States.

*U.S. Navy photo by Grady T. Fontana.*

# The Marine Fireman

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## Port of San Diego recognized for environmental excellence

Last month, the Port of San Diego was honored with the Grow Urban Sustainability Award at the Downtown San Diego Partnership’s Create the Future Awards. The award recognizes the port’s leadership in sustainability and environmental stewardship, highlighting its commitment to initiatives that enhance sustainability and expand green spaces in downtown San Diego. The award was presented to Port Chair Danielle Moore, Port of San Diego Board of Port Commissioners, and port staff.

The Create the Future Awards recognize individuals, projects and organizations contributing to the city’s development. During the ceremony, the port

also received special recognition from the City of San Diego and San Diego County for its environmental efforts.

“The Port of San Diego is proud to receive the Grow Urban Sustainability Award for our dedication to sustainability and to supporting the environmental health of our urban waterfront along San Diego Bay,” said Chair Danielle Moore, Port of San Diego Board of Port Commissioners. “Since our first annual Green Port Month in 2008, the port has made incredible investments in enhancing green spaces and improving air and water quality through programs such as our Maritime Clean Air Strategy, our Blue Economy Incubator,

and our efforts to reduce stormwater pollution and protect the bay’s marine life and ecosystems.”

The Port of San Diego was recognized for its Maritime Clean Air Strategy, which has implemented two-thirds of its initiatives since 2021, improving air quality in downtown and tideland communities. Its Blue Economy Incubator supports sustainable aquaculture and blue technology, advancing maritime decarbonization. The port also leads bay-wide cleanup efforts and ranks in the top ten percent of North American ports in the Green Marine environmental certification program.

## Civilian mariners, public shipyard workers exempt from DOD hiring freeze

Civilian mariners and employees who work at the Navy’s public shipyards and maintenance entities are exempt from an ongoing hiring freeze across the Department of Defense, the Navy’s top officer told the Senate. The sea service is identifying critical personnel who should not get fired in the government-wide effort to reduce civilian headcount, Adm. Jim Kilby, the vice chief of naval operations, told the Senate Armed Services Committee’s readiness and management support subcommittee.

“The shipyards are exempt from the probationary employees and they are exempt from the hiring freeze,” Kilby, who is also performing the duties of the chief of naval operations, told the panel. “So we are trying to shape this

in a manner that allows us to continue the most important work as we work through guidance from the administration. Also exempted from the hiring freeze is the Military Sealift Command, an important force for us to maintain our fleet.”

Across the Navy’s four public yards in Virginia, Maine, Hawaii and Washington state, Naval Sea Systems Command employs about 38,000 workers. Out of the total force of 8,100 workers, MSC employs 5,500 civilian mariners.

While the effort to reduce the civilian workforce is ongoing, the Navy is identifying shipyard workers and maintainers as essential to their mission to protect those employees from cuts. A layoff exemption for the shipyards would apply to employees who

are probationary due to time, rather than bad conduct or poor performance.

The first wave of firings is focused on non-essential workers and people who were flagged for poor conduct or performance. There are two types of probationary employees who can be flagged for cuts. The first category is employees who have been identified as poor performers or as engaging in bad conduct, while the second category includes those who are in a probationary period as a recent government hire.

Defense Secretary Pete Hegseth made the decision to exclude civilian mariners from the hiring freeze and reduction in force. The hiring freeze Kilby referenced includes workers in the Navy’s four public shipyards, civilian mariners and civilian workers in depots and maintenance centers because they are considered essential personnel.

The protections for civilian mariners come as Military Sealift Command struggles to hire mariners to operate the ships that replenish the fleet. Meanwhile, both the private and public shipyards have also had difficulty hiring and maintaining workforce.

For the Marine Corps, which has a much smaller pool of civilian personnel, fewer than 75 civilians have been identified for cuts. The Marine Corps is concerned about obtaining exclusions from the DOD-wide hiring freeze because it typically has a natural attrition rate of seven to 10 percent across its civilian workforce.

The effort to cut civilian headcount comes as President Donald Trump directed the Department of Government Efficiency, a new agency guided by billionaire Elon Musk, to reduce civilian headcount across the federal workforce. In February, the Defense Department said it would fire 5,400 probationary workers as part of a round of cuts, followed by a hiring freeze. It’s unclear where the Defense Department is in meeting that goal to cull the civilian workforce.

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# NTSB issues urgent safety recommendations to safeguard bridges from vessel strikes

On March 21, the National Transportation Safety Board (NTSB) issued an interim report in relation to the ongoing investigation into the collapse of the Francis Scott Key Bridge in Baltimore. NTSB recommended that 30 owners of 68 bridges across 19 states conduct a vulnerability assessment to determine the risk of bridge collapse from a vessel collision.

The NTSB found that the Key Bridge, which collapsed after being struck by the containership Dali on March 26, 2024, was almost 30 times above the acceptable risk threshold for critical or essential bridges, according to guidance established by the American Association of State Highway and Transportation Officials (AASHTO). Over the last year, the NTSB identified 68 bridges that were designed before the AASHTO guidance was established — like the Key Bridge — that do not have a current vulnerability assessment. The recommendations are issued to bridge owners to calculate the annual frequency of collapse for their bridges using AASHTO's Method II calculation.

The report does not suggest that the 68 bridges are certain to collapse. The NTSB is recommending that these 30 bridge owners evaluate whether the bridges are above the AASHTO acceptable level of risk. The NTSB recommended that bridge owners develop and implement a comprehensive risk reduction plan, if the calculations indicate a bridge has a risk level above the AASHTO threshold.

In 1991, AASHTO developed and published the vulnerability assessment calculation for new bridges on the National Highway System, in response to the NTSB's investigation of the Sunshine Skyway Bridge collapse in Florida. At the time, AASHTO also recommended that all bridge owners conduct the vulnerability assessment on existing bridges to evaluate their risk of catastrophic collapse in the event of a vessel collision. AASHTO reiterated that recommendation to States again in 2009.

Since 1994, the Federal Highway Administration (FHWA) has required new bridges be designed to minimize the risk of a catastrophic bridge collapse

from a vessel collision, given the size, speed and other characteristics of vessels navigating the channel under the bridge. The Key Bridge was built before vulnerability assessments were required by FHWA.

The NTSB found that had the Maryland Transportation Authority (MDTA) conducted a vulnerability assessment on the Key Bridge based on recent vessel traffic, MDTA would have been aware that the Key Bridge was above the acceptable risk and would have had information to proactively reduce the bridge's risk of a collapse and loss of lives associated with a vessel collision with the bridge.

