



Biden Administration promotes U.S.-flag vessels, port improvements in infrastructure plan

On March 31, 2021, the Biden Administration announced “The American Jobs Plan” to build and re-build America’s infrastructure. Among other things, the plan seeks to “build world-class transportation infrastructure” including modernizing 20,000 miles of roads, reconstructing ten of the most economically significant U.S. bridges and repairing 10,000 small bridges. The plan also declares that all goods and materials will have to be made in America “and shipped on U.S.-flag, U.S.-crewed vessels.”

This goal is consistent with the President’s January 25, 2021 Buy American Executive Order. In that Order, the President announced “strong support for the Jones Act” and noted that the National Defense Authorization Act for Fiscal Year 2021 enacted into law on January 1, 2021 over President Trump’s veto had affirmed the application of the Jones Act

to offshore renewable energy projects. The Jones Act is a term applied to a set of laws reserving U.S. domestic trade to qualified U.S.-flag vessels.

With respect to the international trade, the U.S. Government is already required to ship 100 percent of military cargoes and 50 percent of civilian cargoes financed by the U.S. Government in U.S.-flag vessels pursuant to cargo preference laws. However, those laws have not generally reached the purchases of all goods and materials financed by the Government. Cement and clinker, for example, currently used in state highway projects receiving partial federal financing are imported in foreign vessels.

According to a fact sheet released by the White House, the infrastructure proposal includes a request to Congress for an additional \$17 billion investment in the nation’s inland waterways, coast-

al ports, land ports of entry, and ferries. Details of who gets what and how much was not determined, but the request did include a Healthy Ports program to mitigate the cumulative impacts of air pollution on neighborhoods near ports, which the fact sheet notes are often communities of color.

“The American Maritime Partnership commends the Biden Administration’s proposal to increase investment in our ports and waterways and bolster the U.S. maritime industry, which is critical to our nation’s economic, homeland and national security,” said Michael Roberts, president of the American Maritime Partnership, which advocates for U.S.-flag maritime interests in Washington.

Dr. Sal Mercogliano, an Associate Professor of History at Campbell University, is a former merchant mariner, naval historian and expert in maritime affairs. He says the proposal is a good start, but more needs to be done in terms of the nation’s maritime strategy.

“The President’s plan to invest \$17 billion in the nation’s ports and waterways is essential to alleviate backlogs and improve the nation’s vital supply chain. Yet, such an investment is only a start and needs to be tied to a large and comprehensive national maritime strategy to make the nation more competitive in international trade and against competing domestic modes of transportation, such as truck, rail, and pipelines,” said Mercogliano.

Separately from the infrastructure plan, the Department of Transportation’s Maritime Administration, which is still without an appointed administrator, announced that \$230 million in grants has been made available to states and port authorities to strengthen and modernize the nation’s ports. Transportation Department Secretary Pete Buttigieg announced the funding at a White House event focused on the development of offshore wind energy programs.



This is an artist’s rendition of the completed Wilmington Waterfront Promenade project.

Wilmington Waterfront starting to take shape

Port of Los Angeles officials recently visited the construction site of the Wilmington Waterfront Promenade project to mark progress on the development, which broke ground this past October. Creating a “window on the waterfront” for the Wilmington community, the \$70.8 million Wilmington Waterfront Promenade project includes construction of a community park adjacent to the Banning’s Landing Community Center, a waterfront promenade, public pier, public dock for commercial vessels, public restrooms with a green roof, parking lots, a playground, public seating, bike racks, drinking fountains and a 2,500-square foot pad for commercial development. Improvements along Water Street are also part of the project. The development is slated for completion in 2023.

The Wilmington Waterfront companion project — Avalon Promenade & Gateway — is currently in the design phase. The project’s \$23.8 million phase one will include construction of a pedestrian bridge along Avalon Boulevard, which will provide pedestrian and bicycle access to the new waterfront promenade. The bridge will be followed

by a second phase, which will complete the connection of Wilmington’s historic commercial corridor on Avalon Blvd. to its historic waterfront, and include an entry plaza with a gateway feature, landscaping, hardscape, parking, restrooms and architectural finishes. Construction of phase one is expected to start in 2023.

An innovative land swap agreement between the Port and the Los Angeles Department of Water and Power last October allowed for the removal of a 500,000-barrel petroleum storage tank and other buildings on the Wilmington Waterfront site. The removal has helped open up the site and kept construction moving forward.

The port’s Wilmington Waterfront Development Program is funded through the port of Los Angeles’ Public Access Investment Plan, which allocates 10 percent of port operating income annually to public access infrastructure projects. Since 2005, the port has invested \$600 million transforming the Los Angeles waterfront into a world-class visitor destination, with another \$400 million committed through 2025. A key part of that has been investment in the Wilmington Waterfront.

Pacific Northwest ports aim to phase out maritime emissions by 2050

The Pacific Northwest ports of Tacoma, Seattle and Vancouver, British Columbia, and the combined container operations of the Northwest Seaport Alliance (NWSA), are jointly committing to a new vision to phase out emissions from seaport-related activities by 2050. In collaboration among the four ports, the Northwest Ports Clean Air Strategy seeks to meet this target through changes in equipment, fuels, and infrastructure, supporting cleaner air for local communities and fulfilling the ports’ shared responsibility to help limit global temperature rise to 1.5 degrees Celsius.

Building upon the partnerships and successes of the last decade, the ports’ commitment recognizes the urgency of the climate crisis and the need to reduce diesel emissions, especially in areas where air quality is poor while ensuring the continuity and competitiveness of the ports. Engagement across the ports, industry, government, and communities shaped the Northwest Ports Clean Air Strategy vision and objectives. The strategy covers six sectors of port activity: oceangoing vessels, cargo-handling equipment, trucks, harbor vessels, rail, and port administration and tenant facilities.

Over the last decade, the strategy has achieved significant results. The 2013 strategy set targets to reduce diesel particulate matter (DPM) and greenhouse gas (GHG) emissions per metric ton of cargo by 80 percent and 15 percent, respectively, relative to 2005 levels. The reductions can be attributed to changes in international, national, and provincial regulations, industry action, and port policies and programs to accelerate the turnover of older equipment and use of cleaner fuels. Here are a few of the significant actions taken over the past decade:

- NWSA’s Clean Truck Program has significantly decreased diesel emissions from trucks serving international container terminals in Seat-

tle and Tacoma. Starting in 2019, all trucks entering these terminals must have a 2007 engine or newer, which have emission controls that reduce DPM emissions by 90 percent. The program is expected to reduce 33 tons of DPM annually.

- The Port of Seattle was the first port in the world to offer shore power at two cruise berths. Each cruise ship that plugs in at the Smith Cove Cruise Terminal at Terminal 91 avoids as much carbon dioxide as driving a car from Seattle to New York 30 times. The port plans to install shore power at the Bell Street Cruise Terminal at Pier 66 by 2023.

