



# THE MARINE FIREMAN

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



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No.1

## MARAD to take over, streamline deepwater port licensing

The U.S. Maritime Administration (MARAD) will take over oversight of deepwater port licensing from the Coast Guard, a change the Department of Transportation (DOT) says "will streamline environmental reviews, accelerate license approvals, and lower domestic energy costs."

"The Deepwater Port Program is a key pillar of President Trump's energy dominance strategy," DOT Secretary Sean Duffy said on January 5. "With this change, we'll soon accelerate project approvals so the nation can safely utilize more of its abundant natural resources, create more high paying jobs, and lower energy costs for American families."

"We look forward to continuing to collaborate with our partners at the U.S. Coast Guard to make this process more efficient and fuel our energy economy for years to come," said Maritime Administrator Steve M. Carmel.

With overseeing the licensing process, MARAD will assume environ-

mental compliance and National Environmental Protection Act reviews. The Coast Guard will continue to support the process and keep responsibility for ensuring safety, design, construction, and operations of deepwater port facilities.

The federal Deepwater Port Act of 1974 established a licensing system for ownership, construction, operation, and decommissioning of deepwater port structures located beyond the U.S. territorial sea limit for the import and export of oil and natural gas. Law sets out conditions that deepwater port license applicants must meet, including minimization of adverse impacts on the marine environment and submission of detailed plans for construction, operation, and decommissioning of deepwater ports.

Since 1975 31 deepwater port license applications have been filed: 18 for importing liquified natural gas; five to export LNG, six for exporting oil and two for importing oil.

## Coast Guard awards contracts to build Arctic security cutters

The U.S. Coast Guard announced the award of two contracts to build up to six Arctic Security Cutter (ASC) icebreakers — ships designed to break through and navigate ice-covered waters — between the United States and Finland in a major step forward for America's national security. Contracts were awarded to Rauma Marine Constructions Oy of Rauma, Finland, and Bollinger Shipyards Lockport, L.L.C. of Lockport, Louisiana, and are the result of President Donald Trump and Secretary of Homeland Security Kristi Noem's international agreements with Finland and the investments authorized in the President's One Big Beautiful Bill Act.

The Arctic Security Cutters will defend U.S. sovereignty, secure critical shipping lanes, protect energy and mineral resources, and counter our adversaries' presence in the Arctic region. They will enable the Coast Guard to control, secure and defend U.S. Alaskan

borders, facilitate maritime commerce vital to economic prosperity and strategic mobility, and respond to crises and contingencies in the region.

The contract with Rauma Marine Constructions Oy includes up to two ASCs to be built in Finland, with delivery of the first vessel expected in 2028. The contract with Bollinger Shipyards Lockport, L.L.C. includes up to four ASCs to be built in the United States, with delivery of the first domestically built cutter expected in 2029. This plan is designed to take immediate advantage of our Finnish partners' icebreaker expertise while coordinating the onshoring of that expertise in the United States in the long run.

Acquisition of ASCs continues the Service's modernization through Force Design 2028, an initiative introduced by Secretary Noem to transform the Coast Guard into a more agile, capable and responsive fighting force.



A Merry Christmas from the *MV Daniel K Inouye* Engine Department (MFOW and MEBA) on December 25, 2025, Long Beach to Honolulu. In the photo are ERJ Colby Sims, #4018; Wiper German Gavinan, JM-5270; REJ Europa Demont, #3865; Junior Engineer Sony Arandia, #4025; Junior Engineer Don Ngo, #3826; 3AE Will Goldrick; 2AE Jay Krushinski; CE Nick Neil; 1AE Dave Barstow; 3AE Pete Warner; and 2AE Jim Walsh.

## SF Bay Area shipyard lays off all staff

The San Francisco Bay Area's Mare Island Dry Dock, stationed in the oldest shipyard facility on the West Coast, is suddenly closing and laying off more than 80 of its full-time union and non-union staff, the city of Vallejo said in a press release. Officials were alerted to the news on December 30, learning the facility lost a critical U.S. Coast Guard contract "that had an immediate and material impact on the company's financial stability" and "continuing operations."

"I don't know why they did this, but I am going to find out," U.S. Congressman John Garamendi (D-California) told the outlet. Garamendi was among lawmakers to introduce the SHIPS for America Act to help boost the industry, also securing millions to invest in Vallejo's maritime operations.

The Mare Island Dry Dock was established in 1854 as the first naval base on the Pacific Ocean in the U.S. and served as a major naval shipbuilding and repair facility for over 140 years. The shipyard was also the controlling force of local shipbuilding efforts during World War II and was established as a California Historical Landmark in 1960. It was decommissioned after naval operations ended in 1996. By November

2013, Mare Island Dry Dock, LLC was established and reopened the facility to service repairs and overhauls of both commercial and government vessels.

In a statement, the LLC cited the "difficult decision" to "unfortunate circumstances beyond our control."

"This company was built on hard work, long days, problem-solving, and a deep commitment to getting the job done right," the statement read. "Along the way, we were fortunate to work with an amazing group of employees, customers, vendors, and friends who believed in us and supported what we were building."

Vallejo officials said the city is collaborating with the Solano County Workforce Development Board to provide resources for affected employees, including job search assistance and retraining programs. Officials also plan to expand on existing maritime and commercial job opportunities on Mare Island, and said they recently hired a consultant to secure new federal funding in support of shipbuilding and repair efforts.

It is a heavy blow to the industry that follows two other major closures in Solano County, including the Anheuser-Busch brewery in Fairfield and the Valero refinery in Benicia.

### Halls to close

**Martin Luther King, Jr.'s Birthday** — All MFOW hiring halls will be closed on Monday, January 19, 2026, in observance of Martin Luther King, Jr.'s Birthday, which is a contract holiday.

**Lincoln's Birthday and Presidents' Day** — The MFOW hiring halls will be closed on Thursday, February 12, in observance of Lincoln's Birthday and Monday, February 16, 2026, in observance of Presidents' Day. Both days are contract holidays under the APL and Matson Master Offshore Agreements.



Group Christmas photo of the reduced operating status crews of the *GTS ADM. W. M. Callaghan* and *MV Cape Orlando* in the Port of Oakland. MFOW members include Electrician Mario Bolanos, #3893; Oiler Ronny Ting, #3916; Wiper Welmer Cabugwas, non-seniority; Oiler Trevor Kaho, #3922; and Wiper James Boatner, JM-5579.



# The Marine Fireman

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## Port of Redwood City closes 2025 with record growth

As 2025 concludes, the Port of Redwood City is proud to highlight a year marked by maritime achievement and meaningful community engagement. The port’s ongoing commitment to operational excellence, strong stakeholder relationships and vibrant waterfront events continues to shape its positive regional impact.

