



DOT announces over \$241 million in grants for America's ports

On December 23, U.S. Department of Transportation Secretary Pete Buttigieg announced the award of more than \$241 million in discretionary grant funding for 25 projects to improve port facilities in 19 states and one territory through the Maritime Administration (MARAD) Port Infrastructure Development Program (PIDP). The grants demonstrate rapid action on commitments in the Biden-Harris Port Action Plan, which will strengthen supply chains to meet demand resulting from the rapid economic recovery over the past year, and help address inflationary pressures.

The PIDP is in its third year and has already awarded \$492 million for 32 projects of regional and national economic significance within its first two years. The program supports efforts by ports and industry stakeholders to improve facility and freight infrastructure to ensure the nation's freight transportation needs, present and future, are met. It provides planning and capital financing and project management assistance to improve ports' capacity and efficiency.

The projects that were awarded grants include coastal seaports, Great Lakes ports, and inland river ports. The fiscal year 2021 PIDP includes priorities related to job creation, climate change, and environmental justice impacts.

By announcing the grant awards, the Department made good on a promise in the Biden-Harris Port Action Plan that will take actions to address supply chain disruptions by helping to increase federal flexibilities for port grants; accelerate port infrastructure grant awards; initiate new construction projects for coastal navigation, inland waterways, and land ports of entry; and launch the first round of expanded port infrastructure grants funded through the Bipartisan Infrastructure Law.

The Bipartisan Infrastructure Law will rebuild America's roads, bridges, and rails; upgrade and expand public transit; modernize the nation's ports and airports; improve safety; tackle the climate crisis; advance environmental justice; and invest in communities that have too often been left behind. It will drive the creation of good-paying union jobs and grow the economy sustainably and equitably so that everyone gets ahead for decades to come.

Going forward, the Bipartisan Infrastructure Law will provide \$450 million annually in funding for the PIDP program for fiscal years 2022 through 2026, or a total of \$2.25 billion. This is roughly the same amount of federal funding provided to ports under DOT-administered grant programs since the DOT began providing funding to ports in 2009.

Ports provide high-quality union jobs for Americans, key to a nation that heavily relies on its maritime services. By providing the funding to support the improvement of this critical infrastructure, MARAD and the Department are ensuring these services will succeed during the nation's ongoing economic recovery.

All PIDP grant award recipients must apply, comply with, and implement all provisions of the Buy American Act. Some of the projects to be funded under the announcement include:

Oakland, California — Powering the Future Project (\$5,200,000)

The project replaces an existing electrical substation and circuit located within the port facility. Additionally, the project will construct a new on-site fuel cell facility and a solar array with battery storage and establish a direct connection between the port's substation and the local electric utility's biomass-fuel generator.

CMA CGM completes purchase of FMS terminal

CMA CGM has completed its acquisition of the Fenix Marine Services (FMS) container terminal at the Port of Los Angeles, one of the largest facilities of its kind in the United States. The ocean carrier already owned 10 percent of FMS and has now finalized the purchase of the remaining 90 percent, making it the sole owner.

The deal — first announced in November — is valued at \$2.3 billion, and it gives CMA CGM its own fully-owned and operated terminal at Los Angeles, the busiest container port in the U.S. FMS is the third-biggest terminal in the Los Angeles/Long Beach complex by capacity, with annual throughput of up to 2.5 million TEU. Its concession agreement with the port runs through 2043.

FMS has several advantages for CMA CGM, including four deep water berths, eight Panamax cranes and eight super-post-Panamax cranes (with four more on order for delivery in late 2022). The line wants to continue the goal of increasing throughput. FMS is already well above its peers at the port, operating at about 8,500 TEU per acre, but

CMA CGM says that it will continue to invest in its performance. It plans to expand the container yard in stages, invest in more rail capacity, add an additional berth and continue the previous operator's digital transformation.

FMS has served CMA CGM's vessels for a long time, and the line has been investing in its performance throughout the recent supply chain congestion crisis. CMA CGM has incentivized early container pickup for boxes arriving at FMS, including a \$200 discount for nighttime pickup, and it has helped to underwrite the extra cost of extended gate hours. Together, FMS and CMA CGM handled the symbolic 10 millionth TEU of the year for the Port of Los Angeles, celebrating the first time that the port has ever passed that milestone.

Beginning this year, the FMS terminal will welcome a new generation of CMA CGM containerships powered by LNG. The line is planning to deploy its new series of 15,000 TEU LNG-fueled containerships on Asia-U.S. routes for the first time.