- The Northwest Ports advocated for the designation of the North American Emissions Control Area (ECA). Since 2015, the ECA has required ships to use 0.1 percent sulfur content in diesel fuel or have equivalent emission controls, reducing air pollutant emissions in the region.

- Key initiatives that the Vancouver Fraser Port Authority are advancing to reach its air emission reduction targets include incentivizing cleaner and quieter vessels through its EcoAction program, promoting the phase-out of older, high-emitting, diesel-powered equipment, and providing shore power connections at cruise and container terminals for ships to connect to clean, hydroelectric energy while docked.

According to the International Maritime Organization, GHG emissions from shipping increased 10 percent between 2012 and 2018 and are projected to increase by another 50 percent by 2050 if no additional actions are taken. Transitioning port and shipping activities toward low and zero-emissions options is a critical part of the urgent action needed to prevent the most devastating effects of warming beyond 1.5 degrees Celsius and will require efforts at a global scale.

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Port of Redwood City facing dredging challenges

The Port of Redwood City, in San Francisco Bay, is cautiously optimistic about 2021 cargo volumes for imports and exports but the lack of annual ship channel dredging is allowing shoaling to worsen. The result is delays and higher costs for loading and unloading of vessels.

Imports of building materials are down at the port but may improve because of continued construction by Silicon Valley companies and continued demand by the California Department

of Transportation for building materials to widen the nearby 101-freeway corridor that links San Jose to San Francisco. Exports have shown an uptick in scrap metals exports as U.S. consumers have replaced older appliances with new ones. Unfortunately, the shortfall in dredging has caused ships to depart at less than full capacity.

Dredging shortfalls have meant that the ship channel linking the port to the San Francisco Bay, which is designated at a 30 feet depth, is currently 25 feet

deep. The port has advocated that it be allocated additional funds for an annual ship channel dredging instead of one every two years. A U.S. Army Corps of Engineers survey in December, 2020 generated a bid for dredging based on a channel depth of 26.4 feet. However, in March the San Francisco Bar Pilots reported that shoaling had added an extra 1.4 feet to the ship channel in three months, so the current draft is now 25 feet. The situation bolsters the need for annual dredging.

The port is seeking an adjustment in the 2021 dredge plan to accommodate the additional shoaling to 25 feet. A port spokesperson said more federal funds are necessary to support U.S. Army Corps of Engineers dredging in California including more funding to deploy dredge material for wetlands augmentation. This will require support from California elected officials, especially from U.S. House and Senate representatives.

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Global maritime piracy incidents rose in 2020

Maritime piracy or armed robbery incidents saw a spike last year. Attacks on ships by pirates/robbers increased by 20 percent (195 incidents) over 2019 (162 incidents), according to a report by the International Maritime Bureau of the International Chamber of Commerce (ICC) released in January 2021. Over the last five years ending 2020, more than 900 such incidents have been reported across the world, data show.

The economic costs of piracy at sea are enormous. It is estimated that Somali pirates extracted around \$338 mil-

lion in ransom between 2005 and 2015, according to a report by the World Bank released in 2017. An earlier report in 2013 estimated a loss of \$18 billion a year caused by Somali pirates to the world economy as shippers were forced to alter trading routes and pay more for fuel and insurance premiums.

Of the 195 incidents in 2020, 84 percent or 164 were actual attacks while the rest (31) were attempted attacks. Kidnapping/ransom is the most common (135 incidents) type of violence inflicted on the crew and 34 cases of hostage-

taking were reported. Among the types of vessels attacked, tankers with chemicals/products reported 53 incidents in 2020, followed by bulk carriers (51), containers (27), general cargo (13), crude oil tankers (10) and others.

In 2020, the west coast of Africa — around the Gulf of Guinea — was one of the most vulnerable regions for armed attack/piracy, followed by East and Southeast Asia, South America and the Indian sub-continent, data on reported incidents show. Waters along the coast of Nigeria and neighboring countries — off Western Africa — have emerged as the hotbed of maritime piracy. About 20 percent of all the attacks/attempts carried out, on an average over the last five years, were reported around Nigeria. The seas around Indonesia and the Singapore Straits remain the other two

hotspots for maritime piracy.

Most of the incidents that take place in Southeast Asia or in the subcontinent are armed robbery when ships are at anchor. These are mostly small fishermen who come to steal from the ship stores. Armed piracy usually takes place in Western Africa, the Gulf of Aden and around the Red Sea region. However, piracy has reduced in the Gulf of Aden and the Red Sea region over the last few years.

Among the flag states of ships attacked in 2020, Marshall Islands reported the most (33 of 195) followed by Liberia (32) and Singapore (28).

Pirates operating off the Western African region, especially in the area around Nigeria and Benin, are well armed and violent. Kidnapping for ransom is one of the biggest threats posed by seafarers and crews in this region.

Port of Oakland gets North America's tallest container cranes

Three huge container cranes — the tallest in North America — are now part of the skyline at the Port of Oakland, California. In March, the port released a time lapse video with footage of the assembly of one of the giant cranes. One of the most dramatic parts of the video features the raising of a crane's mechanical housing. It takes weeks to build each crane, followed by testing the cranes and then commissioning.

Stevedoring Services of America (SSA) operates Oakland International Container Terminal (OICT). SSA ordered the cranes from Shanghai Zhenhua Heavy Industries Company Limited (ZPMC) where they were first constructed. The cranes were sent on a ship in sections to Oakland where the cranes have been assembled on the wharf over a two-month period. These larger cranes support maritime business and related jobs in Oakland and the region.

The first part of the video shows the arrival of the cranes and the workers assembling a customized ramp to roll the cranes off the ship. Then you see the builders up high, in tall construction cranes to reach work areas.

It took longshore workers to roll the cranes off the vessel when they first arrived at Oakland. It took electrical, me-

chanical and structural engineers as well as iron workers and construction crane operators to build the cranes on site. This was a very complex process involving multiple trades.

The lift height of the new ship-to-shore cranes above the dock is 174 feet. The lift height allows for greater flexibility when discharging and loading containers. The boom is the long arm of the crane that lowers to reach out horizontally across the width of a vessel. The boom in the maintenance position is nearly vertical at 442 feet high. The boom in its stowage position, at a 45-degree angle, is 372 feet high.

Testing included electrical diagnostics and structural inspections. Endurance testing is required and that means checking things like the crane motors and crane hoisting equipment to ensure that they operate the way they are designed to function, when running at full speed. OSHA also had to inspect the equipment before the cranes can be put into service.

One crane weighs approximately 1600 tons. All Port of Oakland container cranes are powered by electricity, so there are zero local emissions from routine crane operations.

