



## New Matson service beefs up Port of Oakland

U.S. shipping line Matson Navigation Company has launched a new vessel service with major implications for the Port of Oakland. The port stated that Matson's CCX Service, which began July 27, is noteworthy on two fronts: It is the first China-to-Oakland service for Matson and its third first-call service introduced at Oakland this year.

First calls are where shipping lines make their initial U.S. stop after sailing from Asia. The new Matson service will call Chinese ports in Ningbo and

Shanghai. It will make stops in Long Beach and Honolulu after visiting Oakland. According to the port, the service will depart from China three out of every five weeks.

Matson's move is seen as reaffirmation of increasing demand for a Northern California trade gateway. It's expected to grow containerized cargo business in Oakland, which is already on a record pace in 2021.

Honolulu-based Matson operates China routes from Southern California.

The new CCX service reflects exploding U.S. demand for imports from China. First-call status indicates that importers are targeting Oakland. First-call vessel services discharge most U.S. import containers at their initial American port of call. They are delivered locally by truck or sent to the U.S. interior by rail. The Port of Oakland introduced two previous first-call services from Asia earlier this year.

Oakland is on pace to handle 2.6 million twenty-foot equivalent containers (TEU) in 2021, which would be an all-time annual record. A new first-call service from Matson could help ensure the mark is surpassed.

Matson projected 12-to-14-day ocean transits for its China-Oakland service. Ships will call at the Oakland marine terminal operated exclusively for the carrier's vessels.

## PCS awarded Watson-class extension

On July 30, Patriot Contract Services LLC, of Concord, California, was awarded a \$12,487,535 option to continue the services provided for the original contract by invoking the Defense Federal Acquisition Regulation clause, DFAR 52.217-8, "Option to Extend Services" (November 1999).

The extension continues the operation and maintenance of eight government-owned, contractor operated USNS Watson-class, large medium-speed roll-on, roll-off ships. The vessels included under this contract are USNS Watson, USNS Sisler, USNS Dahl, USNS Red Cloud, USNS Charlton, USNS Watkins, USNS Pomeroy and USNS Soderman.

The modification awards a 63-day

extension for the period July 30, 2021, through September 30, 2021. The vessels will continue to support Navy's worldwide prepositioning requirements. Work will be performed at sea, worldwide, and is expected to be completed by September 30, 2021.

Working capital funds in the amounts of \$4,697,314 (Navy); and \$7,790,219 (Transportation), totaling \$12,487,535, are obligated for fiscal 2021, covering the 63-day option period's daily operating hire, and will not expire at the end of the fiscal year.

The Navy's Military Sealift Command, of Norfolk, Virginia is the contracting activity.

## "Axe fight" in Guam plays out in federal court

American President Lines LLC has sued Matson Inc. in the District Court of District of Columbia, according to an article in *The Guam Daily Post*. APL alleges the case is about Matson's alleged anticompetitive tactics. The lawsuit accuses Matson of attempting to exclude APL from the markets for container cargo shipping services between the U.S. mainland and Guam so that Matson can achieve and maintain its monopoly power and profits in these markets.

The complaint was filed on July 28 demanding a jury trial.

A manager for Matson on Guam and Micronesia said the company supports fair competition.

"We don't generally comment on litigation, but I will say that we support full and fair competition in all our trade links. I'd say that these claims are meritless and we intend to defend against them."

APL began its current containership service between the U.S. mainland and Guam in December 2015, according to court documents.

"Reacting to APL's effort to compete, Matson's chief executive threatened APL with an 'axe fight', if it continued with its Guam services," the complaint alleges. "Matson is delivering on that threat with a campaign of anticompetitive tactics that is shocking in its scope, audacity, and disregard for the law. These tactics began with Matson disparaging APL's Guam services,

and escalated to an array of anticompetitive actions by Matson to exclude APL from the U.S./Guam markets," the lawsuit alleges.

APL also alleged in the case that Matson launched a scheme to force shippers into exclusive dealing and bundled pricing arrangements and has deployed an offensive of predatory threats to coerce shippers not to do business with APL. Additionally, APL alleges in the complaint that as a result of Matson's misconduct, APL has suffered substantial losses and its ability to compete freely and succeed on the merits of its container cargo shipping services between the U.S. and Guam has been thwarted.

"APL brings this suit to stop the anticompetitive conduct undertaken by Matson in violation of Section 2 of the Sherman Act and to recover substantial damages for injuries incurred as a result of such conduct," court documents state.

APL requests that the court award APL monetary damages and declare Matson's conduct anti-competitive and unlawful.

The plaintiffs include APL Maritime and APL Marine Services. Matson Navigation Company and Matson Logistics were named defendants. A summons has been issued to the Matson entities. The case was assigned to Judge Christopher R. Cooper.

## AFL-CIO President Richard Trumka (1949-2021)

Richard Trumka, the president of the AFL-CIO, died on August 5. He was 72. The cause was a heart attack during a camping trip with family members. Trumka was elected to lead the federation in 2009 after serving as secretary-treasurer, its second-ranking official, since 1995. Before that he was president of the United Mine Workers of America.

With about 12 million members, the American Federation of Labor and Congress of Industrial Organizations, as it is formally known, encompasses the bulk of the nation's unions in both the public and private sectors. Under the AFL-CIO constitution, the federation's secretary-treasurer, Liz Shuler, will take over as president until its executive council can meet to elect a successor. The federation's next presidential election was scheduled to take place this year, but was delayed until next year because of the pandemic.

Trumka had close ties to the two Democratic administrations during his



tenure, those of Barack Obama and Joseph R. Biden Jr., and had been an influential outside voice in helping to shape President Biden's ambitious jobs and infrastructure proposals. Biden described Trumka as "a close friend."

Trumka took over the AFL-CIO with a reputation as a reformer who was

*Continued on page 7*

## Mariner vaccination priority moving front and center

International maritime groups are hailing the decision by the World Health Organization (WHO) to prioritize seafarers for COVID-19 vaccinations. On July 16, WHO released updated guidance for the organization's vaccine roadmap to provide a framework for overall program priorities, listing seafarers on cargo ships as a key group that should be prioritized in the case of limited supplies. The International Maritime Organization (IMO) — which had repeatedly advocated for a fair global distribution of vaccines as to include seafarers — praised the WHO recommendations.

Seafarers all over the world are still facing severe restrictions which are forcing many of them to be stuck at sea, risking serious issues to their physical and mental well-being that might also impede ship operations. Yet, global seaborne supply chains supply the world with 90 percent of everything we consume as well as so much needed medical equipment, personal protective equipment, medicines and vacci-

nations to combat COVID-19.

The International Maritime Employers Council (IMEC) and the International Transport Workers' Federation (ITF) strongly urge seafarers to join the global fight against the pandemic by getting vaccinated against COVID-19. They recognize that the U.S. has led the way in its mass vaccination campaign and inoculating foreign seafarers in their ports, but other countries have made great strides with their efforts. Throughout the pandemic, seafarers have ensured that the global supply chain remains open and they continue to deliver goods despite restrictions.