The port ended fiscal year 2025 with \$10.7 million in gross revenue, marking consistent revenue growth since 2020. This growth allowed the port to manage 1.4 million metric tons of cargo – a decrease from the 1.83 million reported in fiscal year 2024, largely due to market conditions and tariff uncertainty and slowness in the construction sector.

The port’s achievements extend beyond financial measures. At the American Association of Port Authorities (AAPA) Annual Convention, the port received an Award of Distinction for its annual drone show. The pirate-themed event included music, food and a lighted drone show that reflected a forward-thinking approach to public outreach; one that’s inclusive, sustainable and deeply rooted in community value. It offered community members an opportunity to enjoy the waterfront atmosphere while honoring its maritime heritage.

PortFest was another exciting highlight of 2025. The event brought together maritime stakeholders and community members for a day to discover the

hidden world of port operations. Attendees enjoyed live music, while learning from nautical information booths and partaking in family-friendly waterfront activities.

Strengthening the port’s stakeholder network with maritime industry leaders remains a priority. The port hosted four Lunch and Learn events for elected and appointed officials, business and community leaders and community members; offering insights into its role leading the West Coast supply chain and bolstering the local economy. Other Lunch and Learn topics included the port’s environmental initiatives, employment opportunities and emergency preparedness.

## Galveston LNG bunker port signs agreement for LNG bunker fuel

Galveston LNG Bunker Port, LLC (GLBP), a Texas-based developer of the first U.S. Gulf Coast dedicated LNG bunkering facility, has announced the signing of a commercial commitment with an international shipping company for the provision of LNG bunker fuel in Galveston Bay. The agreement covers LNG as a marine fuel to be delivered via a Jones Act–compliant LNG bunker vessel beginning in 2029.

GLBP’s forthcoming terminal, scheduled to begin operations in late 2028, will supply LNG by barge to vessels calling at Port Houston, the Port of Galveston, and the Port of Texas City. This commercial milestone builds on the recent announcements that the GLBP project has secured all necessary

major state and federal permits for construction and has selected its EPC contractor. Collectively, these achievements underscore GLBP’s credibility and project maturity to deliver essential LNG bunkering infrastructure and strengthen U.S. maritime fuel resiliency.

Demand for new U.S. LNG bunker supply continues to grow. This agreement was signed on the back of the recent North American LNG Bunkering Summit in Virginia Beach, Virginia, where the need for additional U.S. LNG bunkering infrastructure took center stage.

International ship classification society DNV reports about 781 dual-fuel ships are already in operation globally and projects the total fleet to reach roughly 1400 vessels by 2030, with many

new builds already confirmed. However, many industry analysts warn that existing LNG bunkering infrastructure will not keep pace with the orderbook, risking a supply shortage over the same period. Vessels coming in service in 2027, 2028, and even in 2029 may not be able to find LNG supply unless commitments are made in early 2026 to accommodate the necessary infrastructure build-out.

GLBP is currently in negotiations with several international shipping companies in the container and car carrier segments for the remaining volumes of the terminal’s initial phase. At full buildout, the terminal will have a total capacity of up to 720,000 gallons per day accompanied by two three-million-gallon storage tanks.

## Vietnam now Port of Savannah’s fastest growing trade partner

Vietnam is emerging as the Port of Savannah’s fastest-growing trade partner, propelled by increased manufacturing and a strong push to expand the country’s logistics backbone. The U.S. and Vietnam recently agreed to reduce reciprocal tariffs to 20 percent on imports – with some product categories potentially moving to zero tariffs under the new trade framework. This will provide unprecedented access to the Vietnam market for U.S. exports. Over the past five years, Savannah’s container trade with Vietnam has climbed 38 percent, adding 104,000 twenty-foot equivalent container units (TEU) to reach 379,000 TEU in fiscal year 2025.

Savannah now sees steady two-way flows. Exports include forest products, food and cotton from Georgia and other states, as well as other U.S. commodities such as hardware, resins and retail consumer goods. Imports include Vietnamese apparel, footwear, furniture, electronics and machinery. Georgia Ports offers nine direct ocean carrier services between Savannah and Vietnam. Transit time takes 33 days from Vietnam to Savannah.

In November, Gemini (an operational collaboration between shipping lines Maersk and Hapag Lloyd), made Savannah its first port of call on the U.S. East Coast on its TP11/US1 service, which

originates from the Port of Haiphong in Vietnam. The revised rotation is now Haiphong-Ningbo-Shanghai-Lazaro Cardenas-Savannah-Charleston-New York-Singapore. The advertised transit time is 39 days from Haiphong to Savannah.

In 2024, U.S.-Vietnam trade totaled approximately \$135 billion, making the U.S. Vietnam’s second largest trading partner after China. Vietnam’s role in global electronics production continues to deepen. Samsung alone has invested more than \$23 billion in its Vietnamese plants, which supply more than half of the company’s global smartphone output.

## Port of Virginia nears completion of dredging project

The Port of Virginia is nearing the completion of its \$1.4 billion Gateway Investment Program with a critical piece of the strategic capital investment program being delivered in early 2026. In February, the port is scheduled to take delivery of the deepest shipping channels on the U.S. East Coast, as the deepening and widening effort of Virginia’s

channels comes to its close. The \$450 million project will result in channels that are 55 feet deep and wide enough to safely handle two-way traffic of the biggest ships in the Atlantic trade, without tidal restrictions or overhead obstructions; the widening effort was completed in February of 2024.

In addition to nearing the end of the dredging effort the port is celebrating the inauguration of a fourth berth for ultra-large container vessels (ULCV). At the South Berth of Norfolk International Terminals (NIT), the port has deepened its berths and is putting four new Suez-class cranes into service this month. The new cranes give the port

two ULCV berths at both NIT South and Virginia International Gateway.

A fifth ULCV berth is being developed at NIT’s North Berth and is scheduled to be in operation in 2027, when the \$650 million reconfiguration and optimization of that area of the terminal is completed.

The port’s ongoing modernization ensures that companies using the Port of Virginia can grow their volumes without concern for capacity. The port has earned the International Port of the Year award from Lowe’s in October 2025 — the fourth consecutive year of having received the award for excellent service.

