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FMC calls on the White House for maritime worker vaccinations

Leadership at the Federal Maritime Commission (FMC) recently penned a letter to President Joseph Biden, making the case for wide-scale COVID-19 vaccinations for the United States maritime workforce as soon as possible. The letter, which was written by FMC Commissioners Carl Bentzel and Daniel Maffei, was also sent to leadership for various Senate and House committees and federal agencies—including the Senate Commerce Committee, the House Transportation & Infrastructure Committee, the Department of Health and Human Services, the Department of Homeland Security, Centers for Disease Control and Prevention, White House COVID-19 Response Team, and the White House Vaccinations Coordinator. The letter did not mince words in laying out the case for the “urgent issue” of vaccinating the U.S. maritime workforce.

“We recommend that this essential workforce be prioritized for vaccinations, and in the interim be given access to rapid testing in order to help minimize workplace disruption, given their critical role in moving medical supplies, personal protective equipment (PPE), and handling what is an unprecedented amount of consumer goods arriving at our gateway ports,” wrote FMC leadership. “While we recognize that prioritization for vaccination will be determined by the individual states, we believe that the Administration should emphasize the need to keep the supply chain transportation workforce in mind as each state deploys rapid COVID-19 testing and implements the vaccination process.”

FMC also pointed out clear and specific data in bolstering their case, including that the International Longshoremen’s Association (ILA) has reported

784 positive tests with 1,855 quarantines from March 2020 to January 25, 2021; and the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA) reported that 1,034 maritime workers contracted COVID-19 in California, Washington, and Oregon, for the same period. “These numbers continue to trend upward and show the risk to our Nation’s supply chain,” they wrote.

That is a key viewpoint that simply cannot be ignored, given the ongoing challenges that COVID-19 continues to present across myriad aspects of the freight transportation, supply chain, and logistics sectors. And taking that a step further, the letter also explained that should a large-scale COVID-19 maritime workforce disruption occur, “it would be disastrous for the immediate and long-term fluidity of the supply chain and de-

livery of goods to Americans,” adding that “We must address the immediate health challenges facing maritime workers with continued COVID-19 outbreaks and their impact on the increasing maritime workload and unprecedented volume surges.”

This is a major issue that cannot be overlooked, if there is an expectation to keep the supply chain running and operating as effectively as it can, given the multitude of challenges that the pandemic keeps presenting. Import levels hit record numbers to end 2020 and January activity was strong, too. Just because seasonal trends will likely kick in and result in lower import levels, is by no means a panacea of sorts. The White House would be wise to take the FMC’s guidance to heart and get U.S. maritime workers their needed vaccinations.

American ports call for emergency COVID funds

The American Association of Port Authorities (AAPA) called on the U.S. Congress and the Biden Administration to provide emergency relief funding for the country’s maritime transportation system as part of the next COVID-19 relief package. Highlighting the critical role the ports play in maintaining commerce and keeping goods flowing, AAPA and 35 other maritime industry groups pointed out that while financial assistance has been given to other modes of transportation it has not been provided to ports, many of which have seen dramatic declines in their revenues in the past year.

“Despite container surges at several large ports, commercial cargo volumes have plummeted across the industry,” AAPA wrote in letters to President Biden and the leaders of the House and Senate. Noting that the surge in containers has not benefitted many ports they say that, “total waterborne trade volume is down 5.5 percent compared to last year, while the value of this trade has crashed by 12.7 percent totaling \$200 billion. Passenger movements remain virtually ceased,” while expenses have greatly increased for to the COVID-19 protocols and precautions.

The letter goes on to explain that be-

fore the pandemic, over 650,000 Americans were employed in jobs generated through the movement of marine cargo, while in total 30.8 million jobs were supported by cargo movement through America’s deep-draft ports. They also highlighted that ports extend to rural areas of America where they are contributing to local economies, dispensing public services, and assisting small businesses often at the port’s expense.

“During these uncertain times, the U.S. maritime industry and its workforce has sustained the movement of food, medical supplies, and other essential goods to our communities. This

emergency relief will ensure operational continuity at the elevated level which Americans have come to depend on,” stated Christopher J. Connor, AAPA’s President and CEO.

The ports and maritime industry groups are asking for the funding of the Maritime Transportation System Emergency Relief Program. Established by Congress in 2020, this program authorizes the Maritime Administration to award grants due to emergencies or disasters, including the current pandemic. It would include inland and coastal ports providing aid to help mitigate the impacts of the pandemic.

U.S. decline as maritime power having impact on Navy

The U.S. Navy is asking itself how the service can sustain the fleet in high-end conflict when it no longer has government-owned or American-flagged merchant vessels feeding forward bases to rely on in wartime, a maritime analyst recently told an international online forum. Sal Mercogliano, associate professor of history at Campbell University, said sustainment for the Navy “has changed fundamentally since 1945.” The shift exposes shortfalls in being able to “logistically support itself” when deployed. While the Navy remains a global military force, the United States currently ranks 21st in global merchant shipping.

The merchant fleets themselves have changed from being government-owned to a few privately-owned companies flying “flags of convenience,” like Panama, Liberia, Hong Kong or the Marshall Islands. Over the same period, the amount of world cargo carried by sea has increased more than 20 times above World War II levels. The shippers are also moving cargo far more rapidly both from port to port and from container ship to shore than they had in the past.

The United States’ decline as a maritime power has had a profound effect on Navy shipbuilding and repair, he said. Mercogliano, who wrote on sealift in December for *Proceedings*, noted that with commercial orders for large cargo ships flat or falling, there are a shrinking number of private yards available to build auxiliaries like tankers.

The impact is noticeable on the num-

ber of yards open around the country to repair warships, auxiliaries and Coast Guard vessels. He used the example of the year and a half it took to repair *Arleigh Burke*-class destroyer *USS Fitzgerald* (DDG-62) following a collision at sea that killed 10 sailors. “We let down our guard” on allowing American shipyards to close down, retired Coast Guard Capt. James Howe said at the same forum.

The environment in which these vessels would operate has also changed to potentially being “highly contested,” even in supplying forward bases that supported American and allied military efforts in Korea, Vietnam and Desert Shield/Desert Storm.

“Will those international companies make their vessels available” in a conflict remained unanswered. He added that during the pandemic, cruise lines decided to keep ships in port and lay off crews to wait until they could safely resume business.