IMEC and ITF noted that it is essential that these key workers are pri-

*Continued on page 7*

### Halls to close

**Labor Day** — The MFOW hiring halls will be closed on Monday, September 6, 2021, in observance of Labor Day, 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

## Patriot Contract Services Wage and Fringe Benefit Rates Shallow Draft Tanker – MT SLNC Pax Effective August 3, 2021

### Full Operating Status

Rating	Base Wage Monthly	Base Wage Daily	Suppl Wage Monthly	Suppl Wage Daily	Overtime Hourly	Money Purchase Daily
QMED-Electrician	\$5,679.76	\$189.33	\$2,650.55	\$88.35	\$27.62	\$30.00
QMED-Pumpman	\$5,179.60	\$172.65	\$2,417.15	\$80.57	\$25.40	\$30.00
QMED-Oiler	\$4,744.70	\$158.16	\$2,214.19	\$73.81	\$23.30	\$30.00

Unlicensed personnel shall earn fourteen (14) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

### Reduced Operating Status

Rating	Base Wage Weekly	Base Wage Daily	Overtime Hourly	Money Purchase Daily
QMED-Electrician	\$1,748.43	\$249.78	\$27.62	\$30.00
QMED-Pumpman	\$1,607.01	\$229.57	\$25.40	\$30.00
QMED-Oiler	\$1,472.07	\$210.30	\$23.30	\$30.00

Unlicensed personnel shall earn one and one half (1.5) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company.

The Hourly Overtime Rates above shall be paid for all work performed in excess of eight (8) hours on any day Monday through Friday and for all work performed on Saturdays, Sundays and holidays, in FOS and ROS.



July 25, 2021  
SQES

### COVID-19 Update #49

#### Guam Shore Leave Update

Fully vaccinated crewmembers who are signed-on to a Matson China service vessel may now go ashore in Guam during port calls provided all local government requirements are met (see below). Un-vaccinated crewmembers are not permitted shore leave in Guam. A crewmember is considered fully vaccinated two weeks after receiving their 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.

In order for a fully vaccinated crewmember to go ashore in Guam, the following documentation is required:

1. Valid government issued photo ID
2. CDC COVID-19 Vaccination Record Card
3. Secondary form of COVID-19 vaccination verification (vaccinating health authority record; or vaccinating provider letter; or receipt from COVID-19 vaccination)
4. A signed health declaration (no COVID-19 symptoms) form to be filled out and signed upon arrival; form provided by Guam Department of Public Health and Social Services (DPHSS).

24 hours prior to the ship's arrival in Guam, the Master shall email a list of all crewmembers going ashore to the Guam Nursing Resource Command Center (NRCC) representative at [Zennia.Pecina@dphss.guam.gov](mailto:Zennia.Pecina@dphss.guam.gov) and copy Matson Guam Operations. Crewmembers will have to travel to the NRCC for vaccination verification. The NRCC is located at the Bay View Hotel in Tumon. Call (671) 646-2300 in advance and request to speak with a NRCC representative.

Crewmembers are required to observe social distancing, wear protective face coverings, and practice proper handwashing etiquette while ashore in Guam as outlined in the attached DPHSS memo 2020-11 Revision 13.

For more details about the requirements set forth by the Guam DPHSS, see the two documents included with this Update.

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 Guam. This is due to various Chinese port government regulations and the inherent challenges associated with at-sea MEDEVACs, crewmember medical care, 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 Guam.

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.

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# The legacy of Hong Kong Old Mary

Mention the Japanese name Oshin, and most folks in Hong Kong would recall the female protagonist from the popular 1980s Japanese television series who succeeded in business and raised a large family against all odds. The show was said to be inspired by the true story of Katsu Wada, the matriarch of the defunct Yaohan department store chain. The TV series was so memorable that even a quarter of a century later the discount snack food chain 759 Store picked *House of Oshin* as its Chinese name to capitalize on its enduring appeal.

However, Hong Kong actually had its own version of Oshin, a Chiu Chow widow by the name of Mary Wong (1870-1972) who was better known internationally as *Hong Kong Old Mary* and locally as the *Mother of Sailors*. Starting out as a peddler at the turn of the century to support her three young sons, Mary emerged as a leading purveyor of goods to visiting sailors and tourists in Hong Kong with three retail shops. She was also a pioneer in the furniture export industry with a factory building on Castle Peak Road.

Her many descendants augmented the family fortune by developing and acquiring a large portfolio of properties across the Pacific. She chose Sing Shun, the Chinese word for *trust* as the name for her company, which is reflective of the way she conducted business. It was trust that earned her the admiration from generations of sailors and laid the foundation of her business empire.

Mary, whose original name was Wong Po Lan, hailed from Chaoyang County within the Chiu Chow prefecture. She was married to a man with the last name of Tse, but became a widow in her middle age, leaving her with three young sons to bring up on her own. Women in the Chiu Chow area were taught how to embroider Western-style lace by Baptist missionaries at the turn of the century and the end products known as *Swatow lace* were very popular in the West, creating a regional industry which at one point generated \$3 million in sales per year and employed over 300,000.

To make a living, Mary decided to try her luck in Hong Kong, and on her boat ride from Swatow to Hong Kong, she successfully sold some of the Swatow lace which she embroidered herself, leading her to a career of peddling Swatow lace. Wearing a simple black dress with samples of Swatow lace in her bag, she started peddling to sailors around the docks of Tsim Sha Tsui, guests in hotels and even foreigners on the Peak. Each night she returned home to take care of her three young sons.

It was Mary's philosophy to deal fairly with foreigners. One time she boarded a ship owned by the American shipping tycoon Captain Robert Dollar and found a valuable diamond necklace left by a guest. Instead of selling the lost necklace for her own gain, she returned it to Dollar Line. When Captain Dollar heard the story, he offered to compensate her for her honesty. Instead of money, she asked for a lifetime pass to board any Dollar Line ship that entered Hong Kong to sell her goods, which was promptly granted. This became her golden ticket to success for decades

to come and soon the merchandise she sold expanded to jade, silk, ivory, curios, clothes, food, and other daily supplies. She also provided many value-added services to sailors and visitors, including money lending and on occasion, even bailing folks out of jail. Allegedly, she never lost a cent through her dealing with American seamen as they always paid up the next time they came to port, usually with interest.

