



## Membership ratifies Matson contract

The rank-and-file membership of the MFOW completed the process to ratify the recently negotiated contract with Matson Navigation Company on July 15. Ratification meetings took place at San Francisco (July 7), Honolulu (July 13), Wilmington (July 14) and Seattle (July 15). The membership voted overwhelmingly (89 percent) in favor of the five-year agreement. Details of the agreement are outlined in the President's Report beginning on page 3.

## Another record at Port of Los Angeles

The Port of Los Angeles processed 876,430 twenty-foot equivalent units (TEU) in June, a 27 percent increase compared to last year. It was the port's busiest June ever and closed the fiscal year at 10,879,383 TEU, a new milestone for any Western Hemisphere port. Over the past 12 months, the Port of Los Angeles eclipsed eight monthly records, had its two highest-performing quarters and top four individual months in the port's 114-year history.

"Key economic indicators all suggest that U.S. consumer spending will remain strong through the remainder of 2021," said Port of Los Angeles Executive Director Gene Seroka. "Even as Americans return to airline travel, vacations and in-person events, retail sales and e-commerce remain robust."

"Fall fashion, back-to-school items and Halloween goods are arriving on our docks, and some retailers are shipping year-end holiday products early," Seroka added. "All signs point to a robust second half of the year, which is

good news for the nearly one million residents in the region who have jobs tied to the San Pedro Bay port complex."

June 2021 loaded imports reached 467,763 TEU compared to the previous year, an increase of 27 percent. Loaded exports decreased 12 percent to 96,067 TEU compared to the same period last year. It was the lowest amount of exports at the Port of Los Angeles since 2005. Empty containers climbed to 312,600 TEU, a jump of 47 percent compared to last year due to the heavy demand in Asia.

The total June 2021 volume of 876,430 TEU surpassed the previous June 2019 record of 764,777 TEU by 15 percent. The fiscal year close of 10,879,383 TEU is 12 percent higher than the previous 12-month record, when the port handled 9,688,252 TEU in fiscal year 2018-19. Six months into the 2021 calendar year, overall cargo volume is 5,427,359 TEU, an increase of 44 percent compared to 2020.

## Eight facts from the 2021 Executive Paywatch Report you need to know

Last year was a challenging one for working people. The COVID-19 pandemic put millions out of work through no fault of their own, and the financial impact on working people will be felt for years to come — unless you were a CEO of a large company. During a painstaking year of unspeakable loss and economic turmoil, the AFL-CIO's 2021 Executive Paywatch report shows that the average S&P 500 CEO saw their pay increase by more than \$700,000 last year. The Executive Paywatch website, the most comprehensive, searchable online database that tracks CEO pay, shows that the CEO of an S&P 500 company received, on average, \$15.5 million in total compensation in 2020. The average S&P 500 company CEO-to-worker pay ratio was 299-to-1. Here are eight facts from the 2021 report you need to know:

1. In 2020, CEOs of S&P 500 companies received, on average, \$15.5 million in total compensation.
2. The average S&P 500 company CEO-to-worker pay ratio was 299-to-1.
3. The average S&P 500 CEO's pay grew \$712,720 last year.
4. Over the past decade, the average S&P 500 CEO's pay has increased by \$2.6 million.
5. The average pay ratio in "right to work" states was 173-to-1, while the ratio in free bargaining states was 133-to-1.
6. The worst industry, in terms of CEO-to-worker pay is the consumer discretionary sector (including companies like Amazon.com), where the ratio was 741-to-1.
7. Other industries with the largest discrepancies between CEO and worker pay were: consumer staples (383-to-1), communication services (334-to-1), information technology (315-to-1) and health care (253-to-1).
8. Over the past decade, the average CEO pay at S&P 500 companies increased by an average of \$260,000 a year. Meanwhile the average wage for production and nonsupervisory workers grew an average of only \$957 per year in that same time.

Our nation's growing levels of inequality showcase the importance of passing the Protecting the Right to Organize (PRO) Act, a monumental labor law reform bill currently in the U.S. Senate. The PRO Act will remove barriers to organizing and transform our economic system into one that works for all workers, not just corporate interests and billionaires.



MFOW President Anthony Poplawski (center) flanked by rank-and-file members in Seattle who overwhelmingly voted to ratify the Matson contract negotiated by the parties in June.

## TRANSCOM awards up to \$176 million contract mod to 12 businesses for worldwide shipment services

Twelve businesses were awarded contract modification that exercised option period from September 1, 2021, to August 31, 2022, for worldwide cargo shipment and other transportation services in support of the U.S. Transportation Command. The awards range from \$7.5 million to \$176 million, depending on each individual order of international ocean and intermodal transportation service, the Department of Defense said. Contractors will provide time definite service, which is either port-to-port or door-to-door transportation, using ocean common or contract carriers. The modification awardees, with their corresponding award value, are as follows:

- American President Lines, \$145.2 million
- American Roll-On Roll-Off Carrier, \$86.9 million
- Farrell Lines, \$64.1 million
- Hapag-Lloyd USA, \$57.8 million
- Liberty Global Logistics, \$70.7 million
- Maersk Line, \$176 million
- Matson Navigation Company, \$73.7 million
- Schuyler Line Navigation, \$12.6 million
- TOTE Maritime \$20.1 million (Alaska); \$14.4 million (Puerto Rico)
- Waterman Transport, \$35.2 million
- Young Brothers, \$7.5 million

## Nation's shipyards support \$42.4 billion in gross domestic product

The U.S. Department of Transportation's Maritime Administration (MARAD) announced the release of a new report finding that the Nation's private shipyards support \$42.4 billion in gross domestic product (GDP). MARAD's new report — *The Economic Importance of the U.S. Private Shipbuilding and Repairing Industry*—measures the economic importance of the shipbuilding and repairing industry at the national and State levels for calendar year 2019.

"Shipyards create good jobs and support economic growth — not just in the areas surrounding our ports and waterways, but across the nation," said U.S. Transportation Secretary Pete Buttigieg.

In 2019, the nation's 154 private shipyards directly provided more than 107,000 jobs and contributed \$9.9 billion in labor income to the national economy. On a nationwide basis — including direct, indirect, and induced impacts — the industry supported 393,390 jobs, \$28.1 billion of labor income, and \$42.4 billion in GDP.

The Biden-Harris Administration recognizes the economic importance of the maritime industry and has proposed \$17 billion in inland waterways, coastal ports, land ports of entry, and ferries as part of the American Jobs Plan. These investments would make our infrastructure more resilient while improv-

ing efficiency and creating new capacity to enhance freight movement in the United States.

Since 2008, the U.S. Department of Transportation has provided nearly \$262.5 million in grant funding through its small shipyard grant program to nearly 300 shipyards in 32 states and territories to improve infrastructure at U.S. shipyards.

