



THE MARINE FIREMAN

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



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No. 3

PCS to continue operation and maintenance of Watson-class fleet

On March 4, the U.S. Navy's Military Sealift Command posted an award notice covering the operation and maintenance of eight Watson-class ships used to transport cargo to destinations across the globe. The eight government-owned large, medium-speed, roll-on, roll-off (LMSR) vessels are *USNS Charlton*, *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Watkins* and *USNS Watson*.

The award was given to Patriot Contract Services, based in Concord, Cali-

fornia, the incumbent operator of the ships. The maximum dollar value of the contract, including the base period and four option years, is \$455,164,762. Working capital funds (Navy) in the amount of \$10,755,397 and working capital funds (Transportation) in the amount of \$29,502,243 are being obligated for the fiscal year 2021 at time of award. Contract funds in the amount of \$40,257,640 will not expire at the end of the current fiscal year.

The contract was competitively procured and six offers were received.

Matson cruised along in 2020

On February 23, Matson Inc. reported net income of \$193.1 million for the 12-month period ended December 31, 2020, compared with \$82.7 million in 2019. Consolidated revenue for the 12-month period ended December 31, 2020 was \$2,383.3 million, compared with \$2,203.1 million in 2019.

"Within ocean transportation, our China service saw significant demand for its CLX and CLX+ expedited ocean services and was the primary driver of the increase in consolidated operating income. For the full year 2020, Hawaii and Guam volume approached the levels achieved in the year ago period despite the economic challenges from the pandemic, and Alaska volume was modestly higher than the level achieved in the full year 2019," said chairman and chief executive officer Matt Cox.

Ocean transportation revenue increased 11.2 percent during the year ended December 31, 2020, compared with the year ended December 31, 2019. The increase was primarily due to higher freight revenue in the China service, including revenue associated with the CLX+ service, partially offset by lower fuel-related surcharge revenue and lower revenue in Hawaii.

On a year-over-year basis, Hawaii container volume decreased 0.6 percent primarily due to lower volume as a result of the pandemic and its effects on tourism, partially offset by volume associated with the dry-docking of one of Pasha's vessels in the second quarter and higher demand for sustenance and home improvement goods.

Alaska volume increased by 4.6 percent primarily due to higher northbound volume, including volume associated with the dry-docking of a competitor's vessel and one additional sailing, partially offset by modestly lower southbound volume. China volume was 85.8 percent higher primarily due to volume from the CLX+ service in

addition to higher volume on the CLX service as a result of increased capacity in the trade lane. Guam volume was 2.6 percent lower primarily due to lower demand for retail-related goods resulting from the pandemic and its related effects. Other container volume increased 3.6 percent.

Ocean transportation operating income increased \$154.0 million, or 169.6 percent, during the year ended December 31, 2020, compared with the year ended December 31, 2019. The increase was primarily due to a higher contribution from the China service, including the contribution from the CLX+ service, and lower vessel operating costs, including the impact of one less vessel operating in the Hawaii service, partially offset by a lower contribution from the Hawaii service.

The SSAT terminal joint venture investment contributed \$26.3 million during the year ended December 31, 2020, compared to a contribution of \$20.8 million during the year ended December 31, 2019. The increase was largely attributable to lower operating costs.

Logistics revenue decreased \$7.1 million, or 1.3 percent, during the year ended December 31, 2020, compared with the year ended December 31, 2019. The decrease was primarily due to lower transportation brokerage and freight forwarding revenue. Logistics operating income decreased \$2.8 million, or 7.3 percent, for the year ended December 31, 2020, compared with year ended December 31, 2019. The decrease was due primarily to a lower contribution from freight forwarding.

Matson's cash and cash equivalents decreased by \$6.8 million from \$21.2 million at December 31, 2019 to \$14.4 million at December 31, 2020. Matson generated net cash from operating activities of \$429.8 million during the year ended December 31, 2020, compared to \$248.8 million during the year ended December 31, 2019.



The *USNS Watson* pictured at Wharf Alpha, Naval Weapons Station-Joint Base Charleston, South Carolina. The large, medium-speed, roll-on roll-off (LMSR) vessels are ideal for the rapid loading and off-loading of Army wheeled and tracked vehicles, as well as other outsized Army equipment. A series of internal and external ramps makes this possible, and shipboard cranes allow cargo to be lifted without relying on local port infrastructure.

Plan to berth RRF ships at the Port of Olympia falls through

A plan that would have brought two government ships to the Port of Olympia for five years and generated \$3.5 million in revenue has fallen through, the port's executive director announced last month. The two 600-foot ships — *Admiral W.M. Callaghan* and *Cape Orlando* — are part of the U.S. Maritime Administration's Ready Reserve Force (RRF). The U.S. Maritime Administration is part of the U.S. Department of Transportation. The ships are currently based in Alameda, California. RRF ships are used to support national defense efforts and aid humanitarian causes.

"These vessels may be staying in California rather than coming to the Port of Olympia," a port spokesperson said. "Through the contract approval process we were informed of an interpretation of logistical requirements for multiple vessels that would eliminate the Port of Olympia."

An intermediary business called Marine Design and Operations — a business that had been tentatively awarded a bid to do business with the port in dealing with the ships — ultimately did not get the U.S. Maritime Administration contract. The reason was that the port could not meet a requirement of "dead ship" status, having enough tug boats on hand to remove the ships simultaneously from the marine terminal within two hours. The port has two tugs, but would need four tugs. The port could call on tugs from Tacoma, but the time needed to get the tugs to Olympia would fall outside the two-hour requirement.

Now that the two RRF ships are not going to the port, there is less urgency to move the former Washington state ferry that has been docked at the marine terminal for three years. The new owner of the ferry is still paying to have the vessel docked at the port.

California to require additional bunker fuel analysis

The California Air Resources Board (CARB) has announced an additional measure to verify compliance with the CARB emission regulations for ocean-going vessels. According to the announcement, the primary driver to introduce such a measure is that a study has shown, although ships visiting CARB jurisdiction are complying with the fuel's sulfur requirements, many are not using distillate category fuels as required by California law, resulting in higher particulate emissions.

To ensure compliance, CARB staff, from May 2021 during inspections will seek to collect in-use fuel samples from the vessels. These samples are expected to be tested for standard ISO 8217 table 1 requirement but more specifically subjected to ISO 10370 "Determination of carbon residue — Micro method". This test is one of the important indica-

tors to categorize a marine fuel as distillate or not.

The regulator issued an advisory in this respect which also outlines the practical steps to ensure compliance from the ship operator. Operationally, there is more emphasis on the change-over time being sufficient to ensure that flushing has been effective enough for a distillate sample drawn from the system not to be contaminated from the residual fuel.