Canadian-American architect Harry Hussey, who left a mark in Hong Kong by designing the still standing Chinese YMCA Building on Bridges Street, wrote about Mary in his memoir, calling her the *Queen of Hong Kong Harbor*. According to Hussey, Mary was a banker, post office, purchasing agent and confidential friend of every sailor and every captain, regardless of race or color, who sailed the China Seas. And he recalled "on arrival in Kowloon I found Hong Kong Mary waiting for me. She knew my name, where I had been, where I was going and when I was to leave for Manila. I thought this was some kind of second sight possessed by the mysterious Chinese until I found that she had boarded the ship with the local pilot when it entered the harbor half an hour earlier and she got all her information from her friends among the crew members."

On another occasion, Mary "met me at the dock, handled my luggage, found a rickshaw for me and bargained for the fare I was to pay so I would not be overcharged." As she befriended thousands of sailors over the years she became known internationally as *Hong Kong Mary*, and as she advanced in age *Hong Kong Old Mary*.

As business grew, Mary established her own retail shops under the name of *Hong Kong Old Mary Sing Shun Co.*, which became must-see destinations for visiting sailors. There was a saying in sailor circles that "if you never visited Hong Kong Old Mary, you've never been to Hong Kong" and every Christmas her mailbox was full of Christmas cards from sailors all over the world. In 1937, she also started making carved teakwood, rosewood and camphorwood furniture and chests which would become her core business after the war.

When the Japanese occupied Hong Kong in 1941 Mary and her family moved inland to Siu Kwan in northern Guangdong province. The war took a significant toll on her business and by 1944 she was running out of cash, although hundreds of American sailors across the globe owed her money. In desperation, she sent a letter to the San Francisco-based Pacific Coast Marine Firemen's Union with pictures of the unpaid IOUs enclosed asking for help. The union submitted the letter to the most popular weekly newspaper in America at the time — *The Saturday Evening Post* — which in turn published a featured article entitled *The Sad Case of Hong Kong Old Mary*. The opening line of the article was "Hong Kong Old Mary wants her money back, please". Many of her debtors and friends read the article and money came pouring back which helped her rebuild her business after the war.

In 1951, 250 guests, including senior officials of the major shipping



Hong Kong Old Mary, in her later years, a good friend of American mariners.

lines, hosted a party for her 80th birthday. She weighed 80 pounds but was "still bright of eye and quick of smile." She also told the reporters that she always wanted to visit America but had never made it as she was "too busy then and too old now". By this time, Mary remained involved with the business, but passed the day-to-day management to her son Jimmy Tse Sek-fui, who took the business to new heights.

In 1952, he moved the furniture making operations to its own three-story factory building on 495 Castle Peak Road in Lai Chi Kok. The factory occupied 19,800 square feet and manufactured 150-200 pieces of wooden furniture per day which were exported to Australia, Canada and the U.S. It employed 80 skilled craftsmen who were paid 10 Hong Kong dollars per day and most of the wood was imported from Burma.

During the 1950s, the Old Mary retail shop was located at 27 Nathan Road until it was re-developed into Alpha House in 1964. There was also a shop at the Chungking Mansions Arcade on 42 Nathan Road. In 1966, the 12-story Mary Building on 70-77 Peking Road was completed, which housed the flagship store on its second floor. Not only sailors and tourists flocked to the Old Mary shops but also visiting royalty — Princess Alexandra in 1961 and Princess Margaret in 1966.

Jimmy had emerged as a community leader in the 1960s, serving as president of the Chiu Chow Association, the Tse Clansmen Association, the Rotary Club of Kowloon West and the Lions Club of Kowloon Central, as well as director of the Tung Wah Group of Hospitals. Mary was revered as special guest of honor at many of the related social functions during the decade.

In 1969, Mary celebrated her 100th birthday with the Tse Clansmen's Association and the press. According to the press article, while her eyesight and hearing were poor, her mind and speech were still clear and she was able to say thank you in Chiu Chow, Cantonese and English. She rose daily at 7 a.m., slept at 9 p.m., and lived on a

healthy diet of fish and congee in a countryside mansion in Castle Peak.

On January 21, 1972, Mary passed away at the Hong Kong Sanatorium. According to Chinese customs, she was 105 years old but since the Chinese typically add three years to a deceased person's age, she was likely to be 102. She left over 30 grandchildren, great-grandchildren and great-great grandchildren, many of whom graduated from college, some with masters and doctoral degrees.

After his mother passed away, Jimmy continued to expand the family fortune through prudent investments in real estate and eventually the family shut down the furniture and retail operations to concentrate on properties. He renamed HK Old Mary Sing Shun Company as the Sing Shun Group. One of the family property investment holding companies is still called Old Mary Investments and Mary Building maintains its name in honor of the lady who started it all.

In 1972, Jimmy redeveloped the factory building on Castle Peak Road into a taller industrial building and later added Sing Shun Building in Yuen Long and the Douvres Building in Shau Kei Wan in 1988. In the 1970s, Jimmy teamed up with Berkeley-trained civil engineer Mynin Wong to form T/W Associates to develop and acquire properties in the San Francisco Bay Area. Over time, the firm's portfolio included office buildings and shopping malls, most prominent the historic 10-story Mercantile Building at 700-706 Mission Street, which was acquired from the San Francisco Redevelopment Agency in 1978, and held until 2006 when it was sold to Millennium Partners for \$23 million.

*This article was excerpted from an article written by York Lo called 'There was something about Hong Kong Old Mary — A Transpacific Fortune Built on Trust.' It was published July 6, 2016, by The Industrial History of Hong Kong Group.*

# MFOW PRESIDENT'S REPORT



By Anthony Poplawski

## PATRIOT CONTRACT SERVICES

**New vessel meeting** — On July 8, along with SUP President Dave Connolly and SIU-AGLIW West Coast Vice President Nick Marrone, I met in Oakland with Patriot Contract Services (PCS) Principal and CEO Ryan Pereyda and Vice President and Chief Legal Officer Boriana Farrar. The purpose was to lay the groundwork for an additional ship, the *Haina Patriot*, a shallow draft tanker expected to operate with a mix of government and commercial refined product charters in the western Pacific.

PCS also informed the Unions that the *Watson*-class bid is still pending before the U.S. Court of Federal Claims and that a decision could be reached in the next few weeks.

The Unions took the opportunity to describe the various obstacles and problems faced by dispatchers in the mariner clearance process and received a pledge from management to help streamline the process with the goal of strengthening the trained labor pool.

**Shallow draft tanker agreement** — Effective August 3, 2021, there was a two percent (2%) increase in total labor cost for all unlicensed engine ratings working aboard the PCS-operated shallow draft tanker *MT SLNC Pax*. Recommend that all wage and wage-related increases are applied to wages and wage-related items and that the Union reallocates \$4.50 per manday from the health and welfare contribution to the MFOW Supplementary Pension Plan. This action completes the supplemental pension funding improvement program, as all other contracted employment mandays contribute \$4.50 to the MFOW Supplementary Pension Plan.