The report states the U.S. shipbuilding industry has run a trade surplus in six out of the last ten years, with a cumulative trade surplus of \$7.3 billion over this period. From 2015 to 2020, U.S. shipbuilders delivered 5,024 vessels of all types including tugs and towboats, passenger vessels, commercial and fishing vessels, and oceangoing and inland barges, reaching 608 vessels in 2020. More than 60 percent of vessels delivered during the last six years have been inland tank and dry cargo barges.

There are currently 154 private shipyards in the United States, spread across 29 states and the U.S. Virgin Islands, that are classified as active shipbuilders. In addition, there are more than 300 shipyards engaged in ship repairs or capable of building ships but not actively engaged in shipbuilding. Although the majority of shipyards are located in the coastal states, active shipyards are also located on major inland waterways such as the Great Lakes, the Mississippi River, and the Ohio River.

# The Marine Fireman

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MFOW crew aboard the MV Mahimahi are ERJ Felicisimo Villa, JM-5099; REJ Ronny Ting, #3916 and Wiper Dallas Harris, JM-5255.

## Halls to close

**Harry Bridges' Birthday** — The MFOW hiring halls on the West Coast will be closed on Wednesday, July 28, 2021, in observance of Harry Bridges' Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels (except RRF vessels) in West Coast ports. It is not a holiday at sea.

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

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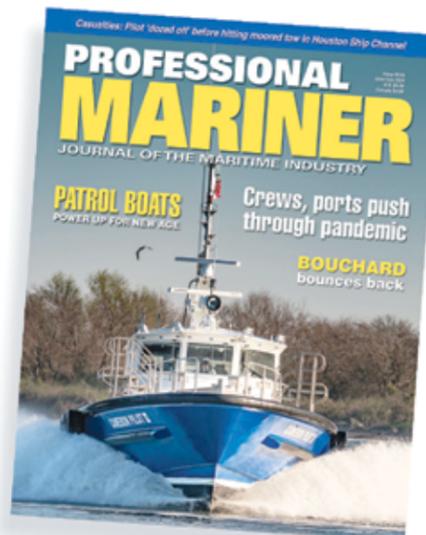
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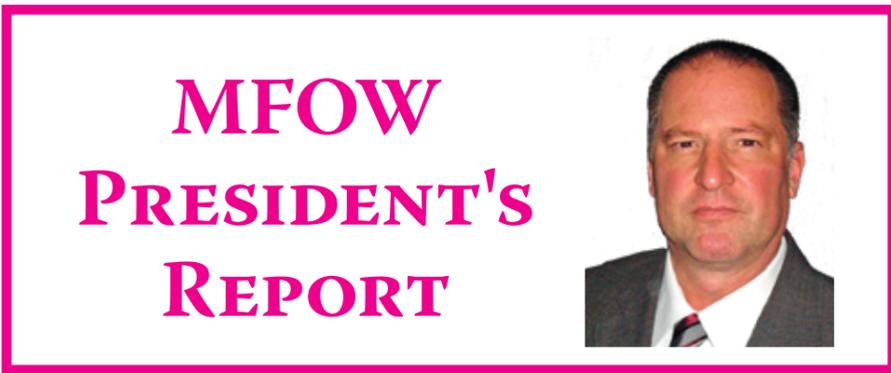
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By Anthony Poplawski

**MATSON**

**Negotiations** — Negotiations between the SIU Pacific District Unions (MFWO, SUP and SIU-AGLIW) and Matson Navigation Company began on Monday, June 21 in the library at SUP Headquarters and were completed after a compressed four-day period. At approximately 1830 on Thursday, June 24, a tentative agreement was reached. The following is a brief summary of the settlement:

Term of Agreement

- Five years (July 1, 2021 to June 30, 2026)

Wages and Wage-Related Items

- Three percent (3.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2021.
- Three percent (3.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2022.
- Three percent (3.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2023.
- Three percent (3.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2024.
- Three percent (3.00%) increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2025.
- Cost-of-living increases shall be made on each anniversary date of the Agreement on the basis of comparing the May Consumer Price Index for all Urban Consumers (CPI-U) as published by the Bureau of Labor Statistics of the U.S. Department of Labor to the previous May Consumer Price Index. The percentage change shall be calculated. An increase in this index above 4%, not to exceed 5%, shall be added to the base wage effective on each anniversary date of the Agreement.

Fringe Benefits

- SIU Pacific District Pension Plan maximum benefit increased by \$55.00 per month, as follows:
  - A seaman who retires on or after July 1, 2021, after attaining age sixty and who qualifies for a Long Term pension under Section 6.01(b) shall receive a monthly pension benefit of \$2,520.00 subject to a reduction, where applicable, for joint and survivor benefits.
  - Two percent cost-of-living increase for existing pensioners.
  - Health care benefits maintained for active members, dependents and pensioners.
  - Increase in training contribution for all mandays:
    - July 1, 2021 - \$0.25 per manday
    - July 1, 2022 - \$0.25 per manday
    - July 1, 2023 - \$0.25 per manday
    - July 1, 2024 - \$0.25 per manday
    - July 1, 2025 - \$0.25 per manday

General Rules

- **Safe Gear and Safe Working Conditions** — Amend Section 9 (g) of the General Rules, to read:
 

(g) Smoking (cigarettes or E-cigarettes) is prohibited in all common area interior spaces on board all vessels, whether in port or at sea, except where specifically authorized under current collective bargaining agreements. Otherwise, smoking will be allowed only on weather decks, and only at times when smoking is not prohibited by operational activities, such as bunkering or handling explosives. This policy applies to all Company employees, contractors and their guests.
- **Maintenance and Cure — Unearned Wages** — Amend Section 14 (l) of the General Rules, to read:
 

**(l) For Hawaii service vessels under coastwise articles, unearned wages shall be paid from the date of injury/illness through the end of the voyage/articles (approximately 14 days). For CLX/China service vessels under foreign articles, unearned wages shall be paid from the date of injury/illness through the end of the voyage/articles (approximately 35 days). For any other service, on coastwise or foreign voyages, unearned wages shall be paid from the date of injury/illness through the end of the voyage/articles. Unearned wages are to be the daily base wage and benefits, but it is understood overtime shall not be payable as a part of unearned wages.**

- **Lodging and Subsistence** — Amend the first paragraph in Section 16 (a) of the General Rules, to read:
 

(a) In port, if board and living quarters are not furnished, subsistence allowance amounting to **\$60.00** per day (**\$12.00** for breakfast, **\$19.00** for lunch, and **\$29.00** for dinner) and a room allowance of \$49.00 per night shall be paid each unlicensed crew member, or crew members shall be paid the actual cost of **reasonable** lodging and subsistence upon the submission of receipts for same.
- **Transportation** — Amend Section 17 (g) of the General Rules, to read:
 

(g) When an unlicensed crew member is separated from a vessel for sickness or on account of injury or illness incurred in the service of the ship (except on account of willful misconduct), he shall, between U.S. ports (including after arrival in U.S. ports by repatriation from a foreign port), be entitled to transportation, wages and subsistence, set forth in Section 17 (a). **When the Company is obligated to provide transportation to an injured or ill crewmember between any port locations, the crewmember shall not be entitled to the option of taking cash instead of transportation unless expressly authorized by the Company.**

- **Transportation** — Amend Section 17 (i) of the General Rules, to read:
 

(i) Compensation for Loss of Effects: In the event of fire, shipwreck or loss of vessel and the unlicensed crew member sustains partial or total loss of clothing or personal belongings, compensation not to exceed \$2,500.00 will be paid to each such unlicensed crew member.