In case of doubt, further guidance should be sought from the relevant port authorities. Records should be kept up-to-date relating to any necessary fuel oil change-overs, recording the date and time of entering and exiting the emission control area. Also, it is recommended that the relevant bunker delivery notes should be retained for compliance verification.

Halls to close

Harry Bridges' Memorial Day in Honolulu — The Honolulu hall will be closed on Tuesday, March 30, 2021, in observance of Harry Bridges' Memorial Day, which is an ILWU Local 142 holiday.

Cesar Chavez' Birthday — The San Francisco, Seattle and Wilmington halls will be closed on Wednesday, March 31, 2021, in observance of Cesar Chavez' Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels in West Coast ports; it is not a holiday at sea.

For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

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Philly Shipyard secures grey hull repair work

Philly Shipyard has been awarded a contract for the repair of the Military Sealift Command roll-on/roll-off ship *USNS Charlton*, marking the third government repair contract since the shipyard stopped doing commercial newbuilds in 2019. The contract was awarded by Patriot Contract Services, the ship manager working on behalf of the U.S. Navy's Military Sealift Command (MSC).

"This is a great win for our shipyard and demonstrates our ability to acquire substantial repair jobs going forward," said a Philly Shipyard spokesperson. "We look forward to working with Pa-

triot as we continue on our journey as a strong partner for government projects."

With a displacement of 69,000 tons and a length of 950 feet, the *USNS Charlton* is designed to carry prepositioned U.S. Army tanks, armored personnel carriers, tractor-trailers, and other equipment and supplies to potential areas of conflict around the world. It also provides surge sealift support of remote military actions. Repair work is planned to be completed in the third quarter 2021.

After delivering its final Jones Act newbuilds in 2019, Philly Shipyard

made the decision to "go gray" and pursue government contracts.

Its first two contract awards in this area involved repair and maintenance contracts for *Antares* and *Pollux*, two *Algol*-class sister vessels. In April 2020, it was selected to construct up to five National Security Multi-Mission vessels worth up to \$1.5 billion. The NSMVs will serve as maritime training ships for the nation's maritime academies as well as provide humanitarian assistance and disaster relief support in times of need. Congress has approved the construction of the first four vessels.

AFL-CIO
AMERICA'S UNIONS

THE WORKERS FIRST AGENDA: 5 PRIORITIES FOR 2021

We urge the Biden administration and Congress to seize this opportunity to transform the lives of working people through bold, structural change, starting with the following five priorities:

I. WORKER EMPOWERMENT

Because stronger unions are essential to addressing the multiple crises facing America, we will urge the new administration to have a plan ready on Day One to enact the PRO Act and the Public Service Freedom to Negotiate Act; create an interagency task force on collective bargaining; and rescind executive orders undermining collective bargaining.

II. WORKER SAFETY AND THE PANDEMIC

The most immediate focus of 2021 will be bringing the COVID-19 pandemic under control, starting by guaranteeing access for all workers to free vaccines and rapid testing; issuing emergency COVID-19 standards from the Occupational Safety and Health Administration and Mine Safety and Health Administration; signing an executive order under the Defense Production Act to ensure adequate supply of personal protective equipment; and ensuring paid sick days, paid family leave and child care for all workers.

III. GOOD JOBS AND PUBLIC INVESTMENT

The first order of legislative business in 2021 will be the next COVID-19 bill, which must include \$1 trillion in flexible grants for state and local governments. But we must begin now to focus on "building back

better," starting with a multitrillion-dollar infrastructure package and federal labor standards and domestic sourcing requirements for clean energy projects. Other priorities for promoting good jobs include rescinding the Trump Labor Department's anti-worker regulations; raising labor standards for all jobs supported by federal funding; eradicating workplace discrimination; reforming Wall Street; making the global economy work for working people; building a more just immigration system; increasing public investment; and making the wealthy and big corporations pay their fair share in taxes.

IV. RACIAL JUSTICE AND DEMOCRACY

The racial justice crisis is intimately connected to the ongoing public health and economic crises. We will urge the administration to appoint a "racial equity czar" to lead an interagency task force to survey and address the structural racial equity issues in jobs, health care, criminal justice and policing that have become more apparent during the ongoing COVID-19 crises. The Jan. 6 attack on the U.S. Capitol also underscored the pressing need for racial justice and democracy reform.

V. ECONOMIC SECURITY

We will urge Congress and the new administration to address America's continuing economic security crisis by providing pension funding relief; increasing Social Security benefits across the board; reducing prescription drug prices; lowering the Medicare eligibility age to 50; creating a public option; strengthening the Affordable Care Act; rebuilding the unemployment insurance system; and establishing postal banking.

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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 Second Street, San Francisco, CA 94105

March 1, 2021

The Honorable Tammy Baldwin
Chairwoman
Subcommittee on Agriculture
Senate Committee on Appropriations
Washington, DC 20510

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

Dear Chairwoman Baldwin and Ranking Member Hoeven:

Each year our nation's international food aid programs, including P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole International Food for Education within the Agriculture, Rural Development, Food and Drug Administration, and Related Agencies appropriations bill, help reach millions of vulnerable people around the world. These programs have enjoyed significant bipartisan support for more than 60 years. We, the undersigned organizations, respectfully request Congress continue to fully support these programs and that the Fiscal Year 2022 agriculture appropriations funding for these critical accounts be increased to at least \$2.2 billion.

Global food assistance is required as drought, continuing conflict, and other crises persist around the world. Chronic and acute hunger have continued to rise and the U.N. World Food Programme warns that the number of people facing crisis levels of food insecurity may increase to 270 million over the next year, the result of COVID-19, ongoing conflict and climate related extreme events. USAID's Famine Early Warning System Network estimated that approximately 113 million people were in need of humanitarian food assistance in 2020, a roughly 25 percent increase in needs relative to anticipated 2020 needs before the COVID-19 pandemic. With hunger on the rise, now is the time for America to continue its leadership role in the world by showing full support for its international food security programs.

Food assistance programs not only benefit the recipients, but also U.S. economic and national security interests. Food aid, in all its forms, is made available through these programs usually bearing the U.S. flag and/or marked "from the American people." By furthering stability in fragile countries and sparking hope in countless people who are struggling to survive, U.S. strategic interests are protected and expanded. Ultimately, these kinds of foreign assistance programs help create a firm foundation for vulnerable communities to grow and prosper, which is why many former food aid recipient countries are now among the most important U.S. trading partners.

The use of American grown commodities as food aid has been a cornerstone of U.S. foreign assistance programs for decades and U.S. food aid has continually evolved and adapted to meet changing needs. Using a combination of U.S. commodities, cash, vouchers, and locally purchased food, the U.S. has worked to expedite hunger relief, increase resilience and save countless lives. Through a joint public-private partnership, American farmers, fishing families, mariners, port workers, private voluntary organizations (PVOs), and the U.S. Government have developed the strongest frontline response to urgent global food insecurity. Food aid is a tangible source of hope to those in need, and American stakeholders take great pride in their support for the world's most vulnerable people through these programs.