Long Beach, California — America's Green Gateway

Phase 1: Pier B Early Rail Enhancements Project (\$52,300,000)

The project consists of three stand-alone components, each with independent utility. These components are a new locomotive facility, extension of the east rail yard, and extension of the west rail yard. The project will add a 10,000-foot support track within a critical freight corridor, construct a new support facility for 24 locomotives, add three new yard tracks, and extend five existing tracks to increase operational efficiency for port cargo and enhance safety for rail workers.

Garden City, Georgia — Colonel's Island Berth #4 (\$14,647,284)

The project will construct a fourth roll-on/roll-off (Ro-Ro) vessel berth at the Port of Brunswick's Colonel's Island Terminal in order to add needed capacity at the nation's second busiest Ro-Ro cargo port and more efficiently accommodate the larger 7,000-plus-unit vehicle carrier vessels that are becoming the industry standard for Ro-Ro ships.

Albany, New York — Offshore Wind Tower Manufacturing Port Project (\$29,500,000)

The project will construct the necessary infrastructure to develop 81 acres of a vacant industrial area along the Hudson River immediately south of the existing Port District into an offshore wind tower manufacturing port. The project will also redevelop an additional 14.5 vacant acres inside the Port of Albany. The project scope encompasses the necessary infrastructure design and construction to develop the Offshore Wind Tower Manufacturing Port. This includes an access bridge and connector roadway, all internal roads, all utility site work and infrastructure, upland preparation, berth dredging, and 500 linear feet of 6,000 lb/sf heavy capacity wharf construction.

New York, New York — South Brooklyn Marine Terminal 35th Street Pier Expansion Project (\$24,970,500)

The project will add a barge berth and an additional crane pad on the western end of the 35th Street Pier. The wharf will be designed to accommodate 400-foot long barges.

San Juan, Puerto Rico — Pier 15 Rehabilitation and Enhancement (\$10,000,000)

The project will fund reconstruction of the Tender Pier and Dock B in the Pier 15 area in the Port of San Juan. It will also fund design and construction of an Outfitting Pier to enhance Ro-Ro operations at Pier 15. The reconstruction activity addresses infrastructure damage caused by Hurricanes Irma and Maria. The Pier 15 area supports vessels that transport cargo between Puerto Rico and the Dominican Republic, islands in the Lesser Antilles, and ports along the east coast of the United States.

Houston, Texas - Bayport Container Terminal Expansion (\$18,267,600)

The project will fund development of Container Yard 1 South, a 39-acre green

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The initial crew aboard the CMA CGM Dakar (left to right) is DJU Wayne Young, JM-5328; ERJ Alex Plaza, #3876; REJ Don Ngo, #3826 and Wiper Junoe Savea, JM-5363. The CMA CGM Dakar is APL's newest U.S.-flag vessel operating on the Guam-Saipan Express trade route.

Halls to close

Martin Luther King, Jr.'s Birthday — All MFOW hiring halls will be closed on Monday, January 17, 2022, in observance of Martin Luther King, Jr.'s Birthday, which is a contract holiday.

Lincoln's Birthday and Presidents' Day — The MFOW hiring halls will also be closed on Monday, February 14, in observance of Lincoln's Birthday (February 12) and on Monday, February 21, 2022, in observance of Presidents' Day. Both days are contract holidays under the APL and Matson Master Offshore Agreements.

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Port of Oakland launches program to expedite agriculture exports

The Port of Oakland is set to launch an interagency effort to improve the flow of agriculture exports at the port. The program involves the use of additional yard space and equipment, re-stored export ship calls and assistance to export users. The goal is to provide relief to agricultural exporters who are facing shortages of export capacity and sky rocketing logistics costs.

The port will open and operate a 25-acre off-terminal, paved container yard equipped to move containers off chassis and store them for rapid pick-up. The yard will provide access to equipment and provide faster truck turns without having to wait for in-terminal space. Agriculture exporters will be assisted by federal and state agricultural agencies to use the yard.

The Port of Oakland is the preferred export gateway for much of California's agricultural exporters and for refrigerated proteins. Under normal circum-

stances, the cargo volume at the port is approximately 50 percent exports and 50 percent imports providing a match between inbound cargo and emptied containers for exports. However, the current import surge clogging up the ports is displacing ships and containers that are available to exporters, especially shipments of farm goods. The port saw significant drops in export volume due to skipped sailings of crucial export lines and lack of equipment for export cargo.