It is understood that the foregoing provision is intended to be recoverable either from war risk agreements or from the Company but, in any event, only to the extent of the loss.

**Under any circumstances, the Company shall not be liable for any valuables an unlicensed crewmember brings aboard a vessel. The term valuables shall be defined as any items the Company's P&I Club rules excludes from insurance coverage — money, negotiable securities, gold, silverware, jewelry, ornaments or works of art.**

- **Holidays** — Add **Juneteenth National Independence Day** as a contract holiday.
- **Holidays** — Amend the fifth paragraph in Section 19 of the General Rules, to read:

The unlicensed personnel shall also be granted a three-hour holiday between 12 noon and 3 p.m. on Good Friday when in port. **If required to work between 12 noon and 3 p.m. on Good Friday in port**, overtime shall be paid.

- **Layoffs** — Amend Section 26 (b) of the General Rules, to read:
 

(b) When a vessel is laid up Friday and reactivated on the following **Tuesday** or before, wages will be paid for the intervening Saturday and Sunday, and Monday if it is a holiday.

- **Government Approval** - Add the following to the end of Section 35:
 

**The following piracy and armed robbery-related Amendments to the Code of the MLC, 2006, relating to Regulation 2.1, shall apply:**

- Standard A2.1 - Seafarers' employment agreements**
- Standard A2.2 - Wages**
- Standard B2.5.1 - Entitlement**

- **Passports and Visas** — Amend the first sentence of Section 38, to read:
 

It shall be a condition of employment on all vessels that a crew member possesses a valid passport **and TWIC.**

Work Rules

- **Shorthanded** — Amend Section 18 of the Work Rules, to read:
 

**(a) When an unlicensed engine department QMED rating (ERJ, REJ or DJU) is discharged due to sickness or injury while in the service of the vessel or fails to join the vessel for any reason and the Company is unable to furnish a replacement and the absence reduces the manning scale below the actual requirements, the missing rating's daily base wages shall be divided among the remaining unlicensed engine department QMED ratings.**

Shipping Rules

- **Trip Off Procedure and Relief Rules** — Delete Section 61 (j) of the Shipping Rules:
 

(j) In cases of emergency (not including illness or injury of the crew member making the request) a Class "A", "B", or "C" seniority crew member may be granted a trip off upon presentation of proof of such emergency. Anyone violating this rule shall lose the right to return to vessel.

Maintenance Agreement

- **Gang Structure** — Amend Section 2.1 of the Maintenance Agreement, to read:
 

The work force at Sand Island shall consist of four (4) Maintenance Mechanics. The current manning of one (1) Maintenance Mechanic in the San Francisco Bay Area shall be maintained.

- **Pay Period** — Amend Section 4.3 of the Maintenance Agreement, as follows:
 

The Maintenance Agreement pay period will be transitioned from a **bi-weekly** payroll to a **weekly** payroll. The pay period will end Friday at midnight and the check/pay date will be on Friday.

Appendix "A"—Manning

- Revise the MANNING and STANDBY EMPLOYMENT sections of Appendix A, to read:

**APPENDIX "A" — MANNING**

The following Appendix is intended to set forth the types of vessels and the manning for such vessels as are now in the Matson fleet. It shall be amended from time to time as changes occur in the composition of said fleet.

It is intended to cover vessels by type or by department, as the case may be, not including "ships of a radically different design or characteristics" referred to Section 3(b).

The manning scales deleted from the 1969 through 2021 Agreements shall apply if a vessel falling in these categories is placed into operation.

**STEAM VESSELS**  
**ROLL-ON/ROLL-OFF, LIFT-ON/LIFT-OFF TYPE**

MATSONIA	
Engine Department	Offshore Trade
Chief Electrician	1
Reefer/Electrician	1
Unlicensed Junior Engineers (Watch)	3
Wiper	<u>1</u>
Total	6

MATSONIA	
Engine Department	Coastwise Trade
Chief Electrician/Reefer	1
Unlicensed Junior Engineers (Watch)	3
Wiper	<u>1</u>
Total	5

- MOTOR VESSELS**
- ALOHA CLASS**
- DANIEL K. INOUE
- KAIMANA HILA
- KANALOA CLASS**
- LURLINE
- MATSONIA
- CV 2500 MAUNALEI CLASS**

## MORE PRESIDENT'S REPORT

Continued from page 3

### MAUNALEI CV 2600 MANUKAI CLASS

MANULANI  
MAUNAWILI  
MANUKAI

### HAWAIIAN II CLASS

R.J. PFEIFFER

Engine Department	Offshore and Coastwise Trade
Chief Electrician/Reefer/Junior Engineer (ER)	1
Reefer/Electrician/Junior Engineer (RE)	1
Day Junior Engineer/Utility (DJU)	1
	<u>3</u>
	Total
	3

If the vessels operate with Licensed Engineer watchstanders, the Unlicensed Engine Department shall also operate with watchstanders. If the vessels operate without Licensed Engineer watchstanders, the Unlicensed Engine Department shall also operate without watchstanders.

### C-9 TYPE

MOKIHANA  
MAHIMAHI  
MANOA

Engine Department	Offshore and Coastwise Trade
Chief Electrician/Reefer/Junior Engineer (ER)	1
Reefer/Electrician/Junior Engineer (RE)	1
Day Junior Engineer/Utility (DJU)	1
Wiper	1
	<u>4</u>
	Total
	4

If the vessels operate with Licensed Engineer watchstanders, the Unlicensed Engine Department shall also operate with watchstanders. If the vessels operate without Licensed Engineer watchstanders, the Unlicensed Engine Department shall also operate without watchstanders.

