



THE MARINE FIREMAN

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



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Happy Holidays

*The officials,
Headquarters and
Welfare Office staff
wish Season's Greetings
and
Happy Holidays to
all M.F.O.W. members,
families and friends.*

Halls to close — holiday schedule

The MFOW hiring halls will be closed in observance of the following contract holidays:
Christmas Day (December 25) – observed on Monday, December 27
New Year's Day (January 1) – observed on Monday, January 3, 2022

The MFOW hiring halls in San Francisco, Wilmington and Seattle will also be closed in observance of the following ILWU holidays on the West Coast, which are therefore recognized MFOW holidays aboard APLMS and Matson vessels in Pacific Coast ports:

Christmas Eve - Friday, December 24
New Year's Eve - Friday, December 31

For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice. The Honolulu hall will close at noon on Christmas Eve and New Year's Eve.

Members are reminded that no shipping cards will be stamped at the regular business meetings immediately preceding and following the holidays.

Jack Hall Day — Jack Hall Day (January 2) is an ILWU Local 142 holiday in Hawaii and will be observed by the Honolulu hall in accordance with local custom and practice.

The Marine Fireman

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Progress at reducing Southern California port congestion

The efforts to enhance the movement of goods along the supply chain and specifically to reduce the backlogs at major U.S. ports are showing progress, according to a report from *The Maritime Executive*. After weeks of reports about the congestion, carriers, shippers, retailers and the ports all agree that they see progress. Further efforts are planned to continue to build this momentum bring the velocity and fluidity back to the American supply chain.

President Joe Biden met virtually on November 29 with leaders for the retailing industry, as well as American manufacturers, and representatives from the ports task force, for an update on the situation. America's largest retailer, Walmart CEO Doug McMillon highlighted the progress resulting from the efforts of the Biden-Harris Port Task Force. He told the group that Walmart has seen overall a 26 percent improvement in the movement of imports and specifically a 51 percent improvement in his company's throughput at the Southern California ports over a four-week period.

The Port of Los Angeles and the Port of Long Beach separately reported that they continue to see progress. For the fourth time the two ports announced they would again postpone their planned fee on long dwell containers. In a joint announcement, the two ports said that since the fee was announced on October 25, there has been a combined decline of 37 percent in aging cargo on the docks.

The Southern California ports said they will continue to reassess implementation of the fees after another week of monitoring data. However, they believe the efforts undertaken by all the parties and the threat of the fees has helped to get containers moving faster out of the ports. They also highlighted the use of extended hours and incentives for truckers.

To keep the momentum growing, shipping giant CAM CGM Group also announced a new 90-day effort starting December 1 to provide an early container pickup incentive at the ports of Los Angeles and Long Beach. It became effective on December 1 and will continue for 90 days, to improve the fluidity of the largest import gateway in the United States.

The incentive will be provided to the

importers that pick up their containers via merchant haulage from all the terminals in Los Angeles and Long Beach in the first eight days, with the intent that they will use it to offset costs incurred by tensions on their supply chains. The incentive will be: \$100 per container for daytime pickup from Monday to Friday, and it increases to \$200 per container at night and on weekends. CMA CGM reports its commitment could exceed \$22 million over 90 days.

The carrier also highlighted that it has added 14 extra loaders and increased the number of available chassis by five times since the beginning of the pandemic. CMA CGM is also deploying a full range of solutions to meet the demand, including an increase in capacity up to 16 percent to and from the United States in the coming months.

At the Port of Oakland, they also reported some progress after a dramatic decline in volumes in October, which they blamed on the congestion at the Southern California ports. Oakland said that some carriers diverted ships directly to Asia, bypassing Oakland, following

Chinese data law adds to global shipping disruption

Ships in Chinese waters are disappearing from tracking systems following the introduction of a new data law in China, frustrating efforts to ease bottlenecks that are snarling the global economy, according to three shipping sources directly impacted. China's Personal Information Protection Law, which came into effect on November 1, has added to a raft of new rules designed to increase government control over how domestic and foreign organizations collect and export China's data.

Although there are no specific guidelines on shipping data in the regulations, some domestic providers in China have stopped giving information to foreign companies as a direct consequence of the new rules. The data is relied upon to provide information on cargo volumes and helps optimize logistics by predicting congestion so companies can make key decisions on shipping routes.

MarineTraffic, a global provider of ship tracking and maritime intelligence, is among those foreign companies now experiencing gaps in vital shipping location data from China, where much of the world's supply of manufactured goods and some industrial commodities come from. The Automatic Identification System (AIS) provides the location positions on ships. It is used by other vessels, ports, and many other organizations from banks and traders to search and rescue operations.

From October 28 to November 15, the level of terrestrial shipping data

the crippling delays at Los Angeles and Long Beach. As a result, 43 percent fewer ships stopped in Oakland in October 2021 than they did in October 2020.

Even though Oakland did not have the long delays at other ports, they reported a 20 percent decline in total cargo volume in October, including a 14 percent decline in imports and 27 percent for exports. Through the first 10 months of 2021, Oakland's total cargo volume is up nearly two percent.

Oakland, however, agrees that the congestion situation and operations along the supply chain appear to be improving. The port stated that shipping lines have begun restoring Oakland vessel services suspended earlier in the year, with 61 ship calls last month, compared to 54 in September. An even larger number of vessel arrivals are expected for November.

The White House and the participants in last month's conference said that despite the progress the focus needs to remain on improving operations and making longer-term investments in the supply chain to manage future surges.

across all Chinese waters was estimated to have dropped 90 percent according to one source. Two other sources put the drop in terrestrial AIS data at up to 45 percent in recent days.

An official with the Guangdong Maritime Safety Administration told Reuters that AIS rules were set by the department's headquarters in Beijing. Calls to the Maritime Safety Administration's Beijing office were not answered. Other Chinese officials did not immediately respond to requests for comment. A spokesperson with U.N. agency the International Maritime Organization, which adopted global AIS regulations, had no comment when contacted.

The AIS information is taken from continuous transmissions and although it can be collated using satellite data, for heavily congested areas or places where frequent updates are needed, terrestrial data is required. It was unclear how AIS users will be able to keep tabs on shipping movements if the data gaps continue.