The situation was the catalyst for a convening of state and port officials with farm producers and transportation executives to solve a year-old shipping crisis. At stake was the state's multi-billion-dollar agriculture export industry. The meeting was led by Governor's Office of Business and Economic Development Director Dee Dee Myers, State Transportation Agency Secretary David S. Kim and California Department

of Food and Agriculture Secretary Karen Ross. Participants included seaport stakeholders within the broad and varied agricultural commodity sectors, freight forwarders, trucking and warehousing operators. The meeting resulted in a list of potential solutions to unclog the supply chain for agriculture exports.

Biden Administration Port Envoy John Porcari facilitated frequent discussions with agricultural exporters, shipping lines and the Port of Oakland to lend federal support. The discussions have focused on both short-term and long-term solutions to support American agricultural exporters. Long-term solutions include asset management, including availability of containers and the chassis used to transport them over the road; port and inland port operations, including off-dock container yards; and long-term supply chain strategies and increased investment in critical port infrastructure.

Pacific Northwest crabbers haul in bounty of Dungeness crab early in season, not so in California

Crabbers in Washington and Oregon have had a tremendous start in the Dungeness crab season, while the California catch is lacking.

Washington — Approximately 60 vessels in Washington's oceangoing crab fleet worked through a stormy December to bring in more than 4.69 million pounds of Dungeness crab in a strong start to the annual harvest. For fishers, processors and retailers, this is a welcome change from the past six years when the season had not started until December 31 or later due to the lack of meat in the crabs or the presence of domoic acid, a marine biotoxin.

The Dungeness crab, as well as shrimp and razor clams, have benefited from improved ocean conditions of the Northwest coasts with strong cold—water upwellings of the past year bringing nutrients and helping to strengthen the base of the marine food web. The ocean harvest has unfolded in a stretch of coastal waters from Klipsan Beach south to the Columbia River. Catches, as is typical, were strongest during the first few days after the December 1 opening, and then dropped off. Fishers also have had to endure some tough, chilly weather during the final weeks of 2021.

Back at the docks, these Dungeness have fetched \$4.75 a pound or more. For crabbers, this continues an upward trend in prices from a half decade ago, when the first month's catch brought an average of less than \$2.90 a pound. Dungeness also are being caught in tribal harvests, as well as by commercial crabbers in Puget Sound, Oregon and British Columbia.

On January 11, a larger swath of the Washington coastal waters will open for Dungeness and bring more commercial boats into the fishery, which retains males that must meet a minimum length. This will expand supplies in Northwest markets for those craving fresh—caught Dungeness to help usher in what will hopefully be a healthier year.

In December, retail prices varied. In the week before Christmas, a Seattle Safeway offered the whole cooked Dungeness for a sale price of \$7.99 a pound, discounted from \$14.99 a pound. Seafood lovers snatched them all up. The Dungeness harvest will continue deep into 2022, but catches decline sharply later in the season, and many crabbers will move on to other harvests.

In Washington, Dungeness remains a pillar of the seafood industry. From 2014-19, coast-caught Dungeness was worth

an annual average of \$45 million, according to the Washington Department of Fish and Wildlife. In the 2017—18 season, Puget Sound commercial Dungeness crabbers' catch was valued at \$13 million.

The Dungeness also are important to Washington tribes. They have treaty rights affirmed by court decisions to 50 percent of the harvestable shellfish in their usual and accustomed fishing grounds that encompass about half of the Washington coastline.

In recent years, Pacific Northwest Dungeness sales have been buoyed by demand from China and other Asian markets. This year, Asia sales have been more difficult due to COVID-19 restrictions and delays in overseas shipping amid clogged ports and container shortages.

Oregon — This season's harvest of Dungeness crab in Oregon has exceeded last year's already, in just one month. A spokesman with the Oregon Dungeness Crab Commission said it was great to have the commercial crabbing season start on schedule for the first time since 2014, but the numbers as of January 4 were also wonderful. He said challenges still exist with the worker shortage among processors up and down the Pacific Coast. But it is hoped that the pandemic will lessen soon, and seafood restaurants and other clients will open up again, making this year more profitable than the previous two.

California — Commercial crabbers made quick work of this year's Dungeness crab harvest, bringing substantially fewer crustaceans ashore with each lift. The haul has been so meager that even those who ply the waters south of Mendocino County were unable to start harvesting until just after Christmas are ready to wrap it up.

The typical season used to extend through June, but the current one is likely to peter out within weeks or even days this year because of the low yield, especially south of Eureka, several veteran fishermen said.

The commercial fleet has been buoyed, however, by higher—than—usual opening prices for the iconic shellfish, a North Coast favorite and profitable export.

Closures and major catch restrictions in Alaskan crab fisheries, where king and snow crab stocks have plummeted, has heightened demand this winter for the Dungeness crab caught off Central and Northern California.