### STANDBY EMPLOYMENT

The Company agrees to use MFOW standby shore support at a minimum of 900\* mandays during each of the following periods:

July 1, 2021 to June 30, 2022

July 1, 2022 to June 30, 2023

July 1, 2023 to June 30, 2024

July 1, 2024 to June 30, 2025

July 1, 2025 to June 30, 2026

\* Prorated for a nine (9) ship fleet (100 mandays per operating vessel).

All MFOW mandays recorded due to assignment of Advancement Program Wipers on Motor Vessels or regular Wipers assigned to C-9 Class Motor Vessels are to be counted toward meeting these standby day minimum requirements. Standby Junior Engineer mandays and Standby Electrician Reefer mandays are to be counted toward these standby minimum requirements.

### Appendix "B" — Transportation

• Amend rates in Appendix "B" — Transportation Fares of the General Rules, to read:

### APPENDIX "B" — TRANSPORTATION FARES

#### SAN FRANCISCO TO BART — West Oakland Station

	BART	Taxi	Total
Oakland — Matson Terminal	\$3.95	\$12.00	\$15.95

#### HONOLULU TO:

	Taxi	Total
Matson — Sand Island Terminal	\$25.00	\$25.00

#### WILMINGTON TO:

	Taxi	Total
Matson Terminal — Long Beach	\$25.00	\$25.00

#### SEATTLE TO — Sound Transit

	Train	Taxi	Total
Matson Terminal — Tacoma	\$5.25	\$25.00	\$30.25

### The SIU-PD rejected the following Matson General Rules proposals

• Elimination of COLA language in Section 36.  
• Reduce Section 30 (e) pension increase negotiations to once every five years.  
• Reduce Section 18 restriction-to-ship payments to a maximum of \$100 per day.

• Eliminate Section 19 additional holidays granted to longshoremen.  
• Eliminate Section 26 weekend wages when crew is laid off due to a bona fide strike or work stoppage.

• Establish COVID-19 vaccinations as a condition of employment.

• Shut down the SIU-PD Supplemental Wage Fund.

### The MFOW rejected the following Matson proposals

• Reduce Sand Island shore gang manning to three Shore Mechanics.

• Mutually selected Shore Mechanics at Sand Island and San Francisco.

• Permanent, mutually-selected ERJ and REJ on all vessels.

• Flex-time payroll for Standby and Special Project Shipyard Personnel.

• Two-year wage freeze for Standby and Special Project Shipyard Personnel.

### Matson rejected the following SIU-PD proposals

• Increase offshore supplemental wages from 17 to 18 days per month.

• Strengthened shore leave language.

• Vaccination incentive payments to unlicensed crew.

• Increase in maintenance and cure from \$16 to \$20 per day.

### Matson rejected the following MFOW proposals

• Replace Advancement Program Wipers on five ships with regular Wipers.

• Increase Maintenance Agreement supplemental wages from 37 to 40 days per year.

### Other Matters

• The parties (SIU-PD and Matson) agreed to move forward under Step 3 of the grievance procedure to settle restriction-to-ship claims on the West Coast at the outset of the pandemic in 2020.

• The parties (SIU-PD and Matson) will convene a working group to discuss shipboard internet access and protocols.

• Matson will endeavor to ensure spare parts are aboard vessels for laundry machines.

• The parties (SIU-PD and Matson) agreed to execute a separate crew cross-decking MOU in regards to the *MV Mokihana* return service. The sole intent of the MOU is to return the ship to normal crewing and operations in a new CCX service. Maintains all rights and relinquishes no claim on recognition or jurisdiction.

• The MFOW and Matson agreed to execute a new Advancement Program Wiper MOU with emphasis on sourcing recruits from established maritime schools.

### Conclusion

This was a successful negotiation with no diminution of standards. The agreement provides job security with a compounded 16 percent increase in wages for a five-year period and maintenance of benefits such as pension and welfare. I recommend ratification of the new agreement.

**China-California Express Service** — On June 7, Matson issued a customer advisory regarding its new China-California Express (CCX) service from the Chinese ports of Ningbo and Shanghai to the California ports of Oakland and Long Beach. The CCX service will offer departures from Ningbo and Shanghai three times out of every five weeks starting on July 27, and is scheduled to operate until Lunar New Year 2022. The Company expects the CCX service to be a meaningful contributor to China service volume and consolidated operating income in the second half of 2021.

The service is slated to commence with the eastbound sailing of the *MV Mokihana*. For each of those departures, capacity on Matson-owned vessels, including both of the *Kanaloa*-class vessels (*MV Lurline* and *MV Matsonia*), is expected to be approximately 1,300 forty-foot equivalent units.

The problem is that the *Mokihana* is finishing repairs in the shipyard at Nantong, China, and China has imposed and maintains travel and visa restrictions on U.S. mariners flying into the country due to the pandemic. The company basically has two choices: keep the *Mokihana* laid up in China until travel restrictions are lifted (which would prevent the ship from being deployed in the CCX service) or cross-deck the non-Pacific District *MV Matson Tacoma* crew to the *Mokihana* to bring it back to the West Coast, at which time the Pacific District crew would take over. And while the second option causes heartburn for the MFOW and SUP, it truly is a Hobson's choice, as keeping the *Mokihana* in non-revenue producing status does not do anybody any good.

The eastbound transit from China to Oakland would result in a loss of approximately 60 mandays for the MFOW and 105 mandays for the SUP. As a loss offset, the MFOW and SUP proposed that the company hire one additional MFOW Honolulu Shore Mechanic for 12 weeks at regular full compensation; and hire three additional SUP Honolulu Paint and Rigging workers for seven weeks (or two for 11 weeks) at regular full compensation under the Maintenance Agreement.

As the long-term benefits outweigh the non-beneficial option, I recommend membership approval of the temporary crewing arrangement to get the *Mokihana* back to the West Coast.

**Matson shore leave Honolulu** — On June 13, the Union received a Honolulu shore leave update from Matson. Under a State of Hawaii order, effective May 22, 2021, it is now permissible for crew members to travel from their ship to their residence or designated place of quarantine (for the purpose of self-quarantining only) and vice versa. Crew members are not permitted to travel to other locations while traveling between their residences or places of quarantine and the ship, or while they are quarantining at their residences or places of quarantine. Crew members who are signed-on to a Hawaii trade-lane (non-CLX) vessel may now go ashore for the limited purpose of self-quarantining at their residence or designated place of quarantine during port calls to Honolulu. Crew members on Matson China trade-lane vessels (CLX) 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 MEDEVAC, crewmember medical care and repatriation from China and Japan due to government restrictions, and re-crewing from these locations, should a crewmember on a CLX vessel become severely ill from COVID-19 after the ship departs Honolulu.

On July 8, Matson updated the Honolulu shore leave protocols (see page 5).