Looking at the readiness of the 61 ships that would provide surge sealift, Mercogliano said that when stress-exercised in 2019, only 40 percent of ships meant to be activated were ready to deploy on schedule. The desired reliability rate is 85 percent. The average age of the vessels is 46 years. In short, “combatant commanders don’t have what they expect” to have at their disposal in a crisis, he said.

Likewise, the ships in the two squadrons that are prepositioned, stationed in the Marianas in the Pacific and at Diego Garcia in the Indian Ocean, are more than 25 years old. “Prepositioning has

been a validated concept since the 1990s” when the stores and equipment as heavy as M-1 tanks were offloaded for Marines in Desert Storm, Mercogliano said.

But prepositioning is expensive. “You’re paying for them to stand around,” waiting to be used during an emergency and the forces are vulnerable to attack, he noted. Over time, the number of squadrons was cut from three to two. Additionally, “each of these squadrons do not carry the full complement for a Marine brigade that they should carry. They carry about two-thirds” of the expected requirement. “Unfortunately, this has not been a priority” in shipbuilding plans, Mercogliano noted.

Speaking at the same forum, Howe said “when we go to world-wide operations [from Bahrain since 2002 to the Western Pacific, to drug interdiction and migrant movement in the eastern Pacific and Caribbean], we’re stretched very thin.”

Howe said the active-duty Coast Guard with 41,000 service members is “a little big bigger than the New York City Police Department. We have to cover the whole U.S., and the expeditionary operations.” Zeroing in on the eastern Pacific as one area, he said “it is larger than the continental United States.” At any one time, five to 10 Coast Guard and Navy vessels with Law Enforcement Detachments aboard are patrolling the waters known for trafficking cocaine.

He said the Coast Guard is in the midst of a major recapitalization of its sea-going fleet and aviation assets. Us-

ing the heavy icebreaker program to illustrate long-term budget impact on a service that usually has sharp curbs on spending, Howe said the cost is running about \$800 million per hull.

While current plans call for three Polar Security Cutters, it would require a 10-year congressional commitment of support for that program alone. “It will be a very hard thing to get through, keep on budget, on schedule,” Howe said.

Howe and Mercogliano said they saw little support in Congress for using foreign shipyards to build the heavy icebreakers. Only Finland and Russia are building them now, but China has shown interest in the market.

The Navy is looking for a “quick fix” in buying and converting foreign-built ships for surge capacity and pursuing an acquisition and construction strategy similar to what it followed after the first Gulf War. Mercogliano said a major difference now in buying foreign vessels is these “ships are built to different standards” than what the military requires.

In re-building an American international ocean-going merchant fleet, he added that the matter comes down to what cargo will be available for these vessels to carry and at what price to shippers, since U.S. labor costs are higher than the Chinese. That cost difference can translate into government subsidies.

Citing naval analyst Alfred Thayer Mahan, Mercogliano said, “true seapower has a commercial and military aspect to it.”

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Philadelphia is the fastest growing East Coast container port

The Port of Philadelphia achieved a seven percent increase in container volumes in 2020. This made it the fastest growing container port on the U.S. East Coast. The impressive cargo levels continue a decade-long trend of prosperity for the port, which has realized 10 percent compound annual growth.

The worldwide COVID pandemic has created unprecedented difficulties for global supply chains. However, certain market sectors, such as perishables and forest products, have surged. The Port of Philadelphia is well known throughout the world for its refrigerated cargo expertise. These cargoes include

grapes, bananas, pineapples, mangos, plantains, blueberries and asparagus. Despite hardships, people still need to eat, and consumers are seeing the benefits of fresh, non-processed foods. Cold supply chain expertise in the port community has allowed for the rapid movement of all types of perishable cargo products.

Additionally, the port saw a five-year historic high in forest product cargoes. For 2020, it was up 14 percent and for the month of December the port saw an increase of 61 percent compared to December 2019. For breakbulk alone, Philadelphia terminals handled 928,000

tons. Containerized forest products were estimated to be 20,000 units.

Piers 78-80 handle all kinds of forest products, including paper, pulp and lumber originating in Northern Europe. The port handles almost one million tons of forest products in a normal year. But COVID and new modes of consumer behavior resulted in even greater amounts of forest products entering the port. Forest products cargo segments include packaging materials, lumber for home improvement projects, printing paper, healthcare and safety products, and personal hygiene goods.

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Biden's "Buy American" executive order reiterates support of the Jones Act

President Joe Biden's, executive order — Strengthening *Buy American* Provisions, Ensuring Future of America is Made in America by All of America's Workers — is geared toward ensuring that the federal government is investing taxpayer dollars in American manufacturers, businesses, and workers. Notably for the domestic maritime industry, the executive order explicitly reiterates President Biden's strong support of the Jones Act, the 100-year-old law that requires goods shipped between U.S. ports to be transported on ships that are built, owned, and operated by United States citizens or permanent residents. It also gives a nod to the recently passed National Defense Authorization Act (NDAA), which the American Maritime Partnership (AMP) recently described as the most consequential maritime legislation enacted in years.

"The President will continue to be a strong advocate for the Jones Act and its mandate that only U.S.-flag vessels carry cargo between U.S. ports, which supports American production and America's workers," according to a summary of the executive order released last month by the White House. "With the signing of the 2021 National Defense Authorization Act, the Jones Act has also been affirmed as an opportunity to invest in America's workers as we build offshore renewable energy, in line with the President's goals to build our clean energy future here in America."

The AMP called the executive order extremely important and timely. The order has also attracted broad support from many major maritime and offshore business leaders, stakeholders and industry trade groups.

"While it is no surprise that the Biden Administration supports critical American industries such as American Maritime, this Order is an extremely important and timely statement of the Administration's policy," said AMP president Mike Roberts. "With this Order, American Maritime will have greater confidence for the next several years to make investments in American vessels and maritime infrastructure while furthering environmental stewardship, efficiency and support of our homeland and national security objectives. We are very grateful for the Administration's support."

According to the AMP, the U.S. maritime industry employs nearly 650,000 Americans across all U.S. 50 states and territories, and contributes \$154 billion to the nation's economic growth annually. The Jones Act fleet also now consists of some 40,000 vessels.

The executive order comes after Pete Buttigieg, President Joe Biden's pick for U.S. Secretary of Transportation, expressed his support for the Jones Act and its role in creating jobs and supporting the U.S. shipbuilding industrial base during his confirmation. The U.S. Transportation Department issued a statement in strong support of order.

"We look forward to implementing President Biden's Made in America executive order that will ensure transportation-related capital purchases, equipment, and supplies are acquired when available. In addition, we will also ensure that the President's strong support of the Jones Act is realized so that only U.S.-flag vessels carry cargo between U.S. ports. With these goals in mind, the Department stands ready to help President Biden create good-paying, union jobs, and strengthen the middle class," the Department said.