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### Active MFOW members

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



## A good time was had by all at the 2025 SUP-MFOW holiday party at SUP Headquarters in San Francisco



## DOL awards \$13.8 million in funding to revitalize, train next generation of America's shipbuilding workforce

The U.S. Department of Labor recently announced the award of nearly \$14 million in funding to support the development of programs aimed at reinvigorating and rebuilding the U.S. maritime industry and workforce. Administered by the department's Bureau of International Labor Affairs, the department awarded \$8 million to Delaware County Community College and \$5.8 million to the Massachusetts Maritime Academy to advance the next generation of American shipbuilders through hands-on, cutting-edge training programs developed in conjunction with international partners.

"Restoring America's maritime dominance can't be accomplished without skilled American workers," said Secretary of Labor Lori Chavez-DeRemer.

"In line with President Trump's executive orders, these projects will help train our next generation of shipbuilders and ensure the skills critical to revitalizing our shipbuilding industry are developed here at home."

Implementing these programs advances the department's goal of reaching 1 million registered apprenticeships nationwide as part of the President's promise to restore American manufacturing and put American working families first.

The projects will develop a specialized, internationally recognized curriculum on shipbuilding trades to expand apprenticeship opportunities in the United States, working directly with U.S. shipyards and supporting innovation in areas such as modular and ice-

breaker technology.

In alignment with President Trump's Executive Order, "Restoring America's Maritime Dominance," the initiative seeks to revitalize and rebuild the U.S. maritime industry and workforce, while also promoting national security and economic prosperity. The projects also support Executive Order, "Preparing Americans for High-Paying Skilled Trade Jobs of the Future," by ensuring workforce programs align with real-world emerging industry needs.

These efforts support the growing strategic importance of collaborating with allied nations on maritime issues in the Arctic and polar regions. The U.S. recently signed a joint statement of intent with Canada and Finland to continue the Icebreaker Collaboration Effort

Pact, strengthening Arctic security and maritime capability.

Delaware County Community College, founded in 1967, is a federally recognized Maritime Center of Excellence with a strong track record in workforce development and maintaining industry partnerships.

Established in 1891, Massachusetts Maritime Academy is one of the nation's oldest maritime academies with decades of experience preparing cadets and mid-career professionals for service in shipping, defense, and energy industries.

The Bureau of International Labor Affairs increases American job and wage growth by combating foreign abusive labor and unfair trade practices in global supply chains that undermine U.S. prosperity and security.



MFW  
PRESIDENT'S  
REPORT



Trust Funds

The quarterly meetings of the various MFW trust funds were held on December 16 via teleconference. The quarterly meetings of the various SIU-PD trust funds were held on December 17 via teleconference.

**MFW Welfare Fund** — Each calendar year, the benefit allowance for the Pensioners’ Excess Medical Benefit is adjusted by the percentage change in medical costs as determined by the Bureau of Labor Statistics. Historically, the 12-month data ending October 31 is what was used for calculating the benefit allowance increase. Due to the previous government shutdown, the Bureau of Labor Statistics cancelled the release of the October CPI data. For 2026, the trustees agreed to use the 12-month data ending September 30, 2025, but expect to revert to using the October data for 2027 and beyond.

For the 12-month period ending September 30, 2025, the CPI for Medical Care Services in the United States increased 3.9 percent. The trustees increased the annual Pensioners’ benefit allowance from \$33,600 to \$34,910 for the 2026 calendar year.

MFU Training Plan

IECEX CoPC Certification Training is based upon the IECEX 05 CoPC Scheme and is broken down into various customized modules. In the training section of the December issue of *The Marine Fireman* six Modules (1, 2, 3, 7, 8 and 9) were listed in the description of the course.

The Union has been informed that the course only covers Modules 1, 3, 7, and 8. These are the Modules required by the Coast Guard. Modules 2 and 9 are not necessary and will not be covered.

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

The two previously listed Modules that are not required or covered are:

- Ex 002 — Perform classification of hazardous areas
- Ex 009 — Design electrical installations in or associated with explosive atmospheres

Matson Navigation Company

On January 5, 2026, the Union was notified by Matson Navigation Company that the *MV Mokihana* was sold for the purpose of scrapping. The transfer of ownership was completed on December 24, 2025.

As we sail into this New Year, Headquarters officials and staff extend our warmest wishes for your success and growth. Let’s embark on a voyage toward a bright and productive future, and a happy, healthy, and truly prosperous 2026!

BUSINESS AGENT'S REPORT

Hello Brothers,

As 2026 begins, we are facing a familiar challenge: difficulty filling electrician positions, particularly on government vessels. This shortage stems from several factors — retirements, members choosing to move on or no longer sail, and newer members who may not yet feel ready to commit due to gaps in knowledge or experience. While retirements and career changes are beyond our control, access to knowledge is not.

Today, information is more available than ever through the internet, especially resources like YouTube. In addition, I remain available to speak with any members at the San Francisco Hall who need guidance with electrical systems or reefers. Skill development goes beyond making repairs; it also includes performing routine maintenance. Simple maintenance, such as performing Meggers, provides valuable hands-on experience by allowing you to see equipment up close and work directly with its components. All the senior electricians in this union have told me the same thing, they would take the tech manuals

to their rooms and read them at night. If you want to be successful it is your choice to do the work.

As a reminder for this tax season, supplemental pay will now be reported on a separate W-2 issued by SIU/PD. If your address has changed or you need your W-2 sent to a different location, please provide the updated information as soon as possible. This also includes the companies, if you want to make tax season less of a hassle, ensure that the ship has reported your address correctly on your vouchers and that any time you change address, submit a new W-4. Also, if you change address or phone numbers, also get that information to the Union Hall so we can update our contact information not just for the port agents, but welfare, pension and training.

This is a time to begin setting goals again, let’s make this year the year we strengthen our technical knowledge and skills.

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

VICE PRESIDENT'S REPORT

There were 27 registrants dispatched in the month of December: 18 in Class A, two in Class B, four in Class C and three Non-Seniority.

There are 43 members registered:

25 in Class A, six in Class B, and 12 in Class C.

Fraternally,  
**Robert Baca**  
Vice President



The Alioto’s sign comes down at the iconic Fisherman’s Wharf restaurant. January 5, 2026.

Demolition begins on San Francisco restaurant

Crews began to demolish San Francisco’s iconic Alioto’s Restaurant, a classic seafood eatery at Fisherman’s Wharf, on January 5 – the start of a process that will pave the way for a new plaza, slated to open this summer. The demolition will continue through late February.

“I can imagine for a lot of folks who grew up in the area, or having memories of Alioto’s Restaurant, it could be a sad day,” a Port of San Francisco spokesman Eric said.