Marine Firemen's Union Directory

www.mfoww.org

HEADQUARTERS

240 2nd Street
San Francisco, CA 94105
Tel: (415) 362-4592/4593/4594
Fax: (415) 348-8864
Dispatcher-Tel: (415) 362-7593
Dispatcher-Fax: (415) 348-8896
General Email: headquarters@mfoww.org

Anthony Poplawski

President/Secretary-Treasurer
Email: mfow_president@yahoo.com

Deyne Umphress

Vice President
Email: mfowvp@mfoww.org

Robert Baca

Business Agent
Email: robchili510@yahoo.com

Manita Li, Controller

Email: MLi@mfoww.org

Sandra Serrano, Secretary/Training

Email: sserrano@mfoww.org

MFOW TRUST FUNDS

240 2nd Street
San Francisco, CA 94105
Tel: (415) 986-1028 / 986-5720
Fax: (415) 546-7340
Optical/Death Benefits/Accounts Payable
General Email: welfare@mfoww.org

Esther Hernandez

Medical/Dental Coverage:
Active Members
Email: EHernandez@mfoww.org

Amanda Salinas

Medical Claims:
Dependents and Pensioners
Email: ASalinas@mfoww.org

Stacy Bobu

Money Purchase & Pension Benefits
Tel: (415) 362-1653
Fax: (415) 348-8864
General Email: pension@mfoww.org
Email: SBobu@mfoww.org

WILMINGTON BRANCH

533-B Marine Avenue
Wilmington, CA 90744
Tel: (310) 830-0470
Fax: (310) 835-9367
H. "Sonny" Gage, Port Agent
Email: HGage@mfoww.org

HONOLULU BRANCH

707 Alakea Street
Honolulu, HI 96813
Tel: (808) 538-6077
Fax: (808) 531-3058
Mario Higa, Port Agent
Email: MHiga@mfoww.org

PORT SERVICED — SEATTLE

4005 - 20th Avenue West, Suite 115
Seattle, WA 98199
Tel: (206) 467-7944
Fax: (206) 467-8119
Brendan Bohannon, Representative
Email: seattle@sailors.org

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space at the port's Bayport Container Terminal. Work funded consists of site preparation, grading, drainage, utilities, concrete surfaces suitable for the storage of containers, signage, electrical, lighting, and communications. Completion of this project will complement other port-funded improvements at the terminal.

Portsmouth, Virginia — Portsmouth Marine Terminal Offshore Wind Development (\$20,000,000)

The project will fund improvements to the Portsmouth Marine Terminal to enable it to serve as a staging area in support of offshore wind projects. The grant will fund creation of a wind turbine generator staging area in the uplands adjacent to one of the wharves and a second storage area where monopiles and other project components will be stored. The staging and storage areas require installation of piles to increase the load-bearing capacity of the site, new pavement to support the heavy components that will be imported thru the facility, stormwater and drainage infrastructure improvements, and site utility work.

Tacoma, Washington — Off-Dock Container Support Facility (\$15,730,000)

The project will fund construction of an Off-Dock Container Support Facility. The project is part of the port's capital improvement program to modernize and optimize the use of its container terminals and support facilities. The project improves 24.5 acres of land adjacent to the Husky, West Sitcum, and Washington United terminals. The site will provide space to store empty containers and chassis, freeing up dock-side space at the terminals for cargo operations. Work includes new gates, a guard shelter, perimeter security fencing, energy-efficient lighting fixtures, stormwater system improvements, and refurbishment of a railroad crossing adjacent to the site.

Superior, Wisconsin — Infrastructure Improvements Project (\$8,368,000)

The project will fund repairs to an unutilized facility in the Port of Superior. The project will fund construction of a new sheet pile retaining wall, placement of tremie concrete behind the new wall to create a load-bearing surface, and installation of a concrete cap atop the new wall. Improvements also include rail and road work, a stormwater management system, utilities, a shop and office building, and dredging.

Whittier, Alaska — Whittier Terminal Master Plan (\$1,173,600)

This project is for the development of a comprehensive master plan that evaluates the condition, performance, safety, efficiency, state of good repair, reliability, resiliency, and sustainability of the Whittier Terminal. The plan will identify areas for rehabilitation of marine, terminal, and upland infrastructure, as well as operations that support the terminal.

Little Rock, Arkansas — Port of Little Rock Mooring Upgrade Project (\$3,079,845)

The project will restore and expand the port's current barge fleet capacity on the Arkansas River, which is part of the McClellan-Kerr Arkansas River Navigational System (MKARNS). The project will replace fifteen unsafe deadman ground anchors that are near the end of their useful lives with steel monopile dolphins. It will install an additional thirty-two dolphins in other locations.

