



National Maritime Day, 2021 May 21, 2021 — Presidential Proclamation

Since the first days of our Republic, America has been a proud maritime Nation. To this day, the United States Merchant Marine is a pillar of our country's prosperity, playing a vital role in the maintenance of our economic and national security. Through every period of peace and war, our merchant mariners have been dedicated to protecting our freedom and promoting commerce. On National Maritime Day, we honor the steadfast commitment and sacrifices of the men and women who serve in the United States Merchant Marine, and recognize their essential role in safeguarding and strengthening our Nation.

Called the "fourth arm of defense" by President Franklin D. Roosevelt during World War II, the Merchant Marine established itself as a cornerstone of sealift support for our Armed Forces, sailing through theaters of war to deliver troops and supplies while keeping vital ocean supply lines operating. The perseverance and dedication of the Merchant Marine contributed to the Allied victory even as they suffered one of the highest casualty rates of any of our military services.

Our merchant mariners also play a critical role in times of peace. They ensure our economic security by keeping our coastal and inland waterways open to trade, while United States-flagged ships operated by American merchant mariners transport goods across our country and all over the world. United States maritime freight operations helped support \$5.4 trillion of economic activity among the many non-maritime industries that depend on the Merchant Marine for access to world markets. This movement of goods domestically and internationally continues to ensure America's economic competitiveness throughout the world — growing jobs and supporting businesses of all sizes here at home.

Our merchant mariners are also critical to extending United States support and assistance to foreign nations and local communities hit hard by natural disasters and devastating crises. Even in the midst of a worldwide pandemic, these brave men and women have overcome seemingly insurmountable obstacles to fulfill their mission while keeping our Nation's supply chains running.

The operation of the United States-flagged fleet is essential in contributing to the reduction of greenhouse gas emissions and landside congestion, helping provide current and future generations with a more sustainable means of freight transportation. The industry is also working to develop and implement new technologies to continue reducing emissions — an effort my Administration is supporting through new international partnerships.

The maritime industry has long provided opportunity for Americans of all backgrounds — and the Merchant Marine continues to advance a more equitable industry in which barriers to entry and advancement are eliminated.

On this National Maritime Day, we honor the brave merchant mariners who provide critical support to our troops stationed in warzones, and who are essential to our Nation's economic success. Recognizing the contributions of our merchant mariners, my Administration strongly supports protecting the Jones Act — the cornerstone of our domestic maritime industry. We must protect those who protect our country.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" to commemorate the first transoceanic voyage by a steamship in 1819 by the S.S. Savannah. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, JOSEPH R. BIDEN JR., President of the United States of America, by virtue of the authority vested in me by the Constitution and the laws of the United States, do hereby proclaim May 22, 2021, as National Maritime Day. I call upon all Americans to observe this day and to celebrate with appropriate programs, ceremonies, and activities.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-first day of May, in the year of our Lord two thousand twenty-one, and of the Independence of the United States of America the two hundred and forty-fifth.

JOSEPH R. BIDEN JR.



Members of the Hawaii Ports Maritime Council, AFL-CIO gathered May 19 with Honolulu Mayor Rick Blangiardi (fifth from left) as he presented the city's recognition of National Maritime Day. SUP Honolulu Branch Agent Michael Dirksen (fourth from left), SIU-AGLIW Honolulu Port Agent Hazel Galbiso (center) and MFOW Honolulu Port Agent Mario Higa (second from right) participated at the meeting.

MARAD releases fiscal year 2022 budget

The Biden administration has released its fiscal year 2022 (FY 2022) budget request.

For many in the U.S. maritime industry, among the most significant programs to look at are those administered by the Department of Transportation (DOT). The DOT is requesting \$88 billion, but only just under \$2 billion of this is requested for the Maritime Administration (MARAD). The following is a summary of the FY 2022 Presidential Budget for MARAD:

Operations and Training — \$172.2 million is requested to support the United States Merchant Marine Academy in Kings Point, New York and MARAD operations and programs.

- \$90.5 million is for Kings Point. Funding will provide \$85 million for academic operating expenses including continued support for health and safety protocols in response to COVID-19, and \$5.5 million for facility maintenance and repair needs of the academy's aging buildings and infrastructure.
- \$81.7 million is requested for MARAD operations and programs to provide the resources to support core agency infrastructure, including professional staff for its operating mission and support program initiatives, and for continued implementation of COVID-19 safety and protection measures on DOT/MARAD-owned assets. Within this request, \$10 million will support the Maritime Environmental and Technical Assistance (META) program that advances alternative energies and technologies, while also supporting job growth in clean energy and maritime transportation fields.

Marine Highway Grants — Funding provides \$10.8 million for Marine Highway Transportation grants to support the increased use, development, and expansion of America's navigable waterways and landside infrastructure to enable the movement of freight by water, reducing highway congestion and associated emissions.

State Maritime Academy (SMA) Operations — \$358.3 million is requested to provide Federal assistance to support the six SMAs that educate and train mariners who will become future leaders in the U.S. maritime transportation industry, and will be needed to meet future job requirements in the U.S. maritime workforce.

National Security Multi-Mission Vessel — \$315.6 million is requested to complete the replacement of aging training school ships on loan to the SMAs. The new NSMVs also provide significant new capabilities to support National humanitarian and disaster relief needs.

School Ship Maintenance and Repair — \$30.5 million is requested to maintain the six existing SMA training ships in compliance with U.S. Coast Guard and American Bureau of Shipping requirements while the NSMVs are constructed, and to enable continued implementation of training ship capacity-sharing measures to ensure uninterrupted availability of mandatory at-sea training time for SMA cadets. MARAD notes that the training ships are the single most important assets provided by the Federal Government to enable the schools to operate as maritime academies, and are essential to each school's ability to provide a training program that prepares students to pass the U.S. Coast Guard licensing examination.

Direct Support of SMAs — \$12.2 million is requested to support the SMAs, which includes \$6 million in direct payments to the schools, \$2.4 million for student tuition assistance, and \$3.8 million for training ship fuel assistance.

Port Infrastructure Development Program — \$230 million is requested for the Port Infrastructure Development Program for grants to improve port infrastructure and facilities, and to stimulate economic growth in and around ports, while also addressing climate and equity and strengthening resiliency. Investing in the repair and modernization of ports creates good paying union jobs for American workers, and helps transform our deteriorating infrastructure into a 21st century system that supports efficiency in our freight supply chains, creates more communities of opportunity in disadvantaged areas, accelerates equitable long-term economic growth, and increases global competitiveness.

Assistance to Small Shipyards — \$20 million is requested to provide grant funding for infrastructure improvements at qualified small U.S. shipyards to help improve their efficiency and ability to compete for domestic and international commercial ship construction and maintenance opportunities. Small shipyard grants support the acquisition of equipment by small shipyards that reduces climate impacts, including engines with lower emissions, improved climate control technologies for buildings, and technologies that reduce shipyard power consumption. Additionally, investing in shipbuilding supports job creation in a vital domestic industrial base.