While our organizations at times have policy differences, we stand united in our belief that U.S. food aid programs are among the world's most critical foreign assistance programs, save countless lives, bolster our nation's and global security, and help millions in need around the world. We ask that you continue the lifesaving and life improving work of food aid by increasing the agriculture appropriations funding in Fiscal Year 2022 to at least \$2.2 billion to carry out the necessary and vital work accomplished in the P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole programs.

Thank you,

ADM
Agricor
Alaska Seafood Marketing Institute
Alliance to End Hunger
American Association of Port Authorities
American Farm Bureau Federation
American Maritime Congress
American Maritime Officers
American Maritime Officers Service
American President Lines, LLC
American Pulse Association
American Soybean Association
Bold Ocean LLC
Bread for the World
Breedlove Foods, Inc.
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Mana Nutrition
Marine Engineers' Beneficial Association
Marine Firemen, Oilers, Watertenders
and Wipers Association

Maritime Institute (MIRAID)
National Association of Wheat Growers
National Barley Growers Association
National Cooperative Business Association
CLUSA International
National Corn Growers Association
National Council of Farmer Cooperative
National Milk Producers Federation
National Sorghum Producers
Navy League of the United States
North American Millers' Association
North Dakota Farmers Union
North Dakota Grain Growers Association
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Schuyler Line Navigation Company
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Semo Milling
The Port of Virginia
Transportation Institute
TVS
U.S. Canola Association
U.S. Dry Bean Council
U.S. Durum Growers Association
U.S. Ocean LLC
U.S. Pea and Lentil Trade Association
USA Dry Pea and Lentil Council
USA Maritime
USA Rice
Washington Public Ports Association
Wisconsin & Southern Railroad/Watco
Wisconsin Corn Growers Association
World Food Program USA
World Vision

Los Angeles port project on the table

The U.S. Army Corps of Engineers (USACE) has received an application to reissue a permit for the Berths 226-236 Container Terminal Improvements Project located in the Port of Los Angeles. The applicant, Los Angeles Harbor Department, is proposing to complete project elements in navigable waters of the U.S. that were not completed under the previous Department of the Army permit. The previous permit expired on February 14, 2021. Activities to be completed under a reissued permit include:

- approximately 30,400 cubic yards of dredging with disposal at LA-2;
- installation of structural wharf improvements along Berths 226-232;
- installation of approximately 65 linear feet of sheet pile to complete wharf stabilization;

- installation of five new cranes and raising of five existing cranes;
- installation of two alternative maritime power units on the wharf to allow electrification of ships at berth.

USACE's permits are necessary for any work, including construction and dredging, in the nation's navigable water and their tributary waters. During the permit process, USACE considers the views of other Federal, state and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the United States.

Austal USA wins U.S. Navy contract for construction of EPF vessel

Austal USA has secured a contract from the U.S. Navy to carry out the detailed design and construction of new Expeditionary Fast Transport (EPF) vessel. The contract is worth \$235 million and the vessel will be the 15th EPF.

Austal noted that the EPF vessel is a 103-meter, high-speed aluminum catamaran. It is designed to provide a fast, high-payload transport capability to combatant commanders across the world to support missions such as humanitarian aid and disaster relief.

The EPF platform is designed by Austal Australia and manufactured by Austal USA. Since 2012, Austal USA has delivered 12 EPFs to the U.S. Navy from its shipyard in Mobile, Alabama.

An Austal executive said, "The EPF has made a real difference to military operations and other humanitarian and disaster relief missions over many years now, and this additional vessel contract

reflects the continuing confidence in the unique high-speed platform. This latest EPF will expand the medical facilities available onboard, further enhancing the proven operational capabilities of the ship, which has been used for various medical missions in the Pacific, South East Asia and Western Africa. Austal USA is understandably proud of its record of success with the EPF, which has been deployed and operated by Military Sealift Command for the U.S. Navy, in theatres around the world."

One *Spearhead*-class EPF, the future *USNS Apalachicola*, is currently under construction at Austal USA's shipyard, while the future *USNS Cody* is scheduled to begin construction in the second half of 2021. Besides the EPF program, Austal USA is contracted to deliver 19 *Independence*-class Littoral Combat Ships (LCS) for the Navy.

Port of Philadelphia breaks ground on new warehouse

Pennsylvania Governor Tom Wolf, Philadelphia Mayor Jim Kenney and senior PhilaPort leadership took part in a ground breaking ceremony on March 4 for a new near-dock warehouse at the Port of Philadelphia. The PhilaPort Distribution Centre will fuel the next phase of development for one of the fastest growing ports in America.

PhilaPort is the fastest growing container port in the U.S., and the facility is expected to continue to propel growth. Last year, the port moved a record 640,000 TEU and achieved seven per cent growth during a difficult global economic environment. Compound annual growth over the past 10 years has been 10 percent.

The \$42 million, 201,621 square foot building is a critical step in the development of the port's Packer Avenue Marine Terminal, the region's main container terminal. The new food-grade warehouse is one mile from the marine terminal and will help the port attract new shippers and ocean lines.

Holt Logistics Corp. will be the operator of the new building, which will serve as a major adjunct to the container operations at Packer Avenue Marine Terminal. The new warehouse will allow Holt to get containers off the terminal and rapidly unloaded into a state-of-the-art facility.

Containers can then be returned directly to the marine terminal or moved to a Pennsylvania factory to be loaded with exports, further expanding opportunities for local and regional commerce.

A planned second phase for the development of this site includes a 217,000 square foot refrigerated building, which will make it a truly multi-purpose facility. The Port Authority is also planning road and rail improvements, again designed to increase cargo velocity to final customer. Finally, PhilaPort is planning densification improvements to the Packer Avenue Marine Terminal – terminal reconfigurations that will allow more container moves per acre per year.

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

MATSON

On February 18, joined by MFOW Vice President Deyne Umphress, I participated in a teleconference with Matson Labor Relations Director Danny Defanti and IT Managers Tim Corfey and Amanda Furr. The purpose of the teleconference was to discuss the initial phase of Matson's remote reefer monitoring plan aboard several ships and barges, and possible jurisdictional issues.

The company plans to install telematics devices on approximately 2,800 refrigerated containers, which will be able to communicate to a shipboard management and services platform via a wireless, long range (LoRa), low-power wide-area network modulation system. Between the end-devices (telematics devices on reefer containers) and the management and services platform are gateway devices mounted in strategic locations aboard the vessel. Refrigerated containers communicate in real time through the gateways to the management and services platform.