The lack of tracking capability comes at a time when COVID-19 has already exposed the fragility of global supply chains used for everything from food to fashion. The surge in demand for goods and shortage of containers has created port disruptions around the world, which makes the AIS data even more important to determine schedule times for shipments from key suppliers in China.

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MM&P warns of supply chain risks from overworked Panama Canal workers

The International Organization of Masters, Mates & Pilots (MM&P) is warning of risks associated with maneuvering neo-Panamax ships through the expanded Panama Canal. As the U.S. and the rest of the world grapple with supply chain bottlenecks, the MM&P says careful consideration should be given to front-line workers in every sector of transportation who are often treated as disposable despite their essential duties.

The tugboat operators responsible for maneuvering enormous neo-Panamax vessels through the expanded Panama Canal locks, which opened in 2016, are a case in point. The union says Panama Canal workers are being forced to per-

form their jobs under increasingly hazardous conditions, a situation that puts the world's supply chains at growing risk.

The hazards faced by canal workers stem primarily from a well-documented design issue of the expanded canal, which has given rise to a much more labor-intensive process for transiting vessels compared to the old, existing locks. In the old locks, electric-powered locomotive "mules" run on tracks along the lock chamber sidewalls and utilize mooring wires and tension winches to maintain the position of transiting ships. In the new locks, however, tugboats are continuously required to safely position vessels in transit. This puts great strain

on the tugboat operators who are at the controls of their tugs, often for many hours without relief, throughout the entire transit. In one incident in 2017, the *USCGC Tampa* was reportedly struck by one of the tugs after the tug captain fell asleep on the job.

According to the union, the numbers tell the story. The lock chambers in the new canal are 1400 feet long. Ships of up to 1215 feet in length are approved for transit. Each of the two tugs that are now required—one on the bow and one on the stern of each transiting vessel—average 90 feet in length. There is no room for error.

Twelve-hour daily work shifts are the norm, that the tugboat operators must commute to and from their jobs through

heavy traffic and that their weekly schedule is a minimum of five days in a row on duty, says the union. Such a schedule is exceedingly difficult to maintain, even in the best of times. In the pandemic, the situation has become untenable.

The warning from the MM&P comes as the Panama Canal Authority recently reported record annual tonnage in its 2021 fiscal year, with the waterway transiting 516.7 million Panama Canal tons, an 8.7 percent increase compared to the FY2020 and 10 percent above the tonnage registered in FY2019, the last pre-pandemic fiscal year. The waterway serves as a critical shortcut for U.S. East Coast-bound containerships along with U.S. energy exports to Asia, including oil and natural gas, among other sectors.

Panama Canal plans to charge greenhouse gas fee

The Panama Canal Authority is set to become one of the first governmental entities in the world to charge ship owners a fee for their vessels' greenhouse gas emissions. Speaking at a conference in Cartagena, Colombia, on November 30, Panama Canal Administrator Ricaurte Vásquez Morales announced that the authority is going to implement a new Green Vessel Classification system, which will include a new Greenhouse Gas Emissions Fee.

The Canal has long offered a carrot incentive for green shipping in the form of a points system, allowing cleaner vessels to progress up the canal's customer rankings more quickly. However, the newly-announced fee appears to go one step further: a GHG charge would create a small financial penalty for the operators of higher-emitting vessels.

Under the new scheme, the Canal will classify all ships over 125 feet in length using an energy efficiency ranking. It will incorporate three factors: the ship's EEDI score; operational efficiency measures during transit, such as the use of bow thrusters; and the use of zero-carbon or carbon-neutral fuels. According to the authority, these factors could reduce emissions during a canal transit by 20-100 percent. The fee amounts have not yet been announced, and the authority says that it is in talks with ship owners about how the new system would work in practice.

The Canal is making its own effort

to cut carbon. It plans to buy 10 hybrid-powered tugs for a 20 percent emissions savings on towing operations, invest in a fleet of electric vehicles and consolidate its facilities, which would produce a 33 percent savings.

The Panama Canal is itself uniquely vulnerable to climate change. Its operations are dependent on the water level in Gatun Lake, which also supplies the drinking water needs of the local population. The country has been hit by repeated droughts in recent years, and temperature rise has raised the rate of evaporation from the lake by about 10 percent. The U.S. Army Corps of Engineers has agreed to consult on new water-management infrastructure, and the Canal plans to spend up to \$2 billion on this and other climate-adaptation projects.

In 2019, extreme drought conditions forced tough choices about draft restrictions on canal transits. The cycles of low rainfall are associated with El Niño events, which climate scientists expect to see more frequently in the future.

The government of Panama was one of the IMO member states supporting the International Chamber of Shipping's proposal for a \$2 per ton global bunker fee at IMO MEPC 77. Though this measure was unsuccessful at MEPC, the Canal will still be able to implement its own unique carbon fee for a large fraction of global shipping while it waits for IMO to discuss de-carbonization.

MARAD approves Port of Guam for federal grant

Last month, the U.S. Maritime Administration (MARAD) awarded over \$17 million for significant upgrades to the Port of Guam. The Department of Transportation and MARAD announced that the port has been approved for the funds under the Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grant.

The money will ensure the sustainability of Guam's port infrastructure and secure the island's capacity to receive over 90 percent of all imported goods. Grant funding is \$17.9 million and estimated total project costs will total \$22.4 million.

The project will rehabilitate and structurally enhance wharves F1 through F6, the primary wharves at the Jose D. Leon Guerrero Commercial Port of Guam, to support ship-to-shore cranes. It will specifically address the sheet piles and concrete cap spalling

at the face of the port's F2, F3, F4 and F6 wharves as well as the deteriorating structure of the port's F1 Fuel Pier.

The proposed structural repairs would enhance the capacity of the existing berths to potentially withstand an earthquake and reduce the likelihood of liquefaction by fixing existing deficiencies of the multiple sheet pile walls throughout wharves F1 – F6. The repairs would also reduce the potential for a catastrophic failure by lateral impact of a vessel to any of the existing walls.

The project connects Guam's economy to the rest of the world, serving as the gateway to Asia and the Western Pacific for large carriers bringing goods to and from the U.S. mainland.