The plan is for the Port of San Francisco, which owns the property, to replace the restaurant at Taylor Street between Jefferson Street and The Embarcadero with a \$10-million public plaza, scheduled to open in the summer. Port Director Elaine Forbes said the agency spent several years looking for

a new operator to take over the three-story restaurant, but cited its sheer size, dilapidated state and the “multimillion-dollar investment needed to make it structurally sound” as possible reasons for the lack of interested buyers. The port said they are re-imagining how the space can be used for the future.

Alioto’s Restaurant had operated for nearly 100 years before shutting down during the pandemic in 2020. The restaurant opened in 1925 as a fish stand, operated by Sicilian immigrant Nunzio Alioto. He did so well, that he opened the Fisherman’s Wharf building in 1932. When he died, his wife, Rose Alioto, and their children expanded the establishment. The Alioto’s sign will go into storage until the port figures out what to do with it.

Delays hit delivery of Maine Maritime Academy’s new ship

Maine Maritime Academy’s \$330 million new training ship will be delivered about two months later than expected after issues uncovered during its testing phase at the Philadelphia shipyard constructing it. The new ship, called *State Of Maine*, was expected to arrive by the end of the year, but is now on track to reach Maine in February. The ship, and a major Castine waterfront project currently underway to accommodate it, will mark changes for the town’s small harbor and a big expansion of the college’s training capability as it anticipates more demand for trained mariners in the coming years.

The *State of Maine* is a National Security Multi-Mission Vessel, one of five commissioned by the U. S. Maritime Administration. It was built at Hanwha Philly Shipyard in Philadelphia and christened this summer. Such ships also are designed to help federal response to natural disasters, with hospital facilities, room for helicopters to land and container storage space. It replaces a vessel by the same name that the academy has used to train its students since 1997. The new ship more than doubles capacity for students on board. It’s the first to be built specifically for the purpose; the former ship previously had been a Navy research vessel before

it was acquired by the school.

During shipyard trials, it had issues with its propulsion shaft and stern tube bearing, and was drydocked in September. Pieces of it are being removed for analysis and repair or replacement. The ship will need to be drydocked again for installation of a reconditioned tail shaft, stern bearing and propulsion components associated with it. It will not arrive in Castine right away after repairs, as the academy is also working on a multi-year, \$100 million-plus waterfront project, including construction of a new steel piling pier to accommodate the new, longer ship. The new pier will be more than double the dock space, up from 500 linear feet along the original timber pile pier, which was built in the 1960s.

The first phase, which includes the part of the pier where the ship will be berthed, is still on track to be completed this summer. The school expects the second phase to wrap up in 2027.

Until that work is done, the new ship may tie up across Penobscot Bay in Searsport. The delay has not changed the academy’s plans for its annual summer training cruise. These trips give students experience with working and living on ships, and often involve crossing the Atlantic.

# 2025 AFL-CIO Year-End Report

December 22, 2025

**Introduction** — The labor movement has been tested like never before this year. Since Inauguration Day, the radical pages of Project 2025 and the fever dreams of America’s corporate billionaires have come to life with a relentless assault on working people. Every day has brought a new challenge and attack: On federal workers. On our unions and collective bargaining rights. On the agencies that stand up for us and the essential services we rely on. On energy and infrastructure investments. On diversity and inclusion. On immigrant and LGBTQ workers. On foreign aid. On our democracy itself. Their strategy is clear: Flood the zone. Exhaust us. Divide us. But our federation of unions has never been more united, and we have never been prouder of this movement.

**We Sounded the Alarm** — On the first day that Elon Musk’s unaccountable DOGE entered the Department of Labor, the AFL-CIO launched the Department of People Who Work for a Living (DPWL), our own agency to sound the alarm about the Trump administration’s anti-worker actions. The New York Times reported that DPWL was “one of the first organized efforts...to focus on the people affected by the work force cuts that the Trump administration is proposing.” DPWL is a comprehensive rapid-response campaign, putting to work the trust and credibility of the labor movement—and the voices of our nearly 15 million members—to ensure that anti-worker actions are a political liability for the Trump administration.

**We Fought Back in the Courts** — As soon as the 2024 election results were in, the AFL-CIO’s dedicated team of legal experts sprang into action to coordinate the massive and necessary legal response. With our affiliated unions and allies, the labor movement has filed or assisted on dozens of lawsuits challenging the Trump administration’s unlawful attacks on working people, including litigation to restore the collective bargaining rights of 1 million federal workers, defend the independence of the National Labor Relations Board, and protect key worker agencies such as the National Institute for Occupational Safety and Health and the Federal Mediation and Conciliation Service.

The AFL-CIO also led the formation of Rise Up: Federal Workers Legal Defense Network, a nonprofit organization launched earlier this year to connect thousands of federal workers fired or mistreated by DOGE with free legal assistance. Rise Up recently received the American Bar Association Labor and Employment Law Section’s Frances Perkins Public Service Award, which recognizes extraordinary commitment to providing free labor and employment legal education, outreach and empowerment.

**We Mobilized on Capitol Hill and in State Houses Nationwide** — The AFL-CIO led the fight in Congress to support federal workers and stand up to major pieces of anti-worker legislation. Our advocacy team created the Federal Workers Action Hub, a coordinated effort of all affiliated unions with federal sector bargaining units that has met on a weekly basis since the start of the year. The hub became critical for information-sharing, collaboration across unions, strategy development and efficient use of resources across the many unions engaged in the fight to protect federal workers’ rights and jobs.

The hub mobilized to respond to the March 27 executive order stripping collective bargaining rights from 1 million federal workers, the single biggest act of union-busting in American history. This coordinated effort led to the introduction of the Protect America’s Workforce Act (PAWA), popular bipartisan legislation to reverse that executive order, which passed in the House of Representatives on Dec. 11. PAWA was the first successful vote in the House to overturn a Trump executive order in his second term.

We also coordinated efforts to fight the “big, ugly” budget reconciliation process, working with affiliated unions on several key priorities: protecting health care and food assistance, supporting clean energy tax credits, defending federal workers, and protecting the right to regulate artificial intelligence (AI). While the AFL-CIO and our allies could not stop all of President Trump’s destructive priorities, we kept further union-busting and a provision backed by Big Tech to preempt all state and local AI regulation out of the final bill.

And when Trump shut down the government for 43 days, the AFL-CIO led a simple, coordinated demand of our lawmakers: “Fund the government. Fix the health care crisis. Put working people first.” While not every lawmaker could be moved under the pressure of the Trump administration, our work squarely placed blame on those responsible for withholding federal workers’ paychecks and spiking Affordable Care Act insurance premiums.