Key container data, including temperature, humidity and alarms, is collected in the management and services platform, which updates a management application that can communicate over satellite to a land-based platform.

It was tentatively agreed that maintenance, troubleshooting and repair of the telematics and gateway devices would fall under MFOW jurisdiction (to the extent that replacement parts or devices are actually available aboard ship) and that maintenance and repair of the management and services platform and vessel connect systems, located in the ship's computer room and integrated with the ship's network server, would fall under the jurisdiction of the ship's Master.

A remote monitoring terminal will be made available to the ship's Reefer Engineer.

MARAD

On February 22, at the invitation of Deputy Maritime Administrator Lucinda Lessley, I participated in a labor stakeholder teleconference to discuss topics of concern relevant to the maritime industry and the maritime workforce. The primary topic of conversation was recovery from the impact of the COVID-19 pandemic and the urgency of mariner pool vaccination. A few key takeaways from the session were:

- The U.S. Maritime Administration (MARAD) is advocating for the mariner at every level and is working most closely with the Department of Defense (DOD) to try to secure access to DOD's vaccine stockpile for mariners. The U.S. Transportation Command (USTRANSCOM) is working with MARAD to try to resolve the logistical issues inherent in this approach.
- It is extremely unlikely that the CDC is going to change the 1C classification for mariners. Therefore, as efforts continue with DOD, the maritime industry should also reach out to Governors, Mayors, and State Vaccine Coordinators and Health Officers to make sure they understand that mariners are frontline workers who should be moved up in each state's vaccine priority distribution system. They need to know that not only are mariners at high risk due to the nature of their employment but also, when they return home, they can become a risk.
- It needs to be emphasized to state officials the national security implications of not vaccinating mariners and the economic implications if and when mariners and their vessels are quarantined and taken out of service, therefore threatening the supply chain.

It was a productive session with MARAD and the unions clearly on the same page and committed to working together to try to resolve the vaccine issue.

On February 25, I participated in a closed session meeting held by MARAD to address COVID-19 related concerns and its impact on the readiness and resilience of the U.S. flag international and domestic fleets and offshore services. Deep-sea maritime labor continued to keep the dialogue moving on mariner vaccine priority, international travel restrictions causing crewing issues, morale and restriction-to-ship issues.

APL SIGN-ON

At Headquarters and branches, we have been receiving negative feedback from members regarding the "acknowledgement of company policies" form that joining crew members are being asked to sign aboard APL Marine Services (APLMS) vessels. In particular, a paragraph on one form appears to be an attempt by the company to intimidate, agitate or confuse union members regarding their rights under labor law and under the collective bargaining agreements. Whether intended or not, it comes across to most as a scare tactic, right out of some anti-labor playbook:

Unless I have a signed agreement to the contrary, such as an applicable CBA, I understand that my employment is at will, meaning that it is not for a specified period of time, meaning that the employment relationship may be terminated at any time, for any reason, with or without cause or notice, by me or the Company. I acknowledge that no oral or written statements or representations regarding my employment can alter the foregoing.

Only the Chief Executive Officer has the authority to enter into an agreement that alters the at-will relationship and then only in writing signed by the employee and the Chief Executive Officer.

I also acknowledge that the Company reserves the right to revise, delete and add to these policies. All such revisions, deletions or additions must be in writing. No oral statements or representations can change the terms contained in these policies.

On February 24, I contacted APLMS Labor Relations and stated that we do not believe it is in good faith to ask joining crew members to sign off on something that is intimidating, agitating or confusing; and it certainly does not lead to positive labor relations. SUP President Dave Connolly did the same. We suggested that a "kinder, gentler acknowledgement of company policies form be used."

APLMS Labor Relations stated that they will follow up on the matter and that it was not their intent to intimidate anyone.

APL RTS

The most recent extension of the restriction-to-ship settlement agreement between the SIU Pacific District and APLMS expired on February 28, 2021. The temporary agreement, beginning in August 2020, was negotiated to enhance the health and safety of crew members and to establish a clear, uniform policy aboard APLMS ships. Crew members may be subject to grave illness if exposed to COVID-19 and ships may be sequestered in domestic or overseas ports if an onboard case occurs.

After much discussion, on March 1, the SIU Pacific District sent a draft extension agreement to APLMS for review and signature. The major changes in the draft are:

- Increase the daily restriction-to-ship stipend from \$150 to \$160.50 per day in port.
- Lower the slop chest allotment from \$40 to \$25 per week.
- Set the term of agreement to begin on March 1, 2021 and expire at midnight on April 30, 2021.

As of today's meeting (March 3), we have not received a response to our proposal. If APLMS does agree, I recommend ratification by the membership.

POLITICAL ACTION

In February, the Union received a couple of requests to sign on to letters from maritime stakeholders to various government officials regarding maritime matters:

President Biden — On February 23, 2021, on behalf of the membership, I signed on a letter to President Joe Biden thanking him for his leadership and support of the maritime industry. With his leadership and support, and with the support of Members of Congress, we believe we can achieve an effective national maritime policy that increases the number of vessels operating under the U.S.-flag, the amount of cargo carried aboard U.S.-flag ships, and the number of jobs for American merchant mariners. Some of the ways to achieve this are:

- Legislation that increases the percentage of non-defense U.S. government generated cargoes reserved for U.S.-flag vessels from the current 50 percent to 100 percent. Increasing this percentage to match the requirement already applicable to the carriage of defense cargoes will increase the base of cargo needed by U.S.-flag vessels.
- Include language in the next tax legislation, thereby leading to increased participation by U.S.-flag vessels in the carriage of America's commerce. Specifically, develop a program that offers tax incentives to those who transport their cargoes on U.S.-flag vessels.
- Consider the negotiation of cargo sharing agreements with international trading partners. Reserving a portion of the trade moving between the United States and another nation to the vessels of both nations is a legitimate and effective means to increase the amount of cargo transported by U.S.-flag ships and thereby the number of American maritime jobs.
- Establish a new Tanker Security Fleet program, modeled after the Maritime Security Program, that authorizes the establishment of a fleet of 10 privately-owned, commercial U.S.-flag product tankers to help alleviate the Department of Defense reliance on foreign-flag tankers and to provide DOD with assured access to U.S.-flag vessels for its fuel supply needs.

International Food Aid — On February 26, we signed on a letter to Members of Congress to fully support the nation's international food aid programs, including P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole International Food for Education. These programs have enjoyed significant bipartisan support for more than 60 years, and we request that Congress continue to fully support these programs and that the Fiscal Year 2022 agriculture appropriations funding for these critical accounts be increased to at least \$2.2 billion.