Repairing and maintaining Guam's only commercial port will ensure the residents and indigenous population will continue to have access to the port's services.

Sea piracy and armed robbery incidents at lowest level in decades

The ICC International Maritime Bureau (IMB) has reported the lowest number of reported piracy and armed robbery incidents for the first nine months of any year since 1994. IMB's latest global piracy report recorded 97 incidents of piracy and armed robbery for the first nine months of 2021 — the lowest level of reported incidents since 1994. In 2021, IMB's Piracy Reporting Center (PRC) reported boarding of 85 vessels, nine attempted attacks, two vessels fired upon and one vessel hijacked.

Reported incidents are down to their lowest level in decades, but violence against seafarers has continued with 51 crew kidnapped, eight taken hostage, five threatened, three injured, two assaulted and one killed, according to the latest IMB statistics. While the reduction of reported incidents is a welcome, IMB PRC warns that seafarers must remain vigilant as violence against crew remains high in many areas of the world.

Gulf of Guinea — The Gulf of Guinea region recorded 28 incidents of piracy and armed robbery in the first nine months of 2021, in comparison to 46 for the same period in 2020. Most notably, Nigeria only reported four incidents in the first nine months of 2021, in comparison to 17 in 2020 and 41 in 2018. Crew kidnappings in the region have dropped with only one crew member kidnapped in the third quarter 2021, compared to 31 crew members taken in five separate incidents during the third quarter 2020. All third quarter incidents in 2021 were also against vessels at port anchorages whilst the average successful kidnapping location in 2020 was approximately 100 nautical miles from land.

The overall reduction of piracy and armed robbery incidents in the region is

a testament to enhanced maritime security and response coordination measures adopted by regional and national authorities, according to IMB. Despite these gains, IMB warns that the risk to crew remains high in the region and that such efforts must therefore be sustained.

Singapore Straits — The Singapore Straits reported 20 incidents of armed robbery — the highest number recorded since 1991. Reported incidents in the Singapore Straits are up from 15 in 2020 and just one incident in 2019. These attacks are low-level and opportunistic in nature, but IMB warns that the perpetrators pose a direct threat to seafarers and vessels underway. In four incidents, crew were threatened, assaulted, or injured.

Peru — The Callao Anchorage in Peru is another area that has witnessed an increase of piracy activity with 15 reported incidents in 2021 — the highest number since 1991. As with the Singapore Straits, these incidents are low-level thefts with knives being reported in 60 percent of the incidents. Attackers in the region possess the capacity to carry out violent attacks with three crew taken hostage and a further one each assaulted or threatened during the first nine months of 2021.

Indonesia — The IMB PRC reported a noticeable reduction in the number of reported incidents in Indonesian waters with only six low-level incidents reported in the first nine months of 2021, compared to 23 incidents during the same period in 2020. This is the lowest total of reported piracy and armed robbery incidents in Indonesian waters since 1993. The report commends the policies and proactive response measures implemented by the Indonesian Marine Police informed IMB PRC reporting.

New maritime high school opens at Puget Sound

A new high school in Des Moines, Washington aims to prepare young people for careers in the maritime industry, which faces a shortage of workers. Highline Public Schools held a virtual grand opening ceremony last month for its Maritime High School, which will start accepting applicants in January.

The new program partners with the Northwest Maritime Center, the Port of Seattle and the Duwamish River Coalition to give students hands-on training and access to potential employers. The program is modeled in part on the district's Raisbeck Aviation High School, which prepares students for careers in the region's vast aerospace industry.

A shortage of maritime workers is often blamed for port congestion and disruptions for travelers, although there are many other contributing factors causing these problems. Washington State Ferries has been canceling runs and delaying sailings, blaming crewing shortages.

"It is one of the great ironies that, at the same time we have so many people struggling economically, given the economic inequality that we have in this country, we also have a ton of industries that can't find the workers they need to do their jobs," U.S. Representative Adam Smith (D-Washington) said during the ceremony.



By Anthony Poplawski

Chalk up another strange year with plenty of twists and turns as the pandemic continued to make it difficult to man the ships in a normal fashion. I would like to thank the rank-and-file members who understood the challenges we faced and who stepped up to the plate to man the ships under trying circumstances.

The key component to the organization's success is jobs under contract that pay good wages and generate man day contributions to the pension, health and welfare, and training funds. We have had some difficulty in providing reliefs lately (holiday season, required vaccines and a stubborn employer who is hell-bent on rejecting mariners), but this too shall pass.

Winding down to the end of calendar year 2021, MFWO Headquarters officials and staff are busy with the extra administrative duties that are inherent to this part of the season. Looking forward to 2022, hopefully out from under the pandemic cloud.

MEETINGS

MTD — On November 10, I attended the San Francisco Bay Area and Vicinity Port Maritime Council, Maritime Trades Department, AFL-CIO meeting aboard the SS *Jeremiah O'Brien* at Pier 45. Port Maritime Council President Dave Connolly reminded the delegates that nominations for office were in order. The following candidates were nominated and elected by acclamation as there were no competing candidates:

- President — Dave Connolly, Sailors' Union of the Pacific
- Vice President — Anthony Poplawski, Marine Firemen's Union
- Sec-Treasurer — Nick Celona, Seafarers' International Union
- Trustee — Larry Mazzola, Jr., Plumbers and Pipefitters Local 38
- Trustee — Marina Secchitano, Inlandboatmen's Union

CMTS — On November 22, I participated in a webinar hosted by the U.S. Committee on the Marine Transportation System (CMTS). The meeting was called to present the results of the Mariner Mental Health Needs during COVID-19 survey. The study was conducted independently by Dr. Marissa Baker, Assistant Professor and Industrial Hygiene Program Director at the University of Washington. The survey

asked mariners a variety of questions about COVID-19, mental health, and their experiences and feelings when aboard a vessel during the worldwide pandemic. The survey enrolled participants from January 22 through May 31, 2021 and collected information in a confidential manner. No mariner identification data was collected.

The study was supported by the Centers for Disease Prevention & Control, and the CMTS COVID-19 Working Group (C-19 WG). The Ship Operations Cooperative Program also supported the project to enhance the mental well-being of U.S. mariners.

C-19 WG has published a list of mental health resources for mariners. For more information, go to www.CMTS.gov.