Ship Disposal — \$10 million is requested for the Ship Disposal Program, with priority emphasis on the removal of the worst conditioned non-retention vessels to mitigate environmental risks. Funding will also help to sustain the unique infrastructure of the U.S. ship recycling industry base, including supporting American jobs in economically depressed areas. This funding also includes \$3 million to maintain the *NS Savannah* (NSS) in protective storage per Nuclear Regulatory Commission license requirements, while decommissioning of the vessel's defueled nuclear reactor, components, and equipment is in progress.

Maritime Guaranteed Loan (Title XI) Program — \$3 million is requested to

Continued on page 7

Halls to close

Independence Day — The MFOW hiring halls will be closed on Monday, July 5, 2021, in observance of Independence Day (July 4), which is a contract holiday.

The Marine Fireman

Published Monthly By

The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association

ORGANIZED 1883

Affiliated with the Seafarers International Union of North America, AFL-CIO

Yearly subscription rate: \$20 first class, \$25 overseas air

Postmaster: Send address changes to The Marine Fireman, 240 2nd Street, San Francisco, CA 94105

Mexican ports return to growth

During the first four-months of 2021, Mexican ports handled 2.39 million TEU, an 11.7 percent increase compared to 2.14 million TEU between January and April 2020, according to figures from the Secretariat of Communications and Transport. Pacific ports moved 1.65 million TEU, which means an increase of 14.9 percent compared to 1.44 million TEU of the same inter-annual cycle. All ports saw volumes grow apart from Puerto Chiapas, which fell 11.2 percent:

Port	TEU Handled	Percentage Increase
Manzanillo	1,110,000	18.5
Lazaro Cardenas	398,264	8.6
Ensenada	117,369	8.8
Mazatlan	14,416	9.2
Guaymas	6,233	54.0
Salina Cruz	1,074	33.0

Ports in the Gulf of Mexico moved 729,210 TEU, an increase of 4.9 percent if compared to the first four months of 2020, as follows:

Port	TEU Handled	Percentage Increase
Veracruz	355,956	0.8
Altamira	283,048	3.7
Progreso	55,804	3.5
Tuxpan	18,776	48.5
Tampico	8,476	70.3

Exports grew by 12.2 percent (1.2 million TEU) compared to same period last year, while imports increased 11.1 percent.

IMO's new CO2 rules to "disproportionately" affect reefer transport

Several large shipping organizations including ICS, World Shipping Council and Intertanko are urging the International Maritime Organization (IMO) to change the upcoming CII index, according to *Shipping Watch*. The CII index, which measures a ship's efficiency when it sails, can be affected by various things such as the power generated to keep temperatures low when transporting refrigerated foods or gas. If a ship needs to use power and thus fuel to keep tem-

peratures down, efficiency will also drop causing the CO2 accounts to look poor in comparison.

The shipping companies find this to be unfair, showing documents submitted ahead of the IMO's meeting in the Marine Environment Protection Committee, MEPC, set to take place this month. Other shipping companies, Bimco and Lloyd's Register have all said that the calculation method used to determine the CII score encourages companies to sail

White House bans U.S. investment in world's largest shipbuilder

In an executive order issued on June 3, the Biden administration implemented a ban on all U.S. investment in four of China's biggest maritime companies, including China State Shipbuilding Corporation (CSSC), the world's largest commercial shipbuilder and the linchpin of China's naval modernization effort. The new investment ban is intended to address "the threat posed by the military-industrial complex of the People's Republic of China (PRC) and its involvement in military, intelligence, and security research and development programs...under the PRC's Military-Civil Fusion strategy," according to the order. It broadens an existing investment ban initiated by the Trump administration in late 2020.

Effective August 2, U.S. citizens may no longer hold securities in CSSC; China Shipbuilding Industry Corporation, recently absorbed by CSSC; China Nation-

Offshore Oil Corporation, China's primary offshore oil and gas developer; and China Communications Construction Corporation (CCCC), the infrastructure firm known for its "Belt and Road" overseas port projects. CCCC also played a key role in building China's string of militarized bases on reclaimed land in the Spratly Islands.

The order does not prohibit U.S. entities from doing business day-to-day with the blacklisted firms, and it has no effect on non-U.S. entities. As the listed firms are primarily state-owned, a U.S.-national investment ban is unlikely to have a material effect. Many of the blacklisted firms' U.S. client relationships will likely continue. In particular, CSSC has developed well-publicized research and development connections with a handful of American maritime entities.

Fuel cell powered ferry planned for Scotland

AqualisBraemar will partner with Caledonian Maritime Assets Ltd. (CMAL) to design a hydrogen fuel cell sea-going passenger and car ferry in what they call a first for Europe. This is part of HYSEAS III, a Horizon 2020 funded project. HYSEAS III follows HYSEAS I and HYSEAS II, and aims to build on the previous projects' findings, by demonstrating that fuel cells may be successfully integrated with a proven marine hybrid electric drive system (electric propulsion, control gear, batteries, etc.), along with associated hydrogen storage and bunkering arrangements. The HYSEAS III project will develop, construct, test and validate data in a full-sized drive train on land.

AqualisBraemar LOC's scope of work is to design a double-ended sea going passenger and car ferry capable of utilizing the hydrogen powered drive train and thereby running completely emission-free. In recent years, AqualisBraemar LOC has developed a range of marine and engineering consulting services to support carbon-reduction initiatives in the maritime sector, including expertise in electrical engineering and alternative

fuel integration for vessels.

The ferry will be designed around the requirements of the Scottish island of Shapinsay in Orkney where hydrogen fuel is generated through wind power. The ferry which will carry 16 cars or two trucks, and 120 passengers will be capable of sailing to and from any concrete 1:8 slipway where hydrogen is available locally to power the vessel.

AqualisBraemar LOC operations in Aberdeen will work with CMAL, to ensure optimum sustainability in the overall vessel design, whilst delivering a design, which meets the highest level of safety and reliability for a lifeline ferry service. The group will also draw upon its sister company, Longitude Engineering's long track record and reputation in vessel design, upgrade and conversions, to support the HYSEAS III project.

The HYSEAS III consortium is comprised of CMAL (Scotland), Kongsberg Gruppen (Norway), Ballard (Denmark), Orkney Isles Council (Scotland), St Andrew University (Scotland), McPhy (France), Arcsilea (England) and Interferry (Sweden).

ballast water voyages as this might improve the overall score. Another point of contention is that the sanctions for not complying with the regulations are minuscule.

"The energy consumption also varies significantly demanding on whether the cargo needs to be chilled or frozen, the length of the voyage, time in port, and the ambient temperature the ship is operating in since hotter ambient temperatures and longer voyages require higher energy demand," states the document.