AFL-CIO pushes for PRO act

The AFL-CIO spearheaded a "National Day of Action" on April 8, to organize workers to lobby senators to pass the Protect the Right to Organize (PRO) Act. If four Democratic holdouts and one independent can be turned around, the act will become law.

After a boost from Democratic President Joe Biden in early March, the Democratic-run House passed the PRO Act, the most wide-ranging, pro-worker rewrite of labor law since the original National Labor Relations Act of 1935. The measure would make organizing unions easier, ban such common corporate tactics as mandatory anti-union meetings, and make union recognition elections faster. It also would force the sunlight of disclosure on so-called "persuaders," or union-busters, increase fines for corporate labor law-breaking, make it easier to get court orders against such tactics, and order arbitration if, after the union wins and is recognized, the two sides can't reach a first contract in a reasonable time.

Winning passage in the Senate is proving difficult, and unless Democrats in that chamber do away with or evade the filibuster, the minority Republicans may be able to kill it.

"We're not going to let a minority in the Senate stop" the PRO Act, AFL-CIO President Richard Trumka vowed at a press conference with lawmakers and

the Leadership Conference on Civil and Human Rights during House debate on the law. Trumka implied the PRO Act's political foes would face trouble at the polls. "If people (lawmakers) know corporations are too strong and workers are not strong enough, and they make corporations stronger they do so at their peril," Trumka warned.

"And in an era of extreme polarization, nearly two-thirds of Americans (65 percent) approve of labor unions, so it's not surprising workers would form unions if they were given the chance. That's 60 million people knocking on our doors. The PRO Act would let them in."

The fact that the PRO Act is receiving a fair shot in Congress now is only thanks to the victories against the right wing that were won in the 2020 elections. Previously, the PRO Act couldn't even make it on the Senate agenda. After the Democratic-run House passed the PRO Act last year, then-Senate Majority Leader Mitch McConnell (R-Kentucky) refused to even allow committee hearings or a debate on it.

The federation says the PRO Act would empower workers to organize and bargain, hold corporations accountable for union-busting, and repeal right to work laws, which were created during the Jim Crow era to keep white and black workers from unionizing together.

Reports of piracy increase in eastbound Singapore Strait

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) renewed its warning regarding boarding and robbery in the Singapore Strait. The agency, which monitors activity in the area, is calling on states in the region to increase patrols and en-

forcement in their areas after three vessels reported unauthorized individuals boarding their ships at the end of last week. During one of the incidents, the

perpetrators hit a crew member.

A total of 10 incidents have been reported to ReCAAP since the beginning of the year, with nine of them all in the eastbound lane of the Singapore Strait. Most of the reports are at the eastern end near the South China Sea. ReCAAP has issued several previous warnings of activity in the Singapore Strait. In 2020, a total of 34 reports in the area, representing a 10 percent increase in the number of incidents occurring on vessels in the eastbound lane.

The latest series of boarding began early on the morning on April 8 when the bulk carrier *Trina Oldendorff* was underway sailing from South Africa to China and nearly at the eastern end of the Singapore Strait. Four perpetrators were sighted in the engine room, and they were carrying knives. One of the crew members of the bulker was confronted and when he attempted to shout for assistance was struck over the head by the robbers. The crew was then mustered and a search of the vessel could not find further signs of the intruders. The captain reported that nothing was stolen from the ship, but did not report the incident until the following day.

Approximately four hours after the first boarding, two persons were spotted aboard another vessel in the same area. The individuals were detected aboard the *Harrisburg*, a chemical tanker that was also underway in the eastbound lane of the Singapore Strait. Again, the crew was mustered and a search of the vessel could not locate the perpetrators.

Three days after the first two incidents, a bulk carrier, the *Pantazis L*, was also underway overnight in the same area when four individuals were seen in the engine room. The crew was mustered and a search could not locate the individuals. However, the captain reported that some engine spare parts had been stolen.

ReCAAP believes that multiple criminal groups are working in the region. On February 21, the Indonesian Navy captured five perpetrators. These recent incidents suggest that other groups however are also preying on ships in the eastern area of the Singapore Strait. As no one was caught or arrested after the recent incidents, ReCAAP warns that there is a possibility of further activity in the Singapore Strait.

Contract awarded to decommission NS Savannah

The U.S. Department of Transportation (MARAD) on April 1 awarded Nuclear Ship Support Services a \$54.4 million contract for the Decommissioning and License Termination of the *NS Savannah* (NSS)— the world's first nuclear-powered merchant ship. The contract extends for four years with an option for a fifth. NSS was launched in 1959 to promote the peaceful use of nuclear energy as part of the Atoms for Peace Program. After completing its mission, the ship was removed from service and the reactor was defueled. Currently, all that remains of the nuclear power plant aboard the ship are its systems, structures, and components.

MARAD continues to hold a license issued by the U.S. Nuclear Regulatory Commission (NRC) to possess and dismantle a non-operational nuclear reactor and power plant aboard the NSS. As the agency implements the decommissioning — the license termination (DECON-LT) process — the facility will remain under the NRC regulatory regimen. Eventually, MARAD will decommission the NSS nuclear facility by removing remaining systems, structures, and components to allow for NRC's termination of MARAD's license without restrictions. Once decommissioned, MARAD will determine the future of the vessel.

Nuclear Ship Support Services is a joint venture comprising Radiation Safety and Control Services and Energy Solutions.

NSS was taken out of service in 1971, and was designated a National Historic Landmark in 1991. Its nuclear power plant was a pressurized-water reactor.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

STATE OF THE UNION

As previously reported, the collective bargaining agreement with Matson Navigation Company expires on June 30, 2021. Article II, Section XIII of the MFOW Constitution, states that it is "the policy of the Union to hold, in the year in which the principal collective bargaining agreement or agreements are to be renegotiated and prior to such negotiations, unless problems arise which require immediate attention, a Convention comprised of the President, Vice President, Treasurer, Branch Port Agents, three elected delegates from Headquarters and one elected delegate from each other Branch." The purpose of the Convention is to consider ways and means of bettering the collective bargaining agreements of the Union, make reports pertaining to the good and welfare of the Union and take up matters referred to it by the membership for consideration.

Due to the problems brought on by the COVID-19 pandemic, the 2021 MFOW Convention will not be held. 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.

In lieu of the usual Convention State of the Union report, I will present this report and discuss all phases of the financial structure of the Union, jobs under contract and membership totals. I will also include my recommendations for upcoming negotiations with Matson Navigation Company.

FINANCIAL STRUCTURE

The total combined financial assets of the Union, as of December 31, 2020, amounted to \$2,794,714. The total combined financial assets of the Union, as of December 31, 2019, amounted to \$2,752,493. The numbers represent a year-to-year increase in financial assets of approximately one and one-half percent.

Our primary sources of income were work assessments, hiring hall contributions, rental income and union dues. Our largest expenses were union official and staff salaries, followed by union official and staff fringe benefit costs, port serviced costs and Headquarters' property maintenance and repair.