The NTSB is also recommending

FHWA, the Coast Guard and the Army Corps of Engineers establish an interdisciplinary team to provide guidance and assistance to bridge owners on evaluating and reducing the risk, which could mean infrastructure improvements or operational changes.

The 984-foot Singapore-flagged cargo vessel Dali was transiting out of Baltimore Harbor when it experienced a loss of electrical power and propulsion and struck the southern pier supporting the central truss spans of the Francis Scott Key Bridge, which subsequently collapsed. Six construction crewmembers were killed and another was injured, as well as one person on-board the vessel.

## MARAD issues license for deepwater LNG port

On March 21, the U.S. Maritime Administration (MARAD) issued a license authorizing to Delfin LNG, LLC, to own, construct, operate, and eventually decommission a deepwater port, to export Liquefied Natural Gas (LNG) from the United States. The deepwater port facility will transport LNG to the global market from the United States Federal waters, approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana.

MARAD and the U.S. Coast Guard

worked with approximately 15 cooperating federal agencies along with the States of Texas and Louisiana to review the application. These agencies submitted recommendations for environmental and other license conditions. The deepwater port license is being issued in accordance with President Trump's Executive Order titled Unleashing American Energy, signed January 20, 2025. The deepwater port project will be the first offshore LNG export project in the United States.

## Pentagon wants to buy 10 cargo ships to bolster aging logistics fleet

The head of logistics for the United States' armed forces is calling for the purchase of 10 used cargo ships to bolster the aging fleet that supports American military operations overseas. Air Force Gen. Randall Reed, commander of United States Transportation Command (USTRANSCOM), made the request in a prepared statement at a hearing of the Senate Armed Services Committee. He expressed concern about the advanced age and declining readiness of the Ready Reserve Force, which is critical for positioning equipment and supplies from the U.S. during conflicts or crises.

According to Reed, the median age of the fleet's 46 roll-on/roll-off ships is 47 years, with 14 ships being 50 years or older, some steam-powered. This aging fleet poses risks to USTRANSCOM's ability to rapidly deploy forces and equipment globally when needed. To address this issue, USTRANSCOM is supporting a Navy strategy to recapitalize the government-owned sealift fleet by acquiring used ships from the commercial market. So far, seven used vessels have been purchased, with two more expected in fiscal year 2025. This will add over 1.5 million square feet of useful capacity, Reed said in prepared

remarks.

However, Reed emphasized that more ships are urgently needed, as 30 existing vessels are scheduled for retirement between 2026 and 2034. He called the ability to purchase 10 used ships "vital to maintain credible deterrence globally."

The general framed the recapitalization as part of a broader effort to preserve USTRANSCOM's unique capabilities in projecting American military power worldwide. He noted that no other nation or combination of nations can match the U.S. global airlift and sealift capacity. Reed tied the need for fleet modernization to increasing challenges from adversaries like China, which he said is actively seeking to compromise foreign infrastructure and hinder U.S. mobility. He warned that aging transportation assets, in the face of more capable adversaries, underscore the need for recapitalization across air, sea and land mobility forces.

Beyond sealift, Reed also highlighted readiness concerns with the Air Force's aging KC-135 air refueling tankers and called for accelerated fielding of new KC-46 tankers. He described the air refueling fleet as USTRANSCOM's "most stressed" capability.

## Proposed unmanned testing site at NBVC passes initial environmental assessment

The U.S. Navy released its Final Environmental Assessment regarding the proposed construction of about 123,000 square-feet of permanent testing and maintenance facilities at Naval Base Ventura County and found no significant impact on the local environment. The proposal includes permanent facilities to test unmanned undersea and surface platforms including: laboratories, cranes, assembly/disassembly areas, a vehicle staging area, command and coordination area, expeditionary support and material storage areas, locker rooms, classrooms, multi-purpose training rooms, a simulator, watch area, research and testing areas, administrative space, battery shop, and a vehicle wash rack detailed the U.S. Navy in a press release about the environmental assessment. Construction of the new facilities and pier-side renovations are expected to begin no earlier than 2026.

"Orca (Boeing's Extra Large Unmanned Undersea Vehicle), and other platforms like her, are an important step forward as we drive towards our future hybrid fleet, which is going to be composed of manned and unmanned platforms," explained Chief of Naval Operations Admiral Lisa Franchetti after touring the new vessel in December of last year.

According to the U.S. Navy, the construction proposal would fit within the existing infrastructure at the naval installation and, "therefore would not result in significant impacts to potable water, wastewater, stormwater, solid waste management, energy, or communications."

The U.S. Navy received concurrence from the National Marine Fisheries Service in September 2024, that the proposal would not adversely affect Endangered Species Act-listed and proposed marine species nor designated critical habitats and received a concurrence from the California Coastal Commission that the

proposal would not have a significant effect on the coastal zone. Some voluntary mitigation efforts will be taken by the U.S. Navy despite the conclusion of the final assessment and concurrences of the minimal environmental impact added the U.S. Navy.

The proposed action also includes the training and testing of up to six Extra Large Unmanned Undersea Vehicles (XLUUV) and two Unmanned Surface Vessels in the waters to the west and southwest of Naval Base Ventura County Port Hueneme explained the U.S. Navy. No explosive ordinance or detonation events are expected to be part of training and testing added the U.S. Navy.

After a public involvement period, three comments were received about the proposal stated the U.S. Navy. The City of Camarillo noted the potential increase in noise from military flights associated with the delivery of the new platforms and the County of Ventura's Department of Toxic Substances Control Board pointed out that the U.S. Environmental Protection Agency recently designated two types of contaminants as hazardous substances under the Comprehensive Environmental Response, Compensation, and Liability Act detailed the U.S. Navy. According to the U.S. Navy, both of those comments resulted in revisions to the final environmental assessment announced Friday. The third comment was a request for consultation from the Santa Ynez Band of Chumash Indians that resulted in agreements over procedures for Tribal observations, potential archaeological Tribal monitoring of proposed construction sites, and avoidance of tribal fishing areas explained the U.S. Navy.

The evaluation and operation of autonomous systems and platforms are a key component of the Chief of Naval Operations' Navigation Plan for America's Warfighting Navy 2024.