MARAD — On November 23, on the invitation of Acting U.S. Maritime Administrator Lucinda Lessley, I participated in a webinar with maritime labor and government to discuss actions being taken in response to recent allegations of sexual assault and sexual harassment aboard U.S.-flag vessels. This was a follow-up to an October meeting that was prompted by an anonymous blog post by a U.S. Merchant Marine Academy cadet alleging sexual assault during a previous training cruise.

On November 24, the U.S. Department of Transportation and MARAD released a new report titled, "Organizational Assessment of the U.S. Merchant Marine Academy: A Path Forward" and an accompanying implementation plan prepared by the National Academy of Public Administration. These documents can be found on the MARAD website.

HOLIDAY BENEFIT

Since 1990, the MFWO and SUP Welfare Plans have co-sponsored holiday luncheons at the various ports for participants of the respective plans and invited guests. The luncheons have been well-received by members, pensioners and guests as a chance to socialize during the holiday season.

Last year we cancelled the luncheons due to coronavirus pandemic gathering restrictions and social distancing requirements in each locality. After discussion with SUP President and Welfare Plan Trustee Dave Connolly, we have decided to cancel the luncheons this year for the same reasons. We look forward to resuming the events in 2022.

OFFICIALS' PAY INCREASE

For several years, the MFWO Board of Trustees have recommended, subject to membership approval, a salary increase for the officials and Headquarters custodian based on the average pay increase per billet under the commercial fleet and shore maintenance contracts. The average pay increase for commercial fleet and shore maintenance billets in 2021 equaled two (2.0) percent. I recommend a two (2.0) percent salary increase for the officials and Headquarters custodian effective on the payroll period that begins on Thursday, January 6, 2021.

On behalf of the MFWO officials and staff, I wish to take this opportunity to extend Season's Greetings to all members of the Union and their families.

Requirements for Electro-Technical Rating reduced

Earlier this year, the Coast Guard announced changes to the guidelines for qualification for the STCW Endorsement as Electro-Technical Rating (ETR) on vessels powered by main propulsion machinery of 750 kW/1,000 HP or more. The change indicates that the Coast Guard will allow mariners to qualify for an STCW endorsement as ETR without completing approved training for high voltage systems or computer systems and maintenance.

The Coast Guard will not enforce the requirement for approved courses in Computer Systems and Maintenance or High Voltage Systems for an ETR endorsement because it places a higher training burden on U.S. mariners compared to what is required of the international maritime workforce for a similar endorsement. The time and cost for a mariner to complete these courses outweighs any benefit the course would provide because the mariner does not use this knowledge and proficiency in their ETR capacity. The Coast Guard determined the training requirements go beyond the skillset necessary and the level of responsibility associated with an ETR endorsement, and thus is unnecessary and overly burdensome.

There are no approved courses for the Electro-Technical Rating. The rating is obtained through sea time and assessment. The Coast Guard assessment tables for ETR can be downloaded from the MFWO website at www.mfoww.org under "downloads."

The table below details the current requirements to obtain the ETR endorsement:

STCW ELECTRO-TECHNICAL RATING 750kW/1000HP OR MORE

General Requirements	Reference: 46 CFR	✓
Must have U.S. Citizenship.	10.221	
Must be at least age 18.	12.611	
Medical Certificate requirements: <ul style="list-style-type: none"> • Original – Must hold a valid Medical Certificate or be approved for Medical Certificate. • Renewal, ROG, New Endorsement – Must hold an unexpired Medical Certificate or submit a Medical Certificate application. 	10.301/10.302	
Must hold or qualify for a national endorsement as QMED or Wiper	10.232 NVIC 24-14	
Sea Service Requirements	46 CFR 12.611	
Option 1: 360 days of seagoing service that includes training and experience associated with engine-room watch-keeping functions and involves the performance of duties carried out under the supervision of an engineer officer, electro-technical officer, or a qualified STCW engine rating, OR	NVIC 24-14	
Option 2: Proof of successful completion of a Coast-Guard approved or accepted program, which includes not less than 180 days of approved seagoing service, OR		
Option 3: Hold STCW as Able Seafarer Engine and a national endorsement as Electrician, Electrician/Refrigerating Engineer, or Junior Engineer will qualify for ETR upon completion of Standard of Competence specified in Table A-III/7 of the STCW Code		
Assessments		
Provide evidence of meeting the Standard of Competence specified in Table A-III/7 of the STCW Code. (Unless included in approved program)	12.611 NVIC 24-14	
Approved Training	46 CFR	
Valid Basic Training	12.602	

Note 1: The training requirements of Computer Systems and Maintenance or High Voltage Training were removed with Change 3 NVIC 24-14 on August 26, 2021.

Note 2: Seagoing service is considered to be service on board a vessel that is relevant to qualification for ETR. The Coast Guard will accept service in the engine department of ocean, near-coastal, Great Lakes, or inland vessels of at least 750 kW/1,000 HP as being relevant to ETR. Mariners may also acquire service on vessels of less than 750 kW/1,000 HP by providing evidence that their service included duties relevant to the ETR endorsement.

VICE PRESIDENT'S REPORT

Well, we made it to another holiday season, ladies and gents. So there's a new version of you-know-what out now, and San Francisco had the winning lottery ticket in the form of the first confirmed case. I really hope that this COVID character isn't trying to keep up with Apple's roll-out of new iPhones. Like, "Hey! New year, new product! Same thing with a new feature or two!"

That is not an annual event that I'll be looking forward to; please cancel my subscription immediately. Cancel everyone's while you're at it. We're all very weary and are ready to move on from this. In the meantime, the Marine Firemen's Union will carry on through adversity as we always have and continue to do.

Shipping has been rough lately as far as finding reliefs are concerned. The perfect storm of the vaccine requirement and the holiday season has reared its ugly head, and many dispatched members are concerned about when they will go home. If you're looking for work, look no further. Seems like there are open jobs, from entry level all the way up to the commercial Electrician billets. This is one of those times where I wonder if I made the right choice running for office. Working through the holidays never bothered me, and I'd always take whatever was hanging on the board. We need more of that right now. It's the only thing on my wish list this Christmas.