Support of the executive order is also shared by more than a dozen U.S. maritime industry business leaders and trade groups. Meanwhile, it was opposed by the Cato Institute, a Washington-based think tank and one of the more vocal proponents of the Jones Act and protectionist policies in general.

Supporters so far include American Maritime Officers, American Waterways Operators, Crowley Maritime, Dredging Contractors of America, Federal Pilots of Louisiana, Florida Maritime Partnership, Great Lakes Maritime Task Force, Interlake Maritime Services, International Organization of Masters, Mates & Pilots, Kirby Corporation, Lake Carriers' Association, Marine Engineers' Beneficial Association, Matson Inc., Offshore Marine Service Association, Pasha Hawaii and The Pasha Group, Seafarers International Union, Shipbuilders Council of America, Transportation Institute, TOTE, and the Wisconsin Domestic Maritime Coalition.

"The Jones Act represents multiple billions in private capital investment, sustains thousands of American jobs in the shipping, shipbuilding and service and supply sectors nationwide, and serves legitimate and lasting national security interests with vessels and skilled, reliable civilian American merchant mariners — assets the Department of Defense relies on for military support services in distant military emergencies," said Paul Doell, national president, American Maritime Officers. "The Jones Act is in and of itself the ideal example of 'Buy American' in principle and in practice."

"As the national trade association for the American tugboat, towboat and barge industry, The American Waterways Operators commends President Biden for reaffirming his strong support for the Jones Act in the opening days of his administration. The Jones Act is the foundation for every dollar AWO member companies invest in American-built vessels and every job they provide for Americans across the country. We look forward to working with the President and his team to strengthen the American maritime industry, which is crucial to our national, homeland and economic security," said Jennifer Carpenter, president and CEO, The American Waterways Operators.

"We applaud President Biden and his administration for moving aggressively to grow the U.S. maritime industry. Working together we will put America on a road to recovery and prosperity," said Tom Crowley, chairman and CEO, Crowley Maritime Corporation.

"The Jones Act is one of the nation's strongest 'Buy American' laws and when you support it, you support American maritime jobs, and the entire American maritime industry, which is a critical component of our national economy and security. We are very pleased to see the Biden Administration's support of 'Buy American' and Jones Act policies with this Executive Order," said Richard Balzano, CEO, Dredging Contractors of America.

"On behalf of all those that call the Mississippi River and its tributaries home, a staggering reach that encompasses over 40% of this great nation, the Associated Federal Pilots and Docking Masters of Louisiana thanks the Biden Administration for their support of the Jones Act — a key driver of job creation in our communities and pillar for national and homeland security," said

Greg Bush, president, The Federal Pilots of Louisiana.

"The success of the domestic maritime industry is enabled by the Jones Act, which allows Florida Maritime Partnership member organizations the ability to leverage innovative technologies, focused investments and dedicated trade routes to create a significant, positive economic impact to the markets we serve. President Biden has long been an ardent supporter of the Jones Act and we commend his Executive Order prioritizing 'Buy American' and recognizing the importance of the domestic maritime industry to U.S. economic, national and homeland security interests," said Christopher Smith, president, Florida Maritime Partnership.

"U.S. Great Lakes commercial maritime supports 147,000 jobs and nearly \$10.5 billion in salaries. The new Administration's unequivocal support for the Jones Act is welcomed and paramount to the men and women ashore and afloat that are the foundation of American manufacturing, infrastructure, agriculture and energy needs," said John Clemons, president, Great Lakes Maritime Task Force.

"Our Great Lakes maritime industry is buoyed by the incredible support from the White House and the Biden Administration making it known — in the first days in office — that they are fully committed to American Maritime, a backbone of our great country for more than a century. We share that same inspired commitment and are proud to be building a new ship for our U.S. flag fleet that will sail in 2022," said Mark W. Barker, president, Interlake Maritime Services.

"We enthusiastically applaud this decision by President Biden to reaffirm his support for the Jones Act as a component of his Administration's commitment to strong Buy America policies. His expression of support sends a clear message that the domestic maritime industry and the thousands of union men and women who build and operate

these vessels are critical to the economic and military security of our nation," said Captain Don Marcus, president, International Organization of Masters, Mates & Pilots.

"We look to be a leader on America's path to a low carbon future, whether through new vessels to support offshore wind generation, or new low-carbon technologies to move America's cargo. The unequivocal support of the administration reassures us as we contemplate these investments," said David Grzebinski, CEO, Kirby Corporation.

"The White House has taken unprecedented action that supports the Great Lakes economy and homeland security. This Executive Order creates jobs and protects the pilot light of the nation's manufacturing base, which is the Great Lakes maritime industry," said Jim Weakley, president, Lake Carriers' Association.

"The Biden Administration's strong support for the Jones Act recognizes the cornerstone of our American maritime policy, which has worked for over a century in strengthening our national and economic security. We applaud these early efforts and look forward to working with the President on creating future opportunities to support and grow the domestic maritime industry that generates numerous middle class, union jobs for the United States Merchant Marine," said Adam Vokac, president, Marine Engineers' Beneficial Association.

"Speaking for the 2,000 essential workers at Matson, who have worked through uncertainty and the daily realities of a pandemic to ensure that our most remote American communities and military installations in Hawaii, Alaska and Guam receive uninterrupted delivery of the food and supplies they need to sustain everyday life, hearing this support from the White House means a lot," said Matt Cox, chairman and CEO, Matson, Inc. "Matson is a proud U.S. carrier with a long history of

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Matson's newest container/ro-ro ship — the *MV Matsonia* — is pictured dockside at Oakland's Middle Harbor Terminal.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

There is not much new to report on at Headquarters, so I will keep this brief. We are basically in a holding pattern, waiting for the pandemic to go away so that we can resume normal operations. The State of California ended the seven-week-long regional stay-at-home orders on January 25. Individual counties returned to their appropriate tier under the Blueprint for a Safer Economy, relaxing some of the pandemic restrictions. Hiring hall protocols, vessel movement disruptions, delayed crew rotation, restriction-to-ship, travel restrictions, quarantines and virus testing, however, will continue to be annoyances in the foreseeable future.

The atmospheric river has brought much needed rain to the San Francisco Bay Area. One of the consequences of the stormy weather was a weekend power outage that knocked out Headquarters telephone and internet services. So the morning hours of Monday, February 1, proved to be an interesting time for officials and staff, conducting business

on cell phones and tethered laptops. Luckily, on Tuesday, February 2, we did not have a Groundhog Day recurrence.