According to the shipping companies, electricity consumption for cooling aboard a 4,300 TEU container vessel with 1,121 plugs for reefer containers could represent up to 51.5 percent of the total consumption. Aboard a 23,000 TEU vessel, 2,024 plugs for reefers can account for 70 percent of consumption.

"The issues highlighted in this document illustrate a serious problem that certain countries and ships will face absent a defined and accepted mechanism for accounting for energy consumed to refrigerate cargoes that cannot be transported or traded without refrigeration... simply put, when carrying refrigerated cargo, the ship is not less efficient, the ship is simply carrying cargo that requires significant additional energy to transport," states the document.

Intertanko put forward a similar argument saying the same VLGC (Very Large Gas Carrier) carrying propane (below -42 degree C) will need more fuel consumption for cooling the cargo than when carrying butane (-1 degree C).

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Dutch Harbor named nation's top fishing port for 23rd straight year

An annual report from the National Oceanic and Atmospheric Administration (NOAA) released last month, on the status of U.S. fisheries in 2019, has named Dutch Harbor, Unalaska the nation's top fishing port by volume of seafood landed for the 23rd consecutive year. The Aleutians East Borough — including Akutan, False Pass, Sand Point and King Cove — came in second place.

NOAA's annual reports are a bit dated as data from 2019 was just reported, though 2021 is half over. Even so, the reports provide an important snapshot of fishing seasons, how production is going, and the value of landings being processed. In total, U.S. fishermen landed 9.3 billion pounds of seafood valued at \$5.5 billion in 2019. Sixty percent was caught in Alaskan waters.

According to the federal report, Dutch Harbor landed 763 million pounds

of seafood in 2019, valued at \$190 million. That is the same weight as 2018, but about \$8 million more in value. Ninety-three percent of that volume is Alaska pollock, which goes into products such as fish sandwiches, fish sticks and sushi.

But while the amount of fish landed in Dutch Harbor is far greater than any other port in the country, the Aleutian community remains in third place in terms of dollar value — topped by New Bedford, Massachusetts, in first place and Naknek, Alaska in second. The pollock fishery is the largest fishery in the nation, but the value is very low compared to lobster, scallops, Alaska king crab and other seafood harvests.

The seafood industry is Unalaska's only major economic engine but could suffer in the future as the climate changes, water temperatures rise, and some species migrate further north.

Long Beach Harbor Commission approves port budget

The Long Beach Board of Harbor Commissioners last month approved a \$622.4 million budget for the Long Beach Harbor Department, more than half of which is dedicated to capital improvement projects that will ensure the Port of Long Beach's continued competitiveness, efficiency and sustainability. The budget for fiscal year 2022 begins October 1 and is 4.2 percent lower than the budget adopted last year. Operating revenue is projected to be 8.7 percent higher due to strong anticipated performance in containerized cargo volumes. The port's fiscal year 2022 budget will be considered for approval by the Long Beach City Council later this year.

For the next fiscal year, the port plans to add 11 full-time positions and transfer an all-time high of \$20.6 mil-

lion to the City's Tidelands Operating Fund, which supports quality-of-life projects along Long Beach's seven-mile coastline. Additionally, the budget sets aside \$329.1 million in an ongoing capital improvement program to modernize terminals, rail, bridges, waterways, roads and other infrastructure to support the ongoing growth of operations at the nation's second-busiest seaport.

Overall, the Port of Long Beach plans to invest nearly \$1.6 billion in strategic projects over the next 10 years to enhance marine terminal productivity, deliver greater efficiency to our customers and improve the sustainability of our operations. The Port of Long Beach — the Harbor Department of the City of Long Beach — does not use tax revenue to support operations.

Long Beach takes control of Queen Mary in bankruptcy court

The city of Long Beach, California will take over daily operations of the historic *Queen Mary* for the first time in more than 40 years after the ship's current operator chose to give up the lease in a sudden decision in bankruptcy court. The move means Long Beach will have complete control of the ship and will be tasked with deciding how much to invest in critical repairs for the aging vessel. An inspection report in April determined the ship would need at least \$23 million in critical repairs to remain viable in the next two years.

The ship's operator — Eagle Hospitality Trust — filed for Chapter 11 bankruptcy in January with a total of more than \$500 million in debt. The ship's lease was set to go to auction but did not receive any bidders, while the city had been locked in a legal battle with former operator — Urban Commons — over a litany of failed lease obligations. Among the issues, the city said Urban Commons failed to perform more than \$40 million in critical repair work, resulting in "significant issues and damage" to the historic vessel. The firm also owes the city nearly \$1 million in fees and unpaid rent.

A Long Beach deputy city attorney said the lease surrender does not affect the city's damage claims against the former operator and that potential damages owed by the former operator to the city are still under consideration by the judge in bankruptcy court.

Long Beach owns the *Queen Mary* but for decades has leased the ship to a string of operators who have failed to make the ship profitable and plummeted into bankruptcy. A marine survey released in 2017 found that the ship could need nearly \$300 million in critical repairs to stay viable over the next several years.

The city that year issued \$23 million in bonds and tidelands funds to former operator Urban Commons to fix some of the most critical repairs listed in the marine survey, but the funds ran out before many of the repairs were completed, and now, the latest report says most of the urgent structural work has not even started as the ship slips into further disrepair. The report from a city-hired naval architecture and marine engineering firm said the vessel is vulnerable to flooding or possibly even capsizing if critical work isn't addressed. The ship will remain closed to the public while the repairs are complete.

Long Beach last had control of the *Queen Mary* in 1978, while the Port of Long Beach held ownership until 1993. Long Beach is now exploring possibly shifting control of the *Queen Mary* and the surrounding land back to the city's Harbor Commission, which oversees the Port of Long Beach. The *Queen Mary* has served as a tourist attraction and hotel since it arrived in Long Beach in 1967.



Pictured near the San Francisco-Oakland Bay Bridge is the world's first floating fire station at Pier 22 1/2 in San Francisco (about a half-mile from MFOW Headquarters).

World's first floating fire boat station in S.F.

Situated at Pier 22½ just behind historic Firehouse 35 and nestled beside the San Francisco-Oakland Bay Bridge is a floating building that is the new Fire Station 35. The facility is an answer to the city's long-awaited need for updated fire and marine safety on the bay.

To reduce public impact and avoid disruption along the bustling San Francisco Embarcadero, the float and other marine components were delivered to nearby Treasure Island where building construction took place. Once complete, the 14,900-square-foot-building, was pushed across the bay to Pier 22½ during the night when winds and traffic on the bay would be low.

Constructing the station on top of a float was the solution to some critical future scenarios: climate change and risk of a major earthquake. Being permanently moored to four steel piles, the building will rise and fall with the tides and seamlessly adjust to sea-level rise. The design of the steel float and its independence from land ensure its ability to withstand a major earthquake and continue to function as a maritime command center.