## U.S. MARITIME ADMINISTRATION

**Tabletop exercise** — On July 8, the U.S. Maritime Administration (MARAD) held a planning session with industry and labor officials to discuss the July 21, 2021, simulated government fleet activation called *Command Post Exercise Breakout*. The *Command Post Exercise* simulated the activation of the Ready Reserve Force (RRF) and Military Sealift Command (MSC) surge vessels to test procedures and coordination necessary to meet strategic sealift requirements.

From July 21 to July 23, the Union satisfied exercise obligations by filling unlicensed engine billets for 10 RRF vessels. The vessels are managed by PCS and Matson Navigation Company. MARAD oversaw the simulated breakout to evaluate industry workforce capability of supporting a major ramp-up of surge sealift ships.

This was a paper exercise and mariners were not required to report to the vessels. The point men on the exercise were MFOW Vice President Deyne Umphress and San Francisco Business Agent Bobby Baca. Some exercise participants received follow-up communications from MARAD to verify their information.

The tabletop exercise is a burden, as it requires considerable Union administrative work without the benefit of member employment. Many thanks for a job well done to all of the officials and rank-and-file members who participated in the virtual breakout. An actual TURBO activation is expected later this summer.

**Mariner study** — Authorized by Congress in section 3508 of the 2021 National Defense Authorization Act, MARAD is developing a five-year plan to recruit, train, and retain merchant mariners for the U.S.-flag merchant marine. On July 29, MFOW Training Coordinator Sandra Serrano and I joined in a teleconference with U.S. Department of Transportation Principal Technical Advisor, Transportation Logistics and Security Eric York Wallischeck, who is the principal involved in the study to assist MARAD in this important effort.

To develop the workforce plan, MARAD is looking across the entire maritime industry:

- Licensed officers and unlicensed ratings
- Vessels in domestic and international service
- Vessels operating on all waters (river, inland, coastal, and oceans)

The Union provided input on issues related to recruiting, training and retaining mariners. This input will be considered when MARAD develops the initial draft of its workforce strategic plan, which will be posted for public comment sometime later this year.

## APL MARINE SERVICES

On July 15, the Union was notified by APL Director Labor Relations (Maritime) John Dragone that the *MV CMA CGM Dakar* is scheduled to join the U.S.-flag fleet before the end of the year. The *MV APL Saipan* will flag out of U.S. registry and return to service within CMA CGM Group feeder operations in the same time frame. Additional information will be provided when available and confirmed. The move is part of the company fleet renewal and upgrade effort.

## MATSON

**Guam shore leave** — On July 25, Matson Navigation Company gave the Union

a Guam shore leave update. Fully vaccinated crewmembers signed-on to a Matson China service vessel may now go ashore in Guam during port calls provided all local government requirements are met. Unvaccinated crewmembers are not permitted shore leave in Guam.

A crewmember is considered fully vaccinated two weeks after receiving the second dose of the Pfizer or Moderna vaccine, or two weeks after a single-dose of the Johnson & Johnson vaccine. In order for a fully vaccinated crewmember to go ashore in Guam, the following documentation is required:

1. Valid government issued photo ID
2. CDC COVID-19 Vaccination Record Card
3. Secondary form of COVID-19 vaccination verification (vaccine health authority record; or vaccine provider letter; or receipt from COVID-19 vaccination)
4. Signed health declaration form on arrival (no COVID-19 symptoms). The form is provided by the Guam Department of Public Health and Social Services (DPHSS).

Twenty-four hours prior to ship arrival in Guam, the Master shall email a list of all crewmembers going ashore to the Guam Nursing Resource Command Center (NRCC) representative and copy Matson Guam Operations.

Crewmembers will have to travel to the NRCC for vaccination verification. The NRCC is located at the Bay View Hotel in Tumon. Crewmembers are required to observe social distancing, wear protective face coverings, and practice proper hand-washing etiquette while ashore in Guam.

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 Guam. This is due to various Chinese port government regulations and the challenges associated with at-sea MEDEVAC, crewmember medical care, 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 Guam.

**Vaccination incentive** — On August 2, the Union was notified by Matson that the company is offering a one-time incentive payment of \$500 to every Matson employee who provides proof of full COVID-19 vaccination before October 15, 2021. Employees who are already fully vaccinated are eligible to receive the incentive payment.

In order to participate, employees must show their vaccination card to their local Human Resources representative for shoreside employees or Marine Operations for offshore employees, either in person or via zoom before October 15. Copies of vaccination cards may also be scanned or photographed and sent by email before October 15. Under this program, verified vaccinations will be recorded, but Matson will not retain copies of vaccination cards.

In addition to determining eligibility for the vaccination incentive, vaccination status information may be used for purposes of complying with applicable public health regulations and Matson's COVID-19 protocols. Once the company verifies an employee's vaccination information, the special incentive payment, less standard payroll deductions and taxes, will be added to their paycheck in the following pay period.

## Surging steel prices driving up ship scrap values

A surge in the price of steel is beginning to have an impact across the shipping industry, according to an article in *The Maritime Executive*. Shipbuilders are expected to experience the strongest pressures, but the rise in the component price is also expected to cause an increase in the price of newbuilds and is even impacting the ship recycling sector.

Analysts have been warning that the rising steel prices would begin to impact the major shipbuilders in their second quarter results. Dow Jones for example reported that steel was leading the commodities sector higher with prices for one key segment up over 70 percent between January and June as the steel industry works to rebound from low production levels in 2020 due to the pandemic and a sudden increase in demand this year.

One of the first indications of how the steel price increase could impact shipbuilders came from Korea Shipbuilding & Offshore Engineering Co. (KSOE). On July 21, KSOE reported a strong loss in its financial results in the second quarter of 2021. While the company's order book has surged this year and its backlog stretches to the end of 2023, the company reported a net loss in the quarter of more than \$626 million due to a provision for rising steel costs.

KSOE swung to an operating loss versus a profit a year ago despite the slowdown in shipbuilding last year due to the pandemic. The operating loss was three times more than the average es-

timate. The main reason for the huge net and operating losses was due to increased cost from a surge in prices of steel plates.

To address the impact of the rising steel costs and its future impact on profits, KSOE recorded a \$780 million one-time provision for the cost of steel. They forecast that results would rebound in the second half of 2021 based on the current provisions and outlook for the price of steel.

At the other end of the life cycle, GMS, a leading buyer for ship recycling, reported that the strong steel demand was also contributing to a surge in prices being paid to recycle ships. They highlighted that prices were rising to levels not seen in more than 12 years with scrapping rates for container-ships passing a psychological barrier of \$600 per ton last week. Rates for bulkers and tankers are also rising. GMS said in 2008 rates rose as high as \$800 per ton before crashing down.

The strong steel demand is combining with a general lack of ships available for scrap to drive up the recycling prices. With demand strong in most segments of the shipping industry owners have been reluctant to sell ships for scrapping. In the containership segment less than 10 percent of the capacity scrapped in 2020 has been sold for demolition this year. Even old ships are finding charter deals to keep them in service.