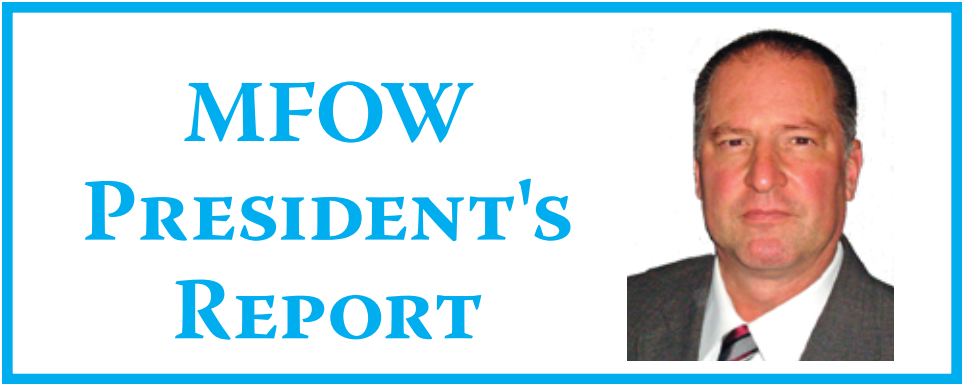
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**APL**

As reported in the last issue of The Marine Fireman, on March 6, CMA CGM Group, owner of U.S.-flag carrier American President Lines (APL), announced a \$20 billion investment to contribute to the U.S. maritime economy and support the transformation of America’s domestic supply chain over the next four years. The announcement builds on CMA CGM Group’s 35-year presence in the U.S. The Group operates in 40 states and employs 15,000 Americans. CMA CGM transports over five million shipping containers to and from the country each year.

CMA CGM Group Chairman and CEO Rodolphe Saade announced, “I am proud to build on our long-standing relationship with the United States through this commitment of \$20 billion to the country’s maritime future and logistics capabilities. Over the next four years, we will significantly grow our U.S.-flag fleet, expand the capacity of key container ports on both coasts, develop state-of-the-art warehousing across the country, and establish a significant air cargo hub in Chicago. This will create 10,000 new American jobs and further strengthen our partnership with American customers and public authorities.”

Included in the announcement was the possibility of expanding the APL U.S.-flag fleet from 10 to 30 ships, and developing port infrastructure in key locations, includ-

ing New York, Los Angeles, Dutch Harbor, Houston, and Miami.

The Union will be closely watching the developments in this ambitious project and will be ready to assist in the expansion of the APL U.S.-flag fleet.

Trust Funds

The various MFW quarterly trust fund meetings were held via teleconference on March 26, 2025. These were routine meetings with no reportable items.

**MFW Money Purchase Pension Plan** — As of January 31, 2025, the plan had net assets of \$40,905,586, with 64 percent of assets invested in the separately managed account and 36 percent of assets invested in the various Dodge and Cox mutual funds.

**MFW Supplementary Pension Plan** — As of January 31, 2025, the plan had net assets available for benefits of \$1,181,061.

**MFW Welfare Fund** — As of January 31, 2025, there was \$10,152,971 in the Guaranteed Account; \$2,320,765 in Special Account #1; and \$2,103,203 in Special Account #2.

**MFU Training Plan** — As of February 28, 2025, the plan had net assets available for benefits of \$146,868.

**MFU Joint Employment Committee** — As of February 28, 2025, the fund had unrestricted assets of \$21,100 and restricted assets of \$122,599.

Ready Reserve Force

On March 27, the Union was notified by the U.S. Maritime Administration (MARAD) that they intend to exercise the option to extend services for the following ship management contracts:

Contract No.	Ships
693JF724D000016	— <i>Admiral Callaghan, Cape Orlando</i>
693JF724D000013	— <i>Cape Taylor, Cape Texas, Cape Trinity</i>
693JF724D000014	— <i>Cape Victory, Cape Vincent</i>

The period of the option to extend services is May 1, 2025, through July 26, 2025.

# A look at 10 major U.S shipyards

The United States is home to 154 private shipyards, categorized as active builders, which are scattered across 29 states and the U.S. Virgin Islands. Additionally, there are over 300 shipyards which engage in ship or boat repairs and are capable of constructing ships but are not actively engaged in shipbuilding activity. Most of the shipyards are situated in coastal states. However, some can also be found on prominent inland waterways like the Great Lakes, Ohio, and Mississippi.

According to a 2021 report by MARAD, the U.S private shipbuilding and repair industry directly provided 107,180 jobs, \$9.9 billion in labor income and \$12.2 billion in GDP to the national economy in 2019. The 10 major shipyards in the U.S. where ships are built are:

**1. Austal USA** — Austal USA is a shipbuilder based in Blakely Island in Mobile, Alabama. It was formed in 1999 and has service centers in Singapore and San Diego and a technology center in Charlottesville, Va. It constructs steel and aluminum ships and has a moving module production line. It specializes in building high-speed vessels for transporting passengers, defense ships like the littoral combat ships used by navies around the world and fast ferries.

Austal USA has been contracted for programs which include the construction of a *Heritage*-class cutter for the U.S. Coast Guard, building ocean surveillance ships for the U.S Navy and also constructing a landing craft utility vessel, a towing, salvage and rescue ship, a medical ship and also independence-variant littoral combat ship programs. It also supports the U.S. Navy’s unmanned vessel programs and is a key global support provider to the U.S. Navy, the Military Sealift Command and other clients.

Austal USA’s San Diego Service Center has a facility on the waterfront to accommodate small combatants and similar-sized vessels. Austal USA, which began operations with less than 100 employees on a 14-acre facility, is now a recipient of 23 safety excellence awards, making it one of the safest shipyards in America and the world.

**2. General Dynamics NASSCO** — General Dynamics NASSCO has designed and constructed numerous ships in the industrial belt of San Diego since the 1960s. It is also the only shipyard on the West Coast that provides a full range of services to its customers. Presently, it has facilities on the east and the west coasts of the U.S. in four important ports: Bremerton, Mayport, Norfolk and San Diego. It specializes in constructing support vessels for the U.S. Navy, tankers and dry cargo ships for the commercial sector. It is also the principal provider of repair services for the U.S. Naval force.

General Dynamics facilities are capable of constructing commercial cargo ships, tankers and auxiliary ships for the Navy measuring 1000 feet lengthwise. It can service and repair any kind of ship sailing on the United States West Coast.

The main shipyard lies on the San Diego Bay with a 35-foot channel depth. It is spread over 86 acres of land and 47 acres of water and has 8 berths, which are 600 to 1000 feet long, nine portal cranes, a floating drydock, 10 assembly areas, five production workshops, and two m inclined building ways.