General Treasury — The general treasury balance as of December 31, 2020 was \$1,174,090.

Strike Fund — By action of the membership, the strike fund is maintained at the level of \$1,500,000. Dodge & Cox continues to manage investment monies of the strike fund and general treasury in a prudent and conservative manner. In 2012, U.S. Bank purchased the labor-management trust services segments of the Union Bank institutional services division and is the custodian of the strike fund and general treasury monies.

Headquarters Property — The tenant structure at our Headquarters building remains the same: Communication Workers of America (CWA) Local 9410, International Alliance of Theatrical Stage Employees (IATSE) Local 16, National Association of Broadcast Employees and Technicians (NABET) Local 59051, and the MFOW Welfare Fund.

Last year, we lost several of our parking tenants due to local layoffs and telecommuting as a result of the COVID-19 pandemic. Since April 2020, we have had our parking garage closed. We still have parking tenants in the street level parking lot.

Pensioner Antone Varize is our part-time morning custodian.

Annual Audit — We continue to engage the audit firm of Miller Kaplan Arase LLP to perform the annual audit of the Union.

TRUST FUNDS

SIU Pacific District Pension Plan — The SIU Pacific District Pension Plan statement of net assets available for benefits shows a total of \$111,251,525 at market value as of December 31, 2020. In 2020, the SIU Pacific District Unions negotiated a pension increase that raised the maximum long-term pension to \$2,465 per month for active participants who retired on or after July 1, 2020. The increase was accompanied by a two percent cost-of-living increase for existing retirees at or beyond age 55 with at least 20 years of qualifying time.

SIU Pacific District Supplemental Benefits Fund — The SIU Pacific District Supplemental Benefits Fund statement of net assets available for benefits shows a total of \$1,819,368 as of December 31, 2020.

SIU Pacific District Seafarers' Medical Center — The SIU Pacific District Seafarers' Medical Center statement of net assets available for benefits shows a total of \$140,233 as of December 31, 2020.

MFOW Money Purchase Pension Plan — The MFOW Money Purchase Pension Plan (MPPP) statement of net assets available for benefits shows a total of \$42,428,850 as of January 31, 2021. Ms. Stacy Bobu is responsible for processing

MPPP participant applications and forwarding them to the data processing office. Plan administration services have been performed by Benesys, Inc. since April 1, 2009.

MFOW Supplementary Pension Plan — The MFOW Supplementary Pension Plan statement of net assets available for benefits shows a balance of \$1,663,868 as of January 31, 2021. The maximum monthly benefit under the MFOW Supplementary Pension Plan is \$560, which became effective August 1, 2006.

Last October, the plan actuary certified the plan as in endangered status. A Notice of Endangered Status was distributed to interested parties in November. The plan actuary stated that the plan trustees must adopt a funding improvement plan by June 26, 2021. A draft of the funding improvement plan was sent to fund counsel for review.

The plan trustees are considering amendments to investment guidelines to move away from a dedicated portfolio composed of non-callable investment grade bonds to actively managed balanced portfolio holding bonds, mutual funds, exchange traded funds and closed-end funds.

Wright Investors' Service manages the plan investment portfolio. Zenith Administrators has been performing the administrative and accounting duties of the plan since November 2001 in coordination with Ms. Stacy Bobu, our vacation and pension analyst at Headquarters.

MFOW Welfare Fund — The MFOW Welfare Fund statement of assets available for plan benefits as of January 31, 2021, shows a total of \$8,918,079 in the Guaranteed Account; \$3,703,181 in Special Account #1; and \$2,076,887 in Special Account #2; for a grand total of \$14,698,147. Our controller, Ms. Manita Li, has been performing the accounting and administrative duties required to properly administer the plan under a reimbursement arrangement between the Welfare Fund and the Union. Ms. Kirsten Shaffer of Rael & Letson is the consultant for the MFOW Welfare Fund and reports quarterly on the status of our Welfare Fund contracts.

MFOW Training Plan — The financial statement for the MFU Training Plan shows a fund balance of \$393,426 as of February 28, 2021. Our training coordinator, Ms. Sandra Serrano, processes member applications, enrolls members in the various training courses, and arranges for tuition payments, transportation, lodging and subsistence reimbursements.

The table below details training enrollment and reimbursements for plan year 2020:

2020 MFOW Training Plan Enrollment	
Course	Total Students
QMED Electrician/Refrigerating Engineer	11
QMED Fireman - Watertender/Oiler	11
QMED Pumpman/Machinist	1
STCW Basic Training Revalidation	54
STCW Basic Training Refresher	3
STCW VPDS and Security Awareness	2
STCW RFPEW	12
STCW Able Seafarer - Engine	10
High Voltage Safety	14
Military Sealift Command	34
Total	152

MFU Joint Employment Committee— Sandra Serrano has performed the routine administrative and accounting duties for the Joint Employment Committee (JEC) since 2001.

UNION MEMBERSHIP

According to the Treasurer's office records, as of December 31, 2020, we had a total of 414 active members (188 full book members and 226 junior members), 16 dues-paying pensioners and 86 non-dues paying regular pensioners.

JOBS UNDER CONTRACT

We currently have a total of 41 ships under the commercial and government vessel contracts with APL Marine Services (APLMS), Matson Navigation Company and Patriot Contract Services (PCS).

APLMS - APLMS employs 27 MFOW members aboard 9 vessels, an additional 22 shore mechanics at the port of Los Angeles, and standby shore support in the ports of Oakland and Los Angeles.

The APLMS Maritime Security Program (MSP) fleet consists of nine U.S.-flag container vessels: *APL Guam*, *APL Gulf Express*, *APL Saipan*, *President Cleveland*, *President Eisenhower*, *President Kennedy*, *President F.D. Roosevelt*, *President Truman* and *President Wilson*.

On March 17, the Union was notified by APL Marine Services that the voyage length of the EX1 service vessels (*President Cleveland*, *President Eisenhower*, *President Roosevelt*, *President Kennedy*, *President Truman* and *President Wilson*) will be extended to 49 days from 42 days starting with the Los Angeles port call of the *President Truman* on April 4.

Also on March 17, the Union was notified by APLMS that they plan to replace the *APL Guam* with the *CMA CGM Herodote*. The *CMA CGM Herodote*, currently under Malta flag, is scheduled to re-flag in mid-May at Pusan, South Korea to join the *APL Guam-Saipan Express (GSX)* service.

The duration for the master collective bargaining agreement with APLMS is October 1, 2020, through September 30, 2022. These agreements include the Off-shore MSP Agreement and the Maintenance Agreement.