Pre-Civil War artifacts found while dredging Savannah River

U.S. Army Corps of Engineers (USACE) dredgers recently discovered pre-Civil War artifacts at the bottom of the Savannah River as a part of a harbor expansion project. Three canons, a ship anchor and other wooden materials were found and remain in the hands of the Corps Engineers as they begin preservation steps.

"You never know what's going to be under the surface," said an archeologist for the Army Corps of Engineers Savannah District. "These items could just be part of a debris field...maybe these canons were not needed and pushed off a ship, or they could be part of a wreck that could potentially, in part, still be intact at the bottom of the Savannah River."

It's estimated the artifacts could date as far back as the 1770s, when Great Britain held control of the Georgia colony.

Dredging in the area where the artifacts were discovered has been halted pending more research into the origin of the artifacts. USACE says it wants to ad-

here to the letter and spirit of the National Historic Preservation Act.

A doctor with the Georgia Historical Society called it "wonder discovery."

"Literally, the past just lies beneath our feet, in this case underneath the water," he said, adding that Georgia history dates back to the earliest days of the republic.

"The event that dredged these things up is something that we would think of as progress, right? We are dredging the river to let even larger ships come in... that really focuses on our future and yet we have to pause a moment to take note of the past with something like this."

USACE will do more work, including using sonar underneath the surface to determine if there are additional artifacts. It is a process that may take months.

The deepening of the harbor will return \$7.30 to the nation for each \$1 spent on the project for a net benefit of \$282 million annually, according to USACE.

VICE PRESIDENT'S REPORT

Well, coming up on my one-year anniversary here at HQ. It's been rough, but we have been making steady progress here in spite of the ever-changing landscape. It makes it hard to write about what has been going on, since I expect strange and change every month or so. What would have come out as a dissertation a year ago can now be reduced to a sentence or two, plus a roll of the eyes. We are still here and standing strong, albeit a little weary of the added extras no one asked for.

First off, I believe a shout-out is in order for our Honolulu Port Agent Mario Higa and the members there who have been coming in clutch as of late. A handful of historically hard-to-fill billets and last-minute job orders were taken off the board much to everyone's delight. Two of those were the notorious Beaumont Electrician jobs. I sincerely hope that those two individuals get a great experience and never sail as anything less. That's the path I walked, and I encourage everyone to do the same, as we always have a need for skilled Electricians.

Keeping the aforementioned in mind, PCS has a unique vetting and screening process that references prior work history rather heavily as we all know. Something Mario and I agree on is that your work history plays an integral role in your future endeavors, whether it is within or outside of our organization. There is nothing wrong with being a hard-working union member

while maintaining a good, professional relationship with fellow crew members. It could get you out of trouble or, in particular cases, get you accepted for a job. Our deep-sea merchant mariner community is pretty small, and you'd be surprised how fast word travels in such tight circles.

Several breakouts are in progress or slated for the month of March. The *MV Cape Orlando* just crewed up to leave drydock in Portland. The *USNS Dahl* also called for a crew to leave Bayonne and go to FOS. The *USNS Charlton* and *Cape Texas* are also slated to be moved later in the month to their respective drydock locations for repairs. Lots of jobs to be had; come on down.

As our president mentioned in his report, Matson will be rolling out their reefer cargo remote monitoring and we will be monitoring that. I plan to visit the ships and see how the system theory matches up with the implementation and practice once it is in place.

As a note to all members, please be sure that you have beneficiary forms for your Money Purchase Pension Plan filled out. We've run into a few situations when the unthinkable happens, so please think ahead for everyone's benefit. That's all I have for the now-normal abnormal. Work safely, stay safe, and do all the extra stuff they tell you to do nowadays.

Fraternally,
Deyne Umphress



The Spanish Navy training ship *Juan Sebastian De Elcano* arrives at Naval Base Guam on February 26, 2021. The visit commemorates the 500th anniversary of the Magellan-Elcano circumnavigation.

Spanish tall ship stops in Guam, marking 500 years since Magellan-Elcano circumnavigation

The Spanish navy training ship *Juan Sebastian De Elcano* arrived in Guam last month on its journey to retrace the first circumnavigation of the globe 500 years ago. The four-masted ship — named for the explorer who finished the voyage after the death of Ferdinand Magellan — was greeted at Naval Base Guam by Guam Governor Lou Leon Guerrero, Lt. Governor Joshua Tenorio and Rear Admiral John Menoni, commander of Joint Region Marianas, Indo-Pacific Command.

Magellan, a Portuguese explorer sailing for Spain, was killed in the Philippines in 1521. Elcano, a Basque navigator, was the last in a series of men who took charge of the expedition and completed the journey in September 1522 with two of the original five ships, according to Encyclopedia Britannica. Just 17 of the original 243 crew members survived the trip. The party stopped in

Guam in March 1521, a month ahead of Magellan's death.

Midshipmen of the Spanish navy are trained aboard the vessel. They have sailed across the Atlantic to Argentina, through the Straits of Magellan and across the Pacific to Guam. They then departed for the Philippines on their way back to the Spanish port of Cádiz.

The ship, built in 1927, is the third largest tall ship in the world. It was greeted by a flotilla of canoes from seafaring organizations upon its arrival, on its way toward Apra Harbor. The crew waved to those who gathered to welcome them.

Because of the coronavirus pandemic, the crew was not allowed to interact with locals during the brief stay. However, a small delegation from Spain's King Felipe VI attended several events, including a historical tour of the island.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for February 2021:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Matsonia* — delegate REJ Europa Demont, #3865, no beefs. The ship bypassed the port of Oakland for one trip. *MV Lurline* — delegate REJ Dale Cunningham, #3597, no beefs.

On the Pacific Northwest triangle run: *MV Maunawili* — made its last call to the Port of Oakland before changing over to the Far East run. Also delegate ERJ Glen Walton, #3575, said he may be calling it his last run before pulling the pin and heading into retirement, no beefs. *MV RJ Pfeiffer* — REJ David Ebanks, #3824, no beefs. *MV Manoa* has returned from drydock in China and sat at anchor for about a week before going over to the OICT terminal. The next time around they should be back over at the Matson terminal in Oakland, Berth 60 to 63. They called for a few Standby

Wipers for engine room cleaning; and delegate REJ Baldev Singh, #3782, reports the ship's wi-fi service has been working intermittently, no beefs.

Cape Hudson — replacement one-year Electrician Jeffrey Mattraocci, #3898, no beefs.