**3. Newport News Shipbuilding** — One of the biggest shipbuilders in the world, Newport News Shipbuilding has a long history of shipbuilding going back to 1886. It builds nuclear-powered ships for military and commercial use and specializes in constructing aircraft carriers, surface combatant ships and submarines. It is a division of Huntington Ingalls Industries and came into existence as the Chesapeake Dry Dock and Construction Co. The shipyard has constructed over 800 vessels, including those for the navy and the commercial market.

Situated in Newport News, it is spread over 500 acres of land. It is a major employer in the lower Virginia Peninsula, parts of Hampton Roads south of James River and the Middle Peninsula region, and some of North Carolina’s northeastern counties.

**4. Philly Shipyard, Inc.** — Earlier known as the Aker Philadelphia Shipyard,

the Philly Shipyard is one of the leading U.S. shipbuilders, currently pursuing major commercial and government shipbuilding and repair projects. The shipyard is located in Philadelphia and is a preferred provider of oceangoing merchant ships. It was established in 1997 through a public-private partnership between the U.S. government Agencies and the Kvaerner Shipbuilding Division. In 2000, it began construction of two container vessels. Soon, the shipyard grew, and between 2007 and 2011, it delivered 12 product tankers to AMSC and OSG.

**5. Bath Iron Works** — Situated in the northeastern U.S., in Bath, Maine, this shipyard has successfully delivered more than 425 vessels since 1884. This includes far more surface combatants than any other shipyard in the U.S. Right from the advent of the Second World War, Bath Iron Works constructed the lead ship for 12 non-nuclear surface combatants of the U.S. Navy.

Today, it is a shipyard offering a complete range of services, from the designing of vessels to their construction, maintenance and repairs. It supports destroyers and cruisers and has provided the Navy with highly advanced and great-quality surface combatants for over 100 years. The shipyard aims to drastically reduce the hours for constructing warships by manufacturing outfitted modular ship units fitted on their Land Level Transfer Facility.

**6. Fincantieri Marinette Marine (FMM)** — FMM is a part of the Fincantieri Marine Group, the U.S division of the Italian Enterprise Fincantieri. It has a long history of over two centuries and a record of building over 7000 vessels. Fincantieri has 18 shipyards on four continents, employing around 20,000 professionals. The foundation of Fincantieri Marinette Marine was laid in 1942. It is positioned along the River Menominee in Marinette, Wisconsin and was built to meet the increasing market demand for naval ships in the U.S.

**7. Vigor Industrial Portland** — Vigor has facilities at 12 locations and employs over 2500 professionals. It is a renowned name for ship construction, repair and fabrication in Alaska and the Pacific Northwest. Vigor builds combatant crafts, aluminum workboats, barges, tugs, fishing vessels, and ferries. Vigor’s repair teams can handle offshore supply ships, aircraft carriers, cruise ships, and floating drill rigs.

Vigor’s 60-acre shipyard is one of the biggest and most capable on the West Coast. There are three drydocks and 15 piers with a total length of over 10,000 feet. The facility has 13 cranes, an 800-foot oversized build-way, and 150,000 square feet of fabrication bays.

**8. Ingalls Shipbuilding** — Situated in Pascagoula, Mississippi, Ingalls Shipbuilding is the biggest manufacturing employer in the region. Ingalls was established in 1938 and is now a part of the HII. It employs around 12,500 people and is a major producer of U.S. Navy vessels. For the past 85 years, it has designed, constructed and repaired amphibious vessels, cutters and destroyers of the U.S Navy and the U.S Coast Guard.

**9. BAE Systems Southeast Shipyards** — BAE Systems Southeast Shipyards, Alabama, is part of the U.K.-based BAE Systems PLC, which builds warships, patrol boats, cruisers, destroyers, etc., used by European navies. Possessing three full-service shipyards on the United States’ eastern and western coasts, BAE Systems Southeast Shipyards serve operators of commercial vessels and superyachts and also the U.S. Navy. BAE Systems Southeast Shipyards

is based in Jacksonville, Florida and has shipyards at Jacksonville, Mayport, Florida and Mobile, Alabama. The facility in Mobile employed around 900 professionals, while the facility in Mobile employed around 800 people.

**10. Fincantieri Bay Shipbuilding Company (FBS)** - Fincantieri Bay Shipbuilding has a 63-acre facility custom-designed to handle major construction work, conversions, and the repair and maintenance of commercial, naval, and Coast Guard vessels. FBS is a part of Fincantieri Marine Group and has a history of constructing ships in Sturgeon Bay, Wisconsin, since 1918.



VICE PRESIDENT'S REPORT

BUSINESS AGENT'S REPORT

There were 24 registrants dispatched in the month of March: 14 in Class A, two in Class B, three in Class C and five Non-Seniority. There are 40 members registered: 20 in Class A, six in Class B, 12 in Class C and two Non-Seniority.

March has been a bit quiet; shipping should pick up soon as we get closer to summer. SF Business Agent Patrick Gil-

lette advised me of many union members and applicants' files having expired documents. Staying ready to ship is far better than getting ready to ship most union members know the difference, thanks.

Fraternally,  
**Robert Baca**  
Vice President

# Judge rules in favor of Matson in APL antitrust lawsuit

A federal judge has determined that American President Lines failed to show that Matson Navigation engaged in anticompetitive actions to achieve a monopoly on container shipping between the U.S. mainland and Guam. U.S. District Court Judge for the District of Columbia Christopher R. Cooper granted a summary judgment to Matson last month in an antitrust lawsuit filed by competitor APL.

Matson and APL are the only two companies that provide container shipping services between the mainland and Guam. In 2011, Matson became the sole company providing this service with the departure of Horizon Lines. APL entered the market in 2015. Matson is the dominant company in the market, handling roughly 70 percent of shipping volumes, according to court documents.

Matson attributes its leadership position to "the company's superior service and business model. Matson's rates tend to be higher than APL's rates, but the record confirms that its service is usually faster and its delivery times are more reliable," court documents state.

In 2021, APL filed a lawsuit against Matson, saying the company wasn't dominant because of its service but because of its "anticompetitive conduct" that "constitutes an attempt to achieve and to maintain its monopoly power." Specifically, APL alleged that Matson:

- disparaged APL with customers, telling them that APL would soon lose Maritime Security Program subsidies and have to leave the market.
- created customer loyalty programs that forced shippers to use Matson.
- created restrictive long-term contracts with customers.
- ended long-running partnerships the two companies had in Alaska after APL entered the Guam market
- lobbied Congress to end Maritime Security Program payments for APL.
- offered APL capacity on its U.S.-Guam vessels to try to force APL out of the Guam market.