Matson Navigation Company — Matson potentially employs 39 MFOW members aboard 12 master contract vessels, an additional five shore mechanics at the ports of Oakland and Honolulu, and standby shore support in Honolulu, Long Beach, Oakland and Seattle. The duration of agreement for the master collective

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MFOW PRESIDENT'S REPORT

bargaining agreement with Matson Navigation Company is July 1, 2017, through June 30, 2021. This includes the Offshore Agreement and the Maintenance Agreement.

Additionally, Matson operates one CV700-class vessel, the *Kamokuiki*, under a Memorandum of Understanding covering the period July 5, 2017, through June 30, 2023. MFOW Manning aboard the *Kamokuiki* is one Electrician/Reefer/Oiler and one Oiler/Utility.

Matson also operates three Ready Reserve Force (RRF) vessels: the *MV Cape Henry*, *MV Cape Horn* and *MV Cape Hudson*, which employ three MFOW members in reduced operating status and 15 MFOW members in full operating status (FOS).

Patriot Contract Services — Patriot Contract Services (PCS) operates seven RRF vessels: *GTS Admiral W.M. Callaghan*, *MV Cape Orlando*, *MV Cape Taylor*, *MV Cape Texas*, *MV Cape Trinity*, *MV Cape Victory* and *MV Cape Vincent*, which employ seven MFOW members in ROS and 35 MFOW members in FOS. If all options are exercised, the RRF contracts (Matson and PCS) will expire in January 2024.

The company operates one Military Sealift Command (MSC) shallow draft tanker — the *MT SLNC Pax*. This ship provides three MFOW billets in FOS. If all options are exercised, the ship manager contract will extend through August 2, 2024.

PCS operates eight *Watson*-class LMSR vessels (*USNS Charlton*, *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Watkins* and *USNS Watson*), which require a total of 40 FOS and eight ROS billets in the unlicensed engine department. The ship manager contract expired on September 30, 2018; PCS continued operation of the vessels under extensions pending a new contract award.

On March 4, the U.S. Navy's Military Sealift Command posted an award notice covering the operation and maintenance of the *Watson*-class ships. The award was given to PCS. The maximum dollar value of the contract, including the base period and four option years, is \$455,164,762. On March 23, the Union was notified that a protest had been filed against the award.

MEMBER/JOB RATIOS

As previously noted, on December 31, 2020, there were 188 book members and 226 junior members in the Union, a total of 414 active members. The Union has 21 ships and 93 billets under the master offshore and shore maintenance agreements. The result is a ratio of 4.5 active members per master agreement job per master agreement job.

$414 \text{ divided by } 93 = 4.5 \text{ active members per master contract job}$

Under normal circumstances, the Union dispatches mariners to the following commercial vessel, government vessel and shore mechanic jobs:

Nine-ship Matson fleet with Wipers on each ship	=	36 billets
<i>CV Kamokuiki</i>	=	2 billets
Nine-ship APLMS fleet with Wipers on each ship	=	36 billets
APLMS shore mechanics	=	22 billets
Matson shore mechanics	=	5 billets
Ready Reserve Force vessels in ROS	=	10 billets
Military Sealift Command vessels (FOS and ROS)	=	38 billets
<hr/>		
Total	=	149 billets

The result is a ratio of 2.8 active members per job.

$414 \text{ divided by } 149 = 2.8 \text{ active members per job}$

A scenario involving a full-scale breakout of all commercial and government vessels under contract would appear as follows:

Twelve-ship Matson fleet with Wipers on each ship	=	48 billets
<i>CV Kamokuiki</i>	=	2 billets
Nine-ship APLMS fleet with Wipers on each ship	=	36 billets
APLMS shore mechanics	=	22 billets
Matson shore mechanics	=	5 billets
Ready Reserve Force vessels	=	50 billets
Military Sealift Command vessels	=	43 billets
<hr/>		
Total	=	206 billets

The result is a ratio of 2.0 active members per job.

$414 \text{ divided by } 206 = 2.0 \text{ active members per job}$

* * * * *

Under Section 36 of the General Rules of our collective bargaining agreement, we are required to give written notice to Matson Navigation Company of our desire to amend the agreement or notice of our desire to terminate same, which shall be given at least 60 days but no sooner than 90 days, prior to the expiration or anniversary date. All recommendations submitted by the membership will be referred to the Negotiating Committee. We will be meeting with the SIU-Pacific District Unions to adopt a common policy on negotiations with Matson and to collectively formulate our demands for changes in the SIU-Pacific District General Rules.

In addition to other recommendations that may be submitted by the membership, I submit the following recommendations:

1. To maintain all beneficial provisions of the current Matson collective bargaining agreement, with an emphasis on jurisdiction and scope of work for unlicensed engine department personnel, and to obtain wage and benefit increases equal to the highest negotiated by any other maritime union representing unlicensed seafarers.

2. To maintain all beneficial provisions of the MFOW-Matson Maintenance Agreement in order to protect our jurisdiction and to obtain wage and benefit increases equal to the highest paid by any other maritime union representing shore maintenance workers in our contracted ports.

* * * * *

In conclusion, I would like all in attendance to study my report with the objective of making reasonable recommendations for the good and welfare of the membership.

VICE PRESIDENT'S REPORT

It seems like life here in the Bay is starting to resemble normal again, not that I would know what that is like. Thanks to the rollout of the various vaccines, we are back to some indoor dining and limited capacity at previously closed venues in certain counties. It is far from ideal, but I'm sure everyone will happily take it as we're all very weary of this...whatever you want to call it.

Speaking of vaccines, I had the opportunity to get one at the Moscone Center some weeks ago and will be getting the final dose this Saturday. I won't say which one to avoid dividing the audience so soon into my report. Like many of you reading as well as the general public, I wasn't completely sold on taking the vaccine. As a labor leader, however, I must lead by example, as this may become a requirement for various functions as vaccines are more readily available.

"No jab, no job" may also find its way into medical clearance for members working across our contracted companies. As of this writing, I haven't gone blind or grown an extra appendage; no negative side effects to report thus far. I hope to continue repeating the previous statement in reports to come, and I hope that you will look into getting your vaccination when available. Unless you stop seeing me around HQ and the VP report is missing from the May issue of *The Marine Fireman*, there should be nothing to worry about.

Now to business. It has been fairly slow here at HQ, with occasional breakouts and ASAP dispatches with testing deadlines to keep us on our toes. It seems like we are back to beating the

bushes for qualified individuals to go to sea and make a nice sum of money in uncertain times. It genuinely makes me happy when our membership is willing to cover jobs and help the Union when called upon. In order to maintain all the wonderful benefits and privileges that we enjoy, we must continue to protect the work we have and uphold our end of the agreements with our various companies. Please keep that in mind the next time an MFOW official's name is lighting up your phone.