I was honored to attend the annual Thanksgiving luncheon hosted by the SIU at their Oakland hall. It was an interesting event, which brought together many leaders and representatives in the maritime industry, not to mention a

few political figures. My efforts to look like less of a youngster fell flat when I didn't touch my food and had cookies for lunch. This was only my second official outing since I took office. Thanks for the invite and the opportunity to break the monotony.

There is an issue that I've been observing lately that needs to be addressed: quitting without a relief. I'm not sure where this practice began, but it needs to end. When I started out, the old timers told me there was no quitting without being properly relieved. At the time, I didn't know the myriad of reasons as to why the practice was frowned upon. I do now as a union official.

Sailing shorthanded places a burden on the remaining crew members to make up for the vacancy. Manday contributions are lost. A great paying job goes vacant for a voyage or until a member can join the vessel. Extra paperwork must be filed with the USCG. The MFOW's reputation of being a reliable labor source takes a hit. The list goes on and on. Mariners are lauded for their grit; try to show a little more of it.

That's all I got for ramblings this month. Expecting a breakout for the *Cape Horn* in addition to the many billets we need filled at our hiring halls. The *Dakar* is slated to crew up in January as well. Stay safe during the holidays, everyone. Remember to take a step back and see the big picture before you go pointing fingers. If you get a lump of coal in a few weeks, you're doing something wrong.

Fraternally,
Deyne Umphress

\$30 million in fake designer bags, clothes seized at San Pedro Bay ports

Officers at the ports of Los Angeles and Long Beach seized more than 13,000 counterfeit designer items from a recent Chinese cargo shipment, U.S. Customs and Border Protection (CBP) said, warning holiday shoppers not to get duped. The shipment seized in November had fake Gucci, Chanel, Fendi, Yves Saint Laurent and Louis Vuitton bags, shirts and pants, according to the agency. Had they been genuine, the seized items would have a combined retail price of more than \$30 million, CBP said. There were 13,586 products in total.

After the port seizure, officials warned holiday shoppers about the risks of buying counterfeit goods. Officials said the rise of e-commerce has made it easier to hide behind seeming-

ly legitimate listings on well-known websites. Last year, CBP seized 26,503 shipments nationwide containing counterfeit goods, together estimated to be worth nearly \$1.3 billion had they been genuine.

The agency offered shoppers these tips to make sure they don't accidentally buy counterfeit goods:

- Buy the item directly from the trademark holder or from authorized retailers.
- When shopping online, read seller reviews and check for a working U.S. phone number and address that can be used to contact the seller.
- Remember that if the price of a product seems too good to be true, it probably is.

Reefer container freight rates expected to accelerate in 2022

According to Drewry's recently published Reefer Shipping Forecaster, reefer container freight rates are forecast to be expected through 2022, outpacing earlier forecasts as well as expectations for dry container freight rates, as reefer traffic recovers from a flat 2020 and container vessel slots remain scarce.

Drewry's Global Reefer Container Freight Rate Index, a weighted average of rates across the top 15 reefer intensive deep-sea trade routes, rose 48% percent

over the year to the third quarter 2021 and by the end of the fourth quarter 2021 these gains are expected to reach as much as 55 percent.

Booming reefer freight rates are following in the wake of the dry cargo sector, as operators realign risk/revenue expectations for refrigerated cargo in line with more inflated system costs and operational challenges, such as extended dwell times at trans-shipment ports and longer container equipment cycle times.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for November 2021:

MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer*, delegate REJ David Ebanks, #3824; an additional REJ was added to assist with reefer cargo to Hawaii (aka Christmas tree run), no beefs. *MV Manoa*, delegate ERJ Moses Bell, #3771; also had an additional REJ to assist with reefer cargo, no beefs.

On the Pacific Southwest triangle run: *MV Lurline*, delegate REJ Dale Cunningham, #3597, had mentioned engine exhaust was getting inside the ship through the AC system on deck, which is now being redirected; shipped an ERJ for time up. *MV Mokihana*, delegate REJ Edward Tokarz, #3770, no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President Cleveland*, ERJ Aaron Jones, #3944, no beefs.

MV President Wilson, delegate ERJ Alex Reyer, JM-5336; an REJ, DJU and Wiper were shipped for time-up. *MV President F.D. Roosevelt*, delegate REJ Randy Fogle, JM-5133, no beefs; an additional REJ was shipped to assist with reefer cargo. *MV President Eisenhower*, delegate REJ Robert Kahawaii, #3930, no beefs.

PATRIOT CONTRACT SERVICES

USNS Dahl-one Electrician awaiting flyout. *Admiral Callaghan*-activation requesting three Oilers and one Wiper for several weeks; upon completion of assignment, crew members returned to the union hall. *USNS Charlton*-one Electrician flown out. *USNS Red Cloud*-one Wiper awaiting flyout. *USNS Watkins*-one Electrician flown out.

As 2021 comes to a close, have a safe and Merry Christmas and New Year.

Fraternally,
Bobby Baca

MFOW crew called for MSP replacement ship



On December 2, the MFOW received job orders from APL Marine Services to crew the *CMA CGM Dakar*, replacement vessel for the *APL Saipan* that was flagged out in October. The *CMA CGM Dakar* is a geared container ship which was built in 2010 and was sailing under the flag of Malta.

The ship was previously named the

Viking Kestrel and the *Seaboxer III*. Her carrying capacity is 1732 TEU with a draught of seven meters. Her length overall is 176.84 meters and her width is 27.74 meters.

The Honolulu Branch was given the initial job orders for an ERJ, REJ, DJU and Wiper.

First autonomous, emission-free container ship starts operations

The world's first electric and self-propelled container ship — *Yara Birkeland* — has completed its maiden voyage in the Oslo Fjord, Norway. The ship was built by Vard, with financial support from Enova, and will be in commercial operation from 2022. The *Yara Birkeland* will transport mineral fertilizer between Porsgrunn and Brevik and will contribute to significant emission cuts during transport. It is expected to cut 1,000 tons of carbon dioxide and replace 40,000 trips by diesel-powered trucks a year.