As pro-worker policymaking in Washington grinds to a halt, we strategically have placed additional emphasis on policy at the state and local levels. Our state and local policy team has retooled to drive worker-centered priorities nationwide. Our new State Federation AI Task Force is becoming a model for how leaders across the country can come together to move pro-active legislation, share best practices and empower our federated bodies to advance a pro-worker AI agenda in their respective states.

**We Drove Activism Across the Country** — In early 2025, our field program began taking this pro-worker message from Capitol Hill to communities across the country, making it clear from the start that the Trump administration’s policies were hurting working families. Throughout the spring, our federated bodies hosted dozens of field hearings under a DPWL banner. More than 1,500 union leaders, members and activists came together in solidarity and shared their personal stories about how the administration’s reckless cuts were impacting their communities, helping shape the public narrative and bringing the human impact to life.

Our summer mobilization grew with the AFL-CIO’s “It’s Better in a Union: Fighting for Freedom, Fairness and Security” bus tour, as two buses crisscrossed the country to host 50 events in 32 cities across 20 states. From California to Maine, the bus tour highlighted key organizing and contract campaign fights, held members of Congress accountable at press conferences and rallies, and trained members and activists.

This collective, yearlong fight forward led to our biggest, boldest Labor Day in history, with 25 anchor rallies and marches in marquee cities, drawing hundreds of thousands of people protesting the administration’s anti-worker actions. There also were hundreds of La-

bor Day breakfasts, picnics and parades that brought unions and their members together with an action-focused message.

**We Trained and Educated** — The AFL-CIO training team adapted quickly to the changing political landscape, updating our Project 2025 curriculum and training thousands of leaders and activists in-person and virtually over the past year. Our trainings focused on vital basic union skills, as well as digital safety, improved record retention and other key governance issues. With regular in-person and virtual trainings, including a two-day boot camp and bus tour events across the country, we prepared leaders on topics like nonviolent civil disobedience, peacekeeping and de-escalation skills.

In our policy fights, we armed our affiliated unions and federated bodies with a searchable 50-state database and corresponding trainings to educate communities on the local jobs impacted by cuts to the Inflation Reduction Act and the bipartisan infrastructure law’s clean energy projects. As the Trump administration repeatedly threatened to preempt all state AI laws that protect working people, the AFL-CIO’s Technology Institute rolled out a first-of-its-kind set of AI principles, an AI policy library for states and targeted programmatic training on AI.

Perhaps no education and training program was more important than our front-line solidarity program to help our brothers, sisters and siblings navigate the anti-immigrant agenda of this administration. We have distributed thousands of print and digital copies of our Front-line Solidarity toolkit, and released an updated version last month. Since January, our immigration team has directly trained more than 4,500 activists and organizers from at least 56 unions and more than 100 federated bodies across 48 states. And to date, we have distributed more than 320,000 Know Your Rights cards—now available in 28 languages — with requests continuing to pour in, particularly amidst threats of further militarization of our cities.

**We Activated at the Ballot Box** — The labor movement and our issues were at the core of historic wins for working people on Election Day 2025. More than 14,000 volunteers mobilized union voters across 21 states, including key campaigns in New Jersey, Virginia, Pennsylvania and California. Overwhelmingly, voters across the country demonstrated that when candidates stand with workers and focus on the economic issues we care about, they win. From governors and state legislators to state judges and city officials, our movement made it clear that those in public office are successful when they commit to working with us to build an economy for the people, not the billionaires.

In this momentous 2025 off-year election cycle, 273 union members from 30 different unions ran for elected office and won, boasting a 78 percent win rate—up 8.5 percent from 2023. Union members won up and down the ballot, covering state, judicial, county, municipal and school board races. Among the key victories, we elected a union member as Virginia attorney general and 12 union

## Senate confirms Maritime Administrator

The United States Senate on December 18, 2025, confirmed the nomination of Stephen Carmel as U.S. Maritime Administrator. His nomination had been widely supported throughout the U.S. maritime industry, including by the MFOW.

A U.S. Merchant Marine Acade-

my graduate, Carmel sailed as a vessel master and then worked as an executive with Maersk Line, Limited, and with U.S. Marine Management. During his Senate hearing on October 22, he voiced strong backing for the Jones Act, the Maritime Security Program, and cargo preference laws.

**And We Kept Organizing** — When the Trump administration ended direct dues collection for our federal worker unions and issued the executive order to gut collective bargaining rights, the AFL-CIO sprang into action. Our organizing team has worked with affiliated unions to set up phone banks and digital outreach, helping hundreds of thousands of federal workers switch to direct dues collection, signing up tens of thousands of new members, and supporting unions in the fight for their members.

Across our movement, unions kept organizing. The AFL-CIO Affiliate Contract Campaign and Strike Support Hub — working closely with hubs and departments across the federation — supported more than 100 campaigns and strikes in 2025, impacting some 1.3 million workers. These included the multi-union campaign by the Alliance of Health Care Unions to raise standards for 60,000 Kaiser Permanente health care workers; contract victories for more than 400,000 postal workers represented by the American Postal Workers Union (APWU) and the National Association of Letter Carriers (NALC); and the campaign by 12,000 Starbucks workers represented by Workers United, an SEIU affiliate—marking the largest Starbucks strike ever. And our Center for Transformational Organizing (CTO) provided strategic research and campaign capacity for 10 international unions and key community partners invested in states where CTO is organizing and building long-term power such as North Carolina, South Carolina, Georgia and Tennessee.

Through all this, the federation continues to grow. In 2025, we added three unions to our Sports Council: the National Hockey League Players’ Association (NHLPA), the Professional Hockey Players’ Association (PHPA) and the National Lacrosse League Players’ Association (NLLPA).

And at the 2025 AFL-CIO Dr. Martin Luther King Jr. Civil and Human Rights Conference in Austin, Texas, we welcomed the 2 million members of the mighty Service Employees International Union (SEIU) home to the federation, redoubling our efforts to build a thriving, healthy future for working people.

We know this hasn’t been an easy year for our movement or for working families. The deck has been stacked against us. But the labor movement has delivered—and we continue to deliver—for our members and communities. As we head into a critical midterm election year, we couldn’t be more certain that we have the team, the expertise, the solidarity and the momentum needed to answer the call—and win.

We end this hard-fought year deeply grateful for your courage, strength and spirit, and we look forward to continuing this work together in 2026 and beyond.