Analysts have forecast that the price surge in steel will continue into 2022.

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## VICE PRESIDENT'S REPORT

Another month in the books, and it seems that the world continues to get stranger by the day. It was a fairly slow month here at HQ as far as shipping is concerned, but a pretty busy month for yours truly.

Following the Matson contract negotiations, President Poplawski and I were tasked with visiting the various branches and ports serviced seeking membership approval of the new agreement. My first stop was our Honolulu branch, which was only possible due to the recent change in the state's quarantine requirements for visitors. It felt very odd to be considered a visitor, when my hometown is only a 20-something-minute plane ride from Honolulu. Unfortunately, I had to keep the trip to my home state strictly business.

It was nice to put faces to names I regularly see on lists circulating within the Union, but said names and faces were not pleased with what transpired in the month prior. The frustrations that began in March of 2020 surfaced and resulted in a rejection of the proposed Matson settlement by all members present. The restrictions and policies regarding the previous year-and-a-half of weird were exceptionally unkind to our members in the 808 state. While many of the frustrations were beyond our control, the company's control and separate from the actual agreement, they had merit. Overall, it was a pleasant experience to formally meet many of the members there and talk shop.

The next stop was our Wilmington Branch and FMS Reefer Shop, where the

ratification went a lot smoother. Being that I've shipped out of Wilmington and relieved Sonny Gage on many occasions in years prior, I offered to relieve him for a few weeks while in town. I had forgotten how demanding running our Wilmington Branch can be, as I got slapped with an unusually high volume of labor requests, coupled with a handful of issues arising from the new abnormal.

I gave a few rides to Mr. John Farley while in town, and it was ironic to hear that the late great Bobby Iwata also did the same for him back in the day. These Maui boy VPs never lose their aloha spirit, I suppose.

Overall, ratification of the Matson contract was a success and I gained valuable insight on how our branches are being run. My time away from HQ was anything but a vacation. I think I'm ready for a proper one soon, speaking of which I'm glad to see many of our members finally home after relief attempts falling through and the many complications involved with dispatching nowadays. I want to believe we're creeping back towards normalcy at an agonizingly slow pace, but it's still too early to say.

I'm sure I'm forgetting a topic or two that embedded itself as routine at this point, but that's all I have to report. Be sure to reread the President's report, as the landscape is continually changing and all changes are covered therein. As always, work safely and stay safe out there.

Fraternally,  
Deyne Umphress

## American firm negotiating for former Subic Bay shipyard

More than two years after the large shipyard facility in Subic Bay closed due to financial difficulties, Philippine officials are reporting that they are close to a deal with a new operator. The former shipyard operated by a division of South Korea's Hanjin Heavy Industries could reopen before the end of the year according to the Subic Bay Metropolitan Authority and confirmed by a presidential spokesperson.

Built at the location of the former largest American overseas naval base, the sprawling U.S. Naval Base Subic Bay was turned over to the Philippine government in 1992. At its peak the yard employed as many as 30,000 workers. Hanjin Heavy Industries and Construction-Philippines (HHIC-Phil) was hit hard by the downturn in international shipping more than five years ago struggling to find new contracts. As many as 7,000 workers were laid off in December 2018 due to a lack of work, while the shipyard manager was rumored to be seeking a buyer for the operations.

In January 2019, HHIC-Phil sought court receivership. The Korea Development Bank, along with Filipino investors, was reported to be the largest debtors in the collapse. As of 2021, HHIC-Phil has a total of \$1.3 billion in outstanding loans, including \$400 million due to Philippine banks and \$900 million in loans from South Korean lenders. Chinese interests were rumored to be interested in the facility while later reports tied the yard to AUSTAL from Australia, possibly supported

with American investments.

A Subic Bay Metropolitan Authority spokesperson announced in July that a deal was 99.99 percent complete for a new operator to take over portions of the yard. Philippine officials said they were hopeful the deal will be finalized shortly and the commercial portion of the shipyard could resume work. They speculated that as many as 3,400 people would be employed at the yard in the first phase of resuming work.

At the end of May 2021, the Philippine Navy reported that it had signed a term sheet with the former yard operator to convert and use approximately 250 acres of HHIC-Phil's North Yard as an installation that will house the Philippine Fleet, Naval Sea Systems Command, Naval Installation Command, and the Amphibious Assault Battalion. The navy reportedly has always been interested to occupy a part of the HHIC-Phil in Subic Bay due to the deep harbor that can be used to accommodate its strategic sealift vessels and larger patrol ships. The harbor reportedly has a 33-foot depth along with strategic access to the South China Sea.

American forces captured the Spanish base at Subic Bay in 1899 during the Spanish-American War. Over the next century, the U.S. expanded the base until it covered 59,000 acres adding modern facilities such as the naval air station. After the Americans returned the base to the Philippines, portions were converted into a free trade zone while the navy's facilities were used for the commercial shipyard.

## BUSINESS AGENT'S REPORT

Here is the vessel rundown for July 2021:

### MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV Manoa* — delegate DJU Jefferson Basuel, #3829, no beefs. *MV RJ Pfeiffer* — delegate REJ David Ebanks, #3824, no beefs.

On the Pacific Southwest triangle run: *MV Lurline* — delegate REJ Scanlon Henneberry #3717; in addition to the current schedule, the ship will be heading to Far East ports as well, no beefs. *MV Matsonia* — delegate Stuart Melendy #3671; after some maintenance work in Oakland, the ship will be continuing back on schedule and will also be heading to Far East ports, no beefs.

Shoreside Mechanic Jonard Revocal, JM-5290, no beefs. *Cape Horn* — Electrician Frank Selvidge, #3745, no beefs.

### APL MARINE SERVICES

On the EX1 run: *MV President Wilson* — delegate DJU Fredrick Cagler, #3906; the ship was in port a few extra days awaiting engine room parts, no beefs. A new APL policy started in July for ships going to West Coast ports. Shore leave is permitted if 80% of the crew members are COVID vaccinated. Only the *MV President Cleveland* met that requirement; delegate ERJ Aaron Jones, #3944, no beefs.

### PATRIOT CONTRACT SERVICES

*USNS Pomeroy* — one Wiper awaiting flyout. *USNS Sisler* — one Wiper awaiting flyout. *USNS Red Cloud* — one Wiper awaiting flyout. *USNS Watkins* — one Oiler will be flying out after a 14-day quarantine. *MV SLNC Pax* — one Pumpman awaiting flyout.

Fraternally, **Bobby Baca**

## Demands for new Great Lakes icebreaker go to Congress

Breaking the ice is never an easy undertaking, especially with a shrinking and outdated fleet of icebreakers. That's why approximately 90 Midwestern shipping organizations, suppliers and ports are supporting the Great Lakes Winter Commerce Act, which would put aside funding for a second Great Lakes icebreaker, on par with the Mackinaw Icebreaker.