**Matson crew dispatch** — On June 30, Matson notified the Union that any new crew reliefs joining a CLX or CCX ship in Long Beach or Oakland will not be accepted or allowed to join the vessel if they have traveled to or stayed in India, Pakistan, Nepal, Bangladesh, Sri Lanka, Myanmar, Thailand, Philippines or Cambodia in the previous 35 days. This includes being aboard any ship that has called ports in those countries. This is due to new Chinese COVID policy. The new policy does not apply to the domestic Hawaii or Alaska service vessels.

**Matson face mask policy** — On July 6, Matson rescinded the requirement for un-vaccinated or partially vaccinated crewmembers to continue to wear a face mask in outdoor areas of the ship. Both vaccinated and un-vaccinated crewmembers are not required to wear a face mask in an outdoor area of the vessel. Face masks are still required for all crewmembers, regardless of vaccination status, when boarding, disembarking, and for the duration of travel for indoor spaces.

**RTS settlement** — On July 1, under step three of the grievance procedure detailed in the General Rules, a Joint Labor Relations Committee (between Matson and the SIU Pacific District Unions) put to rest a pending restriction-to-ship grievance. The grievance stemmed from West Coast crew restrictions from March 21, 2020, to May 21, 2020.

The MFOW identified 22 mariners (Group 1) who had 42 or more shipping days with Matson during that period; 17 mariners (Group 2) who had between 28 and 41 shipping days; and seven mariners (Group 3) who had between 14 and 27 shipping days. In order to settle the claims, the MFOW requested a lump sum payment prorated between members in the three different groups. Checks will be sent to Headquarters and distributed to the 46 members involved.

Continued on page 5

## MORE PRESIDENT'S REPORT

Continued from page 4

### TRUST FUNDS

The trustees of the various MFOW plans met on June 16 via teleconference. The trustees of the various SIU Pacific District plans met on June 17 via teleconference.

**SIU-PD Pension Plan** — After receiving a report by the plan actuary, the trustees of the Pacific District Unions (MFOW, SUP and SIU-AGLIW) and companies reverted to collective bargaining parties to negotiate a benefit increase. The benefit increase was covered in the negotiations segment of this report.

**MFOW Money Purchase Pension Plan** — The plan trustees heard a presentation from the plan administrator on the timing of distributions (initial check and 25-30 percent hold-back check) for participants who retire and take a lump sum payment. Depending on when a participant retires, the second check can take anywhere from three to six months after the first check to be issued. This is the result of the quarterly valuation and reporting method used by the plan. The plan trustees began discussions on refining the method so that retirees can get their payout sooner.

**MFOW Supplementary Pension Plan** — The plan trustees received the MFOW Supplementary Pension Plan actuarial valuation as of August 1, 2020. The assumed rate of investment return was reduced from six percent to three percent and the mortality assumption was updated based on experience since 2014. The changes increased the plan's unfunded liability by \$407,250.

The plan was certified to be in the Pension Protection Act of 2006 *yellow zone* on October 29, 2020, based on an estimated funded percentage of 56.9 percent and a positive credit balance for the next seven years. The plan investment manager stated that the current investment portfolio was unlikely to achieve investment returns of three percent through 2028. He recommended changing portfolio composition to increase the expected return as follows:

- Investment guidelines need to be amended to move away from a dedicated portfolio composed of non-callable investment grade bonds to actively managed balanced portfolio holding bonds, mutual funds, and ETFs
- Restructure dedication to match new cash flows
- Maintain U.S. Treasury positions until corporate bonds become more attractive
- Add a dividend income ETF
- If the dividend income ETF returns sufficiently high, can reduce and add to dedication

After considerable discussion, the trustees adopted the recommendation.

**MFOW Welfare Fund** — The plan trustees received health care premium renewals reports from the plan consultant and approved the following:

**Anthem Life Insurance Company** — Based on favorable claims experience, the provider will reduce the current monthly premium rate per family of \$77.20 to \$69.48 for the fully insured dental plan provided to dependents of active employees. The new rate is guaranteed for one year through August 31, 2022. The fund will start the third year of a three-year rate proposal approved in 2019 for the Anthem Blue Cross JAA contract and renewal. The current monthly fee will increase from \$27.29 per family to \$28.10 per family enrolled in the self-funded comprehensive medical plan effective September 1, 2021.

**Kaiser Foundation Health Plan California** — Kaiser provided notification of a premium increase of five percent for the California group effective October 1, 2021. The rate is based on a small group rating using manual rates adjusted by any change in the trust group demographics.

The current premium per capita rate of \$713.57 will increase to \$749.26 on October 1, 2021. Based on projected monthly enrollment of 150 employees, the renewal represents an annual increase in premium of \$64,300.

**Kaiser Foundation Health Plan Hawaii** — Kaiser provided notification of a premium increase of 2.7 percent effective October 1, 2021. The current rate of medical and prescription drug premiums will increase from \$510.88 to \$524.44 per employee. The per capita monthly premium rate for the dental plan will remain unchanged at \$39.28. There is an average of 52 participants enrolled in Kaiser Hawaii and the renewal represents an overall increase in the annual premium of \$8,500.

**Kaiser Foundation Health Plan Washington** — After negotiations, Kaiser agreed to reduce its renewal increase request of 15 percent to nine percent. The current monthly premium rate of \$667.85 will increase to \$727.95 per employee guaranteed through September 30, 2022.

Based on projected monthly enrollment of 40 employees, the renewal represents an annual increase in premiums of \$28,800.

**Kaiser Foundation Health Plan Oregon** — Kaiser Oregon advised it will increase the medical and prescription drug premiums by 9.5 percent on October 1, 2021 from \$795.04 to \$870.37, per employee per month. Rate calculations are based on the average participant age and with only nine employees currently enrolled, the renewal rate changes will fluctuate as the demographics of the group changes. The per capita monthly premium rate for the dental plan of \$74.84 will remain unchanged and is guaranteed through September 30, 2022. Based on expected enrollment in Kaiser Oregon and the medical and dental renewals represent an overall increase in the annual premium of \$8,200.

**Health Net HMO and PPO Plans** — Health Net requested a five percent increase for the HMO and PPO plans effective October 1, 2021. The rate increases are as follows:

Plan	Current	Renewal	Enrolled
HMO	\$1,321.13	\$1,387.59	26
PPO California	\$1,492.12	\$1,567.17	1
PPO Outside California	\$1,681.26	\$1,765.82	2
Monthly Premium	\$39,200.00	\$41,200.00	29

The premiums requested for October 2021 represent an annual increase in cost of approximately \$24,000. On average, the October 1, 2021 premium renewal increases for the Kaiser and Health Net plans represent an overall 5.4 percent increase in premiums.