The new facility fulfills many long-awaited needs of the SFFD. It brings all the Fire Station 35 rescue assets into a single location with immediate access to rescue vessels and equipment. There is mooring for four boats and provides a driveway onto the float for ambulances and other emergency vehicles. The building provides increased accommodations for 24-hour SFFD staff from seven to 12. And, for the first-time, offers female firefighters separate and equal accommodations.

The project was reviewed by 17 different agencies ranging from neighborhood advisory committees to the Port of San Francisco and ultimately approved by nine different agencies including the San Francisco Bay Conservation and Development Commission (BCDC) and U.S. Army Corps of Engineers.

The floating fire station was a collection of creativity and persistence from its inception by the City and County of San Francisco Public Works to its completion by the Swinerton-Power JV team made up of Power Engineering Construction Co., Swinerton, Shah Kawasaki Architects, and Liftech Consultants.

Port of Los Angeles adopts \$1.7 billion fiscal year budget

The Los Angeles Board of Harbor Commissioners has approved a \$1.7 billion fiscal year 2021-2022 annual budget for the Port of Los Angeles. The approval comes on the heels of record cargo volumes during fiscal year 2020-2021, due to a rapid recovery in global trade and pent-up, pandemic-induced consumer demand for goods.

The approved budget forecasts cargo volumes of 9.7 million twenty-foot equivalent units (TEU), a 6.7 percent decrease over the previous year's forecast. Accompanying operating revenues are projected to come in at \$533.3 million, a decrease of \$11.7 million over the previous fiscal year.

Fiscal year 2021-2022 proposed operating expenses are \$300.1 million, which represent a 5.3 percent increase compared to the previous fiscal year. Major drivers of the increase in operating expenses include programs put into place in 2021 to improve the efficiency and fluidity of cargo through the port. These include the full-year funding of the port's Truck Turn-Time and Dual-Transaction Incentive Programs,

and expected increases in the number of shipping lines qualifying for the port's Ocean Common Carrier Incentive Program, among others.

The nation's busiest trade gateway will continue to make major investments in infrastructure, terminal upgrades and LA Waterfront improvement projects. The budget includes a capital improvement budget of \$188.7 million: an increase of 42.5 percent over the previous year.

Signature capital improvement projects include \$46.6 million for Wilmington Waterfront projects; \$32.3 million for repairs and upgrades at liquid bulk terminals in compliance with Marine Oil Terminals Maintenance Standards; \$15.1 million for improvements and repairs to Harbor Department facilities and computer software system upgrades; \$13.6 million for the Alameda Corridor Southern Terminus Gap Closure project; \$13.0 million for Everport Container Terminal Improvements; \$9.2 million for the San Pedro Waterfront projects; and \$7.4 million for various environmental programs.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

VACCINATIONS

On May 28, the *New York Times* reported U.S. coronavirus vaccination rates by state. In California, the fully vaccinated population was 42 percent, with 56 percent receiving at least one dose. In Hawaii, the fully vaccinated population was 47 percent, with 66 percent receiving at least one dose. In Oregon, the fully vaccinated population was 44 percent, with 54 percent receiving at least one dose. In Washington, the fully vaccinated population was 45 percent, with 56 percent receiving at least one dose. Nationally, the fully vaccinated population was 40 percent, with 50 percent receiving at least one dose.

The vaccination rate for MFOW officials and staff is 100 percent. We do not have data on the vaccination rate of the MFOW rank-and-file membership. However, the vaccination is readily available in all ports; and elected officials encourage all members and applicants to get the vaccination as soon as possible. Any chance of a return-to-normal mariner lifestyle depends on widespread vaccination of the mariner pool.

APL MARINE SERVICES

RTS Agreements — On May 13, APL Director Labor Relations (Maritime) John Dragone stated that, with the anticipated re-opening of the State of California on June 15, it was apparent that its contracted Unions (MM&P, MEBA, MFOW, SIU-AGLIW and SUP) would be reluctant to extend the restriction-to-ship (RTS) agreements through June. APL stated that the company and the Unions have a responsibility to protect crew members from COVID-19 exposure and that enhanced protocols will need to be developed to address those mariners who decline to be vaccinated going forward and requested input from the Unions. The MFOW has reluctantly gone along with the RTS agreements over the past few months, and we maintain the position that mariners should be treated in the same manner as the general population in any port.

On May 24, APL proposed to extend the current RTS agreement without changes through June 30. APL took several issues under consideration before making the proposal. The company stated that an extension would give all parties the time to properly assess the actions of the State of California and the federal government and would give more mariners the opportunity to be vaccinated. In addition, the company is working with local officials on the West Coast and in Guam to have vaccinations offered to those onboard ships who wish to be vaccinated during port calls.

On June 1, the Pacific District Unions agreed to submit an extension of the RTS agreement through June 15. The extension includes a "me too" clause on any outstanding unsettled RTS claims. On June 2, the company confirmed that they agree with the proposal.

President Eisenhower —As previously reported, on April 28, a major engine room fire occurred on the *President Eisenhower*, taking the vessel out of revenue-producing service. On May 17, the company notified the Unions that, at the request of the crew, the *President Eisenhower* will switch to a monthly pay-off with a mid-period allotment while undergoing repairs in Los Angeles. The company also rescinded the restriction-to-ship requirement on the *President Eisenhower* while the ship is undergoing repairs.

Fleet Change — On May 19, the company notified the Unions that the delivery and re-flag to U.S. registry of the *CMA CGM Herodote* was completed on May 18 in Busan, South Korea, and that the U.S.-flag crew was safely aboard. On May 24, the company notified the Unions that the *APL Guam* was successfully re-delivered to its owners at Busan on May 23. The *APL Guam* crew was processed with pre-departure Republic of Korea COVID testing requirements and repatriated.

In addition to the replacement of the *APL Guam* by the larger, faster *CMA-CGM Herodote*, the company reported that they were revising their Guam-Saipan Express service to add the port of Hakata, Japan to the regular rotation as follows: Yokohama-Saipan-Guam-Hakata-Busan-Hakata-Yokohama.

PATRIOT CONTRACT SERVICES

As previously reported, a protest was filed against the *Watson*-class LMSR contract award to Patriot Contract Services (PCS) in March 2021. On June 1, the Union was notified by PCS that the protest was moved from the General Accounting Office (GAO) venue to U.S. Federal Claims court, in part due to PCS's vigorous defense of the award before the GAO. The company estimates that the judge will issue a decision on the case by late August.