Eric Peace is with the Lake Carriers' Association, which is at the forefront of the movement. He said a new icebreaker is critical to meet commerce needs and support the Michigan economy.

"This is infrastructure," Peace said. "This is like a plow for the roads, so it's critical to maintain our national economic security here in the Great Lakes."

In a report commissioned by the Lake Carriers' Association, "inadequate icebreaking" resulted in a loss

of approximately 5,000 jobs and a revenue loss of \$1 billion in 2019. The report found this loss in the Great Lakes Region was due to ice-caused shipping delays. Peace said facilities were built around the lakes to receive goods by ship, and many facilities don't have alternative means to receive raw materials. Shipping is critical to be able to supply the facilities in Michigan, so people can keep their jobs, and we can continue to have a strong economy in the Great Lakes," Peace said.

In addition to funding a new icebreaker, the act would also require the U.S. Coast Guard to conduct ice breaking operations in the Great Lakes to specific standards. One standard includes requiring the USCG to keep channels and harbors open to navigation at least 90% of the time when ships are transiting ice-covered waterways.

LOS ANGELES/LONG BEACH HARBOR LABOR COALITION

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## 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).

August 30-September 3      September 13-17      September 20-24

#### 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.

September 9-10      October 7-8

#### 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      October 25-29

### 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      October 25-November 19

#### 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      November 29-December 3

#### 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      October 18-November 24

#### 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): September 3; September 17; October 15; October 29

Cal Maritime Academy, Vallejo, CA: October 12-13; November 8-9

Compass Courses, Edmonds, WA: September 21-22; October 19-20

MITAGS-PMI, Seattle, WA: September 9-10; September 21-22; October 25-26

Maritime License Center, Honolulu, HI: September 16-17; November 11-12

#### 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: September 8-10; October 20-22

Cal Maritime Academy, Vallejo, CA: September 21-22

Compass Courses, Edmonds, WA: September 21-23; October 19-21

MITAGS-PMI, Seattle, WA: September 9-11; December 13-15

Maritime License Center, Honolulu, HI: September 15-17; November 10-12

## Celona appointed SIU Government Services VP

The Seafarers' International Union of North America Executive Board has announced the appointment of Nick Celona to the office of Vice President Government Services. The appointment follows the recent retirement of former Government Services VP Kate Hunt.

Born and raised in Brooklyn, Celona graduated from Lafayette High School in 1976 and soon thereafter found a home with the SIU. After completing the SIU trainee program in 1977, he sailed in the engine department until 1982, upgrading several times along the way. He sailed on vessels operated by Sea-Land, Maritime Overseas, Delta Line, American Hawaii Cruises, Bay Tankers and others.

He worked as a patrolman in New Orleans from 1983-1988 and was involved in multiple inland beefs. He spent 1989 serving as the port agent in Piney Point before a long-term stint on the West Coast. Celona was the union's San Francisco port agent from 1990-94. He became an assistant vice president in 1994. Among other activities, he served as a delegate on the San Francisco and Alameda Labor Councils, secretary-treasurer of the local port maritime council, and as a governor-appointed member of the board of directors of the Cow Palace in Daly City, California.

Always politically active, Celona organized the union's annual Thanksgiving gatherings in San Francisco and Oakland, which ran for 29 straight years before being temporarily derailed due to the pandemic. Those events involved regular appearances from Kamala Harris, Nancy Pelosi, John Garamendi, Jackie Speier and many others.

His new office will be based in New Orleans.



# AFL-CIO President Richard Trumka (1949–2021)

*Continued from page 1*

both tactically and strategically ambitious, dating back to his days running the mine workers. In 1989 and 1990, the union waged a months-long strike against a company called the Pittston Coal Group, which had cut health care benefits to retirees. Striking miners and their labor allies sometimes tried to block trucks from transporting coal from the mine. Other workers threw rocks and other sharp objects at the trucks, though the union had urged that the strike remain nonviolent. The benefits were ultimately restored.

Trumka was a founder in the 1980s of the group Jobs With Justice, which sought to forge ties between organized labor and community groups, like civil rights and faith-based organizations, with a commitment by all parties to turn up several times a year in support of one another's protests. For several years as AFL-CIO president, he pursued a similar game plan, investing in organizing campaigns and helping to fund labor groups that were not traditional unions, like those representing undocumented immigrant laborers.

Over time, Trumka came to wield power increasingly through relationships he had built up in Washing-

ton. While he sometimes chafed at the White House attitude toward labor under President Obama, he had a strong rapport with Biden, then vice president, and with other Obama administration officials.

Trumka also pursued a relationship with President Donald J. Trump, meeting with him at Trump Tower in Manhattan just before the 2017 inauguration and warning aides that the federation should not criticize Trump personally, only his policies, according to one aide. He eventually turned against Trump when he concluded that the efforts had largely been futile.

After Biden entered the White House this year, Trumka gained direct access to the presidency, which he used to push for top labor priorities, including the so-called Protecting the Right to Organize Act, or PRO Act. The measure would make it easier for workers to unionize by prohibiting employers from holding mandatory anti-union meetings, and by imposing financial penalties on employers for labor law violations. Biden has supported the legislation, which passed the House of Representatives in March, but it faces uncertain prospects in the Senate.

Richard Louis Trumka was born

on July 24, 1949, in the coal country of southwestern Pennsylvania, to Frank and Eola (Bertugli) Trumka. He grew up in the town of Nemaquin and went to work in the area's coal mines, following the path of his father and his grandfather. He alternated between mine work and his studies before graduating from Pennsylvania State University in 1971.

After getting a law degree from Villanova University in 1974, Trumka went

to work as a staff attorney for the United Mine Workers. In 1982, at 33, he was elected on a reform ticket to head the mine workers' union.

He is survived by his wife, the former Barbara Vidovich; their son, Richard Jr., who is general counsel of the House Oversight Committee and a nominee for the Consumer Product Safety Commission; a sister, Frances Szallar; and two grandchildren.

## Mariner vaccination priority moving front and center

*Continued from page 1*

oritized when it comes to lifesaving vaccines. They note that additional vaccines have now been authorized in various countries and more are coming on line.

On July 27, AFL-CIO President Richard Trumka said that the labor organization supports vaccine mandates for workers. He outlined the group's position during an interview on C-SPAN's *The Washington Journal*, explaining why such mandates are important.

"Yes we do," Trumka said, when asked if the AFL-CIO supports vaccine mandates. "If you are coming back into the workplace, you have to know what's around you."

Trumka's comments come as employers across the country mandate vaccinations or testing amid a rise in COVID-19 cases due to the delta variant of the coronavirus. The Department of Veterans Affairs became the first federal agency to mandate vaccines for its health care workers. President Biden also said that a vaccine mandate for federal employees is "under consideration right now." New York Mayor Bill de Blasio announced that all city employees would have to be vaccinated or undergo weekly COVID-19 tests starting September 13.