### APL SHORE LEAVE

On June 15, the Union received a shore leave update from APL Director Labor

Relations (Maritime) John Dragone. Because none of the affected unions agreed to extend West Coast restriction-to-ship agreements past June 15, 2021, which was the date that California lifted many COVID 19 restrictions, the RTS stipend and the slop chest stipend aboard vessels were ended.

APL recognizes the efforts of the unions to promote the benefits of vaccination to the members and encouraging members to take advantage of all the opportunities to be vaccinated. In conjunction with the unions' efforts, APL has taken advantage of vaccine availability and worked with local health departments to schedule vaccinations for sailors joining vessels or already onboard vessels during West Coast and Guam port calls.

APL recognizes that infection rates are decreasing and vaccination rates are increasing. However, APL realizes the ongoing need to protect mariners. The company modified shore leave protocols, as follows:

- All crew members will be restricted to ship during port calls in Los Angeles and Oakland. The relevant sections of each union's contract will dictate the appropriate payment. Shore leave is permitted in emergency situations, such as medical care. Any crewmember going ashore must follow the onboard quarantine protocols upon returning to the ship.

- Shore leave is not allowed in Guam, Saipan, Japan, China and South Korea, or in Middle East ports. Therefore, restriction-to-ship payments will not be made for port calls in these territories or countries. This will be revisited as the port state regulations change.

- Current pre-joining PCR testing and quarantine protocols and shipment of reliefs remain in effect.

### DIEGO GARCIA

On June 23, the Union was notified by Patriot Contract Services that the Military Sealift Command was reducing the restriction-of-movement requirements (including quarantine) for vaccinated personnel flying to Diego Garcia. Those who are fully vaccinated will travel on the next Diego Garcia flight on July 24. Those who are not will fly two weeks earlier and will be subject to the quarantine and restriction protocols. This underscores one of the benefits of being fully vaccinated.

## Matson Honolulu Shore Leave Update

July 8, 2021

Fully vaccinated crewmembers who are signed-on to a Matson Hawaii or China service vessel may now go ashore during port calls to Honolulu without being subject to Hawaii's self-quarantine restrictions. A crewmember is considered fully vaccinated two weeks after receiving his or her second dose in a two-dose series such as Pfizer or Moderna vaccines, or two weeks after a single-dose vaccine such as Johnson & Johnson's vaccine.

Matson crewmembers that are fully vaccinated shall present their original CDC-issued vaccination card to the Captain in order to be verified before they will be considered fully vaccinated for these purposes.

Crewmembers on Matson Hawaii trade lane (non-China service) vessels who are not fully vaccinated remain subject to the State of Hawaii order, effective May 22, 2021, which permits unvaccinated crewmembers to travel from their ship to their residence or designated place of quarantine (for the purpose of self-quarantining only) and vice versa. Crewmembers who are not fully vaccinated are not permitted to travel to other locations while traveling between their residences or places of quarantine and the ship, or while they are quarantining at their residences or places of quarantine. Consistent with Hawaii Department of Transportation and Hawaii State Department of Health instructions, crewmembers who are not fully vaccinated are prohibited from having visitors (non-household members) at their residences or places of quarantine while self-quarantining there.

The Hawaii Emergency Management Agency requires each crewmember who is not fully vaccinated entering the State of Hawaii and leaving a vessel to quarantine to: (1) declare the person's place of quarantine; (2) be temperature screened aboard the vessel each time he or she disembarks the vessel; (3) complete the State of Hawaii Order to Self-Quarantine form prior to disembarking (sign, date, and print name at the bottom);

and (4) 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 crewmember 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 crewmembers that return from shore leave, crewmembers that are not fully vaccinated and depart Matson vessels in Honolulu for shore leave 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 crewmembers at all times; (4) take meals and breaks (e.g. 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.

Crewmembers on Matson China trade-lane vessels (CLX or CCX) who are not fully vaccinated 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, crewmember medical care and repatriation from China and Japan due to government restrictions, and re-crewing from these locations, should a crewmember on a CLX or CCX vessel become severely ill from COVID-19 after the ship departs Honolulu.

If you have any questions, or if you need assistance, please contact the Designated Person Ashore, Kevin Krick at (415) 412-0858 or the Alternate DPA, Jon Lane at (206) 484-5087.

## 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](http://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).

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.**

August 5-6

September 9-10

#### 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.

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.

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.

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.

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.

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): August 6; August 20; September 3; September 17

Cal Maritime Academy, Vallejo, CA: August 10-11

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

MITAGS-PMI, Seattle, WA: 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: August 25-27; September 8-10

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: August 24-26

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

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



MFOW crew members pictured onboard the *USNS Dahl* at Jacksonville, Florida are (top row, left to right) Oiler Ferdinand Cabanlit, non-seniority; Oiler Ignacio Estrada, JM-5331; Oiler Loreto Orosco, non-seniority; and (bottom row, left to right) Wiper Chanratana Ting, non-seniority; and Electrician Tarajar Inthapanti, #3910.

## VICE PRESIDENT'S REPORT

Here we are again in the first few days of the month, trying to recollect what happened in the month prior. Saying that June was eventful would be an understatement for sure. Not only were we dealing with the new challenges brought about by unraveling pandemic restrictions, but we also had contract negotiations with Matson Navigation. In any case, we made it through another tough month; and I remain optimistic that incremental gains toward normalcy will continue.

As previously stated, the big item on the June calendar was negotiations with Matson Navigation. It was my first negotiation with MNC as either a rank-and-file member or an elected official, so it was interesting to put names to faces that I had been in contact with during my 15 months in office. Talks went well and a good deal was struck after a few days of bargaining. As of this writing, I will be making the Honolulu and Wilmington branch meetings in succeeding days to answer questions and offer explanations to curious members.

I'm happy to report that the open job crisis has been and continues to trend in the right direction. A thank you is due to all officials and members for their hard work and cooperation. We still have a way to go to keep the job boards clean and

increase competition for billets across all our contracted companies. Hoping to have continuing reports of improvements in the months to come.

Vaccinations are heavily encouraged to work aboard our vessels nowadays. It has made life considerably easier for everyone involved in dispatches, as well as reducing or eliminating quarantine periods altogether. I understand if you are hesitant to get the jab, so please do your own independent research and give it consideration.

As a side note, we've run into issues once again with PCS when flu vaccines are out of season. I thought the flu was taking a year off but getting a flu vaccine is still required whether it's available or not. Therefore, if you are seeking employment with PCS, make sure you have a documented record of your flu vaccine by March of the year you plan to work. Just a little something to keep in mind.

Electing to keep it short this time as I'll be seeing many of you in person next week. Until then, work safely and take care of yourselves.