As reported last month, the collective bargaining agreement with Matson Navigation Company expires on June 30, 2021.

Due to the uncertainty of the pandemic, the 2021 MFOW Convention will not be scheduled until further notice. Members who wish to submit reasonable suggestions for the betterment of our collective bargaining agreement with Matson should forward the suggestions by email or regular mail to MFOW Headquarters, in care of the Negotiating Committee, 240 2nd Street, San Francisco, California 94105.

Finally, I would like to commend the membership for their patience and understanding during these trying times, especially as it relates to the difficulties involved in getting people dispatched to, and relieved from, ships. I keep thinking about a line from an old Woody Guthrie song, "There's a better world that's a-coming." Hopefully, that better world gets here soon.

Port of Long Beach breaks box record in 2020, has good start in 2021

Essential workers at the Port of Long Beach moved more than 8.1 million cargo container units in 2020, setting a record in the face of economic uncertainty due to the COVID-19 pandemic and the ongoing trade war with China. The port ended 2020, its busiest year on record, with 8,113,315 twenty-foot equivalent units (TEU) moved, an increase of 6.3 percent from 2019. Imports rose 6.4% percent to 3,998,340 TEU. Exports totaled 1,475,888 TEU, up 0.2 percent, while empty containers increased 9.9 percent to 2,639,088 TEU. The port exceeded the previous annual record set in 2018 by 22,292 TEU.

The COVID-19 pandemic drove down consumer demand for goods during the first half of 2020, leading to a 6.9 percent decline in cargo compared to the same period a year earlier. The San Pedro Bay ports complex – Long Beach and Los Angeles combined – had 104 canceled sailings in the first half of 2020, 37 of which were destined for Long Beach. That was up from 41 canceled sailings for both ports in the first half of 2019.

It was a different story for the second half of 2020, when preliminary estimates show that the port had 104 unscheduled container ship calls that made up for voyages canceled earlier in the year, more than quadrupling the unscheduled sailings reported during the same period in 2019. Demand rose for medical equipment, along with home improvement items, exercise equipment and office furniture as consumers endured shelter-in-place orders and worked from home during the COVID-19 epidemic. The surge in cargo continued through the final months of 2020 as retailers stocked their shelves for the holiday shopping season.

Along with capping 2020 as its all-time busiest year, the port accomplished two additional records in December by

achieving the busiest month and the most active quarter in its 110-year history. The port processed 2,406,010 TEU from October 1 to December 31, a 23 percent increase from the fourth quarter of 2019. It also topped the previous record set during the third quarter of 2020 by 131,740 TEU.

Trade was up 22.6 percent in December compared to the same period in 2019. Dockworkers and terminal operators moved 815,885 cargo container units in December and broke the "best month" record set in October 2020 by 9,282 TEU. Imports grew 25.6 percent to 406,072 TEU compared to December 2019 and exports increased 5.6 percent to 132,374 TEU. Empty containers headed back overseas jumped 26.3 percent to 263,852 TEU.

The New Year ushered in the busiest January on record at the port, largely driven by the ongoing rise in online spending by consumers following stay-at-home orders during the COVID-19 pandemic. Dockworkers and terminal operators moved 764,006 TEU in January, a 21.9 percent jump from the same month last year. It was the first time the nation's second-busiest seaport handled more than 700,000 TEU in the month of January, surpassing the previous record set in January 2018 by 106,176 TEU. Imports grew 17.5 percent to 364,255 TEU, while exports climbed seven percent to 116,254 TEU. Empty containers headed back overseas increased 34.6 percent to 270,221 TEU.

Although activity typically slows down in February during overseas celebrations for the Lunar New Year, projections show that this month could be busier than usual as unscheduled container ship calls continue to make up for voyages that were canceled at the start of the COVID-19 pandemic in early 2020.

Biden's "Buy American" executive order

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service to our country. We take our role seriously and appreciate knowing that we have the support of the White House."

"As the trade association for the Jones Act companies that construct and service offshore energy infrastructure, OMSA applauds the Administration for including strong statements in support of the Jones Act — especially support for the Jones Act as it relates to offshore wind energy construction," said Aaron Smith, president and CEO of the Offshore Marine Service Association. "The Administration is also correct when it says that we must close loopholes in the laws that protect American workers from unfair international competition. OMSA completely agrees with this statement and hopes that we can work with the Administration and Congress to close Jones Act and visa loopholes that allow foreign vessels and foreign workers to engage in U.S. offshore wind farm activity. We are confident that with the right protections, we can ensure U.S. wind power produces U.S. jobs.

"We applaud 'Buy American' as it recognizes our U.S. maritime workers who are committed to serving and securing our nation's critical supply chains," said George W. Pasha, IV of Pasha Hawaii and The Pasha Group.

"The Jones Act has been the bedrock foundation of America's maritime policy for over 100 years, and has been supported by every Presidential administration since Woodrow Wilson signed it into law. Given President Biden's lifelong commitment to working families, we never doubted his support for the Jones Act and the hundreds of thousands of mariners and workers in related industries who depend on it for their livelihoods. We are especially pleased to see him make the Jones Act part of his first

100 days," said Michael Sacco, president, Seafarers International Union.

"The 'Buy American' Executive Order issued today by President Biden will prioritize American innovation, ingenuity and craftsmanship that are pivotal to our national and economic security. Essential national and domestic security industries like the U.S. shipyard sector, and the maritime defense industrial base, will grow stronger because of the actions taken today, ensuring the future of America is made in America," said Matthew Paxton, president, Shipbuilders Council of America.

"President Biden's quick, decisive action in supporting the Jones Act during his first week in office demonstrates his strong commitment to the 650,000 Americans working in the domestic maritime industry," said James L. Henry, chairman, Transportation Institute.

"The swift issuance of this Executive Order emphasizing 'Buy American' is an affirmation of President Biden's longstanding support of policies that promote the domestic maritime industry. We applaud this recognition of the important role our industry plays in supporting American jobs, contributing to the growth of our nation's economy and meeting the needs of those we reliably serve," said Tim Nolan, president and CEO, TOTE, LLC.

"We knew from his campaign statements and history that President Biden supported the Jones Act, but it is very encouraging to see it highlighted in an Executive Order during the first week of his presidency. There is no precedent for this level of presidential support so early in an administration. That's great for Wisconsin, with its vibrant Jones Act shipping and shipbuilding industry," said Mark Ruge, president, Wisconsin Domestic Maritime Coalition.