In solidarity,  
Liz Shuler, President  
Fred Redmond, Secretary-Treasurer



# 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](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.

February 9-12

March 9-12

April 13-16

### 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.

February 26-27

April 2-3

April 30-May 1

### Basic IGF Code

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

February 9-10

March 23-24

April 27-28

## New in 2026

### 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.

March 2-6

May 4-8

July 6-10

### 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.

February 16-March 13

April 13-May 8

July 6-31

### STCW Rating Forming Part of an Engineering Watch

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

February 2-6, 2026

March 16-20, 2026

May 11-15, 2026

### QMED Electrician/Refrigerating Engineer

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

February 23-April 3

April 20-May 29

July 13-August 21

### STCW Able Seafarer-Engine

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

February 16-20, April 6-10, June 1-5

### QMED Pump Technician/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 18-June 19

September 28-October 30

### High Voltage Safety

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

February 9-13

March 23-27

April 13-17

## New in 2025

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

**QMED Oiler:** March 30-April 3, July 6-24, October 5-23

**STCW Rating Forming Part of an Engineering Watch:** March 30-April 3, July 27-31, October 26-30

**STCW Able Seafarer-Engine:** March 9-13, May 25-29, June 22-26, August 10-14

### 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:** February 13, March 6, March 20, March 27.

**Maritime Institute, Honolulu, HI:** February 27, April 10, June 5, July 31, September 4, October 9

**Maritime Institute, Everett, WA:** February 4, March 30, April 27, May 22, June 5, July 20.

**Cal Maritime Academy, Vallejo, CA:** Returning in 2026

**MITAGS-PMI, Seattle, WA:** January 12-13, February 2-3, February 28-March 1, March 30-March 31, May 18-19

### 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:** January 7-9, February 18-20, March 11-13, April 8-10, May 20-22, June 10-12

**Maritime Institute, Everett, WA:** January 12-14, March 16-18, May 13-15, August 5-7

**Cal Maritime Academy, Vallejo, CA:** January 21-22, February 24-25, April 8-9

**MITAGS-PMI, Seattle, WA:** February 28-March 2, December 7-9

## Marine Firemen’s Union Training Plan Tuition Reimbursement Policy

The Marine Firemen’s Union Training Plan reimburses tuition costs (not lodging, subsistence or transportation) for certain types of training taken by a participant on his own.

However, preapproval of the training must be given by the Marine Firemen’s Union Training Plan prior to taking the course.

Any request for reimbursement without preapproval from the Marine Firemen’s Union Training Plan will be denied.



# Trans-Pacific ocean rates spike to start 2026

Ocean rates on trans-Pacific trade lanes saw a week-over-week jump at the start of the year. Lunar New Year demand helped push prices from Asia to the U.S. West Coast up 22 percent to \$2,617 per forty-foot equivalent unit (FEU). Rates from Asia to the U.S. East Coast, meanwhile, stood at \$3,757 per FEU, up 12 percent week over week.

The steady climb ahead of the Lunar New Year holiday contrasts against rate levels earlier in the year. In October, for instance, ocean rates hit their lowest levels since late 2023 when the Red Sea crisis began impacting the industry. During the week of October 8 through 15, trans-Pacific container rates fell eight percent week over week.

However, even if demand continues to gain traction ahead of the Lunar New Year holiday, volumes are still likely to remain muted year over year. 2026 volumes are projected to be down 10 per-

cent compared to last year and, alongside capacity growth, will lower year over year rates on trans-Pacific trade lanes.

Likewise, in December the Port of Los Angeles Executive Director Gene Seroka said the West Coast port would likely see single-digit declines in tear over year import volumes. Seroka attributed the forecasted slight dip to high inventories after months of shipper front-loading to beat tariffs.

Meanwhile, the U.S. captured Venezuela President Nicolás Maduro, striking the city’s La Guaira container port in the process. Although La Guaira is the country’s second largest container port, volumes had reportedly already started shifting to container terminals in nearby Puerto Cabello due to instability. Overall, impacts from the La Guaira strike will likely not have significant ripple effects beyond Venezuela.

# DiBella sworn in as Federal Maritime Commissioner

Laura DiBella, Florida’s first female Secretary of Commerce, was sworn in January 6 as a Commissioner of the Federal Maritime Commission, marking the culmination of a four-month confirmation process that began with her nomination by President Trump last September.

Commissioner DiBella will serve a term expiring June 30, 2028, after being confirmed by the Senate on December 18, and formally appointed by the President on January 2, 2026. Her confirmation came alongside Stephen Carmel as Administrator of the Maritime Administration, with both processed through an en bloc vote after Republicans changed Senate rules to allow batch confirmations.

The new commissioner brings extensive maritime industry credentials to the five-member commission. Her background includes leadership roles as President and CEO of Enterprise Florida, Executive Director of the Florida Harbor

Pilots Association, and Port Director of the Port of Fernandina Ocean Highway and Port Authority. DiBella also serves as an attorney at Adams & Reese.

DiBella’s appointment fills a vacancy left by Louis Sola, whose term expired and who departed the Commission at the end of June following his resignation announcement earlier that month. Sola, who was originally nominated by President Trump in 2018 and unanimously confirmed by the Senate, had been named Chairman on January 20, 2025, following Trump’s second inauguration.

In his departure letter, Sola reflected on his tenure: “Serving our Nation in this capacity has been the honor of a lifetime. I have had the privilege of helping safeguard the integrity of the U.S. maritime industry, bringing greater transparency to port operations, and overseeing a supply chain that moves more than \$5 trillion in goods annually.”

The FMC consists of five commissioners appointed by the President and confirmed by the Senate for staggered five-year terms, with one commissioner designated by the President to serve as Chairman and act as the agency’s administrative head. DiBella was nominated alongside Robert Harvey of Florida, who was nominated for a term expiring June 30, 2029, to replace Carl Whitney Bentzel.

DiBella earned her Bachelor of Science in Human Resource Management and Business Administration and Management from the University of Florida.

# NMC to launch new application portal

The National Maritime Center (NMC), a division of the U.S. Coast Guard dedicated to mariner credentialing, recently announced that it will launch a new application portal, the Application Submission and Additional Information Portal (ASAP) as well as a new website. Both will be available to access on January 26.

Starting January 26, users will be able to submit merchant mariner credential (MMC) applications and medical certificate (MC) applications and upload documents for existing MMC and MC applications. The new website will offer a smoother layout so users can easily navigate the interface. The site will also include resources on how to apply, additional credentialing information and support tools. According to the NMC, the changes are designed to simplify the application process, reduce wait times and give applicants more control over their documents.

While the Coast Guard is currently developing its Navita system for mariner credentialing, the new NMC portal and website is an independent initiative designed to better the Coast Guard’s customer service until the Navita system is ready to launch.