MATSON

Honolulu Shore Leave — On May 26, Matson notified the Union that crew members who maintain a residence on Oahu (as determined by NSE personnel profile address of record) and are signed on to a Matson Hawaii trade-lane (non-CLX) vessel may now go ashore for the limited purpose of self-quarantining at their residence during port calls to Honolulu. Under a new State of Hawaii order, effective May 22, it is now permissible for crew members to travel from their ship to their residence (for



File photo of the latest tonnage to be crewed by the MFOW in the unlicensed engine department is the *MV CMA CGM Herodote*. She is a 1713 TEU, geared containership built in 2007. Her overall length is 170 meters with a beam of 27 meters. The initial MFOW crew is ERJ Rogelio Canillo, JM-5141; REJ Dwayne Ertl, JM-5277; DJU Errol Maquiso, #3894 and Wiper Colton Boeger, non-seniority.

the purpose of self-quarantining only) and vice versa. Crew members are not permitted to travel to other locations while enroute to their residence or to the ship, or while they are quarantining at their residence. Consistent with Hawaii Department of Transportation and Hawaii State Department of Health instructions, crew members are prohibited from having visitors (non-household members) at their residence while self-quarantining there.

The Hawaii Emergency Management Agency requires each crew member entering the State of Hawaii and leaving a vessel to quarantine at his or her residence to:

- (1) be temperature screened aboard the vessel each time he or she disembarks the vessel;
- (2) complete the State of Hawaii Order to Self-Quarantine form prior to disembarking (sign, date and print name at the bottom); and
- (3) comply with all applicable State of Hawaii and City and County of Honolulu rules, directives, and orders, including any mask mandates.

It is the responsibility of the crew member to ensure these requirements are met. The Captain shall maintain the temperature screen logs and the State of Hawaii Order to Self-Quarantine forms and make these records available if requested by the State of Hawaii or shoreside management.

Similar to the restrictions that are in place for California and Washington for crew members that return from shore leave, crew members who depart Matson vessels in Honolulu must adhere to the following Matson requirements for five (5) days after returning from shore leave:

- (1) remain in his or her stateroom outside of work hours;
- (2) wear a face mask at all times when outside of his or her stateroom;
- (3) remain at least six (6) feet away from all other crew members at all times;
- (4) take meals and breaks (coffee, smoke, etc.) separately from the rest of the crew;
- (5) wash his or her hands on a frequent basis; and
- (6) report any physical signs or symptoms consistent with a COVID-19 infection to his or her supervisor immediately.

Crew members on Matson China trade-lane vessels (CLX) who maintain a residence on Oahu are not permitted off the ship while in port in Honolulu. This is due to various Chinese port government regulations and the inherent challenges associated with at-sea MEDEVACs, crew member medical care and repatriation from China and Japan due to government restrictions, and re-crewing from these locations, should a crew member on a CLX vessel become severely ill from COVID-19 after the ship departs Honolulu.

Negotiations — On May 23, Matson Offshore Labor Relations Manager Danny Defanti acknowledged the SIU Pacific District letters requesting to meet and negotiate a new agreement, including the SIU-PD General Rules and the individual MFOW, SIU-AGLIW and SUP Work Rules, Shipping Rules and Maintenance Agreements. Negotiations will commence sometime after the June Pacific District trust meetings on June 17. Matson is open to face-to-face meetings (of fully vaccinated participants) or a combination of face-to-face (vaccinated) and virtual (non-vaccinated) meetings.

Navy wins college sailing team race nationals

Racing was completed on June 3 in the College Sailing Team Race National Championship hosted by the U.S. Naval Academy in Annapolis, Maryland. The top 12 collegiate team racing teams in the nation competed for the national title and the Walter C. Wood Trophy. The host school – Navy – came away the winners. This is the seventh time that Navy has won the Walter Cromwell Wood Bowl. The last time was in 1992.

Roger Williams University had a strong showing throughout the regatta and finished in second place overall. College of Charleston finished in third place after a hard fought regatta. The final results of the round robin tournament were as follows:

Place	School	Wins	Losses
1.	U.S. Naval Academy	17	2
2.	Roger Williams University	14	5
3.	College of Charleston	13	6
4.	Georgetown University	10	9
5.	Stanford University	8	8
6.	Brown University	7	9
7.	Tufts University	8	8
8.	Boston College	7	9
9.	Tulane University	7	9
10.	Jacksonville University	4.5	11
11.	Saint Mary's of Maryland	4	2
12.	U.S. Merchant Marine Academy	2	14

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

VICE PRESIDENT'S REPORT

It has been another stressful month here at HQ. The month of May brought many unique challenges, which the MFOW membership helped us meet and overcome. The biggest hurdle was clearly the MARAD mission breakouts, where unforeseen circumstances required down-to-the-wire replacements. I am going to sound like a broken record at this point, but thank you to everyone involved for their cooperation and understanding of the unique operating conditions we are all under. The world seems to continually limp back in the direction of normalcy, but we are not out of the woods yet.

When I wasn't diffusing some sort of metaphorical bomb, I was kept pretty busy with bringing new blood into this old, storied union of ours. Finding an overnight solution is a pipe dream, but I may have a potential long-term plan to help alleviate our recent shortcomings. In the meantime, the contacts I've been keeping have helped bolster our ranks with credentialed applicants; and I hope they will stick around for years to come. In addition, it is imperative that we continue to groom the membership we currently have and encourage all to be able to take a variety of jobs off the board. Whether that means putting extra time into your craft or getting a U.S. passport

for the MSC billets, get after it; we need you.

I am still awaiting a decision on appointment to the new N-MERPAC committee. From what I have observed in my tenure thus far as the MFOW VP, I'm going to have quite a lot to say if I'm appointed. Not only is credentialing a royal pain; but it, along with the struggles of the past year, has made our industry a lot less attractive than years past. "Prison with a paycheck" is what deep sea mariners would joke our work inherently is, but this is just ridiculous. The industry collectively needs to take action and attract the right talent back into maritime. Having to compete with remote work and working from home requires upping of the ante.

That's enough ranting for now. We braved the May blitzkrieg and who knows what new headaches June will bring. While we creep back to normal, I'll continue to refrain from using the forbidden words and phrases. If you noticed while reading up to this point, bonus points for you. I would sooner say "Voldemort" or "Beetlejuice" before I say the "you know what". We got our shots, just go away (COVID). Stay safe, work safe, and take care of each other, please.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for May 2021:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Matsonia* — delegate Stuart Melendy, #3671, brought up some items for the contract negotiations with the company. *MV Lurline* — delegate REJ Scanlon Henneberry, #3717, no beefs. *MV Mokihana* — crew members cross-decked over to the *MV Mahimahi* at Nantong, China, shipyard and are headed back to the West Coast; delegate REJ Ronny Ting, #3916, 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; Headquarters shipped an ERJ for one trip relief, no beefs. *MV Kamokuiki* — Activation: one ERO, one Oiler and Standby Wipers reported to Pier 70 in San Francisco to assist as directed for departure to Far East ports.

Cape Henry — Activation: three Oilers, one Wiper and two Standby Wipers reported to Pier 96 in San Francisco, also heading to the Far East; delegate Electrician Jeff Mattarocci, #3898, no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President*

Cleveland — delegate DJU Aris Delacruz, #3777, brought up items such as restriction to ship and standby workers down in the engine room in foreign ports. *MV President F.D. Roosevelt* — delegate ERJ Arthur Kately, JM-5113, said they were expected to leave port of Oakland with approximately 600 reefer containers, no beefs. *MV President Kennedy* — delegate Pasquale Gazillo, #3699, no beefs; Headquarters shipped an ERJ for time up.