Port of L.A. to reward box terminals for higher truck productivity

The Port of Los Angeles is launching a new incentive program to move trucks faster and more efficiently through its terminals. The port's Truck Turn-Time and Dual-Transaction Incentive Programs offer terminal operators two ways to earn financial rewards: one for shortening the time it takes to process trucks dropping off and/or picking up cargo, and the other for trucks handling both transactions in the same trip.

Drayage trucks handle approximately three-quarters of all import and export containers moving through the port. In recent months, imports have dominated the flow of cargo, draining the market of containers needed for exports. The imbalance has also reduced the number of chassis in circulation, caused inbound containers to stack up on terminals, and slowed the movement of trucks in and out of terminals.

Under the new incentive program approved by the Los Angeles Harbor Commission, terminals that improve truck turn times by five to 20 percent can earn between 50 cents and \$2.75 per loaded or empty twenty-foot equivalent unit (TEU), the standard measure for intermodal containers. The rate of the reward increases on a sliding scale as terminals improve turn times. If a terminal averages turn times of 35 minutes or less in a given month, it will earn the top rate of \$3 per loaded or empty container.

Additionally, terminals can earn between 40 cents and \$1.40 per loaded TEU when at least half of all trucks call-

ing their facilities drop off one container and depart with another on the same trip. The percentage is based on the number of dual transactions out of all gate moves for the month. Like the turn-time incentive, the rate of the reward increases as the terminal's percentage of dual transactions grows.

Both incentive programs began February 1 and are based solely on TEU handled by truck. Incentives will be paid monthly as long as the program remains in effect. For the first year of the program, the port's cost is estimated at \$7.5 million.

To participate, container terminals must opt in and provide additional details on truck moves. The data will be collected and processed by an optimizer tool that the port uses to keep its supply chain partners current on the status of cargo before it arrives, so terminals, trucking companies, railroads and others can plan and allocate resources in advance. No proprietary information is shared.

The incentive programs are the latest in a series of port initiatives aimed at boosting cargo efficiency and fluidity. In September, the port launched a new dashboard for sharing data on inbound containers three weeks before their arrival. In November, the port added a return function to the optimizer site so the trucking community knows when and where to return empty containers throughout the San Pedro Bay complex.

VICE PRESIDENT'S REPORT

First of all, Happy Valentine's Day, everyone. It feels like a lifetime ago that I got to spend this Hallmark holiday traveling with a lovely lady. On this year's menu, romance is served six feet apart with half my face covered, praying that rain doesn't make an untimely appearance at our makeshift outdoor dining arrangement. "When's the last time you've been tested?" has developed an alternate meaning requiring clarification followed by a brief discussion. I swear that life has never been weirder than it is right now.

Our worst fear has come to fruition this past month. A crew member on-board the *President Wilson* tested positive for the you-know-what. The entire crew had to be replaced, along with additional crew members who were requested for one trip to assist with repairs. Beginning with this dispatch, APL has a new testing protocol for joining crew members, where two negative results are required over a period of eight days. APL has also cancelled all standby labor requests and will not be requesting standby labor for the foreseeable future. When it rains, it pours, as they say.

I'd like to take this time to high-

light the importance of commitment when accepting jobs. With the need for multiple tests over an extended period of time, there can be no "throwing jobs back". Dispatches are now time sensitive and losing a few days could mean that a member gets stuck without a relief or a contracted vessel sails shorthanded. The same goes for trips off and relief requests--sooner is always better than later. Failure to fill jobs is not a good look or situation for all parties involved, so please keep that in mind when telling the dispatcher that you will accept work.

A special thank you goes to the members who stepped up for the *President Wilson* dispatch emergency and the usual suspects here at Headquarters who continually rise to the occasion. As our union president mentioned in last month's report, it is imperative that we maintain our composure and keep the fires lit. We'll keep the lights on here at HQ if any of you need support. Stay safe, stay strong, stay healthy, everyone. And this new swab test that just came out – I don't know man...you know which one.

Fraternally,
Deyne Umphress

Philippines inks \$940 million deal with China to link Subic Bay and Clark Air Base by rail

China and the Philippines have agreed to build a railway linking a pair of former American military facilities on the island of Luzon that are still used by visiting U.S. forces. China's state-run Xinhua news agency reported that negotiations between the two countries over a loan to finance the project would soon begin. The 44-mile railway is the most expensive government-to-government project involving the two countries and is the flagship of Philippine President Rodrigo Duterte's "Build, Build, Build" program. Construction on the Subic-Clark project is estimated to last 42 months.

A December 29 notice awarding the contract to the China Harbor Engineering Co., was posted on the Philippines Department of Transportation website. The firm, which is a subsidiary of the state-owned China Communications Construction Co., was accused of transferring funds to a Sri Lankan politician's election campaign while engaging in a number of construction projects there in 2018, according to the New York Times.

The railway would have limited impact on U.S. forces visiting the facilities, although it could become an issue if the U.S. seeks a greater presence in the region, according to an associate professor of political science at the National University of Singapore.

Chinese commercial investments overseas are watched warily by U.S. military strategists.

In 2015, as U.S. Marines were build-

ing a rotational presence in Australia's Northern Territory, the government granted a 99-year lease for the Port of Darwin to a Chinese firm. That same year a Chinese company acquired a 99-year lease on a failing Sri Lankan port near Indian Ocean shipping lanes that had been financed with Chinese loans that defaulted.

Duterte, since assuming office in 2016, has sought closer relations and infrastructure investment from Beijing, muting his criticism of China's occupation of his country's territory in the South China Sea. However, he hasn't followed through on threats to expel U.S. Special Forces battling Islamic extremists in the south or withdrawing from a visiting forces agreement that facilitates large-scale bilateral exercises, U.S. port calls at Subic or U.S. Air Force operations out of Clark.

A pair of Chinese companies signaled interest in a financially troubled Subic Bay shipyard in 2019, but there is speculation that the facility may be taken over by Australian shipbuilder Austal and U.S. private equity firm Cerberus Capital Management.

Last year, a Philippines expert at the University of Hawaii described the Clark-Subic rail announcement as a nice advertisement but all words. "I do not think this will pull through," he said. Only about \$926 million of \$9 billion worth of infrastructure loans and grants promised to the Philippines by China in 2016 had been provided through October 2020.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for January 2021:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Matsonia* — delegate 8X12 Watch Jr. Michelle Piper, JM-5235, no beefs. *MV Lurline* — delegate REJ Dale Cunningham, #3597, no beefs. *MV Mahimahi* - recently departed for Nantong, China, for drydock maintenance; once there, the crew will cross-deck over to the *MV Manoa* and return to service; delegate, Baldev Singh #3782, no beefs.