Matson asked for a summary judgment on APL's claims. The court found that of the six allegations against Matson, "APL has not produced sufficient evidence to show that any of this alleged conduct was exclusionary," court documents state. In his 62-page decision, Cooper examines all six allegations and explains why APL

failed to show that they caused harm to competition. "Because APL has not created a genuine issue of material fact regarding anticompetitive conduct, Matson is entitled to summary judgment on APL's monopolization claim," he wrote.

San Francisco has been able to ship three 2nd Reefer jobs to APL. Patriot called for two wipers for the *Cape Horn* to help with cleaning while in San Francisco at Pier 50. As for rotary work: we dispatched a new Wiper on the *Ma-himahi*, a Wiper on the *Dahl*, two Patriot Electrician jobs on *Dahl and Charlton*, and an Oiler for the *Kamokuiki*. I have visited the APL ships calling in Oakland, while Bobby visits the Matson on the schedule calls; there have been no beefs I needed to resolve on APL this month.

I want to make a note of a major issue of our job, complacency. As an electrician, if I am not vigilant in my job I am in danger of electric shock. To combat this danger, I attempt to create HABITS that will help me keep focused and vigilant. I have taken this view of habits to all aspects of my life to help prevent

complacency that can lead to problems that are easily avoided. These habits can almost seem to be a little over-the-top OCD, but it is what I need. A simple habit I want to share is that I carry all my documents with me, even now that I am an Official. I review these documents often and seek to ensure they are up to date so I can ship at any time. More importantly, this habit is in response to the responsibility I see as a union member and brother. I ask that we all look to create habits, daily routines, that are not just unconscious but done with focus and vigilance to combat complacency to ensure our safety and work and increase enjoyment of the time off we deserve and seek as merchant mariners.

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



- » Cadbury Creme Eggs & other chocolate products
- » Dum Dums
- » Gimbal's Gourmet Jelly Beans
- » Haviland Nonpareils
- » Jelly Belly
- » Laffy Taffy
- » Malted Milk Eggs (PAAS, Mighty Malts)
- » Marshmallow Peeps
- » Mike and Ike
- » Necco
- » Smarties
- » Tootsie Rolls and Pops
- » Ferrero Group (Nestle, Farley & Sathers)
- » Russell Stover Candies
- » American Licorice
- » Annabelle Candy Company
- » Almond Roca
- » Brown & Haley
- » Mountain Bars
- » Roca Bars
- » Roca Bits

- » Frankford Candy & Chocolate
- » Ghirardelli Chocolate Company — Solid Milk, Milk & Caramel, Solid 60% Cacao Dark and Dark & Sea Salt Caramel & all varieties of chocolates
- » Goldenberg's Peanut Chews
- » Hershey Chocolate Bunny
- » Hershey Milk Chocolate with Almond Bars
- » Hershey Cookies N' Creme Bars
- » Hershey Kisses (Milk Chocolate, Milk Chocolate with Almonds, Special Dark, Cookies N' Crème)
- » Rolo
- » Hershey Nuggets
- » Baby Ruth
- » Butterfinger
- » BB's and Pearson's Nips
- » Nestlé Peanut Butter Cups and Minis
- » Nestlé Crunch Bars
- » Skinny Cow Candy
- » Sno Caps
- » See's



# MARINE FIREMEN’S UNION TRAINING PROGRAM — 2025

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

- (a) Eligible participants are MFOW members who:

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

(2) Are current with their dues.

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

(4) Have a current Q-card (annual physical) issued by the Seafarers’ Medical Center and are fit for duty.
- (b) Non-seniority applicants:

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

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

## Maritime Institute

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

### Military Sealift Command (MSC) Government Vessels Course

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

May 12-15,

June 9-12

July 21-24

### Military Sealift Command (MSC) Readiness Refresher

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

May 1-2

May 29-30

July 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.

July 7-August 1

September 8-October 3

### QMED Fireman/ Oiler/Watertender

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

July 7-August 1

September 8-October 3

### STCW Rating Forming Part of an Engineering Watch

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

May 12-16

August 4-8

October 6-10

### QMED Electrician/Refrigerating Engineer

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

July 14 – August 22,

September 15-October 24

### STCW Able Seafarer-Engine

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

June 2-6

August 25-29

October 27-31

### QMED Pumpman/Machinist

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

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.*

May 19-23

June 9-13

July 7-11

## New in 2025

**Maritime Institute:** 1130 West Marine View Drive, Everett WA

**QMED Oiler:** July 7-25, September 29-October 17

**STCW Rating Forming Part of an Engineering Watch:** July 28-August 1, August 11-15

### STCW Basic Training Revalidation

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

**Maritime Institute, San Diego, CA:** April 25, May 2, May 16, May 30  
**Maritime Institute, Honolulu, HI:** June 6, August 1, October 10  
**Maritime Institute, Everett, WA:** April 25, May 27, June 19  
**Cal Maritime Academy, Vallejo, CA:** April 28-29, May 27-28  
**MITAGS-PMI, Seattle, WA:** May 19-20, June16-17, July 14-15, July 28-29

### STCW Basic Training Refresher (three days)

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

**Maritime Institute, San Diego, CA:** May 21-23, June 11-13  
**Maritime Institute, Everett, WA:** : April 16-18, May 21-23, June 30-July 2  
**Cal Maritime Academy, Vallejo, CA:** *Pending*  
**MITAGS-PMI, Seattle, WA:** July 14-16, October 20-22, December 1-3

## Port Authority of Guam kicks off yearlong celebration with the unveiling of 50th anniversary logo

The Port Authority of Guam is celebrating the major milestone of 50 years of service to the island and region. To kick off the celebration, the port unveiled its official 50th anniversary logo, a symbol of legacy, progress, and unity. The commemorative design was chosen through a spirited employee-driven selection process, reflecting the port’s commitment to teamwork and pride in its mission. General Manager Rory Respicio said the logo represents the heart and soul of the port’s employees and their dedication to serving Guam and the region.

The port handles 90 percent of the island’s imports and has achieved numerous milestones over the years, from infrastructure modernization to enhanced security and disaster preparedness. *With the theme Port Strong: 50 years of grit, resilience, and service*, the port will celebrate with a series of events throughout 2025, honoring its past while looking toward the future.