Shuttle vessels on the GSX run: *CMA CGM Herodote* — delegate REJ Nick Ertl, JM-5277; while in COVID quarantine in Korea, some food beefs were brought up to hotel management along with some other issues. The crew made it safely to the ship and now in service.

JMX run: *MV Gulf Express* — Headquarters shipped an ERJ for time up.

PATRIOT CONTRACT SERVICES

Cape Orlando — Activation: called for three Oilers and one Wiper; delegate Electrician Oliver Woodson, JM-5373, no beefs. *USNS Watson* — one Wiper shipped. *USNS Soderman* — one Wiper shipped. *USNS Sisler* — one Wiper shipped.

Fraternally,
Bobby Baca

Retail sales drive import volumes at major U.S. ports

Strong retail sales are continuing to drive record import numbers and contribute to the record-setting volumes across America's largest container ports. According to the National Retail Federation (NRF), as U.S. consumers return to stores with COVID-19 restrictions being relaxed, the volumes are on track to set new records for the year. The retail association, however, notes the continued disruptions to the supply chain and the potential to cause challenges as retailers prepare for the busy fall and holiday season sales periods.

The NRF's monthly Global Port Tracker, which reports on import volumes at the U.S.'s busiest ports, forecasts that container volumes will be up over 35 percent year-over-year for the first six months of 2021. While year-ago volumes were impacted by the disruptions caused to the supply chain in 2020, the NRF highlights the continuing monthly growth in 2021 as a sign of the strength of retail sales.

March 2021 set a record for the most containers imported during a single month since NRF began tracking imports in 2002. The trend continued with the busiest April on record and for May the NRF is forecasting a combined import total of 2.32 million TEU at the nation's largest ports.

The NRF Port Tracker continues to see strong growth into the summer of 2021. Monthly TEU volume could be up over 30 percent in June but with the recovery having begun a year ago, the NRF forecasts a moderation of growth falling to 7.5 percent in August and just 1.7 percent in September. According to the forecast, October 2021 could be the first year-over-year decline since July 2020. The NRF predicts just over two million TEU for a decline of 6.5 percent in October.

Fears are continuing to grow over the potential for disruptions and delays due to the current challenges at China's Yantian port. The container terminal continues to struggle with restrictions and disruptions after an outbreak of COVID-19 in the Chinese province. Maersk recently warned customers that it expects continued terminal congestion and vessel delays at the Yantian terminal. Other reports indicate that the delays may be spreading to other ports as carriers have begun to divert vessels.

Despite the pandemic and recent challenges to the supply chain, the NRF says that the six-month total for container imports is expected to put 2021 on track to easily beat 2020's full-year total of 22 million TEU, which was up 1.9 percent over 2019.



SS Jeremiah O'Brien returns to Fisherman's Wharf

With tourists returning to San Francisco and COVID-19 restrictions easing, tugs towed the historic Liberty ship *SS Jeremiah O'Brien* back to its mooring at Fisherman's Wharf last month, 10 months after the devastating four-alarm Pier 45 fire. San Francisco Fire Department boats, which helped save the ship during the May 2020 fire, sent sprays of water into the air to commemorate the return.

The 7,600-ton, 441-foot floating museum had been docked at Pier 35 since May 2020, when a fire destroyed a fish processing and storage warehouse just inches away from its longtime home at Pier 45. The 77-year-old ship was part of the D-Day armada at Normandy, and is only one of two surviving Liberty ships.

Nearly everyone onboard the ship during its return, including representatives from the port, the fire department and some of the ship's longstanding volunteers who came to support its return, emphasized that the docking at Pier 45 symbolized a step toward normalcy, not just for the museum ship but for Fisherman's Wharf as a whole.

Because of the pandemic, Fisher-

man's Wharf, usually among the most popular destinations for the millions of tourists who ordinarily visit San Francisco every year, had already suffered financial blows from the decrease in foot traffic and shutdowns before the fire. The blaze destroyed an estimated \$9 million of processing equipment and crab traps.

But recently, things are picking back up. More restaurants are opening, and attractions such as Pier 39, Aquarium of the Bay and Alcatraz tours are resuming.

The ship was able to return to Pier 45 in large part because much of the cleanup work had been completed. Back at its home lay berth, the ship needs repairs before an anticipated June reopening. \$180,000 has been spent on repairs and the total cost would approach \$500,000, a hefty amount considering the ship's revenue through tours had all but stopped for the better part of the year. The museum ship — which doesn't receive any money from government agencies — is self-funded and has had fewer volunteers each year, as many of them are getting older.

Your Right to Union Representation

"If this discussion could in any way lead to my being disciplined or terminated, or affect my personal working conditions, I respectfully request that my union representative, officer, or steward be present at the meeting. Without union representation, I choose not to answer questions."

**This is your right under the
1975 U.S. Supreme Court Weingarten Decision.**

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).

June 28-July 2 July 26-30 August 16-20

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.**

July 15-16 August 5-6

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.

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.

July 12-August 6 September 13-October 8

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.

August 9-13 October 11-15

QMED Electrician/Refrigerating Engineer

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

July 12-August 20 September 7-October 15

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.

August 23-27

October 18-22

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.

October 4-November 12

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): July 2; July 23; August 6; August 20

Cal Maritime Academy, Vallejo, CA: July 6-7; August 10-11

Compass Courses, Edmonds, WA: July 20-21; August 24-25; September 21-22

MITAGS-PMI, Seattle, WA: July 26-27; August 23-24

Maritime License Center, Honolulu, HI: August 5-6; September 16-17

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: July 7-9; August 25-27

Cal Maritime Academy, Vallejo, CA: pending

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

MITAGS-PMI, Seattle, WA: September 9-11

Maritime License Center, Honolulu, HI: August 4-6; September 15-17



TRLMI: CORONAVIRUS PROTOCOL

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

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

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

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

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

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

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

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

We will continue to provide updates as the situation evolves.

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

(619) 263-1638

www.TRLMI.com

MARAD releases fiscal year 2022 budget

Continued from page 1

support administrative costs necessary to manage the current loan guarantee portfolio of the Title XI program, as well as new loan agreements. The Title XI program helps to promote the growth and modernization of the U.S. shipyard industry by providing additional opportunities for vessel construction and modernization, to include repowering, that may otherwise be unavailable to ship owners.

Maritime Security Program — \$318 million is requested for the Maritime Security Program (MSP) to maintain a viable commercial fleet of vessels that can support a U.S. presence in foreign commerce, while also meeting the Nation's need for sustained military sealift capacity. Funding requested in FY 2022 will enable MSP operators and vessels to remain competitive in the global marketplace. MSP provides the United States the ability to transfer critical military equipment and supplies by sea during times of conflict, National emergencies, or other contingency situations.