On the Pacific Northwest triangle run: *MV Maunawili* — delegate ERJ Glen Walton, #3575, no beefs. *MV RJ Pfeiffer* — delegate REJ David Ebanks, #3824, no beefs. *MV Kamokuiki* - returned to San Francisco for layup, delegate Electrician/Reefer Gregg Cavan, #3891, no beefs.

MV Cape Horn — replacement one-year Electrician Theo Price-Moku, JM-5299; also dispatched were four Standby Wipers to chip, clean and paint engine room spaces, no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President Eisenhower* — delegate REJ Eric White, #3925, no beefs. *MV President Cleveland* — ERJ Kenneth Fenley, #3740, no beefs.

PATRIOT CONTRACT SERVICES

USNS Soderman — one Oiler awaiting flyout. *USNS Watkins* — one Oiler and one Electrician awaiting flyout. *USNS Dahl* — one Electrician awaiting flyout.

Fraternally,
Bobby Baca



CMTS COVID-19 Working Group U.S. Mariner Mental Health Needs during COVID-19 Survey

The U.S. Committee on the Marine Transportation System (CMTS) COVID-19 Working Group (C-19 WG) encourages mariners from all segments of the U.S. maritime industry to take ten minutes to anonymously complete the "Mariner Mental Health Needs during Covid-19" online survey at <https://redcap.link/mariners>.

The confidential survey asks mariners a variety of questions about COVID-19, mental health, and their experiences and feelings when aboard a vessel during the challenges of this worldwide pandemic. No mariner identification data will be collected. Survey participation from a significant portion of the mariners in each industry segment is critical to understanding how the COVID-19 pandemic has affected their mental health. The survey is available from January 22 through May 31, 2021.

Results from the survey will be shared with federal agencies, vessel owners/operators, mariner unions, maritime training institutions, seafarer welfare organizations and MTS stakeholders to facilitate development of effective solutions that benefit our mariners' mental well-being. Mariner unions, vessel operators, vessel owners, mariner training institutions and industry associations are requested to encourage and facilitate the prompt participation of their mariners in this survey. MTS stakeholders are requested to widely distribute this announcement within the U.S. maritime industry.

The survey is being conducted independently by Dr. Marissa Baker, Assistant Professor & Industrial Hygiene Program Director, University of Washington School of Public Health. Individual responses will be kept confidential at the School. The survey allows mariners to skip any question which they do not wish to answer.

This survey is supported by Centers for Disease Prevention & Control (CDC) and the COVID-19 Working Group (C-19 WG) of the federal interagency U.S. Committee on the Marine Transportation System (CMTS). The C-19 WG serves as the CMTS forum for facilitating high-level interagency discussion, communication, and actions in support of the MTS under and after COVID-19.

<https://redcap.link/mariners>

Active

MFOW members

Retain your Welfare Fund eligibility.

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

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

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

Marine-Firemens-Union-121622254577986/

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2021

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

(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) Non-seniority 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.

Training Resources Ltd. Maritime Institute (TRLMI)

Courses are conducted at Training Resources 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 five-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; Anti-Terrorism (one-year validation); Survival, Evasion, Resistance and Escape (three-year periodicity).

March 15-19 April 19-23 May 17-21

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.**

March 4-5 April 1-2 May 6-7

High Voltage Safety

This five-day course is open to members who have electrical equipment background and training. Each student should:

- Have the requisite skills (knowledge and techniques) to distinguish exposed energized electrical conductors and circuit parts from other parts of electrical equipment, capability to determine nominal system voltages;
- Have the ability and be capable of providing first aid, including resuscitation, CPR and AED (where provided);
- Be capable of determining the proper use of personnel protective equipment to protect against shock and arc flash.

Prerequisites: Electrician-Refrigerating Engineer/Junior Engineer/RFPEW and Able Seafarer-Engine endorsements.

March 15-19 April 19-23

Endorsement Upgrading Courses

QMED Fireman/Watertender and Oiler

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.**

March 1-26 April 26-May 21

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/Oiler/Watertender course. It is recommended that eligible candidates schedule the QMED Fireman/Oiler/Watertender and RFPEW courses back-to-back for a five-week combined training session.**

March 29-April 2 May 24-28

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.**

March 1-April 9 May 3-June 11

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.**

April 12-16

June 14-18

QMED Junior Engineer

The MFOW Training Plan does not sponsor the QMED Junior Engineer course. A member who has successfully completed the modules for QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, and QMED Oiler can be issued the national endorsement as QMED Junior Engineer without testing provided he or she has met all other sea service and training requirements.

QMED Pumpman/Machinist

A member who successfully completes the 240-hour 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 Junior Engineer, QMED Fireman-Watertender, QMED Oiler, RFPEW and AS-E.**

March 8-April 16

May 10-June 18

STCW BASIC TRAINING*

***NOTE: ALL BASIC TRAINING CERTIFICATES HOLD A ONE-YEAR VALIDATION WHEN USED FOR MARINER DOCUMENT (MMD) RENEWAL.**

Basic Training Revalidation (two days)

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.

TRLMI, San Diego, CA (one day): March 12; March 26; April 2; April 16

Cal Maritime Academy, Vallejo, CA: April 12-13; May 11-12

Compass Courses, Edmonds, WA: February 23-24; March 23-24; April 20-21

MITAGS-PMI, Seattle, WA: February 17-18; March 11-12; May 24-25

Maritime License Center, Honolulu, HI: April 15-16; June 10-11

Basic Training Refresher (three days)

The BT Refresher course (24 hours) 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.

TRLMI, San Diego, CA: February 24-26; March 17-19; April 21-23

Cal Maritime Academy, Vallejo, CA: March 8-10

Compass Courses, Edmonds, WA: February 23-25; March 23-25; April 20-22

MITAGS-PMI, Seattle, WA: September 10-13

Maritime License Center, Honolulu, HI: April 14-16; June 9-11



TRLMI: CORONAVIRUS PROTOCOL

Effective 24 March 2020, TRLMI was designated part of the Critical Infrastructure by the U.S. Navy. We have completed a deep cleaning of the facility. We will continue the steps we had initiated to protect our staff and students, including:

A. Following the guidelines as set forth by The State of California and County of San Diego Health and Human Services Agency and the Order of the Health Officer. We are in regular communication with County of San Diego Health personnel and are implementing all of their recommendations, while continuing to monitor for future guidance.