The NMC system will be temporarily unavailable starting January 23 as the site goes through changes. A video tutorial will be made available to guide mariners through the updated system when it is live on January 26.

The option to fax and email applications will be severely limited once the new portal and website are launched. Fax and email submission options will eventually be phased out.

The NMC Customer Service Center is available for questions Monday through Friday from 0800 to 1730 Eastern Time. Questions can also be emailed to IASKNMC@uscg.mil or submitted by phone at 1-800-427-5662.

# BC port expands LNG bunkering operations

The Chamber of Shipping has highlighted the rapid scaling-up of LNG bunkering activity at the Port of Nanaimo, British Columbia, driven by expanding operations from Seaspan Marine as the shipping sector moves towards lower-emission fuel solutions. Through its recently established subsidiary, Seaspan Energy Ltd., the company now deploys three purpose-built LNG bunkering vessels — *Seaspan Lions*, *Seaspan Garibaldi* and *Seaspan Baker*—to deliver ship-to-ship LNG fueling services across Nanaimo, Vancouver and Long Beach, California.

Nanaimo has emerged as a strategic base for these services, supporting a

growing number of hybrid and dual-fuel vessels operating along the West Coast. This expansion in LNG bunkering is creating additional revenue opportunities for the port, while contributing to Canada’s net-zero ambitions and helping to lower emissions from marine transport.

The Chamber of Shipping further reported that port representatives note that LNG bunkering offers a cleaner and safer alternative to conventional marine fuels and complies with the International Maritime Organization’s regulations, reinforcing Nanaimo’s role in advancing regional maritime decarbonization.

# South Korea to conduct containership trial voyage through Arctic later this year

The Ministry of Oceans and Fisheries of South Korea has unveiled plans for a trial voyage of a container vessel through the Arctic in September of this year. The trial will utilize a 3,000 TEU vessel that will sail from Busan to Rotterdam with part of its journey encompassing the Northern Sea Route, the Arctic shipping corridor that provides the shortest possible passage between Asia and Europe.

South Korea’s Acting Oceans Minister Kim Seong-beom said September would be the most ideal month for the voyage as it is the period when Arctic

waters are expected to have the least ice compared to other times of the year.

The voyage would cover approximately 13,000 kilometers and can be completed in as little as 20 days, whereas taking the alternate route through the Suez Canal would have a sailing distance nearly twice as long.

The Arctic voyage would be the first for a South Korean-operated containership. During five earlier voyages to the region, bulk carriers were used on round trips between Busan and Russia’s Yamal Peninsula.

POLITICAL ACTION FUND

**Voluntary donations for December 2025:**  
William Watters, JM-4936.....\$100.00  
Anthony Poplawski, #3596.....\$200.00  
Benjamin O'Donnell, #3642.....\$20.00  
Judith Moore, in Memory of Jerry  
Kimball, P-2543.....\$1,000.00  
Don Ngo, #3826.....\$50.00

## HOWZ SHIPPING?

December 2025

| San Francisco                          | Honolulu                               |
|--|--|
| Electrician/Reefer/Jr. Engineer..... 2 | Electrician/Reefer/Jr. Engineer..... 3 |
| Reefer/Electrician/Jr. Engineer..... 5 | Reefer/Electrician/Jr. Engineer..... 3 |
| Oiler ..... 2                          | Junior Engineer ..... 9                |
| Standby Electrician/Reefer ..... 12    | Oiler ..... 3                          |
| Standby Wiper ..... 6                  | Wiper..... 1                           |
| <b>TOTAL .....27</b>                   | Standby Electrician/Reefer ..... 30    |
| <b>Seattle</b>                         | Standby Junior Engineer ..... 1        |
| Electrician..... 2                     | Standby Wiper ..... 27                 |
| Reefer/Electrician/Jr. Engineer..... 3 | <b>TOTAL .....77</b>                   |
| Wiper ..... 1                          | <b>Wilmington</b>                      |
| Standby Electrician/Reefer ..... 7     | No Report Submitted                    |
| Standby Wiper ..... 6                  |  |
| <b>TOTAL .....19</b>                   |  |

Finished With Engines 2025

A total of 11 deaths were reported in 2025, 10 pensioners and one member.

| Name                        | Date of Death     | Location                   |
|-----------------------------|-------------------|----------------------------|
| Edward R. Askey, P2611      | October 23, 2025  | Walnut Creek, California   |
| Benito Cay-An, P5123        | March 5, 2025     | Carson, California         |
| Gary L. Cozier, P1624       | November 26, 2024 |                            |
| John J. Daly, P2626.        | February 26, 2025 |                            |
| Herbert B. Garcia, P2098    | February 4, 2024  |                            |
| William Hanson, P1933       | August 30, 2025   | Hilo, Hawaii               |
| Ronald Jorgensen, P2765     | November 4, 2024  |                            |
| Martin J. Marinovich, P2551 | October 5, 2024   |                            |
| John H. Michel IV, JM-5411  | March 9, 2025     | East Wenatchee, Washington |
| Orestes P. Rivera, P2629    | July 29, 2025     | Florida                    |
| Ralph L. Welburn, P2688     | October 31, 2024  | Houston, Texas             |

## SEATTLE NOTES

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

It was a great Holiday Party this year! So many pensioners and former shipmates that I haven't seen in years made the long trip to Seattle. Even with my stint in this office, I have spent more of my life at sea with SUP and MFOW members than I have with my own family, so it really is like a family reunion when we all get together. It's nice to hear sea stories that appeal to my era of understanding too. I look forward to seeing you all again next year.

I'm happy to announce our endorsed candidates were all elected to the Seattle City Council. The SUP, together with the MMP and ILWU, partnered in giving the newly elected council members tours of the Port of Seattle. We educated them on our industry and its importance to the City and State.

In conjunction with Lars Turner, International Secretary-Treasurer of the MMP, the Seattle Branch met with the staff of Senator Maria Cantwell, Congressman Rick Larsen, Congresswoman Marie Gleusenkamp Perez, and Congresswoman Pramila Jayapal to discuss

issues pertaining to our Unions. We spent much of this year lobbying to block housing and entertainment development abutting the Port of Seattle. This development would harm freight mobility and ultimately threaten the city's industrial maritime viability. While the Seattle City Council approved the development it was ultimately blocked by the Growth Management Hearings board. The Seattle City Council President who championed this redevelopment lost her bid for reelection. SUP was influential in building her opponent and current Councilwoman Dionne Foster's campaign. Thanks to Brother Waylon Robert for his exhaustive work coordinating these efforts and getting a full schedule of meetings organized.