This funding also provides a global network of critical capabilities, including intermodal facilities to unload and transport the cargo on the ground to final destinations. The MSP supports and contributes to the expansion of the merchant mariner base, providing employment for approximately 2,400 U.S. merchant mariners who crew the U.S. Government-owned surge sealift fleet, as well as up to 5,000 additional shore-side workers. Additionally, vessels operating in the MSP support climate resiliency as they are required to have a recapitalization cycle for replacing vessels participating in the program with newer, more efficient ships, that consume less fuel per ton/mile while emitting fewer greenhouse gas emissions.

Tanker Security Program — \$60 million is requested for a new Tanker Security Program to address the urgent and critical national security requirements for U.S.-flag product tankers to support our deployed Armed Forces in contingency operations and provide a global network of distribution capabilities. Funding will support militarily useful, commercially viable, product tankers engaged in international trade and provide assured access to these vessels and global networks in times of crisis. The new Tanker Security Program will create and sustain U.S. mariner jobs, and support economic security and global competitiveness by lowering reliance on foreign-flag tankers.

FHWA Ferry Boat Program — Outside of MARAD, tucked away in the \$46.3 billion Federal Highways Administration FHWA budget is an \$80 request for ferry boat programs that provide vital connections on the network of federal-aid highways

Pacific salmon abundance plummeted in 2020

The global abundance of Pacific salmon in 2020 was the lowest since 1982, according to new data released by the North Pacific Anadromous Fish Commission (NPAFC). That is despite a record number of hatchery fish being released the year before in 2019, which suggests ocean conditions — temperatures and abundance of nutrients, zooplankton and other food sources — are behind low ocean survival rates.

The NPAFC measures abundance of Pacific salmon based on commercial catch reporting from the five member countries: U.S., Russia, Japan, Canada and South Korea. According to commercial catch reporting, 322 million Pacific salmon were caught by commercial fishermen in 2020 — 606,000 metric tons — which was the lowest since 1982. The year before, a record 5.5 billion hatchery fish were released, and 5.1 billion were released in 2020.

The total North American catch (Alaska, Canada, Washington, Oregon and California) was 252,000 metric tons, which was the lowest since 1977. The 2020 chum salmon catch in Alaska was the lowest since 1989. In Washington, Oregon, and California, the commercial catch for chum and sockeye salmon in 2020 was the lowest on record in 2020.

The main species for the commercial salmon industry are pink, chum, sock-

eye, Coho and chinook, with pink salmon accounting for nearly half (46 percent) of the harvest by weight, followed by chum (27 percent), sockeye (23 percent) and Coho (3 percent). Chinook, Japanese cherry salmon and steelhead account for only one percent of the commercial harvest.

By far, Russia has the largest share of the commercial salmon catch, at 48 percent, followed by the U.S. (mainly Alaska) at 41 percent, and 10 percent by Japan. Canada's share of the global Pacific salmon commercial catch is just one percent; the South Korean commercial catch is less than one percent.

The 2020 chum salmon catch in Alaska — 28,000 metric tons — was the lowest since 1989.

The sockeye commercial was 107,000 metric tons in 2020. The five-year average is 133,000 metric tons.

Efforts are currently underway to get a better understanding of what happens when salmon migrate to the open ocean through a winter survey. This year, more salmon research surveys are planned for the western and northern Bering Sea, the northwestern North Pacific, and the southern Sea of Okhotsk. Researchers will be studying salmon migration timing, abundance, distribution, survival, marine ecology, run size forecasting, stock identification, and salmon growth and body condition at sea.



Write Your Senators — Pass the PRO Act!

Write your U.S. senators and tell them to pass the PRO Act now!

The House of Representatives passed the Protecting the Right to Organize (PRO) Act last year, but anti-worker legislators in the Senate blocked it.

Undeterred, working people fought to elect pro-worker lawmakers to the Senate, House and White House.

And we won.

Lawmakers gave us their word they would make the PRO Act a top priority.

It's time for them to keep that promise.

The House passed the PRO Act for a second time on March 9, 2021, sending the bill to the U.S. Senate.

The PRO Act is the cornerstone of the AFL-CIO's Workers First Agenda.

If it passes, it would:

- Empower workers to organize and bargain.
- Hold corporations accountable for union-busting.
- Repeal "right to work" laws, which were created during the Jim Crow era to keep White and Black workers from organizing together.

Stronger unions mean higher wages, safer working conditions and dignity for all people who work.

Passing the PRO Act will be our first step to getting there.

California

Dianne Feinstein (D)
331 Hart Senate Office Building
Washington DC 20510
(202) 224-3841

Alex Padilla (D)
112 Hart Senate Office Building
Washington DC 20510
(202) 224-3553

Hawaii

Mazie K. Hirono (D)
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Washington DC 20510
(202) 224-6361

Brian Schatz (D)
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Nevada

Catherine Cortez Masto (D)
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Washington DC 20510
(202) 224-3542

Jacky Rosen (D)
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Oregon

Ron Wyden (D)
221 Dirksen Senate Office Building
Washington DC 20510
(202) 224-5244

Jeff Merkley (D)
531 Hart Senate Office Building
Washington DC 20510
(202) 224-3753

Washington

Patty Murray (D)
154 Russell Senate Office Building
Washington DC 20510
(202) 224-2621

Maria Cantwell (D)
511 Hart Senate Office Building
Washington DC 20510
(202) 224-3441

Reefer yard expansion one of many projects at North Carolina port

An expanded refrigerated container yard is just one of several projects in the works at the Port of Wilmington, North Carolina. The \$19 million yard expansion is part of the ports' \$221 million capital improvement plan, which is currently being implemented through various changes at the port.

The \$26 million South Gate project is ongoing, port officials said. The work includes a new container office building and new and expanded truck gates, increasing space to seven inbound lanes and six outbound lanes. The new truck gate interchange will feature technologies to improve safety and efficiency, including optical character recognition, weigh-in motion scales and radio frequency identification that will allow trucks to move through the gate without stopping.

The port is also nearing the completion of its terminal operating system, which is anticipated to go live with phase one at the end of June (on the current gate complex), and phase two of the system by the fall.

For the refrigerated container yard expansion project, officials are currently in the engineering design phase. The expansion is estimated to be complete by late 2022. When the port opened the new refrigerated container yard last year, it upped its on-terminal refrigerated container plugs from 235 to 775.

These projects, however, do not complete the capital improvement plan, port officials said. Work is still slated to be conducted on a redesign of its intermodal yard and some additional paving needs around the port, officials said.

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Marine-Firemens-Union-121622254577986/

WILMINGTON NOTES

The Wilmington Branch dispatched 66 jobs in May: four APL, nine Matson and four PCS shipboard billets, along with 10 Shore Mechanics. 18 applicants worked standby jobs. There are 22 A-, 17 B- and 15 C-seniority members registered for shipping.