B. Re-emphasizing common-sense practices used against the spread of all viruses, such as not coming to the facility if you are feeling ill, covering coughs and sneezes, washing hands often, and preventing any person-to-person contact.

C. Older adults and individuals with underlying medical conditions who are at increased risk of serious COVID 19 are encouraged not to attend (this includes all TRLMI team members).

D. Screening of all persons entering TRLMI for coronavirus symptoms and excluding such people from the facility if symptomatic. All visitors will be required to complete a screening questionnaire.

E. Following social distancing recommendations, including providing 6 feet of space between students in classrooms. We are limiting classes to 10 or fewer people.

F. For spaces such as the fire trainer, where social distancing is limited due to physical configuration of the space, TRLMI will provide Personal Protective Equipment (PPE), consisting of face masks and gloves for students and staff.

G. Following the environmental cleaning guidelines as provided by the CDC (e.g., clean and disinfect high touch surfaces at least daily if not more frequently).

We will continue to provide updates as the situation evolves.

3980 Sherman Street, Suite 100. San Diego, CA 92110

(619) 263-1638

www.TRLMI.com

MARAD seeks input on future of *NS Savannah*

One of America's most historic merchant ships, the *NS Savannah*, is facing an uncertain future. Recently, the U.S. Maritime Administration (MARAD) asked for the public's input as they work to complete the decommissioning of the world's first nuclear-powered merchant ship.

The concept of nuclear-powered merchant ships was proposed by President Dwight Eisenhower in 1955 as part of his Atoms for Peace program that was designed to highlight the potential commercial uses for atomic power. The U.S. Navy had commissioned its first nuclear submarine, the *USS Nautilus*, in 1954 and was just designing its first nuclear-powered surface ship. It was rumored that the Navy opposed the merchant ship project fearing it would interfere with the fledgling efforts to create a nuclear navy, but Congress approved the funding for the construction of 21,000 dwt cargo ship in 1957.

Modifying the standard C-3 cargo ship design, plans were developed for a 596-foot-long passenger-cargo vessel able to accommodate 60 passengers with a crew of 109 and carry 9,600 tons of cargo. Famed industrial designer Raymond Lowey was enlisted to give the ship a sleek, mid-century modern look. The all-white ship would feature an all-welded hull complete with an atomic logo on her superstructure. Fittingly, she was named *Savannah* in honor of the first ship with steam propulsion to cross the Atlantic in 1819.

Construction began in New Jersey with the keel laid on National Maritime Day, May 22, 1958. While it was largely a conventional design, the nuclear reactor's shielding added extensive weight to the ship and special provisions were made for the ship to host tours including a viewing platform with windows looking into the engine room.

MARAD faced numerous concerns over the safety of the vessel. Yet, all of the major American shipping lines applied for the rights to operate the demonstration ship.

The *Savannah* was launched on July 21, 1959; just a week after the Navy launched its first nuclear surface ship, the *USS Long Beach*, which would be commissioned in 1961. The *Savannah* was fueled for the first time in November 1960 with 7000 kilograms of uranium oxide, which was expected to permit her to operate for three years and sail 300,000 miles before refueling. By the end of 1961, the reactor had been tested at 10 percent of power before she sailed to Virginia under conventional steam power.

Sea trials began in March 1962 when the reactor was taken to 80 percent power and the ship achieved 20 knots during a four-hour run. Finally, in April 1962 the reactor was taken to full power for the first time and she exceeded 23 knots.

MARAD put the *Savannah* into service under the management of States Marine Lines and her first sailing with passengers was in September 1962 from Norfolk, Virginia with a transit of the Panama Canal as she sailed to Seattle, Washington to be put on display as part of the Seattle World's Fair. She later sailed to Long Beach, California, where more than 10,000 people visited.

In 1964, MARAD reassigned her to American Export Isbrandtsen Lines. She visited U.S. cities, including New Orleans, Baltimore, Boston, and New York, where thousands of people lined up to tour the only commercial nuclear-powered ship in operation. In June 1964, she sailed on her first voyage across the Atlantic visiting Bremerhaven and Hamburg as well as Dublin and it was reported that over 153,000 peo-



The engineering control room aboard the *NS Savannah*.

ple visited her.

After a year of demonstration voyages, she entered commercial service in 1965, but American Export decided to operate her as a cargo ship only using her passenger accommodations for cadets. However, having been based on a now antiquated design and envisioned as a demonstration ship, she was not a commercial success. MARAD had proposed retiring her as early as 1967, but she was refueled in 1968 and continued operating till 1970 when the U.S. Government ended her operating subsidy.

Despite great expectations for the potential of atomic power, the *Savannah* was one of only four nuclear-powered merchant ships ever built with the others coming from Germany, Japan, and the Soviets. The nuclear core was removed in 1971 and she later became a tourist attraction in her namesake city and later in Charleston, South Carolina.

In 2007, MARAD moved her to Baltimore with a caretaker crew. Since then, the MARAD staff and volunteers worked to restore and preserve the interiors of the ship, and each year on National Maritime Day she was opened to the public for visits. Recently, she com-

pleted an extensive dry docking in Philadelphia before returning to Baltimore, where MARAD continues the decommissioning process. She was added to the National Register of Historic Places in 1982 and designated a National Historic Landmark in 1991. Under the requirements of the National Historic Preservation Act, MARAD is now soliciting the public's views regarding proposed uses for the *Savannah*.

Once the nuclear power plant is fully decommissioned, MARAD proposes possibly transferring the ship to another government agency, such as the National Parks Service or the Smithsonian, or possibly using her as a maritime training platform. MARAD might donate the vessel or form a public-private partnership so that she might be on display or find other suitable purposes. The last option is either to dismantle the ship or use it as part of a man-made reefing project.

The complete proposal for the future of the historic ship is available online and the public has until March 15, 2021, to submit their comments.



The MFOV *MV Mahimahi* crew pictured in front of the stack and next to the *MV Manoa*.



The MFOV crew aboard the *MV Mahimahi* participated in final fire and boat drills prior to the scheduled shipyard visit in Nantong, China. From left to right are DJU Larry Carranza, #3889; ERJ Colby Sims, JM-5254; REJ Baldev Singh, #3782 and Wiper Wayne Young, JM-5328.