A "thank you" is due to the members who stepped up to cover the short breakouts over the month of March. A special thank you to Andrew Mayorga who is helping us cover a last minute RAV crew request on the *USNS Charlton*, in addition to the initial dispatch being short notice. The one-trip MFOW crew aboard the *President Wilson* responded in model fashion to a boiler fire, drawing high praise from various sources. Two of these members, Jermaine Sheppard and Ken Adams, came straight back to the hall and took jobs off the board to our delight. Charles Finklea also stepped up in a big way aboard the *President Wilson* by accepting an onboard promotion without hesitation. That sums up the standout performances that come to mind for the month of March.

I would love to synthesize more for your reading pleasure, but it's past my bedtime. This 30-something-year-old VP is sprouting an alarmingly high number of grey hairs. Stay safe, work safely, look into getting your vaccination(s).

Faternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for March 2021:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Lurline* — delegate REJ Dale Cunningham, #3597, no beefs. The ship will be laying up in Oakland in the near future for repairs. *MV Matsonia* — delegate ERJ Albert Pastor, #3926, no beefs.

On the Pacific Northwest triangle run: *MV RJ Pfeiffer* — delegate REJ David Ebanks, #3824, no beefs. *MV Manoa* — delegate REJ Ira Bing, #3920, no beefs. The *MV Maunalei* picked up cargo in Oakland before heading back on the Far East run, delegate REJ Kevin Haymer, JM-5257, no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President Eisenhower* — delegate REJ Otto Garcia, #3784, no beefs. *MV President Cleve-*

land — delegate DJU Aris Dela Cruz, #3777, no beefs. *MV President FD Roosevelt* — delegate ERJ Arthur Kately, JM-5113, no beefs.

Shuttle Vessels on GSX run: *MV APL Saipan* — delegate ERJ Kevin York, #3551. There was some bad weather and a food beef. The Captain addressed the food beef; no other issues were reported.

PATRIOT CONTRACT SERVICES

Admiral Callaghan — new one-year Electrician (ROS) Mario Bolanos, #3893, no beefs. *USNS Charlton* — 7- to 10-day activation. Headquarters shipped two Oilers.

USNS Dahl — one Oiler and one Wiper were flown out. *MV SLNC Pax* - one Oiler re-shipped. *USNS Pomeroy* — one Electrician and one Oiler awaiting fly-out.

Faternally, **Bobby Baca**



Hard at work cleaning the main engine scavenger spaces aboard the *MV Lurline* at the Port of Honolulu are Standby Wipers Mhark Poquez, JM-5348; Benny Arcano, JM-5385; Nick Chanthavong, non-seniority and Toetaua Gago, #3933.

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

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).

May 17-21 June 14-18 July 26-30

Military Sealift Command (MSC) Readiness Refresher

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

May 6-7 June 3-4 July 15-16

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.

June 7-11 July 12-16 August 30- September 3

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 July 12-August 6

STCW Rating Forming Part of an Engineering Watch

A member who successfully completes the 40-hour Rating Forming Part of an Engineering Watch (RFPEW) course will satisfy the requirements needed for the STCW endorsement as RFPEW. **Prerequisites: See QMED Fireman/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.**

May 24-28 August 9-13

QMED Electrician/Refrigerating Engineer

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

May 3-June 11 July 12-August 20

STCW Able Seafarer-Engine

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

June 14-18

August 23-27

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): May 7; May 21; June 4; June 25; July 2; July 23

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

Compass Courses, Edmonds, WA: May 18-19; June 22-23; July 20-21; August 24-25

MITAGS-PMI, Seattle, WA: May 24-25; June 16-17; July 26-27; August 23-24

Maritime License Center, Honolulu, HI: June 10-11; August 5-6

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: May 26-28; June 16-18; July 7-9

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: May 18-20; June 22-24; July 20-22; August 24-26

MITAGS-PMI, Seattle, WA: May 6-8; September 9-11

Maritime License Center, Honolulu, HI: June 9-11; August 4-6



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

SIU Pacific District Pension Plan — Direct Deposit

In light of the recent lengthening of mail delivery times, the SIU Pacific District Pension Plan recommends that pensioners, who have not done so already, change from mail delivery of paper checks to electronic deposit of monthly pension benefits into any bank of choice. Electronic deposits have the advantage of both safety and prompt delivery, as deposits are made on the first banking day of each month. To request a Direct Deposit Authorization Form, contact the SIU Pacific District Pension Plan Office at (415) 764-4987.

UN global initiative to tackle ocean litter

A new program is being launched under the auspices of the United Nations to tackle marine litter and clean up the world's oceans. The GloLitter Partnerships Project is being implemented by the Food and Agriculture Organization of the United Nations (FAO) in partnership with the International Maritime Organization (IMO) and 30 countries and initial funding from the Government of Norway through the Norwegian Agency for Development Cooperation.

GloLitter will assist developing countries in identifying opportunities to prevent and reduce marine litter, including plastic litter, from the maritime and fisheries sectors. The project aims to decrease the use of plastics in these industries and identify opportunities to recycle plastics, to better protect our fragile marine environment. The program is aligned with the UN Sustainable Development Goal 14 that is committed to prevent and reduce marine pollution and conserve and use the oceans sustainably.

The GloLitter project will help the sector to apply best practices for the prevention and reduction of marine plastic litter, including lost or discarded fishing gear, in a bid to safeguard coastal and global marine resources. Among the efforts, it will look at the availability and adequacy of port reception facilities as well as enhancing awareness within the shipping and fisheries sectors, including seafarers and fishers.

The GloLitter Project will equip partner countries with tools such as guidance documents, training materials, and strategies to help enforce existing regulations. For example, it will encourage fishing gear to be marked so it

can be traced back to its owner if discarded or lost at sea.

The IMO will also encourage partners to consider the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex V regulations on the prevention of pollution, which prohibits the discharge of plastics (including fishing gear) from ships into the sea. Another treaty, the IMO London Convention/London Protocol, regulates the dumping of wastes from ships, permitting only certain types of non-harmful waste to be dumped.

The availability and adequacy of port reception facilities and their connectivity to national waste management systems will also be a focus of the project and participating countries will be assisted in the development of port waste management plans. GloLitter also includes pilot initiatives with women-led organizations active in fisheries to reduce the use of plastic in fisheries, fish processing, and marketing, and to collect plastic for recycling.

Ten countries have been confirmed as lead partnering countries, including Brazil, Costa Rica, Cote d'Ivoire, India, Indonesia, Jamaica, Kenya, Madagascar, Nigeria, and Vanuatu. Another 20 countries, (Argentina, Cabo Verde, Colombia, Ecuador, the Gambia, Mozambique, Nicaragua, Panama, Peru, Philippines, Senegal, Sri Lanka, Solomon Islands, Sudan, United Republic of Tanzania, Thailand, Timor-Leste, Togo, Tonga, and Vietnam) have been selected as partnering countries of the GloLitter Project.