## 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**



Food for Peace Appropriations

Top 10 busiest container ports in the United States

April 7, 2025

The Honorable Andy Harris  
Chair  
Subcommittee on Agriculture  
House Committee on Appropriations  
Washington, DC 20515

The Honorable Sanford Bishop  
Ranking Member  
Subcommittee on Agriculture  
House Committee on Appropriations  
Washington, DC 20515

The Honorable John Hoeven  
Chair  
Subcommittee on Agriculture  
Senate Committee on Appropriations  
Washington, DC 20510

The Honorable Jeanne Shaheen  
Ranking Member  
Subcommittee on Agriculture  
Senate Committee on Appropriations  
Washington, DC 20510

Dear Chair Harris, Chair Hoeven, Ranking Member Bishop, and Ranking Member Shaheen:

Each year our nation’s international food aid programs, including P.L. 480 Food for Peace Title II, Food for Progress, and McGovern-Dole International Food for Education help reach millions of vulnerable people around the world, while also putting America First. These Buy American programs have enjoyed significant bipartisan support for 70 years. We, the undersigned organizations, respectfully request Congress continue to fully support these programs and that the **fiscal year 2026 agriculture appropriations funding for Food for Peace be increased to \$1.75 billion and to increase McGovern-Dole to \$243,331,000, as they were appropriated in FY 2023.**

The use of American grown commodities as food aid has been a cornerstone of Food for Peace, Food for Progress, and McGovern-Dole for decades. U.S. food aid has continually evolved and adapted to meet changing needs, and save countless lives. Through a joint public-private partnership, American farmers, mariners, port workers, private voluntary organizations (PVOs), and the U.S. government have developed the strongest frontline response to urgent global food insecurity. Food aid is a tangible source of hope to those in need, and American stakeholders take great pride in their support for the world’s most vulnerable people through these programs. The Food for Peace program purchases more than a million tons of American-grown commodities from dozens of states each year, utilizes this country’s transportation and shipping industries, and supports the American economy while simultaneously responding to hunger emergencies around the world. Throughout their history, food assistance programs have supported and earned American allies and paved the way for greater commercial and trade opportunities with the world.

Food for Peace, Food for Progress, and McGovern-Dole not only benefit the recipients, but also U.S. economic and national security interests. Food aid is made available through these programs bearing the U.S. flag and/or marked “from the American people.” U.S. contributions to global food security support U.S. strength abroad, especially when confronting programs like China’s Road and Belt Initiative (and its more than \$1 trillion investment) and those of other global competitors eager to establish spheres of influence. And, ultimately, these kinds of humanitarian assistance programs help create a firm foundation for vulnerable communities to grow and prosper, which is why many former food aid recipient countries are now among the most important U.S. trading partners.

We believe that these U.S. international food aid programs are among the world’s most critical humanitarian assistance programs, save countless lives, bolster our nation’s global security, and help millions in need around the world. We ask that you continue to allow these Buy American, America First programs to bolster our nation’s standing as a global leader in food security by increasing Food for Peace to at least \$1.75 billion and McGovern-Dole to at least \$243,331,000 in fiscal year 2026. America’s farmers, millers, mariners, and on the ground implementers are ready to continue carrying out the necessary and vital work accomplished in the P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole programs.

Thank you,

- ACDI/VOCA
- Alliance to End Hunger
- American Association of Port Authorities
- American Farm Bureau Federation
- American Maritime Officers
- American Maritime Officers Service
- American Natural Processors, Inc
- American Pulse Association
- American Soybean Association
- APL
- Apostleship of the Sea of the United States of America
- Association of Genuine Alaska Pollock Producers
- Basic Education Coalition
- BKA Logistics
- Breedlove Foods
- Bunge
- Colorado Association of Wheat Growers
- Didion Milling, Inc.
- dsm-firmenich na
- Edesia Nutrition
- Euro-America Shipping
- Fettig & Donalty, Inc.
- Grain Millers, Inc.
- GrainPro Incorporated
- Hapag Lloyd USA LLC
- Heartland Goodwill Enterprises
- Hudson Shipping and Trading LLC
- Norharvest Bean Growers Association
- Northeast Chartering Group, LLC
- Oklahoma Wheat Commission
- Oldendorff Carriers
- Oregon Wheat Growers League
- Patriot Maritime
- Port Arthur International Seafarers' Center
- Port of Kalama
- Port of Lake Charles
- Port of New Orleans
- Port of Vancouver USA
- Potomac Maritime LLC
- Premier Logistics
- REPCO
- Sailors' Union of the Pacific
- Schuyler Line
- Seafarers International Union of North America
- Sealift Inc
- SEMO Milling LLC
- Southern Gulf Packaging & Logistics
- Stella Maris - Diocese of Beaumont

- Idaho Wheat Commission
- ILWU Local 19 Port of Seattle
- ILWU Washington Area District Council
- International Organization of Masters, Mates & Pilots
- Kansas Association of Wheat Growers
- Kendall Packaging
- Liberty Maritime Corporation
- LifeLine Foods
- Lone Star Integrated Distribution LLC
- Malnutrition Advocacy Fund
- Mana Nutrition
- Marine Engineers' Beneficial Association
- Marine Firemen's Union
- Maritime Institute (MIRAID)
- Midwest Dry Bean Coalition
- Muller Shipping Corporation
- National Association of Wheat Growers
- National Cooperative Business Association (NCBA CLUSA)
- National Corn Growers Association
- National Council of Farmer Cooperatives
- National Milk Producers Federation
- National Shipping of America, LLC.
- National Sorghum Producers
- Navy League of the United States
- North American Millers' Association
- North Dakota Farmers Union
- Texas Wheat Producers Association
- The Wright Group
- Tiger Soy LLC
- Transportation Institute
- Transportation Trades Department, AFL-CIO (TTD)
- Pennsylvania Vocational Services, Inc.
- U.S. Dairy Export Council
- U.S. Pea and Lentil Trade Association
- U.S. Wheat Associates
- UNISHIPPING SAS
- US Dry Bean Council
- US Ocean LLC
- USA Dry Pea and Lentil Council
- USA Rice
- Washington Association of Wheat Growers
- WaterAid America
- Winrock International
- Wisconsin & Southern Railroad
- Wisconsin Corn Growers Association
- World Food Program USA

The United States is the largest economy in the world, which is continuously growing. Even during the COVID recession, it grew 5.7 percent, thanks to an increase in consumer spending. Although the U.S. has made many advances in several fields, including technology and infrastructure, the ports of the U.S. play a major role in its economic progress. The developed nation has about 360 shipping ports, all equipped with the latest equipment and infrastructure to deal with different cargo types.