APL MARINE SERVICES

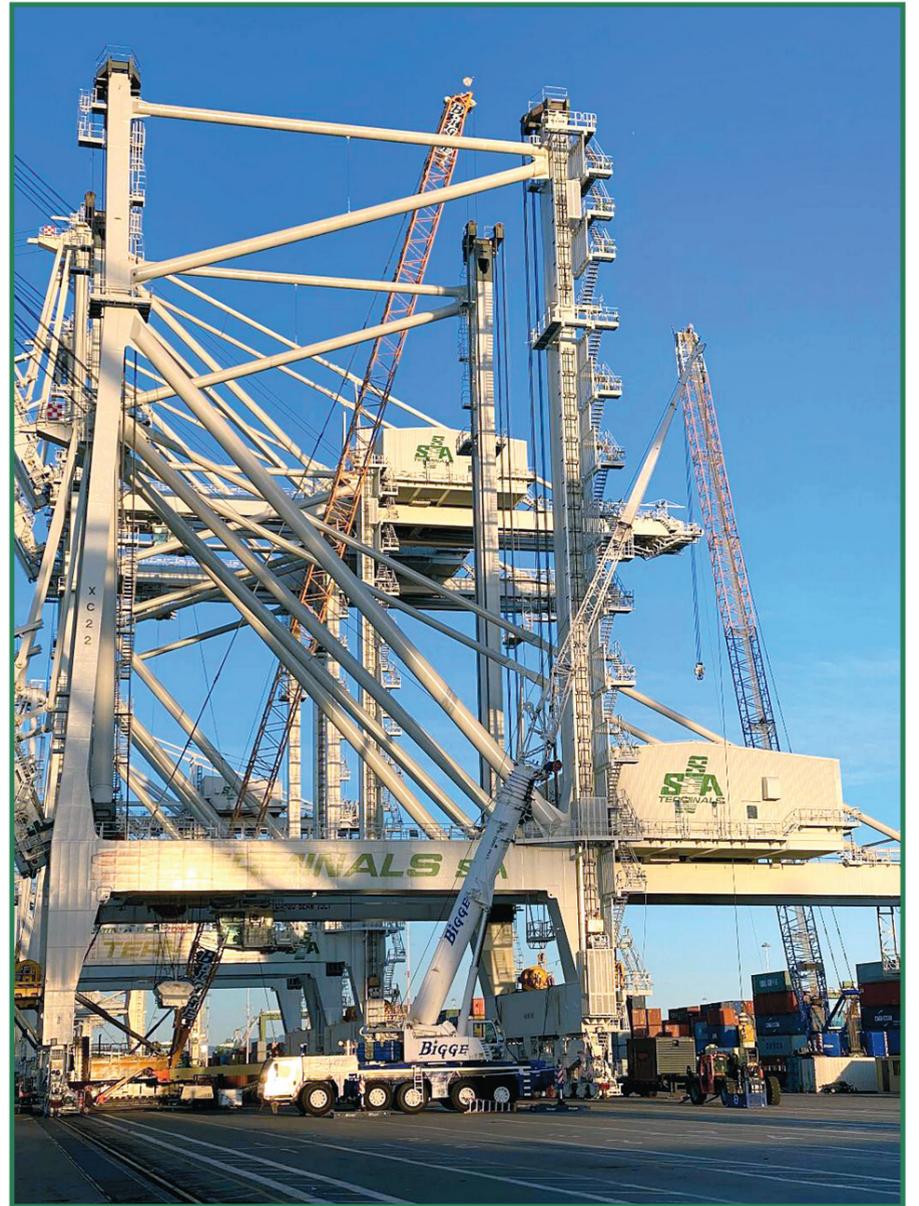
On the EX1 run: *MV President Kennedy* — delegate DJU Pasquale Gazillo, #3699, no beefs. *MV President Truman* — no beefs. *MV President Roosevelt* — delegate REJ Helaman Taaga, JM-5185, no beefs.

Over at the OICT terminal, the new cranes from China are still being assembled before they can be put into service.

PATRIOT CONTRACT SERVICES

USNS Sisler — one Oiler awaiting fly-out. *USNS Watson* — one Oiler awaiting fly-out.

Fraternally,
Bobby Baca



San Francisco Business Agent Bobby Baca took this picture of the new container crane being assembled at the Oakland International Container Terminal.

ABS to class first U.S. wind turbine installation vessel

The American Bureau of Shipping (ABS) will class the first Jones Act compliant wind turbine installation vessel that will service the U.S. offshore wind sector. The 472-foot *Charybdis*, designed by GustoMSC, is being constructed by Keppel AmFELS at its Brownsville shipyard in Texas. The vessel will be equipped to handle all current turbine technologies, as well as next-generation turbines with a capacity of 12 megawatts and more. The Dominion Energy vessel will accommodate up to 119 people, a 2,200-ton main crane,

and an 11,500-ton carrying capacity.

"ABS is the ideal partner for a highly specialized wind turbine installation vessel such as this for the U.S. market. Our extensive knowledge of U.S. regulations combined with offshore industry leadership means we are uniquely equipped to support this project and a range of other innovative vessels now being commissioned for U.S. wind farms," said an ABS spokesperson.

Charybdis is expected to be available to support turbine installation by the end of 2023.

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).

April 19-23 May 17-21 June 14-18

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.**

April 1-2 May 6-7 June 3-4

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.

April 19-23 June 7-11

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.**

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.**

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.**

May 24-July 2

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 26; April 2; April 16; May 7; May 21

Cal Maritime Academy, Vallejo, CA: May 11-12

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

MITAGS-PMI, Seattle, WA: 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: March 17-19; May 26-28; June 16-18

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: 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

Miami could become Southeast's first shore power port

An agreement has been reached to begin exploring the development of shore power facilities for PortMiami. Miami-Dade County, which operates the port, said that Florida Power & Light and the six leading cruise lines operating from the port plan to begin exploring add cold ironing capabilities to the cruise operations at the port.

Depending on the timeline for the installation of the capabilities, Miami could become the first port in Florida and the southeastern U.S. to provide shore power hookups. The port would also be catching up with many of the ports in Europe that have announced plans to introduce shore power in advance of a proposed EU regulation that would require ships to turn off their motors while docked.

The senior executives of Carnival Corporation, Disney Cruise Line, MSC Cruises, Norwegian Cruise Line Holdings, Royal Caribbean Group, and Virgin Voyages all committed to working on the shore power initiative. In the past, the cruise lines had said they would support shore power due to its environmental benefits despite its higher operating costs for the ships versus running diesel generators in port. However, none of the cruise lines had independently pursued the capability or specified that it should be included in the new cruise terminals being developed for them at PortMiami.

Miami-Dade's new mayor stated that she supported initiatives to introduce shore power for the ships in the port and

that her administration would pursue the issues. The office of the mayor will take the lead in the initiative forming a working group with representatives from the port, cruise lines, and power company. In addition to the issues identified in the statement, the critical question remains of the availability of sufficient electrical power on the current Miami grid. If additional power generation will be required, the question is if can it be produced from sustainable sources not to increase emissions from the power generation facilities offsetting the gains from having the ships switch to cold ironing.