USNS Charlton arrives at Philly Shipyard for repairs

The Watson-class vehicle cargo ship *USNS Charlton* arrived at Philly Shipyard on March 25 for a scheduled repair program. The work scope is expected to be completed by the third quarter of this year.

The *USNS Charlton* is one of Military Sealift Command's (MSC) large, medium-speed, roll-on/roll-off ships. With a displacement of 69,000 tons and a length of 950 feet, the vessel carries 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.

The repair contract, awarded in February by ship manager Patriot Contract Services on behalf of the MSC, is among a number of recent government repair contract that the shipyard has won amid fewer commercial shipbuilding opportunities.

"The *USNS Charlton* repair contract

is another positive step in the company's ambition to establish a mixed platform of ship maintenance, repair, and conversions, along with ship construction for the commercial and government new build markets," the company said in a statement earlier this year.

"This is a great win for our shipyard and demonstrates our ability to acquire substantial repair jobs going forward," said Philly Shipyard's president and CEO, at the time of the *USNS Charlton* contract award. "We look forward to working with Patriot as we continue on our journey as a strong partner for government projects."

Philly Shipyard is also currently building a series of up to five National Security Multi-Mission Vessels for the U.S. Department of Transportation's Maritime Administration.

South Carolina opens new box terminal

South Carolina Ports officially opened the new Hugh K. Leatherman Terminal on April 9 by welcoming Hapag Lloyd's *Yorktown Express* as the first ship to call at the terminal. The new terminal is actually the first container terminal to open in the United States since 2009. The opening comes as SC Ports just had its busiest month ever in its history in March. Phase One of the terminal development adds 700,000 TEU of annual throughput capacity to the Port of Charleston, with 1,400-feet of berth space and five ship-to-shore cranes tall enough to handle the biggest ships calling on the East Coast. At a cost of \$1 billion, Phase One is among the biggest and most significant economic development projects in South Carolina's history.

The Hugh K. Leatherman Terminal is located along the Cooper River in North Charleston, South Carolina, near Charleston Harbor. The terminal's 1,400-foot berth can handle ships up to 20,000 TEU, while its five electric ship-

to-shore cranes can achieve a lift height of 169 feet and 228 feet of outreach. The terminal includes a 47-acre container yard with 25 energy efficient hybrid rubber-tired gantry cranes and eight empty container handlers to efficiently move containers, plus a six-acre refrigerated cargo area with six-story tall refrigerated container racks.

The Leatherman Terminal is part of a \$2 billion infrastructure investment plan, which also involves enhancing SC Ports' Wando Welch Terminal. With these combined investments, SC Ports can handle four 14,000-TEU vessels simultaneously. At full buildout, the Leatherman Terminal will have three berths and 286 acres, adding 2.4 million TEUs of annual throughput capacity, doubling current capacity.

SC Ports handled 2.3 million TEU at the Port of Charleston in its fiscal year 2020, which ended June 30, 2020. Fiscal-year-to-date, SC Ports has handled 1.86 million TEU from July through March.

MFOV Vessel Report As of April 12, 2021

Vessel	Operator	Type	Built	Route or Location
<i>MV Matsonia</i>	MNC	Kanaloa-class	2020	Pacific Southwest Triangle
<i>MV Lurline</i>	MNC	Kanaloa-class	2019	Pacific Southwest Triangle
<i>MV Kaimana Hila</i>	MNC	Aloha-class	2019	China-Long Beach Express
<i>MV Daniel K. Inouye</i>	MNC	Aloha-class	2018	China-Long Beach Express
<i>MV President Truman</i>	APL	Container	2014	Eagle Express Service
<i>MV President Cleveland</i>	APL	Container	2012	Eagle Express Service
<i>MV President F.D. Roosevelt</i>	APL	Container	2010	Eagle Express Service
<i>MT SLNC Pax</i>	PCS	Tanker	2008	Sasebo, Japan
<i>MV Maunalei</i>	MNC	CV2500	2006	China-Long Beach Express
<i>MV Manulani</i>	MNC	CV2600	2005	China-Long Beach Express
<i>MV President Eisenhower</i>	APL	Container	2005	Eagle Express Service
<i>MV President Kennedy</i>	APL	Container	2005	Eagle Express Service
<i>MV Maunawili</i>	MNC	CV2600	2004	China-Long Beach Express
<i>MV Manukai</i>	MNC	CV2600	2003	China-Long Beach Express
<i>MV President Wilson</i>	APL	Container	2002	Eagle Express Service
<i>USNS Soderman</i>	PCS	LMSR	2002	Saipan
<i>MV APL Gulf Express</i>	APL	Container	2002	Jebel Ali-Middle East Express
<i>MV APL Saipan</i>	APL	Container	2002	Guam - Saipan Express
<i>MV APL Guam</i>	APL	Container	2001	Guam - Saipan Express
<i>USNS Pomeroy</i>	PCS	LMSR	2001	Diego Garcia
<i>USNS Watkins</i>	PCS	LMSR	2001	Saipan
<i>MV Kamokuiki</i>	MNC	CV700	2000	San Francisco, California
<i>USNS Charlton</i>	PCS	LMSR	2000	Philadelphia, Pennsylvania
<i>USNS Red Cloud</i>	PCS	LMSR	2000	Saipan
<i>USNS Dahl</i>	PCS	LMSR	1999	Norfolk, Virginia
<i>USNS Sisler</i>	PCS	LMSR	1998	Diego Garcia
<i>USNS Watson</i>	PCS	LMSR	1998	Diego Garcia
<i>MV R.J. Pfeiffer</i>	MNC	Hawaii II	1992	Pacific Northwest Triangle
<i>MV Cape Victory</i>	PCS	Ro/Ro	1984	Port Neches, Texas
<i>MV Cape Vincent</i>	PCS	Ro/Ro	1984	Port Neches, Texas
<i>MV Mahimahi</i>	MNC	C-9	1983	Nantong, China
<i>MV Mokihana</i>	MNC	C-9/Ro-Ro	1983	Oakland, California
<i>MV Manoa</i>	MNC	C-9	1982	Pacific Northwest Triangle
<i>MV Cape Orlando</i>	PCS	Ro/Ro	1981	Alameda, California
<i>MV Cape Henry</i>	MNC	Ro/Ro	1979	San Francisco, California
<i>MV Cape Horn</i>	MNC	Ro/Ro	1979	San Francisco, California
<i>MV Cape Hudson</i>	MNC	Ro/Ro	1979	San Francisco, California
<i>MV Cape Taylor</i>	PCS	Ro/Ro	1977	Beaumont, Texas
<i>MV Cape Texas</i>	PCS	Ro/Ro	1977	Beaumont, Texas
<i>MV Cape Trinity</i>	PCS	Ro/Ro	1977	Beaumont, Texas
<i>GTS Callaghan</i>	PCS	Ro/Ro	1967	Alameda, California

APL = APL Marine Services - Rockville, Maryland

MNC = Matson Navigation Company - Honolulu, Hawaii

PCS = Patriot Contract Services - Concord, California

WILMINGTON NOTES

Wilmington dispatched 63 jobs in March: six APL, three Matson and two PCS shipboard billets; along with four Shore Mechanics and the rest standbys. We have 23 A-, 11 B- and 14 C-seniority members registered. Job calls are still at 1030 and 1400. No loitering in or outside the hall is allowed.