If you are interested in political action on the unions behalf or in becoming a MLKC Labor Council delegate, please let me know. We need more members sharing their professional concerns with our elected officials.

Brendon Bohannon, Representative

## HONOR ROLL

**Voluntary donation to**  
Rockyfiller Bacalla, #4003.....\$100.00  
Daniel Daligcon, JM-5359 ..... \$200.00  
Robert Baca, #3776 ..... \$200.00  
Eric White, #3925 .....\$100.00  
Cuyler Yogi, #3999 .....\$100.00  
Dale Cunningham, #3597 ..... \$200.00  
Don Ngo, #3826.....\$50.00

## HONOLULU NOTES

The Honolulu Hall remained active throughout December, closing out the year with a noticeable increase in dispatch activity compared to the prior two months. A total of 77 dispatches were issued during December 2025, reflecting a rebound from November's lighter pace and exceeding October's steady but moderate volume. As has been the trend, the majority of assignments were standby positions, accounting for 58 of the total dispatches, while the balance consisted of offshore billets including Electricians, Refrigerating Engineers, Oilers, Junior Engineers, and Wipers aboard Matson and other vessels.

Standby assignments continued to play a critical role in maintaining operational readiness across the fleet, particularly during the holiday period when vessel schedules and relief requirements can fluctuate. Compared to November, December saw increased daytoday dispatching, with multiple days requiring several standby calls to ensure full coverage. Overall activity reflects a return to a more typical endofyear workload after the slower November period.

Honolulu membership remained responsive throughout the month, answering calls as needed and helping to ensure uninterrupted vessel operations during a traditionally challenging scheduling period.

In December we held our MFOW/SUP holiday gathering, providing an opportunity for members, families, and sisterunion affiliates to come together and close out the year in fellowship. Events such as these strengthen solidar-

ity, reinforce relationships across the maritime industry, and recognize the hard work of our members throughout the year. I also attended the monthly Hawaii Port Council meeting, continuing regular coordination with affiliated maritime unions and port stakeholders. Discussions focused on port operations, labor coordination, and upcoming industry matters as we prepare for the transition into 2026.

December marked a strong finish to 2025 for the Honolulu Hall. Dispatch activity increased from November and aligned more closely with earlier fall levels, particularly in standby work. While offshore billets remained steady, the consistent demand for standby manpower highlights the importance of maintaining a flexible and available membership pool.

As we close out the year, Honolulu remains wellpositioned heading into 2026, with continued cooperation among labor partners, solid member engagement, and steady dispatch operations. Mahalo to all the brothers who stepped up throughout the month, especially during the holiday season, to keep operations running smoothly. I would also like to extend a special thank-you to Brother Pasquale Gazillo, who came to Honolulu to provide holiday vacation relief. Brother Gazillo was in town for a little over a week and did an excellent job assisting with dispatch operations, and his support during this busy period was greatly appreciated.

Aloha,  
Mario Higa, Port Agent

## HOWZ SHIPPING?

Turn to page 7

## HONOR ROLL

### 2025 General Treasury Donations

|                             |          |                            |            |
|-----------------------------|----------|----------------------------|------------|
| Marcos Almazan, JM-4933     | \$500.00 | Oleg Kovaltshuk, #3981     | \$75.00    |
| Robert Baca, #3776          | \$200.00 | Enrique Maiden, #3808      | \$75.00    |
| Rockyfiller Bacalla, #4003  | \$100.00 | Richard Manley, P-2783     | \$25.00    |
| Vicente Cacacho, #3828      | \$40.00  | Heston McClintick, JM-5557 | \$10.00    |
| Michael carr, P-2718        | \$500.00 | Stuart Melendy, #3671      | \$25.00    |
| Bonny Coloma, P-2763        | \$600.00 | Abdulalah Mohamed, JM-5473 | \$100.00   |
| Marion Paul Cruzat, #3939   | \$100.00 | Jovencio Molina, JM-5526   | \$50.00    |
| Dale Cunningham, #3597      | \$200.00 | Andrew Murillo, JM-5581    | \$5.00     |
| Daniel Daligcon, JM-5359    | \$200.00 | Don Ngo, #3826             | \$120.00   |
| Alfred Del Rosario, JM-5446 | \$200.00 | Theo Price-Moku, #3975     | \$100.00   |
| Dewayne Ertl, JM-5277       | \$25.00  | Junoe Savea, JM-5363       | \$5.00     |
| Patrick Gillette, #3880     | \$5.00   | Emilio Siguenza, #3984     | \$100.00   |
| Edgardo Guzman, #3905       | \$200.00 | Edward Tokarz, #3770       | \$50.00    |
| Kevin Haymer, #3958         | \$30.00  | Eeric White, #3925         | \$1,200.00 |
| Aaron Jones, #3944          | \$200.00 | Cuyler Yogi, #3999         | \$200.00   |

### Dues Paying Pensioners – End of 4th Quarter 2025

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

### PAF Donations 2025

|                            |          |                            |            |
|----------------------------|----------|----------------------------|------------|
| Sony Arandia, #4024        | \$50.00  | Rodney Masada, P-2826      | \$361.10   |
| Terrence Bauman, JM-5502   | \$10.00  | Jason Medeiros, #3985      | \$100.00   |
| Greg Blasquez,             | \$20.00  | Stuart Melendy, #3671      | \$25.00    |
| Ivy "Cajun" Callais, #3592 | \$100.00 | Judith Moore (in memory of |            |
| Henry Disley, P-2617       | \$100.00 | Jerry Kimball), P-2543     | \$3,000.00 |
| Gregory Dziubinski, P-2675 | \$50.00  | Shadow Moyer, #3822        | \$50.00    |
| Ely Hermano, #3873         | \$30.00  | Don Ngo, #3826             | \$120.00   |
| David Hooper, P-2818       | \$200.00 | Benjamin O'Donnell, #3642  | \$20.00    |
| Blaine Kamaura, JM-5415    | \$20.00  | Anthony Poplawski, #3596   | \$200.00   |
| Jack Knutson,              | \$20.00  | Theo Price-Moku, #3975     | \$50.00    |
| Anselmo Lazzara, JM-5539   | \$100.00 | Joe Rubio, P-2757          | \$100.00   |
| Francisco Lazzara, #3725   | \$20.00  | Emilio Siguenza, #3984     | \$50.00    |
| Richard Manley, P-2783     | \$100.00 | Jacob Sperling, P-2640     | \$20.00    |
|                            |          | William Watters, JM-4936   | \$100.00   |

### Regular membership meeting dates 2026

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

## MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

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Voluntary Political Action Fund Donation ☐ \$ \_\_\_\_\_

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