The installation of shore power will also require specially designed power transformers at the dock along with a sophisticated system of cables, circuit breakers, and control circuits. It is unclear how many of the current cruise ships scheduled to operate from Miami have shore power capabilities installed or if the cruise lines would also have to commit to a retrofitting of their vessels.

The group agreed to work toward an initial installation as expeditiously as possible and eventually a full rollout in the years to come. Currently, new cruise terminals are being built at PortMiami for Carnival and Virgin Voyages, while work is also proceeding on a new mega terminal for MSC Cruises that might be expanded to also incorporate Disney Cruise Line. The announcement makes no mention of possibly also extending the shore power capabilities to PortMiami's cargo ship berths.

Retail imports expected to grow first half of 2021

Imports at the nation's largest retail container ports are expected to grow dramatically during the first half of 2021 as increased vaccination and continued in-store safety measures enable additional shopping options, according to the monthly Global Port Tracker report released by the National Retail Federation and Hackett Associates.

"NRF is forecasting what could turn out to be record retail sales growth in 2021, and retailers are importing huge amounts of merchandise to meet the demand," NRF Vice President for Supply Chain and Customs Policy Jonathan Gold said. "The supply chain slowdown we usually see after the holiday season never really happened this winter, and imports are already starting to grow again. Consumers haven't let the pandemic stop them from shopping, and retailers are making sure their customers can find what they want and find it safely."

"As COVID-19 ravaged the economy in 2020, it seemed as if any hope of recovery was distant," Hackett Associates Founder Ben Hackett said. "Then came the rollout of vaccines that appear to be highly effective and are bringing strong signs of a quick recovery. The successful

distribution of vaccines will help ensure that the economic recovery will likely be strong and sustainable."

U.S. ports covered by Global Port Tracker handled 2.06 million TEU in January, the latest month for which final numbers are available. That was down 2.3 percent from December as the busy holiday season came to an end. But with a 13 percent year-over-year increase, it was the busiest January since NRF began tracking imports in 2002 and the first time the month has ever topped the two million TEU mark. A TEU is one 20-foot container or its equivalent.

April is forecast at 1.9 million TEU, up 18.2 percent year-over-year; May at 1.92 million TEU, up 25.2 percent; June also at 1.92 million TEU, up 19.6 percent, and July at 2.02 million TEU, up 5.3 percent.

The first half of 2021 is forecast at 11.7 million TEU, up 23.3 percent from the same period in 2020, which experienced a major decline in imports due to COVID-19. Imports saw a total of 22 million TEU in 2020, up 1.9 percent from 2019's 21.6 million TEU and beating the previous record of 21.8 million TEU recorded in 2018.



An October 2020 photo of the new Kapalama Container Terminal (foreground) and Sand Island.

New box terminal dedicated in Honolulu

The Hawaii Department of Transportation (HDOT) dedicated the Kapalama Container Terminal (KCT) Phase 1 and broke ground on Phase 2 of the project designed to improve cargo handling capabilities at the hub of Hawaii's commercial harbor system in a small ceremony on March 1. KCT Phases 1 & 2 are the centerpiece of the Harbor Modernization Program, which developed capital improvement projects to meet the needs of the shipping industry in partnership with HDOT, the Hawaii State Legislature, and the Hawaii Harbor Users Group (HHUG). KCT Phase 1 was completed on schedule and as budgeted with a cost of \$174 million.

The Phase 1 improvements dedicated included a 65.9-acre container yard, support buildings, entry and exit gates, security fencing, parking, gantry cranes and container handling equipment, on-site utilities, outdoor energy-efficient lighting, a truck weigh station, and other ancillary features. Phase 1 also reconstructed pavement leading to the existing inter-island cargo facility.

Phase 2 was awarded in late 2020 for \$352.5 million and will feature an 18.5-acre container yard, 1863 linear feet of additional berthing capacity, dredging of the waterfront and harbor channel, widening of Piers 40 and 41 for wider inter-island vessels, reconstruction of Pier 41, and structural improvements to Pier 40 to support roll-on/roll-off cargo operations.

New vaccination site set to boost labor pool at San Pedro Bay ports

Waterfront employers and the International Longshore and Warehouse Union (ILWU) have set up a large vaccination site at the Port of Los Angeles as they prepare increase the number of dockworkers who have been vaccinated. As the number of vaccinations increases, stakeholders hope it will boost the labor pool, thus helping to ease the massive supply chain congestion in Southern California.

There are about 15,000 registered and part-time longshore workers, as well as other workers they interact with at the terminals, at the ports of Los Angeles and Long Beach. The new vaccination site is located at the Los Angeles cruise terminal and is operated by a third-party provider.

By mid-February, only about 1,000

Construction of the new Kapalama Container Terminal is financed by revenue collected from harbor user fees, not traditional taxpayer money.

The Harbor Modernization Program is a comprehensive plan to revitalize and upgrade Hawaii's commercial harbor facilities as a means of effectively managing and operating a statewide commercial harbors system that facilitates the efficient movement of people and goods to, from and between the Hawaiian Islands. The efficient operations at Hawaii's port harbors are extremely important to the state's economy, especially when one considers that 80-percent of all goods consumed in Hawaii are imported and that nearly 99-percent of those goods pass through Hawaii's commercial harbors.

This modernization spans decades and was possible due to the efforts of several administrations. Hawaii acquired the former Kapalama Military Reservation in 1993 and the vision for KCT was articulated in the Honolulu Harbor 2020 Master Plan published in 1997. Plans for financing for the Harbor Modernization Program were developed over numerous years and the Final Environmental Impact Statement was accepted in October 2014 clearing the way to obtain permits for construction. Finally, under Governor David Ige, construction of Phase 1 began in 2018 and was completed in 2020; completion of Phase 2 is scheduled for early 2024.

workers had been vaccinated. An overall labor shortage on the docks, and especially shortages of skilled equipment operators in the container yards, is a major contributor to congestion at the terminals.

However, as the number of vaccinations increased the past couple of weeks, more longshore workers reported to work. Nevertheless, there is such a huge demand for equipment operators, and cargo volumes remain so strong, that the terminals are still unable to dispatch a sufficient number of equipment operators to fill out the number of work gangs that are needed.

The ILWU and PMA believe the logjam will begin to loosen in the coming weeks as the pace of vaccinations picks up.

Attention: MFOW Members

Are your MFOW Welfare Fund records up to date?