The U.S. ports and harbors are one of the largest and key maritime gateways in the world, not to mention that they are also the busiest, handling huge volumes of shipments. The container ports of the U.S. are connected to almost all the major ports worldwide and offer an array of services to their customers, which has made the nation’s container port industry quite competitive.

The top 10 busiest container ports in the United States, ranked according to the number of TEU handled:

1. **Port of Los Angeles, California** —Los Angeles Seaport is in San Pedro Bay, south of downtown Los Angeles. Also known as America’s port, it is one of the busiest ports in the world and also a major hub for cruise ships. For over 20 years, it has maintained the number-one position among all the U.S.ports in terms of handling exceptional volumes of containerized cargo. Hence, it has emerged as the top port in the U.S. with regard to container throughput, handling over 9 million TEU annually. In 2024, it handled 10.3 million TEU.
2. **Port of Long Beach** — The Port of Long Beach also lies in San Pedro Bay near the Port of Los Angeles. It is one of the busiest ports in the U.S., according to the size and cargo volumes handled and also the 21st busiest container port in the world. The Port of Long Beach handled 9.6 million TEU in 2024.
3. **Port of New York and New Jersey** — The port is the biggest port on the eastern coast of the United States. It comprises numerous facilities along

Explosion shakes Okinawa wharf as Japan clears unexploded WWII ordnance

Japanese navy divers detonated 24 suspected U.S. shells off the coast of Okinawa’s capital in March, the third disposal of World War II ordnance in a month on the former island battleground. Eleven explosive ordnance disposal divers from the Japan Maritime Self-Defense Force’s Sub Area Activity Okinawa unit set off the explosives underwater about 2,300 feet offshore from Shinko, one of four wharves at Naha’s civilian port. The blast, which destroyed more than 1,630 pounds of ordnance, shook the two-story Naha Ecoisland waste disposal building near Pier 10, where Self-Defense Force personnel and media gathered to observe.

Vessels were barred from entering a 980-foot radius around the site, and swimmers and divers were restricted within a nearly two-mile radius. The shells were discovered during construc-

tion work in the port’s harbor between January and November 2024 and had been stored underwater near the detonation site. The recovered ordnance included three 275-pound bombs, seven 5-inch shells, one 5-inch shell casing, one 4-inch shell, four 3-inch shells, seven 81-mm mortars, and one 110-pound bomb fragment.

Divers secured the shells with sandbags 50 feet below the surface before using C-4 explosives to destroy them, a Maritime Self-Defense Force spokesman told *Stars and Stripes* before the detonation. He did not specify how much C-4 was used. The site has been used before for multiple detonations. Naha officials destroyed a 14-inch shell and a 5-inch shell in January 2024 and a 550-pound bomb in December 2023. Similar operations have taken place elsewhere on Okinawa.

the coast of New York Harbor and New-ark Bay. It covers 1500 square miles or 960,000 acres. The port handled 8.7 million TEU in 2024.

**4. Port of Savannah** — Situated in Savannah, Georgia, on the United States’ southeastern shores, the Port of Savannah is the 4th busiest port in the country and the biggest single container terminal in the North American continent. It handled 5.6 million TEU in 2024.

**5. Port of Houston** — Houston Port is situated in Texas and is the busiest facility for foreign waterborne tonnage in the U.S.It is also the largest port in the Gulf of Mexico. In 2024, Houston Port handled 4.14 million TEUs.

**6. Port of Virginia** — Strategically positioned along the eastern coast of the country, Virginia Port is directly accessible to the Atlantic Ocean, which makes it the perfect port for container ships. The Port of Virginia handled 3.5 million TEU in 2024.

**7. The Northwest Seaport Alliance** — The Northwest Seaport Alliance includes the ports of Seattle and Tacoma in Washington State. Both seaports were merged in 2015, and their operations, investments, marketing efforts and planning strategies were unified to strengthen the Puget Sound gateway and bring more cargo to the region. One of the biggest container ports in North America, it handles approximately 4 million TEU annually. It handled 3.3 million TEU in 2024.

**8. Port of Charleston** — Situated in South Carolina, the Port of Charleston is the 8th busiest container facility in the U.S. It handled 2.5 million TEU in 2024, making it one of the largest and busiest container ports in the country.

**9. Port of Oakland** — The 1,300-acre Port of Oakland is the 9th busiest container port in the United States, handling around 2.26 million TEUs in 2024.

**10. Port of Miami** — Lying in South Florida, the 520-acre Port of Miami is the 10th busiest port in the country, handling 1.1 million TEU in 2024.

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



## SEATTLE NOTES

During the month of March Seattle shipped three Electricians, six Standby Reefers, and one Standby Wiper. Seattle currently has six A-, two B-, and five C-seniority members registered for shipping.

The Seattle Branch has been busy meeting with West Coast Representatives and their staff, educating them on the Army Preposition Stock Afloat (APS-3) program and to reiterate its vital importance in preserving national security and a viable Merchant Marine. All offices that we have met with have responded with enthusiasm and action, with Congresswoman Val Hoyle of Oregon taking the lead in preparing an industry coalition letter of support to be issued to the Army and DOD by her office on our behalf.

Despite one of the tightest budget cycles in years, and one that is under extreme scrutiny from Washington State's new Governor Bob Ferguson, our \$60,000 budget request for the development of an STCW Basic Training

program at Crawford Nautical Training was included in the Washington State Legislature's transportation budget. The fact that this budget request passed in such frugal times is a testament that our legislators are hyper aware of the value of waterfront workers and our need to have more training dates available.

Thanks to SUP Seattle Branch member Waylon Robert for his countless hours of lobbying efforts spent on the floor of the Capitol to secure this money. Brother Robert brought together 30 unions, area ports and labor councils, as well elected officials to voice their support and persuade legislators to pass this funding. Upon completion of course development and USCG approval we will have another area union shop STCW Basic Training and Revalidation program for Seattle Branch SUP and MFOW, and Inlandboatmen's Union members to utilize.

Fraternally,  
**Brendon Bohannon**  
Representative

## Trump signs executive order to strengthen U.S. shipbuilding

*Continued from page 1*

American shipyards and shipbuilders welcomed the news of the order.