The *Yara Birkeland* is a collaborative project between several firms, with the Kongsberg Group responsible for the delivery of all the newly developed technology on the ship. The ship will be operated from a Massterly monitoring and operations center in Horten. Massterly is a joint venture between Kongsberg and Wilhelmsen. Enova, a government enterprise responsible for promotion of renewable energy, has allocated up to 133.5-million Norwegian Kroner to

build the *Yara Birkeland*.

In parallel with the construction of *Yara Birkeland*, Yara has initiated the development of green ammonia as an emission-free fuel for shipping, through the newly started Yara Clean Ammonia. Yara believes their large shipping network and existing infrastructure means that ammonia has the potential to become the leading fuel for long-distance shipping globally.

As the world's largest producer of fertilizers, Yara relies on ammonia to make fertilizer, and to help feed an ever-growing population. At the same time, current ammonia production represents 2 percent of the world's fossil energy consumption. This corresponds to about 1.2 percent of the world's total greenhouse gas emissions.

The completion of the vessel's maiden voyage will be followed by a two-year testing period of the technology that makes the ship self-propelled, to finally be certified as an autonomous, all-electric container ship.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2022

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at mfoww.org or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential, including current endorsements and RFPEW certification.

(a) Eligible participants are MFOW members who:

- (1) Have maintained A, B or C seniority classification.
- (2) Are current with their dues.
- (3) Are eligible for medical coverage through covered employment.
- (4) Have a current Q-card (annual physical) issued by the Seafarers' Medical Center and are fit for duty.

(b) Non-seniority applicants:

(1) Non-seniority applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.

(2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

Training Resources Ltd. Maritime Institute (TRLMI)

Courses are conducted at Training Resources Maritime Institute in San Diego, California, contingent on enrollment levels. Tuition, lodging and transportation are pre-arranged by the MFU Training Plan.

Military Sealift Command (MSC) Government Vessels Course

This five-day course is required for employment aboard various MSC contract-operated ships and includes the following segments: Shipboard Damage Control; Environmental Protection; Chemical, Biological and Radiological Defense; Helo Firefighting; Anti-Terrorism (one-year validation); Survival, Evasion, Resistance and Escape (three-year periodicity).

January 17-21 February 21-25 March 14-18

Military Sealift Command (MSC) Readiness Refresher

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

January 6-7 February 10-11 March 3-4

High Voltage Safety

This five-day course is open to members who have electrical equipment background and training. Each student should:

- Have the requisite skills (knowledge and techniques) to distinguish exposed energized electrical conductors and circuit parts from other parts of electrical equipment, capability to determine nominal system voltages;
- Have the ability and be capable of providing first aid, including resuscitation, CPR and AED (where provided);
- Be capable of determining the proper use of personnel protective equipment to protect against shock and arc flash.

Prerequisites: Electrician-Refrigerating Engineer/Junior Engineer/RFPEW and Able Seafarer-Engine endorsements.

January 10-14 February 21-25 March 7-11

Endorsement Upgrading Courses

QMED Fireman/Watertender and Oiler

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Watertender/Oiler course will satisfy the requirements needed for the national endorsements as QMED Fireman/Watertender and QMED Oiler, provided all other requirements, including sea service, are also met. **Prerequisites:** 180 days or more of MFOW-contracted sea time as Wiper; PLUS Coast Guard approval letter for endorsement upgrading, which certifies minimum of 180 days' sea time as Wiper.

January 10-February 4 February 28-March 25

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.**

February 7-11 March 8-April 1

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.

January 3-February 11 February 28-April 8

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.

February 14-18

April 11-15

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.

January 3-February 10

March 21-April 29

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): January 14; January 28; February 4; February 18

Cal Maritime Academy, Vallejo, CA: January 25-26

Compass Courses, Edmonds, WA: January 18-19; February 15-16

MITAGS-PMI, Seattle, WA: January 13-14; February 11-12

TRLMI, Honolulu, HI: February 11; April 15

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: January 19-21; February 23-25

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: January 18-20; February 15-17

MITAGS-PMI, Seattle, WA: January 13-17; February 22-24

Norway to operate two hydrogen fuel cell cargo vessels

A year ago, the Wilhelmsen maritime group was awarded major funding by the Norwegian state for the construction of its pioneering zero-emissions hydrogen vessels. Now, the EFTA Surveillance Authority (ESA) has approved the state aid, which means that the *Topeka* project has the green light to keep going. The project could transform Norway into a global hub for maritime hydrogen.

The company was awarded \$24.5 million back in 2020, by Enova, a state enterprise meant to promote eco-innovation. But an additional ESA notification was also required, because the investment in this project exceeded the maximum amount allowed for single projects, through the Eco-Inn scheme. The official approval has finally been announced and the *Topeka Natrutten* project can go full speed ahead.

The two *Topeka* vessels will have a double environmental impact. On one hand, they will be powered by hydro-

gen fuel cells, plus a 1,000 kilowatt-hour battery, so that they can provide zero-emissions transportation. On the other hand, they will be used to carry liquid hydrogen to several fueling stations for local ferries and other types of ships, contributing to decarbonizing the maritime industry. Also, by transporting various goods, without any CO2 emissions, the *Topeka* vessels will practically replace hundreds of cargo trucks on the roads, which is another indirect way of helping the environment.

These pioneering carriers are only the first step toward a much more ambitious goal. Wilhelmsen intends to be able to support the entire maritime industry in the area with emission-free fuel alternatives.

The hydrogen fuel cell *Topeka* vessels are expected to begin operating in 2024, circulating between offshore supply stations along the Norwegian west coast.



Free college for union members and their families

Earn your degree for free online. The Free College Benefit helps union families continue their college education without piling on thousands of dollars in student debt.



Free associate degree for you and your family

Union Plus Free College offers working families a debt-free and convenient higher education opportunity. Current and retired union members, their spouses, domestic partners, children (including stepchildren and children-in-law), financial dependents, grandchildren, siblings and parents can all take advantage of this exciting opportunity! Family members do NOT need to be financial dependents or living with the member to be eligible.

Zero out-of-pocket costs

Union members and their families can earn an Associate Degree online, with no out-of-pocket costs. A last-dollar scholarship covers the difference between any federal grants and your tuition, fees and e-books at Eastern Gateway Community College (EGCC).