Explaining why the AFL-CIO supports vaccine mandates, Trumka said that everybody in the workplace would be jeopardized if a worker is not vaccinated. He also said it's hard to make proper accommodations if a business doesn't know if an employee has been vaccinated. He said "the best thing that can happen is a vaccination" to prevent variants of COVID-19.

"After we get everybody vaccinated in the United States, we have to help people around the world get vaccinated so that more and more variants don't start springing up and jeopardizing us and our economy, so that we don't see another shutdown like we saw last year when COVID first hit," Trumka said.

"The President has done a great job on COVID. What we need to do now is get more people vaccinated, and I think the mandate is an acceptable way to do it," he continued.

On July 30, an arbitrator ruled in favor of the American Maritime Association's (AMA) insistence that they can require all mariners sailing aboard the companies' respective vessels are fully vaccinated against COVID-19. The Seafarers' International Union (SIU) challenged the AMA's mandate by demanding expedited arbitration, primarily because they unilaterally imposed it rather than bargain over its effects with the union.

AMA companies are signatory to the union's standard freight ship and tanker agreements. Those contracts specify that with these kinds of grievances, the matter shall be referred to an impartial arbitrator whose decision shall be final and binding. The union cannot appeal the decision.

While disappointed with the arbitrator's ruling, the SIU was not necessarily surprised. Earlier in the week, the U.S. Department of Justice released an opinion letter saying there is nothing in federal law that prevents private-sector employers from requiring vaccines. That is consistent with other court decisions and developments across the country, both in the public and private sectors.

Among other points, the arbitrator said he based his decision on the unique nature of the maritime industry, including the fact that crews live together on the vessels. He cited the danger of the Delta variant, plus other recent legal rulings and opinions that support vaccination mandates. He emphasized that his decision aims to maximize safety, and also noted the complications and costs of having vessels quarantine when positive cases occur aboard ship. He acknowledged the sacrifices of mariners and their important roles as part of the essential workforce.

## Global piracy falls to lowest level in 27 years

Piracy and armed robbery at sea fell to the lowest level in 27 years in the first half of 2021, but don't let the numbers fool you, the International Maritime Bureau warns.

The IMB recently released its latest global piracy report detailing 68 incidents of piracy and armed robbery against ships in the first six months of 2021, the lowest total since 1994 and down from 98 incidents during the same period last year. While encouraging, the IMB urges caution against complacency, especially in the Gulf of Guinea which continues to pose the highest risk to seafarers.

IMB's Piracy Reporting Centre (PRC) reported 61 vessels boarded, four attempted attacks, two vessels fired upon and one vessel hijacked. Despite an overall decline in reported incidents, violence against crews continued with 50 crew kidnapped, two assaulted, one injured and one killed throughout the first half of 2021.

Gulf of Guinea — The Gulf of Guinea continues to be particularly dangerous for seafarers with 32 percent of all reported incidents taking place in the region, according to IMB. The region accounted for all 50 kidnapped crew and the single crew fatality recorded by IMB Piracy Reporting Centre during the first half of 2021.

The number of kidnappings recorded in the Gulf of Guinea in the second quarter is the lowest since Q2 2019, but pirates continue to target all vessel types throughout the region. IMB warns that fishing vessels have been hijacked and later used as mother ships to target other merchant vessels.

In early June, a bulk carrier was ap-

proached by a skiff with six pirates while transitioning through the region at around 210nm off the coast of Lagos. In early June, a bulk carrier was approached by a skiff with six pirates while transitioning through the region at around 210nm off the coast of Lagos.

Singapore Straits — The Singapore Straits recorded 16 incidents in the first six months of 2021, compared to 11 during the same period in 2020. The IMB notes that these attacks appear to be opportunistic in nature, but the organization warns that in seven incidents the perpetrators were armed with knives. In three separate incidents, seafarers were reported to have been either threatened, assaulted or injured.

Peru — At the Callao Anchorage in Peru, shipping has seen a two-fold increase in the number of incidents compared to the last two years, with nine incidents reported in total for 2021. There were four incidents in Q2 2021 and knives reported in three cases.

The IMB says perpetrators in the region possess the capacity to carry out violent attacks with two separate incidents of crew being taken hostage and assaulted so far in 2021.

Manila Bay — Vessels are also advised to take precautionary measures while anchored in Manila Bay, Philippines, as four incidents were reported to IMB for Q2 2021.

The IMB continues to advise ships to maintain anti-piracy watches while transiting areas of high risk and report all piracy and armed robbery incidents, including suspicious movements of boats and skiffs, to the IMB Piracy Reporting Centre (IMB PRC) in Kuala Lumpur, Malaysia.

## Court allows NCLH to use vaccine passports in Florida

On August 7, a federal judge ruled in favor of Norwegian Cruise Line Holdings (NCLH) in a case against the State of Florida, issuing an injunction to block Florida's ban on vaccine passports. Last month, the company filed suit in the U.S. District Court for the Southern District of Florida in a bid to overturn the state's ban on vaccine passport requirements. In an emergency order issued in April, DeSantis forbid businesses in Florida from "requiring patrons or customers to provide any documentation certifying COVID-19 vaccination...to gain access to, entry upon, or service from the business." The state later codified the order into law, and state officials have interpreted the ban to apply to international cruise ship operations homeported in Florida.

In July, NCLH asked the court to grant a preliminary injunction to block the state's ban so that it could move ahead with its sailings from Florida seaports.

The firm seeks to use vaccine passports to exceed compliance with CDC rules for the resumption of cruising, attain a 100 percent onboard vaccination rate, and meet requirements at ports of call. It has promised that it will not sail from Florida if the law remains in place, and it has threatened to leave the state altogether.

NCLH's attorneys noted that Florida has an active COVID-19 outbreak, and it currently ranks among the top ten states nationwide for cases per capita. "It's scary what is happening in Florida. Florida is a hot spot. All we're doing is trying to protect our staff and passengers," said NCLH attorney Derek Shaffer.

Judge Kathleen M. Williams agreed with NCLH and issued a temporary injunction to suspend the state law. In particular, she pointed to the need for NCLH to show compliance with vaccine requirements at other ports of call.

# WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 89 jobs in July:

Four APL and three Matson ship-board billets were filled, along with two Shore Mechanics and 15 Relief Shore Mechanics. 24 applicants worked standby jobs and one shipped out this past month. The registration list numbers 29 A-, 19 B- and 13 C-seniority members.

Cargo movement is slowing down again as the COVID case numbers are raising. Strict adherence to mask wearing and proper practices advised by the local authorities, as well as a little common sense is mandatory...wash your hands! This includes the hall. No more Pineapple Run out of here for Matson for now due to new quarantine guidelines from ports that we call at. If joining a Matson ship here, you must not have visited any of the following countries in the previous 35 days before dispatch: India, Pakistan, Nepal, Bangladesh, Sri Lanka, Myanmar, Thailand, Philippines or Cambodia.