The following information should be on file:

- 1) Current contact and beneficiary information
- 2) Insurance Enrollment Card
- 3) Medical Coverage selection

Contact: MFOW Welfare Fund

240 Second St., San Francisco, CA 94105

(415) 986-1028/(415) 986-5720, Email: welfare@mfoww.org

House passes pro-union bill that would overhaul labor laws

With five Republicans joining almost all the Democrats, the House of Representatives on March 9 passed the sweeping Protecting the Right to Organize (PRO) Act, which would reform labor laws and make it easier for workers to unionize. The vote was 225-206. The PRO Act would forbid employers from interfering in union elections; prevent employers from using an employee's immigration status against them during employment negotiations; give the National Labor Relations Board the ability to fine companies and executives that violate workers' rights; and would allow unions to override "right-to-work" laws by collecting dues from workers who opt

out of paying them.

AFL-CIO President Richard Trumka said the PRO Act is "a game changer," and would "protect and empower our workers to exercise our freedom to organize a bargain." To truly "correct inequality in this country — wages and wealth inequality, opportunity, and inequality of power — passing the PRO Act is absolutely essential to doing that," he added.

President Biden also supports the legislation, saying that about 60 million Americans would join a union if given the opportunity, but "too many employers and states prevent them from doing so through anti-union attacks. They know that without unions, they can run the table on workers — union and non-union alike." The U.S. Chamber of Commerce and National Retail Federation are both against the PRO Act. The measure needs 60 votes to pass the Senate, where it faces opposition from Republicans.

HOWZ SHIPPING?

February 2021

San Francisco

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	1
Oiler.....	5
Wiper.....	2
Standby Electrician/Reefer.....	12
Standby Wiper.....	1
TOTAL.....	23

Wilmington

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Day).....	1
Wiper.....	2
Oiler.....	3
Shore Mechanic.....	16
Standby Electrician/Reefer.....	16
Standby Wiper.....	18
TOTAL.....	63

Seattle

Electrician.....	3
Junior Engineer (Day).....	1
Oiler.....	2
Standby Electrician/Reefer.....	3
Standby Wiper.....	6
TOTAL.....	15

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	1
Pumpman.....	1
Wiper.....	3
Shore Mechanic.....	2
Standby Electrician/Reefer.....	21
Standby Wiper.....	16
TOTAL.....	47

HONOLULU NOTES

Honolulu dispatched 47 billets in February: an Electrician to the *Cape Trinity*, one Shoreside Maintenance Mechanic, a Pumpman to the *Pax*, a Wiper to the *Matsonia*, and an APW to the *Maunawili*. I also dispatched five reliefs: one Shoreside Maintenance Mechanic, and the Electrician, Reefer, Junior and Wiper on the *Kaimana Hila*.

For standby jobs, I dispatched 21 Standby Electrician/Reefers and 16 Standby Wipers. Currently on the registration, we have 18 A-, 10 B- and 5 C-seniority members.

I found the writing below in a 1998 *Marine Fireman* paper and could not wait for the year 2048 to publish it again:

"As 1998 begins, let's look at January 1948. We had a dues-paying membership of 6,500, of which 3,540 voted and elected 23 Union officials for various positions in nine ports. They voted no on a dues increase of \$1.00, which would have raised dues to \$3.00 a month. *Howz Shipping?* San Francisco 290, Portland 110, Seattle 77, Baltimore 85, San Pedro 133, New Orleans 162 and New York 70. Monthly wages

were \$202.57 for Wipers, \$237.30 for Unlic. Watch Jrs., \$266.23 for Unlic. Day Jrs., \$340.89 for Chief Electricians and \$314.27 for Chief Reefers. General overtime rate was \$1.10; for ratings whose monthly base was over \$210.00, it was \$1.38 per hour. As for companies we had under contract, I don't have enough space to list them.

We'll never have eight branches or dispatch that many jobs in a month again, nor will dues return to \$2.00 a month. But the only thing standing between you and returning to 1948 wages is the Union. A union is only as strong as the participation of its members. By this, I mean attending union meetings and not nodding off. Get involved, ask questions, make suggestions and offer criticism. Bitching and whining in the mess hall about the Union's decisions accomplishes nothing. Hope you'll attend the next meeting at your port. Respectfully, Mike Carr, Seattle Port Agent"

Aloha,
Mario Higa
Port Agent

HONOR ROLL

Voluntary donation to General Treasury — February 2021:

Eric White, #3925.....	\$100.00
Jefferson Basuel, #3829.....	\$25.00

Regular membership meeting dates 2021

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

POLITICAL ACTION FUND

Voluntary donations for February 2021:

Emilio Siguenza, JM-5212.....	\$100.00
Donald Jung, P-2086.....	\$10.00
Denny Capley, P-1809.....	\$20.00
Ira Bing, #3920.....	\$15.00
Albert Pastor, #3926.....	\$100.00
Ivy "Cajun" Callais, #3592.....	\$100.00
Sony Arandia, JM-5250.....	\$25.00
William Watters, JM-4936.....	\$90.00

SEATTLE NOTES

During the month of February, Seattle shipped three Electricians, one Junior Engineer, two Oilers, three Standby Reefers and six Standby Wipers. There are 10 A-, five B- and three C-seniority members registered for shipping.

Last month I represented the membership at the Martin Luther King County Labor Council, AFL-CIO.

COVID protocols have made the relief process extremely difficult for members and dispatchers alike. If you don't have your ducks in a row, there is no longer much grace time to correct discrepancies or furnish missing documents. Several Seattle members were held up because they submitted their applications to the Coast Guard in the wrong format. Almost a month went by before they were informed that it had to be re-submitted. The Coast Guard only accepts emails with attachments in PDF format. No pictures, no zipped files, and no faxes. If you would like to bring your applications to me or ask Kaiser to fax

them to me when complete, I will immediately submit them for you. I will copy you in the email, so you have confirmation of submittal.

Another big problem: before you surrender your passport for renewal, call me. Without it, you aren't going anywhere. The State Department recognizes this and accepts dispatched sailors with a letter from the Union or employer for expedited service.

Fraternally,
Brendan Bohannon
Representative

Benefits paid during February

Death Benefits	None
Burial Benefits	None
Excess Medical	\$6,400.79
Glasses and Examinations	\$200.00

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Robert Blake	3604	Basic LT	27.835	2/1/2021

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

Yearly Subscriptions: First Class \$20.00 Air (AO) Mail \$25.00

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

MARINE FIREMEN'S UNION
240 Second Street, San Francisco, CA 94105

FINISHED WITH ENGINES



Bruce D. Botai, P-2806/#3737.
Born March 5, 1950, San Francisco, CA. Joined MFOW July 31, 1997. Pensioned November 1, 2019. Died December 28, 2020.

Karl H. Nitschke, P-2725/#3676.
Born June 28, 1940, Germany. Joined MFOW November 15, 1990. Pensioned October 1, 2011. Died January 30, 2021.

Christopher B. Brawley, JM-5060.
Born April 14, 1983, Wenatchee, WA. Joined MFOW May 23, 2011. Died February 17, 2021.