Fraternally,  
**Deyne Umphress**

## BUSINESS AGENT'S REPORT

Here is the vessel rundown for June 2021:

### MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV Manoa* — delegate REJ Kevin Haymer, #3958, no beefs. *MV RJ Pfeiffer* — delegate REJ Frank Selvidge, #3745, no beefs.

On the Pacific Southwest triangle run: *MV Lurline* — delegate REJ Scanlon Henneberry, #3713, brought up optional healthy food menu items, no beefs. *MV Matsonia* — delegate Stuart Melendy, #3671, no beefs. *Cape Horn* — new one-year Electrician Perry Taitano, JM-5314, no beefs. *MV Maunalei* — before heading to Tacoma, WA, the ship tied up at port of Oakland for a few days for repairs, delegate ERJ Albert Pastor, #3926, no beefs. *MV Kamokuiki* — delegate Oiler Thomas White, JM-5223, inquired about the next 3% wage increase starting in July.

All delegates were informed of the new five-year contract starting July 2021. Hats off to President Anthony Poplawski and Vice President Deyne Umphress for their efforts in acquiring a new contract.

### APL MARINE SERVICES

On the EX1 run: *MV President Wilson* — Headquarters shipped an ERJ, REJ, DJU and Wiper for time up, no beefs. *MV President Cleveland* — DJU Aris Delacruz, #3777, no beefs. *MV President Truman* — delegate ERJ Kris Chinen, #3861, good stewards' department, no beefs, shipped an ERJ and a DJU for time up. *MV President FD Roosevelt* — delegate REJ Manuel Dacuycuy, #3912, no beefs.

### PATRIOT CONTRACT SERVICES

*Cape Texas* — activation for a 7- to 10-day sea trials. *USNS Soderman* — one Oiler flown out. *USNS Watkins* — one Electrician flown out. *USNS Pomeroy* — one Oiler awaiting flyout.

Fraternally,  
**Bobby Baca**

## Port of Long Beach turns 110

The Port of Long Beach, California marked its 110th anniversary last month. The port received its first import load on June 2, 1911, when 280,000 feet of redwood lumber aboard the steamship *SS Jaqua* arrived at the Municipal Pier. The official dedication and opening day was celebrated on June 24. Over more than a century, the Port of Long Beach has grown into the nation's second-busiest container port moving a record 8.1 million twenty-foot equivalent units (TEU) in containers and cargo valued at \$200 billion annually. Today, the port spans 4,600 acres of water and 3,520 acres of land.

International trade moving through the port is one of the key barometers used to measure the health of the U.S. economy. The port handles goods that originate in or are destined for every congressional district in the U.S. Its activity supports 2.6 million jobs across the nation, more than 575,000 in Southern California, and more than 50,000 jobs — or one in five — in Long Beach.

Long Beach is one of the few U.S. ports that can welcome today's largest vessels. It serves 175 shipping lines with connections to 217 seaports around the world. To remain competitive into the future, the port continues to invest in its infrastructure. Over the next 10 years, the port is expected to spend \$1.6 billion on modernization projects. The port's capital improvement pro-

gram includes investing \$1 billion in its on-dock rail network to add capacity; increase velocity, reliability and safety; and enhance efficiency across the board.

Ongoing improvements follow last fall's opening of the new \$1.47 billion cable-stayed bridge that replaced the outdated Gerald Desmond Bridge. The span is a vital link in America's freight network, handling 15 percent of the nation's waterborne cargo each year. This year, the port is on track to complete its Middle Harbor Redevelopment Project, expanding one of the world's most advanced and greenest container terminals, operated by Long Beach Container Terminal. The modern 304-acre terminal represents a \$1.49 billion investment in port infrastructure.

Sustainable facilities, equipment and practices are central to the port's mission. Building on the landmark San Pedro Bay Ports Clean Air Action Plan adopted in 2006, the port is home to multiple large-scale demonstration projects paying the way to a zero-emissions future. Its goals include transitioning all terminal equipment to zero-emissions by 2030 and the truck fleet calling at the port by 2035. Since 2005, the port and its partners have succeeded in eliminating 88 percent of diesel particulate matter, 58 percent of nitrogen oxides, 97 percent of sulfur oxides and 19 percent of greenhouse gas emissions from ships, locomotives, trucks, cargo handling equipment and harbor craft.

## MATSON NAVIGATION COMPANY WAGE RATES

Effective July 1, 2021

### Motor Vessels

Rating	Base Wage	Base Wage	Supplemental Benefit Base	Supplemental Benefit	Supplemental Benefit
	Monthly	Daily	Monthly	Monthly	Daily
Electrician/Reefer/Junior	\$6,773.48	\$225.78	\$7,331.29	\$4,154.40	\$138.48
Reefer/Electrician/Junior	\$6,448.15	\$214.94	\$7,127.47	\$4,038.90	\$134.63
Day Junior/Utility	\$5,853.74	\$195.12	\$6,347.12	\$3,596.70	\$119.89
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$3,960.50	\$132.02	\$4,572.00	\$2,590.80	\$86.36
Advancement Program Wiper	\$3,438.34	\$114.61	\$3,438.34	\$859.50	\$28.65
	ST	OT	Money Purchase	Dirty Work —	
	Hourly	Hourly	Daily	All Ratings Except APW	
Electrician/Reefer/Junior	\$39.88	\$59.86	\$27.00	ST Hourly =	\$24.82
Reefer/Electrician/Junior	\$38.02	\$57.06	\$27.00	OT Hourly =	\$40.87
Day Junior/Utility	\$34.57	\$51.89	\$27.00		
Wiper	\$23.66	\$35.44	\$27.00		
Advancement Program Wiper	\$14.75	\$22.13	\$10.00		

### CV700 Vessel — *MV Kamokuiki*

Rating	Base Wage	Base Wage	Supplemental Benefit	ST	OT	MPPP
	Monthly	Daily	Daily	Hourly	Hourly	Daily
Electrician/Reefer/Oiler	\$5,672.57	\$189.09	\$63.03	\$31.52	\$47.28	\$27.00
Oiler/Utility	\$4,051.83	\$135.06	\$45.02	\$19.14	\$28.71	\$27.00

### Maintenance and Standby

Rating	Base Wage	Supplemental Benefit	Dirty ST	Dirty OT	Money Purchase
	Daily	Daily			
Shore Maintenance Mechanic	\$378.72	\$58.38			
Rating	ST	OT	ST	OT	Money Purchase
	Hourly	Hourly	Hourly	Hourly	Daily
Shore Maintenance Mechanic	\$47.34	\$71.01	\$72.16	\$95.83	\$30.00
Standby Electrician/Reefer	\$44.26	\$66.39	\$55.33	\$66.39	\$27.00
Standby Junior Engineer	\$41.01	\$61.52	\$51.27	\$61.52	\$27.00
Standby Wiper	\$38.92	\$58.38	\$48.68	\$58.38	\$27.00

## Benefits paid during June

### Death Benefits

Christopher Brawley, JM-5060 \$24,000.00

### Burial Benefits

Christopher Brawley, JM-5060 \$1,000.00

Excess Medical \$1,459.06

Glasses and Examinations \$600.00

## Regular membership meeting dates 2021

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

# HONOLULU NOTES

The Honolulu Hall dispatched a total of 64 jobs for the month of June. We covered several open board jobs (Charlton Oiler, Cape Victory Electrician, Manukai Electrician). Other than that, it was a normal month of dispatches. There were 28 Standby Elect/Reefer jobs and 26 Standby Wiper jobs called.