The shoregang count at Fenix Marine Services is 24. Plenty of relief work for those who are qualified.

Public Maritime Day events for 2021 have been cancelled again. A small gathering and services are possible depending on the COVID restrictions in place by the Los Angeles County Health Department and the State of California at that time.

Over at the *SS Lane Victory*, engine work has been put on hold due to the ship being rented out for film work. Film production had been a steady source of income in the past for the ship, and had been suspended since the pandemic. Once the ship is operating with a COI, she will be seaworthy and able to film at sea.

Check in with the ship watch to volunteer for engine work. If any work is performed, turn-to is on Saturdays at 0900. PPE is required as well as social distancing, and always bring a flashlight with you. Take care and work safely.

Aloha,
Sonny Gage
Port Agent

HONOLULU NOTES

The Honolulu Hall dispatched a total of 74 jobs for the month of March Madness. I shipped 13 steady jobs, 31 Standby Elect./Reefer jobs, and 30 Standby Wiper jobs.

Presently, Honolulu has 14 "A" seniority members, 10 "B" seniority members, and 7 "C" seniority members on the registration list.

We had one covid-positive case come in on the *Manoa* that caused a bit of a perfect storm here. Honolulu was running on fumes, trying to keep incoming dispatches from going unfilled. We were already down a handful of members for the usual reasons (do not live here, went to TRL for classes).

Then we had eight more members on the registration list who could not be used because they were switching off from doing a trip off, four members returning to the *Kaimana Hila*, and four members that have not yet returned. Then add those members dispatched to crew the *Manoa* (ERJ, REJ, DJU, Wiper, plus two additional Wipers) and four more doing standby on the ship. And finally add the *Manukai*, which requested seven standby jobs. I even took a shoreside Maintenance Mechanic and dispatched him to a Standby Elect./Reefer job.

In the end, we left just one Standby Wiper job unfilled, had three members told by the State Health Department to do a ten-day self-quarantine and four members taking a covid test. With these extra COVID-19 protocols, it has been a chal-

lenge; but the Honolulu members have stepped up well during this pandemic. They have always been ready to work and stepping up to the plate when needed.

Kaiser Honolulu has been vaccinating our members starting in March and has been running a well-thought-out process of getting us vaccinated with online appointment reservations and a quick and easy trip in and out of the hospital. Also, I believe the Honolulu membership is thankful to receive the Pfizer vaccination that Kaiser is giving. Hopefully we can turn the corner soon with increased vaccines available and our safety protocols.

Long-time MFOW member and pensioner Jimmy Upchurch crossed the bar in March. Jimmy started with the Marine Firemen in 1966, when he was 27 years old. Well, I was not around back when he was sailing, but funny thing, I did come to know his kids — Darren, Robert and his daughter "BJ". Jimmy's sons and I paddled canoe together in the seventies. Then I met Jimmy in 1998 on the shoregang in Honolulu. He taught me the ropes on the barge maintenance job and was a good union brother. Jimmy sailed for 38 years with the Marine Firemen's Union, retired in 2004 and had 17 great years in retirement. Our condolences to his wife Aileen and his kids. Brother Jimmy, as you voyage from this life to the next, may you always have Fair Winds and Following Seas.

Aloha,
Mario Higa, Port Agent

HOWZ SHIPPING?

March 2021

San Francisco

Junior Engineer (Day).....	2
Oiler	4
Wiper	2
Standby Electrician/Reefer	10
Standby Wiper	7
TOTAL	25

Wilmington

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day)	2
Oiler	1
Wiper.....	1
Shore Mechanic.....	5
Standby Electrician/Reefer	19
Standby Wiper	28
TOTAL	63

Seattle

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	1
Oiler	1
Standby Electrician/Reefer	6
Standby Wiper.....	2
TOTAL	12

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day).....	3
Oiler	2
Wiper.....	4
Shore Mechanic.....	1
Standby Electrician/Reefer	31
Standby Wiper	30
TOTAL	74

HONOR ROLL

Voluntary donation to General Treasury — March 2021:
Marconi Relajo, JM-5368\$45.00
Eric White, #3925\$100.00

Benefits paid during March

Death Benefits

None

Burial Benefits

None

Excess Medical\$3,371.33
Glasses and Examinations\$799.90

Regular membership meeting dates 2021

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 March 2021:
Gregory Dziubinski, P-2675\$50.00
Henry Disley, P-2617.....\$100.00
Jacob Sperling, P-2640\$10.00
Marconi Relajo, JM-5368\$45.00
Jeffrey Baumgarten, #3745\$25.00
Abdulhameed Alsadem, #3886.. \$40.00
Jack Knutson\$20.00
Yehya Mohamed, JM-5234.....\$100.00
Alexander Reyer, JM-5336.....\$30.00

SEATTLE NOTES

During the month of March, Seattle shipped one REJ, two ERJs, one Oiler, six Standby Reefers and two Standby Wipers. Seattle currently has 11 A-, three B- and three C-seniority members registered for shipping.

Last month I represented the membership at the Martin Luther King County Labor Council.

Shipping in Seattle is wide open for those who have up-to-date documents and training. COVID quarantine has made reliefs happen in big blocks, so passing up any job may leave you on the beach for several months more than you intended.

COVID vaccinations are available for all hands in Washington. You can register with Kaiser on their website then pick a location and appointment time. Remember, as per CDC guidelines, other vaccinations will not be administered within 14 days of the COVID vaccine. We have had the Anderson Kelly-contracted clinic Concentra refuse to administer within four weeks. This delay can cause real grief for those waiting to come home, so get your vaccine early and do not delay.

Fraternally,
Brendan Bohannon
Representative

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
David Hooper	3712	Basic LT	27.01	4/1/2021

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



Juan T. Aviles, P-1981. Book No. 3197. Born January 28, 1920, Mayagüez, Puerto Rico. Joined MFOW December 1960. Pensioned May 1, 1979. Died December 28, 2020.

James F. Upchurch, P-2666. Book No. 3455. Born March 3, 1939, Honolulu, HI. Joined MFOW December 13, 1966. Pensioned November 1, 2004. Died March 25, 2021.

Donald F. Peterson, P-2636. Book No. 3070. Born June 27, 1935. Joined MFOW January 3, 1957. Pensioned July 1, 1999. Died March 2, 2021.