Ships have been on schedule, but the Port of Los Angeles is still burdened by a backlog of ships at anchor due to a shortage of labor and logistics issues. The shoring at Fenix Marine Services is still on a 24/7 schedule with three shifts. Foreman Ken Justice, #3678, has taken a break and the gang is being kept in line by Acting Foreman Mike Robles, #3855. The gang count is now at 27 Mechanics.

On May 22, at 1000, the maritime and associated unions, along with members of the community, placed wreaths honoring merchant mariners who served aboard vessels operated during periods of past United States conflicts. The brief service was conducted in an

orderly fashion with special attention paid to the current health requirements set by Los Angeles County. All went well, and much thanks to all the individuals who assisted with the advance preparations prior to Maritime Day and the clean up after the presentation. Hopefully next year we will be back to a more relaxed social environment and conduct our traditional luncheon as we have in the past.

Work has resumed on the *SS Lane Victory*. Chief Engineer Jim Gillen has reported that the distilled water holding tank is the priority at this time; scaling and coating is the plan and anyone who can assist may report on Wednesdays and Saturdays. Turn-to is at 0900. She is moored at the end of Miner Street in San Pedro. As always, volunteers are very much appreciated.

That's all from here for now. Take care and work safely.

Aloha,
Sonny Gage, Port Agent

SEATTLE NOTES

Seattle shipped the following during the month of May: one REJ, six Standby Reefers, and four Standby Wipers. Seattle currently has 11 A-, eight B- and two C-seniority members registered for shipping.

This month I represented the membership at the Martin Luther King County Labor Council and the Port of Seattle Commissioners candidate forum.

For several reasons, we are struggling to fill jobs with qualified members. Many of our union siblings have

had their dispatches extended beyond reasonable delay and have selflessly sacrificed much time at home to prop up the good name of the Union. We all enjoy the protections and benefits of the contracts we work under, and I remind you that contracts are designed to benefit both parties. Our end of the bargain is that we are obligated to fill the billets on all vessels. Protect your jobs, future, and family. Ship out.

Respectfully,
Brendan Bohannon, Representative

National Geographic recognizes a fifth ocean

National Geographic has officially recognized a fifth ocean on planet Earth. Beginning June 8 — World Oceans Day — National Geographic cartographers acknowledged the body of water that borders Antarctica as the Southern Ocean. The lack of international agreement on the Southern Ocean remains, but National Geographic will now include labeling for the Southern Ocean on all of its maps.

The National Geographic Society's map policy committee says it had considered recognizing the Southern Ocean for years as they mulled if the body of water had enough unique characteristics to

separate itself from the Pacific, Atlantic, Arctic and Indian Oceans. Some factors that ultimately led to this decision were the Southern Ocean's distinct current and unique marine ecosystems.

The National Geographic Society, which has been making maps since 1915, hopes this change will implore people to help conserve the Southern Ocean.

Benefits paid during May

Death Benefits

Paul Klingensmith, P-2269 \$750.00

Burial Benefits

Paul E. Klingensmith, P-2269 \$1,000.00
James F. Upchurch, P-2666 \$1,000.00

Excess Medical \$9,997.37
Glasses and Examinations \$999.98

POLITICAL ACTION FUND

Voluntary donations for May 2021:

Aris Dela Cruz, #3777 \$100.00
Greg Blasquez \$10.00
Rogelio Rivera, #3950 \$100.00
Randy Dorotan, JM-5332 \$40.00
Daniel Guzman, #3881 \$30.00
Kevin Haymer, JM-5272 \$100.00
Pasquale Gazillo, #3699 \$80.00

HONOLULU NOTES

The Honolulu Hall dispatched a total of 81 jobs in May: seven steady jobs and 10 relief jobs, along with 24 Standby Electrician/Reefer and 40 Standby Wiper jobs. There were 18 Standby Electrician/Reefer jobs and 15 Standby Wiper jobs called.

Presently the Honolulu registration list has 16 "A" seniority members, 10 "B" seniority members, and 9 "C" seniority members.

It has been over a year now with COVID, and finally Honolulu has seen the light at the end of the tunnel. For sure it has been more of a rat hole than a tunnel. Residents can now leave their mask off when outside and away from crowds. Most here are keeping them on for now.

Tourists have flooded back faster than expected with growing daily numbers. Most of them are leaving their mask off. Largest number of arrivals in one day that I have heard of was 90,000. Rental car agencies got caught off guard, and now there is a big shortage of rental cars. The State of Hawaii now says resident mariners can leave the ship to go home to quarantine and non-resident tourists can fly in with a covid test and no quarantine. I was hoping the state would say if you were vaccinated you could leave the ship to go ashore, but I hear that might be coming in a month

HONOR ROLL

Voluntary donation to

General Treasury — May 2021:

Eric White, #3925 \$100.00

Regular membership meeting dates 2021

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

only for people flying in.

The Honolulu Port Council had its first in-person meeting in over a year, and it was great to see and talk to them in person. Our guest speakers were Bill Anonsen from The Maritime Group (international maritime consultants) and newly-elected Honolulu Mayor Rick Blangiardi. Bill asked the mayor if he would like to meet the Port Council; and the mayor was glad to, so glad that he presented the Port Council with a proclamation in recognition of National Maritime Day.

Also, Bill just sent an email out to the Port council members regarding the Biden administration FY-2022 budget request (Bill is on the Merchant Marine Affairs Committee). He says it is the best budget submitted in a very long time. It provides everything our Merchant Marine Affairs Committee has asked for in the Maritime Policy. Aloha,

Mario Higa, Port Agent

HOWZ SHIPPING?

May 2021

San Francisco

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day)	1
Oiler	8
Wiper.....	3
Standby Electrician/Reefer	13
Standby Wiper	5
TOTAL	38

Wilmington

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Day).....	3
Oiler	2
Wiper.....	5
Shore Mechanic.....	10
Standby Electrician/Reefer	15
Standby Wiper	23
TOTAL	66

Seattle

Reefer/Electrician/Jr. Engineer.....	1
Wiper.....	1
Standby Electrician/Reefer	6
Standby Wiper	4
TOTAL	12

Honolulu

Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer (Day)	5
Wiper.....	2
Shore Mechanic.....	6
Standby Electrician/Reefer	24
Standby Wiper.....	40
TOTAL	81

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

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240 Second Street, San Francisco, CA 94105

FINISHED WITH ENGINES



Raymond Salmonson, P-2630. Book #3507. Born December 9, 1933, Seattle, WA. Joined MFOW April 29, 1968. Pensioned March 1, 1999. Died March 21, 2021.

Chester Edgar, P-2464. Book #2288/16830. Born January 17, 1926, Philippines. Joined MFOW April 12, 1950. Pensioned June 1, 1990. Died May 5, 2021.

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Steve Ondreako, Jr.	3815	Basic LT	18.165	6/1/2021