Eastern Gateway credits are transferable

Eastern Gateway Community College is a public, non-profit school in the University System of Ohio and is regionally accredited by the Higher Learning Commission. Credits you earn can transfer to other schools, saving you as much as \$15,000 on your education!

Higher Education in Just 4 Steps

- 1 APPLY** to Eastern Gateway. Go to freecollege.unionplus.org and select the Get Started Today button.
- 2 COMPLETE** the FAFSA. Complete the form online at FAFSA.ed.gov (school code: 007275)
- 3 SUBMIT** proof of high school graduation or GED completion
- 4 ENROLL** in classes. Work with an enrollment advisor to register for classes.

Enroll anytime. Classes start every 8 weeks.

Enroll Today!

1-888-590-9009
freecollege.unionplus.org

The Free College benefit covers the cost of tuition, fees and books after any PELL or other federal grant, or employer reimbursement is applied. The remaining amount will be cleared with the Free College scholarship. As long as your financial aid file is complete, there is no cost to the student and students are never asked to take out any loans.



Bachelor's Degree Completion Program

A bachelor's degree at no cost for you and your family members

Bachelor's degree completion program for union families

The program is available to current and retired union members, their spouses, domestic partners, children (including stepchildren and children-in-law), financial dependents and grandchildren. Family members do NOT need to be financial dependents or living with the member to be eligible. All courses are 100% online.

An Associate degree or 60 or more transferable college credits are required to enroll. Students who have not yet earned an Associate degree or are just getting started in higher education can begin with the Free College program at Eastern Gateway Community College and then transfer into the Bachelor's Degree Completion programs at CSU.

Central State University is regionally accredited

Union Plus has partnered with Central State University (CSU), a regionally accredited public, non-profit university near Dayton, OH. Credits you earn can transfer to other schools.

Zero out-of-pocket costs

Union members and their families can earn a Bachelor's degree online with no out-of-pocket costs.

Students must apply for federal financial aid and use any grants to pay the tuition. Students must also use any employer-sponsored tuition assistance. The Student Success Grant covers the difference between any federal grants and employer assistance and your tuition, fees and e-books at CSU.

"CSU is flexible and fast paced. I'm able to complete my degree program from the comfort of my home, while educating my daughter. Thank you Union Plus and CSU for giving someone like myself a second chance."



— Janet W.
Bachelor's Degree student

Bachelor's degrees offered

- **Business Administration**
- **Teacher Education**
Early Education (Pre-K – 5th Grade) and Intervention Specialist
- **Criminal Justice**
- **Interdisciplinary Studies - Humanities**
- **Additional degree programs coming soon!***

Students may enroll part time, but continuous enrollment is required. Students must complete the FAFSA and any required verification.

*For additional degree programs, there may be required fees.

The Student Success Grant

Allows students to complete their bachelor's degree with no out-of-pocket costs for tuition, fees, or e-books.

Enroll Now

1-888-897-9671
bachelorsdegree.unionplus.org

Austal USA to develop ship repair yard in San Diego

Austal USA, which has been a U.S. defense contractor since 2004, plans to develop a new ship repair facility located in San Diego Bay adjacent to the U.S. Naval Base. Astral plans to use the facility to focus on ship repair for U.S. Navy, Military Sealift Command, and U.S. Coast Guard ships.

The new repair yard will be located on the site of the current National City facility operated by Marine Group Boat Works. Austal USA received approval from the San Diego Port of Commissioners to assume the lease for the 15-acre site in the Port of San Diego. Austal says that it entered into a 45-day exclusive period to close the agreement with Marine Group reporting that the deal is scheduled to close in mid-December 2021.

Austal USA will establish a full-service ship repair capability providing maintenance and modernization for small surface combatants, autonomous vehicles, and other vessels. The site will include a dry dock optimized to execute availabili-

ties on littoral combat ships and other small surface combatants. Services will include technical and material support, topside work and dry docking availabilities. A newly-built dry dock will be installed at the site designed specifically to handle small surface combatants and other small to medium-size ships.

Marine Group Boat Works will shift its focus to the growing superyacht industry while continuing to service commercial vessels, with emphasis on the high-speed ferry and tug and barge industries. In addition, MGBW will continue their specialty government craft services while Austal will be focused on repairs for larger government ships.

MGBW President Todd Roberts reports that the company will use this as an opportunity to increase the capacity of its Chula Vista facility. They reported a 75 percent increase in commercial vessel revenue since 2018 while experiencing a 141 percent growth in their superyacht services in the last 13 years.

Suez Canal turns 152 years old

The Suez Canal celebrated its 152nd birthday last month. On November 17, 1869, Egypt held a huge ceremony in Port Said to mark the inauguration of the Suez Canal. The ceremony lasted for several days, and consisted of entertaining, touristic, and cultural activities in the Suez Canal governorates, which are Port Said, Ismailiyah, and Suez, where a fancy dinner took place.

Khedive Ismail, ruler of Egypt at the time, gave the world leaders albums of paintings by French Painter Edouard Riou depicting scenes of the ceremony.

The first vessel that crossed the international waterway was the yacht of Empress Eugenie de Montijo of France, whose spouse was Napoleon III. The yacht was named *Eagle*, and was followed by those of the emperor of Austria, the prince and princess of Netherlands, and the crown prince of Prussia. That is in addition to vessels owned by some of the guests and ambassadors attending the ceremony.

The canal was at first jointly owned by Egypt and France, but due to debts, it became a French-British enterprise in 1875. Yet, after Egypt turned into a republic, Late President Gamal Abdel Nasser nationalized the Suez Canal on July 26, 1956. As a result, the Tripartite Aggression was launched by Great Britain, France, and Israel in October of the same year. However, it end-

ed the following month through U.S. mediation.

Navigation was suspended in the Canal due to the Six-Day War on June 5, 1967. Later on, Egypt waged the War of Attrition in 1969, and the 6 October, 1973 War against the Israeli forces that were occupying the Sinai Peninsula. The Egyptian Army launched a surprise attack against Israeli forces in the occupied Sinai and supported by the Air Force, pushed across the Suez Canal and dislodged the Israelis on the other side of the waterway. On October 25, a ceasefire had been declared before U.S.-brokered peace talks began leading up to the 1979 Peace Treaty. However, navigation in the international waterway had resumed much earlier on June 5, 1975.