The *MV President Eisenhower* is still under repair and tied up in San Pedro, we have a few members working on her while she is here, in addition to the regular MFOW crew onboard. APL vessels have been on time here.

The Gang at Fenix Marine Services is still on a 24/7 schedule with three shifts. Foreman Ken Justice, #3678, is still on break and the gang is run by Relief Foreman Mike Robles, #3855. We shipped quite a few reliefs down to the shop this past month. So if you are in town, make the job calls and we can put you to work.

I had a two-week vacation from the hall this past month. My relief was provided by Vice President Deyne Umphress, #3899. He kept the Wilmington hall running, and miraculously I could still find my stuff when I got back to work. Thank you very much, Deyne; I appreciate your time and effort on my behalf. For your information, I didn't go anywhere due to COVID travel restrictions. But I enjoyed my time off just the same.

The Los Angeles/Long Beach Labor Day March will be held off this year again due to the constraints that a gathering as large as ours would present. So in an abundance of caution, the committee agreed to have a food drive-

thru giveaway as we had in 2020. The food will be provided by the Los Angeles Food Bank and will be distributed from 0900 to 1200 on September 6 at Banning Park. Sponsors for this event are County Supervisor Janice Hahn, County Supervisor Hilda Solis and City Councilman Joe Buscaino; along with the Los Angeles County Federation of Labor, Miguel Contreras Foundation, South County Labor, Labor Community Services and the Los Angeles/Long Beach Labor Coalition. Pass this date on to the families who need the assistance at this time.

The *SS Lane Victory* moored at the end of Miner Street in San Pedro is still being worked on. The main project in the engine room is the distilled tank. Turn-to is Saturday at 0900. As always, volunteers are very much appreciated. Don't forget to bring your flashlight.

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

Aloha,  
**Sonny Gage**  
Port Agent

## HOWZ SHIPPING?

July 2021

### San Francisco

Electrician.....	2
Junior Engineer (Day).....	1
Oiler.....	2
Wiper.....	1
Shore Mechanic.....	1
Standby Electrician/Reefer.....	16
Standby Wiper.....	3
<b>TOTAL .....</b>	<b>26</b>

### Wilmington

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day).....	3
Shore Mechanic.....	16
Standby Electrician/Reefer.....	23
Standby Wiper.....	43
<b>TOTAL .....</b>	<b>89</b>

### Seattle

Electrician/Reefer/Jr. Engineer.....	2
Wiper.....	1
Standby Electrician/Reefer.....	8
Standby Wiper.....	1
<b>TOTAL .....</b>	<b>12</b>

### Honolulu

Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer (Day).....	1
Wiper.....	3
Shore Mechanic.....	2
Standby Electrician/Reefer.....	34
Standby Wiper.....	32
<b>TOTAL .....</b>	<b>80</b>

# HONOR ROLL

**Voluntary donation to General Treasury — July 2021:**  
Edward Tokarz, #3770.....\$ 50.00  
Eric White, #3925.....\$100.00

## Regular membership meeting dates 2021

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

## 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**

# HONOLULU NOTES

The Honolulu Hall dispatched a total of 80 jobs for the month of July: 13 were steady jobs and six of the 13 steadies were open board jobs. I also dispatched 34 Standby Elect/Reefer jobs and 32 Standby Wiper jobs.

Presently the Honolulu registration list has 13 "A" seniority members, 6 "B" seniority members, and 7 "C" seniority members.

I represented the MFOW at the AFL-CIO Executive Board meeting and attended the Honolulu Sailors' Home board meeting. The Honolulu Maritime Port Council Board is taking its usual summer break.

I want to thank those members who have stepped up to fill open board jobs. These are billets that they have never sailed before now. In July alone, there was Anthony Zarriello, 2nd Electrician, *Soderman*; Rogelio Rivera, Reefer, *President Truman*; Anthony Grace, Jr., Reefer, *Herodote*; Michael Bane, Electrician, *Red Cloud* (second time out as Electrician). Also, earlier in the year, Cuyler Yogi, Electrician, *Cape Texas*; Eric Hermano, Electrician, *Cape Trinity*; and a new member, but old time electrician, Raymond Orosco, took the open board *Maunalei* as Electrician. He finished that job and then went right back out taking the open board *Cape Victory* Electrician.

I also want to thank you old-timers for helping the new members learn the different jobs; on-the-job training is so valuable. The classes and study books help, too, but members helping members is the way to go.

I remember receiving help from MFOW member Jerry Lee, #3595, Watch Jr. Engineer on the *SS Lihue* and Jose Vasquez, #3350, Day Jr. Engineer on the *MV Manoa*; they helped me as a greenhorn Wiper.

Later Charlie Palk, #3570, helped me with being a Watch Jr. Engineer on numerous ships. I remember Paul Yancik, Reefer on the *RJ Pfeiffer*, throwing me a reefer book. He told me to read it and then he would test me on every chapter; I didn't even ask him for help. Dan Malo, #3731, Reefer, *Matsonia*, helped me not to get fired as a first-time Electrician. David Kaupiko, an AB from the SUP (shoreside electrician) helped me with electrical troubleshooting. Scanlon Henneberry, #3717, was the best reefer instructor ever. I'm forgetting many more members that helped me through the years but thank you all. This is a great union because of members like the guys that I have mentioned above. Lifting up your union brother makes the whole union stronger.

**Mario Higa**  
Port Agent

# SEATTLE NOTES

During the month of July Seattle shipped two ERJs, one APW, seven Standby Reefers and one Standby Wiper. Seattle currently has 11 A-, 13 B- and two C-seniority members registered for shipping.

The *MV Maunalei* is now on the Alaska run filling in for the *Matson Tacoma* during its shipyard rotation. This past month three Standby Wipers went

unfilled. There will be two ships every other week, and it is imperative that we crew the standby work being requested. *Maunalei* crew will be arriving at their STCW rest limits and will need the required rest period.

Respectfully,  
**Brendan Bohannon**  
Representative

## POLITICAL ACTION FUND

### Voluntary donations for July 2021:

Joey Pineda, #3954.....	\$100.00
Judith Moore (in memory of Jerry Kimball, P-2543).....	\$1,000.00
Ahmed Munassar, #3934.....	\$55.00
Aaron Jones, #3944.....	\$100.00
Edgardo Guzman, #3905.....	\$100.00

## Benefits paid during July

<b>Death Benefits</b>	
James Upchurch, P-2666	\$1,500.00
<b>Burial Benefits</b>	
Raymond Salmonson, P-2630	\$1,000.00
Chester Edgar, P-2464	\$1,000.00
<b>Excess Medical</b>	\$1,326.08
<b>Glasses and Examinations</b>	\$400.00

## 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