WILMINGTON NOTES

Wilmington shipped 100 jobs in January: seven APL, seven Matson and five PCS shipboard billets, along with 11 Shore Mechanics. Three applicants made their first ship and 11 worked standby jobs. We have 22 A-, 19 B- and 15 C-seniority members registered. Job calls are still at 1030 and 1400.

Shipboard billets at APL are dispatched 10 days ahead of turn-to, and Matson shipboard billets are dispatched five days ahead of turn-to. APL ships are delayed at least a week due to a general shortage of chassis, compounded by restricted rail yard movements leading to congestion, and a shortage of labor. The current pandemic has hit the general labor force and families pretty hard, and it has also affected the orderly transition of goods through the ports we service.

Most businesses along Avalon Blvd. have been shuttered or operate at reduced hours. Many have regrouped and reopened under stringent guidelines administered by the Los Angeles County Health Department. A recent return to outdoor dining facilities has been instituted. I am hopeful that this is a wise decision and will keep my fingers crossed.

Through this all I am amazed at the cohesion that the residents here have caring for others who are less fortunate. Regular weekly drive-through giveaways of food in conjunction with the L.A. Food Bank, L. A. County Federation of Labor, and various unions, church groups and community groups have all kept the general population fed. These distribution efforts could not happen without donations from private individuals and corporations, which is very much appreciated. Watching the outpouring of community support this past year instilled a great appreciation for the people I see day to day and for

those who I don't, as I know they are working behind the scenes to make sure it gets done.

At Fenix Marine Services Pier 300, Foreman Ken Justice and Leadermen Mike Robles, Frank Marinovich and Robert Rivas run the gang of 23 Mechanics. Nine reliefs were dispatched, and the yard is getting pretty busy. Longtime Leaderman George Sims retired and is living it up somewhere...take care, George!

The SS Lane Victory has made significant progress and is currently working on getting the distilled water tank scaled and coated. Engineers Steve Silcock, Jim Gillen and Dave Sulzer are still in charge. Volunteers are very much appreciated. Turn-to is on Saturdays at 0900. PPE is required as well as social distancing, and always bring a flashlight with you.

Brother Pasquale Gazillo, #3699, sat in for me while quarantined (it was boring). Thanks to him as he had his hands full with a bunch of jobs! I heard no complaints from any members. Thank you again, Brother.

On a somber note we lost a couple of pensioners this month: Karl Nitschke and Bruce Botai. I worked with both of them on ship and over at the Terminal Island shop, and could tell you a few sea stories about these gentlemen. Wherever they are at, I am sure they are both having fun, trust me. Both were good friends of mine. I am gonna miss them.

Well the election is finalized and I have high hopes for a good future for all in our country. I hope you feel the same way.

Take care and work safely.

Aloha,
Sonny Gage
Port Agent

HONOLULU NOTES

In January, the Honolulu hall rotated six steady jobs: *Kaimana Hila* Wiper, *Pfeiffer* Reefer and Junior, *Maunalei* Electrician, Junior and APW. We had one shoreside relief and picked up two new jobs, the *Matsonia* Reefer and the *Cape Texas* Electrician. There were 22 Standby Elect/Reefer jobs and 25 Standby Wiper jobs called.

Presently the Honolulu registration list has 16 "A" seniority members, 10 "B" seniority members and 7 "C" seniority members.

I attended my usual monthly meetings with the Hawaii State AFL-CIO executive board, the Maritime Trades Department Hawaii Ports Maritime

Council, and the Honolulu Sailors' Home board meeting.

Much mahalos to brother Colby Sims, JM-5254, and brother Benny Arcano for digging deep and receiving Hawaii essential workers' exemption. This led the way for Headquarters to talk to Matson regarding Hawaii residence shore leave in Honolulu. We are still being restricted, but Matson has paid one restricted-to-ship claim to Benny. The future of Honolulu residence restrictions to ship are still being discussed with the Hawaii State Governor David Ige.

Aloha,
Mario Higa
Port Agent

SEATTLE NOTES

During the month of January, Seattle shipped one Electrician, one REJ, four Standby Reefers and three Standby Wipers. Seattle currently has 10 A-, 10 B- and three C-seniority members registered for shipping.

This month I represented the membership at the Martin Luther King County Labor Council meeting and the Washington State Labor Council meeting. In January, Senate Bill 5149/House Bill 1201 — The Covered Lives Assessment for Foundational Public Health Bill - was introduced to the Washington State Legislature. The intention is to prop up the burdened state medical resources with new tax revenues. Disturbingly, taxes are to be levied against PEBB, SEBB, Medicaid, fully-insured and self-insured plans (Taft-Hartley health plans).

Union workers put higher wages on the negotiation table to achieve other benefits, such as a strong health care plan. Our benefits package that we enjoy should be considered inclusive as hard-won income overall. If this bill is made law, in a state that has no income tax and has determined in court that a graduated income tax is unconstitutional, it would effectively make Union families a minority income taxpayer in Washington State. Because of the increased financial burden to our health care plan, this bill would also reduce our ability to negotiate for fair increases to other fringe benefits and wages. I strongly urge all hands to write, email, or phone your State Representative, and voice your opposition to this bill.

Fraternally,
Brendan Bohannon, Representative

Regular membership meeting dates 2021

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

HOWZ SHIPPING?

January 2021

San Francisco

Electrician.....	4
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day)	3
Oiler	2
Wiper.....	1
Standby Electrician/Reefer	17
Standby Wiper.....	24
TOTAL	55

Wilmington

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Day)	4
Oiler	1
Wiper.....	8
Shore Mechanic.....	13
Standby Electrician/Reefer	25
Standby Wiper.....	43
TOTAL	100

Seattle

Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	1
Standby Electrician/Reefer	4
Standby Wiper.....	3
TOTAL	9

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day)	2
Wiper.....	2
Shore Mechanic.....	1
Standby Electrician/Reefer	22
Standby Wiper.....	25
TOTAL	56

HONOR ROLL

Voluntary donation to General Treasury — January 2021:
Anthony Lefebre, #3750.....\$40.00
Jefferson Basuel, #3829.....\$50.00
Eric White, #3925.....\$100.00

Benefits paid during January

Death Benefits

None

Burial Benefits

None

Excess Medical \$1599.79
Glasses and Examinations \$600.00

POLITICAL ACTION FUND

Voluntary donations for January 2021:
Walter Washington, P-2813.....\$100.00
Frank Portanier.....\$25.00
Shadow Moyer, #3822.....\$50.00
Katie Chelekis, JM-5155.....\$100.00
Edgardo Guzman, #3905.....\$40.00



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