Presently the Honolulu registration list has 16 "A" seniority members, 9 "B" seniority members and 7 "C" seniority members.

Some changes have been made to Hawaii's COVID mandates. As of July 8, if you are vaccinated, you can now fly into Hawaii without having to be COVID tested. Masks are still required indoors, but not outside. The Dog House is usually full; call first for room availability.

Here's part of a news article that was published on July 7:

*Hawaii is averaging 45 new COVID cases a day and health officials say almost all of those infections have one*

*thing in common: The patient isn't vaccinated. According to Hilton Raethel, head of the Healthcare Association of Hawaii, 98% of people diagnosed with COVID statewide over the past couple months haven't gotten a COVID vaccine. "If you get infected (and you're vaccinated), the symptoms are much less severe. And the chance of being hospitalized from COVID if you are vaccinated is very, very low," he said. In June, a total of 116 COVID patients were hospitalized in Hawaii. According to Raethel, more than 90% of those admissions hadn't gotten the shot or weren't fully vaccinated. He added, "There's been 114 COVID deaths this year but not a single one of those was for an individual who is vaccinated."*

Many thanks to the entire MFOW negotiation committee. Thank you very much for all your time and efforts, a job well done!

**Mario Higa**  
Port Agent

# SEATTLE NOTES

During the month of June, Seattle shipped two ERJs, two Electricians, seven Standby Reefers and two Standby Wipers. Seattle currently has 11 A-, 10 B- and two C-seniority members registered for shipping.

Many members are asking if companies are requiring vaccinations. In short no, but there are consequences unique to this port if you have not been vaccinated. Seattle jobs often come from

open board jobs, and many of the jobs have a 10-day quarantine time for the unvaccinated that must be met prior to joining. By the time the jobs get to the Seattle board, it is likely too close to the joining date and the job will forfeit to the member that is fly-ready.

Fraternally,

Respectfully,  
**Brendan Bohannon**  
Representative

# HONOR ROLL

## Voluntary donations to General Treasury — June 2021:

Eric White, #3925 .....\$100.00

## Dues Paying Pensioners — End of 2nd Quarter 2021:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	San Francisco
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
Anthony DeLa Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando DeLos Reyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	Wilmington
Thomas O'Neal, #3546 (P-2769)	Pensioned 7/1/15	Seattle
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	San Francisco
Anthony Roberts, #3540 (P-2694)	Pensioned 4/1/09	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
Walter Washington, #3548 (P-2813)	Pensioned 5/1/20	San Francisco



Wilmington Branch members and pensioners joined others in the annual Maritime Day remembrance on the San Pedro waterfront.

## HOWZ SHIPPING?

June 2021

San Francisco	Wilmington
Electrician..... 2	Electrician..... 1
Electrician/Reefer/Jr. Engineer..... 1	Electrician/Reefer/Jr. Engineer..... 3
Reefer/Electrician/Jr. Engineer..... 2	Reefer/Electrician/Jr. Engineer..... 5
Junior Engineer (Day) ..... 2	Junior Engineer (Day) ..... 3
Pumpman/Machinist..... 1	Oiler ..... 5
Oiler ..... 4	Wiper ..... 3
Wiper ..... 5	Shore Mechanic..... 8
Standby Electrician/Reefer ..... 22	Standby Electrician/Reefer ..... 15
Standby Wiper ..... 2	Standby Wiper ..... 44
<b>TOTAL ..... 41</b>	<b>TOTAL ..... 87</b>

Seattle	Honolulu
Electrician..... 2	Electrician/Reefer/Jr. Engineer..... 2
Electrician/Reefer/Jr. Engineer..... 2	Reefer/Electrician/Jr. Engineer..... 1
Standby Electrician/Reefer ..... 7	Oiler ..... 2
Standby Wiper ..... 2	Wiper ..... 4
<b>TOTAL ..... 13</b>	Shore Mechanic..... 1
	Standby Electrician/Reefer ..... 28
	Standby Wiper ..... 26
	<b>TOTAL ..... 64</b>



## CAMP IT UP THIS SUMMER WITH ETHICAL OUTDOOR SUPPLIES

Ah, the lure of the great outdoors! Got your tent? Insect repellent? Sleeping bag? How about all those other supplies you'll need to tame the wilderness (and perhaps your stomach)? If you're heading for the wild be sure to stock up on all of the camping essentials made by companies who treat their workers well and give them a voice on the job. Those s'mores will be even "s'more" tasty to you since you'll know you are supporting good jobs and a stronger economy.



- S'mores**  
Honey Maid Graham Crackers (BCTGM)  
Campfire Marshmallows (IBT)  
Chocolate - Ghirardelli, Hershey, Cadbury (BCTGM, UFCW)
- Grill**  
Weber (UAW/PW)
- Hammocks**  
Algoma Net (UFCW)
- Outdoor Clothing**  
All American Clothing Co. (IBEW)  
Carhartt (IBT)
- Coffee**  
USA Coffee Company (UAW)  
Millstone Coffee (UAW)  
Eight O'Clock Coffee (UAW)  
Folgers (UAW)  
Maxwell House (UFCW, UAW, IBT)
- Hot Cocoa**  
Swiss Miss (UFCW)  
Ghirardelli (UAW)
- Coolers**  
Rubbermaid (IBEW)
- Sunscreen**  
Coppertone (IBT)  
Bain de Soleil (AFGE)

Find more union-made products at [www.Labor411.org](http://www.Labor411.org)

## 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**

**Hall E. Kaiwa, P-1353.** Born October 22, 1925, Hawaii. Joined MFOW March 22, 1950. Pensioned February 1, 1972. Died June 11, 2021.

## POLITICAL ACTION FUND

### Voluntary donations for June 2021:

Richard Manley, P-2783.....	\$20.00
Ericsentel Danzy, JM-5364.....	\$10.00
Yasin Berber, JM-5267.....	\$100.00
Jacob Macias, #3840.....	\$100.00