Forty years later, President Abdel Fatah al-Sisi inaugurated the New Suez Canal on August 6, 2015. The digging had begun a year earlier in order to introduce a parallel waterway expanding the canal's width by almost the double. Also, dredging was carried out to make it deeper.

Improvements continue to be made on the canal. Recent figures released by the Suez Canal Authority show that 1.4 million ships – carrying 24.7 billion tons of shipments – have crossed the international waterway since 1869. Those paid fees worth a total of \$147.1 billion.

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

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 77 jobs in November as follows: 11 APL, four Matson and three PCS shipboard billets, two rotary Shore Mechanics and 12 relief Shore Mechanics. 11 applicants were dispatched to standby jobs. The registration list numbers 25 A-, 15 B- and 11 C-seniority members. Shipping has been really good and if you want to get out, now is a good time, as we have a lot of jobs available to qualified members and applicants.

The container backlog here in Los Angeles/Long Beach is still a problem and ships are waiting for a berth while the terminal operators wrangle with their individual problems. Our gang at Pier 300 is still on a 24/7 schedule with three shifts. Foreman Ken Justice, #3678, is out on medical. Relief Foreman Mike Robles, #3855, is running the gang, with a head count of 25 Mechan-

ics. A few relief jobs were covered by the gang as there was no labor at the hall to cover the job requests.

I hope that you all had a nice Thanksgiving wherever you spent it. I am sorry to say that there will be no holiday luncheon this year here due to constraints of the current pandemic situation.

The volunteers on the *SS Lane Victory* have been concentrating on getting the distilled water tank cleaned up and painted. Check with the gangway watch prior to reporting as work. Work has been performed mostly on Wednesdays and will be sporadic until after the holidays. 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

SEATTLE NOTES

During the month of November, Seattle shipped one Oiler, one Wiper, eight Standby Reefers and six Standby Wipers. Seattle currently has 13 A-, four B- and one C-seniority members registered for shipping.

Earlier this month, a member was dispatched to a Patriot Contract Services (PCS) job only to be declined because his passport was valid for just 11 months. PCS claims that it must be valid six months beyond the maximum dispatch and requested that he get a new passport via the expedited service.

However, due to the new rules issued concerning mariners, members are not able to schedule an appointment if their passport is valid for seven months rather than the 13-month rule previously issued in May. A conundrum indeed.

Those of you whose passport is getting close to expiration— better pack your sea bag and head to work, or you may find yourself at home a lot longer than you planned.

Happy holidays,
Brendon Bohannon
Representative

HONOLULU NOTES

In November the Honolulu Hall dispatched a total of 72 jobs. There were 10 steady jobs, 30 Standby Elect/Reefers and 32 Standby Wipers dispatched in the month.

Presently the Honolulu registration list has 15 "A" seniority members, 6 "B" seniority members, and 7 "C" seniority members.

I attended my usual monthly meetings with Honolulu Sailors' Home and the Hawaii Port Council. At the end of the month, the Hawaii State AFL-CIO held its biannual convention virtually. The convention went well and had about 100 attendees on Zoom. We unanimously reelected our past president Randy Perreira; and pretty much all vice presidents were reelected for another two years, including myself. During the president's report, President Perreira thank everyone for their participation in the last two years.

With a bit more notice, the convention could have been held in person after December 1. In the last few weeks, Hawaii has been dropping COVID restrictions again. We have gone to 100% indoor capacity for most businesses, like restaurants. The Hawaii State Federation held dozens of food banks and put together two massive COVID vaccine drive-bys. All of this was free to the general public.

In the State of Hawaii, we only had one training facility available to us — the Maritime License Center. The facility was conveniently located in the Honolulu Sailors' Home (Da Dog House) and was operated by Captain Chuck Howard. It has now closed, as Chuck is leaving to pursue his next endeavors. Of course, he is not retiring into a lazy boy position. He has many plans and will still be teaching a class or two in another part of the world. He loves teaching and it shows, as the MFOW members have enjoyed his classes. He had a quarter century of experience thru' the U. S. Navy before starting teaching at the Maritime License Center in 2003. He taught in Honolulu, on the neighbor Islands, and

into the South Pacific for the last two decades. Captain Chuck, I'm sorry to see you leave but very happy for you.

The good news is that our current training provider in San Diego, Training Resources Maritime Institute, will be expanding to Honolulu and taking over the facility. Renovations will start next month, with the first Basic Training class scheduled for February 2022.

Lastly, to update all members. Don Ngo is close to finalizing the custom T-shirt design with a well-known graphic artist and has found a silk screen printer as well. I can't wait, it should be for sale soon, very soon.

Mario Higa
Port Agent

Regular membership meeting dates 2022

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

Benefits paid during November

Death Benefits	None
Burial Benefits	None
Excess Medical	\$1,172.17
Glasses and Examinations	\$800.00

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 2nd Street, San Francisco, CA 94105

HOWZ SHIPPING?

November 2021

San Francisco

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer (Day)	1
Wiper.....	4
Standby Electrician/Reefer	15
Standby Wiper.....	27
TOTAL	54

Wilmington

Electrician/Reefer/Jr. Engineer.....	5
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer (Day).....	5
Oiler.....	3
Wiper.....	2
Shore Mechanic.....	14
Standby Electrician/Reefer	17
Standby Wiper.....	27
TOTAL	77

Seattle

Oiler.....	1
Wiper.....	1
Standby Electrician/Reefer	8
Standby Wiper.....	6
TOTAL	16

Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day)	4
Oiler.....	2
Wiper.....	1
Standby Electrician/Reefer	30
Standby Wiper.....	32
TOTAL	72

HONOR ROLL

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

POLITICAL ACTION FUND

Voluntary donations for November 2021:
Alan Graves.....\$20.00
Michael Schwab.....\$20.00
Francisco Lazzara, #3725

Attention: MFOW Members

Are your MFOW Welfare Fund records up to date?

The following information should be on file:

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

Contact:

MFOW Welfare Fund
240 2nd St.
San Francisco, CA 94105
(415) 986-1028/(415) 986-5720
Email: welfare@mfoww.org