"With this executive order, it is clear that President Trump and his administration is deeply committed to reenergizing and investing in our nation's shipyards and we are eager to begin this important work alongside policymakers and industry partners to restore America's shipbuilding strength," said Matthew Paxton, President of the Shipbuilders Council of America.

"Today, President Trump delivered a major step towards resurrecting America's maritime industry and ushering in a golden age in American shipbuilding," said U.S. Transportation Secretary Sean P. Duffy. "We will ensure the United States remains the premier maritime power and an economic powerhouse. And to the young Americans from all over the country who are interested in a maritime career — know that this administration has your back and believes you are a worthwhile investment in the prosperity of America."8

## HONOR ROLL

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

Dwayne Ertl, JM-5277 .....	\$10.00
Theo Price-Moku .....	\$50.00
Stuart Melendy, #3671 .....	\$25.00
Eric White, #3925\$ .....	100.00

### HOWZ SHIPPING?

March 2025  
San Francisco

Electrician.....	2
Reefer/Electrician/Jr. Engineer.....	4
Oiler .....	2
Wiper .....	2
Standby Electrician/Reefer .....	10
Standby Wiper .....	5
<b>TOTAL .....</b>	<b>25</b>

Seattle

Electrician.....	3
Standby Electrician/Reefer .....	6
Standby Wiper .....	1
<b>TOTAL .....</b>	<b>10</b>

Honolulu

Electrician/Reefer/Jr. Engineer.....	3
Junior Engineer .....	7
Oiler .....	1
Wiper .....	2
Shore Mechanic.....	3
Standby Electrician/Reefer .....	29
Standby Wiper .....	25
<b>TOTAL .....</b>	<b>70</b>

Wilmington

No Report Submitted

## POLITICAL ACTION FUND

**Voluntary donations for March 2025:**

Terrence Bauman, JM-5502.....	\$10.00
Theo Price-Moku, #3975 .....	\$50.00
Stuart Melendy, #3671 .....	\$25.00
Jack Knutson .....	\$20.00
Gregory Dziubinski, P-2675 .....	\$50.00
Jason Medeiros, #3985 .....	\$100.00

## FINISHED WITH ENGINES



**Gary L. Cozier, #2523/P1624.** Born July 1, 1935, Washington. Joined MFOW June 4, 1953. Died November 26, 2024.

**John Daly, #3527/P2626.** Born September 21, 1936, Ireland. Joined MFOW June 5, 1980. Died February 26, 2025.

**Herbert B. Garcia, #2807/P2098.** Born December 6, 1928, California. Joined MFOW March 14, 1956. Died February 4, 2024.

**Ronald Jorgensen, #3589/P2765.** Born July 13, 1951, Washington. Joined MFOW May 14, 1990. Died November 4, 2024.

**Martin J. Marinovich, #3561/P2551.** Born November 11, 1947, California. Joined MFOW January 5, 1968. Died October 5, 2024.

## HONOLULU NOTES

In March, Honolulu Branch jumped up to 70 billets dispatched for the month. That included seven Junior Engineers rotating off the ships. I was kept busy with that and many protest rallies: a couple at the State Capital and a couple at the downtown Post office, also a one-day hotel sign waving at the Ilikai Hotel. I missed the 12 Tesla car showroom protest that was held in Waikiki.

Of course there were some meetings to attend. The two monthly meetings with the Honolulu Sailors' Home and the Honolulu Maritime Port Council and at the end of the month I was invited to a "talked story" with U. S. representative Jill Tokuda.

I must tell you guys about one more meeting, it really should be talked about in my next article because the meeting/class was on April 1, but no fooling it was very interesting. The class is all about AI

and how and what you can do with it. My hope is that it will help me here in the office. You guys probably heard about ChatGPT but how about notebook LM or Perplexity.ai or Tactiq.io or Beautiful.ai. Each one has its own niche, very cool stuff. Sorry, AI didn't write this article for me but maybe soon.

I couldn't take any days off without a relief, so I'm so thankful to those that step up and fill in for me, just like for this passed one day class I took. Stuart Melendy had no problems taking over the office for me. This might sound easy, just work a day but it's not. I have done this job for the last 10 years or so and for me it becomes repetitious but for Stuart to just jump in and handle the day without some familiarity training isn't easy. Thank you, Brother Stuart.

Aloha,  
**Mario Higa**, Port Agent

### Regular membership meeting dates 2025

May	7	S. F. Headquarters	September 3	S. F. Headquarters
	13	Honolulu	9	Honolulu
	14	Wilmington	10	Wilmington
June	4	S. F. Headquarters	October 1	S. F. Headquarters
	10	Honolulu	7	Honolulu
	12	Wilmington	8	Wilmington
July	2	S. F. Headquarters	November 5	S. F. Headquarters
	8	Honolulu	12	Honolulu
	9	Wilmington	12	Wilmington
August	6	S. F. Headquarters	December 3	S. F. Headquarters
	12	Honolulu	9	Honolulu
	13	Wilmington	10	Wilmington

## Panama to deregister 128 vessels linked to Russia and Iran's shadow fleet of oil tankers

Panama will revoke the registration of 128 vessels that sail under its flag after they were targeted by sanctions from the United States, its allies, or the United Nations. The ships in question are suspected of taking part in the shadow fleet, which transports Russian and Iranian oil in an effort to evade international sanctions. Panama's decision was confirmed by Ramón Franco, Director General of the Merchant Marine at Panama's Maritime Authority, in a statement to Bloomberg. According to Franco, at least 70 tankers have already been removed from the registry. He acknowledged that the decision will cost Panama up to \$2 million in lost revenue.

The tightening of sanctions on the oil and energy sectors of Russia and Iran has brought increased scrutiny on the operations of the shadow fleet — composed at least in part of old, poorly maintained, and often uninsured vessels, that are used to transport sanc-

tioned cargo all around the world. In Russia's case, that cargo is oil sold above the \$60-per-barrel price cap set in December 2022 by the G7 countries, the EU, and Australia.

Panama's move to deregister 128 vessels comes after regulatory changes introduced last October streamlined the delisting process. According to Franco, what once took five to six months can now be completed in as little as one week to a month.

A joint investigation published by *Danwatch* and *NRK* earlier this week revealed that Norwegian company Ro Marine issued fake insurance certificates for 76 tankers in Russia's shadow fleet. The company, which is owned by a Russian national, does not publish operational reports, has no employees aside from a single Bulgarian board member, and does not appear to have conducted any financial transactions.

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