Granite City, Illinois — Granite City Harbor Extension Project (\$4,140,000)

The project will fund improvements to a berth and cargo transfer location at the port's Granite City Harbor facility. It extends the length of the harbor's wharf by nearly 30% and creates a half-acre of additional working space to support cargo dock operations. The wharf extension will create a contiguous 1,200-foot-long wharf capable of handling six barges at once. Removable safety rails will be installed adjacent to the wharf. Construction includes the installation of a sheet pile wall with drainage improvements and addition of gravel-topped backfill for a new, permeable work surface. The project is the first phase of the port's Wharf Improvement Plan.

Tell City, Indiana — Ohio River Pier Project (\$1,600,000)

The project will fund construction of a 40-foot diameter pier for a crane that will be used for direct barge-to-truck unloading of cargo. The pier design will allow the crane to operate regardless of water levels. Once the new pier is complete and operational, grant funds will be used to demolish the existing pier because it is structurally unsound. The project complements other capital development projects at the port, including a road project that will provide trucks carrying cargo from the port direct access to a nearby state highway.

Paducah, Kentucky — Bulk Yard Infrastructure Revitalization and Expansion Project (\$3,320,000)

The project funds several related infrastructure improvements at the port. The improvements modernize the port's material handling equipment, repair damaged facilities, and upgrade site conditions in the port's Bulk Yard. Specific work includes: adding a concrete surface to the existing laydown area to create a 30,000-square-foot pad; replacing three cable mast radial stackers; replacing a 90-foot conveyor and reclaim hopper; utility work associated with equipment installations; rebuilding the roofs on two storage domes; replacing a truck scale; procuring three ground conveyors; purchasing four generators; and, purchasing and installing a canopy that will enable the port to handle weather-sensitive cargoes.

Delcambre, Louisiana — Port Resiliency Improvements (\$2,000,000)

This project includes a dock restoration project and investments required to establish an industrial fabrication facility at the port. Project components include dock refurbishment, debris removal, port slip improvements, and the construction of several new small buildings.

Salem, Massachusetts — Salem Port Infrastructure Improvements (\$2,403,000)

This project includes improvements and enhancements to the Deep-Water Berth at the Port of Salem. Specific components include the construction of two mooring

devices, a new catwalk, and improvements to the passenger access pathway, including revetment repair, utility upgrades, and pavement improvements.

Alpena, Michigan — Improving Vessel Access for Sustained Viability (\$3,751,623)

The City of Alpena is partnering with Lafarge Alpena to upgrade and modernize Lafarge Alpena's port and landside shipping facilities to meet the increasing demand for the plant's construction products. Project improvements include berth dredging to increase the water depths within the port basin to satisfy larger vessels, stone dock demolition to increase the overall area for vessels to access the site, new mooring dolphins, the addition of a roof for a storage building, demolition of a storage building, and maritime security upgrades.

Marquette, Michigan — Protecting Critical Infrastructure and Improving Efficiency (\$1,617,750)

The project will improve critical port infrastructure, dredge encroaching sediment to protect port infrastructure, and deposit dredge materials on shore to enhance coastal restoration and protect road infrastructure at the Port of Marquette.

Saint Paul, Minnesota — Barge Terminal 2 Dock Wall Rehabilitation (\$4,140,000)

The project funds replacement of the dock wall at the port's Barge Terminal 2 (BT2). The dock wall at BT2 is 1,316 feet long and was originally constructed in 1964. Engineers hired by the port have completed several inspections of the dock wall and documented numerous structural deficiencies, including perforations in the existing steel sheet pile wall, a failing tie-back system, and sinkholes behind the dock wall. The project will install a new steel sheet pile wall directly in front of the existing dock wall and a new tie-back system. Improvements will also include filling the voids created by the holes in the existing wall.

Aberdeen, Mississippi — Aberdeen Port Rail Spur Connector (\$4,000,000)

The project funds construction of 12,200 linear feet of new rail spur in Aberdeen, Mississippi. The proposed spur would provide direct access between the port along the Tennessee-Tombigbee Waterway and the Kansas City Southern Railroad. Construction includes sitework, utilities, and stormwater management and construction materials will include rail, ballast, ties, and turnouts.

Bay St. Louis, Mississippi — Port Bienville Rail Storage Yard (\$4,140,000)

This project will construct a new rail storage yard to support the existing operations at the port facility. The project would add 130 additional storage spaces, construct two sets of storage tracks, and a new rail siding. These additional spaces are expected to increase the Hancock County Port and Harbor Commission's storage capacity by 25 percent so that it can safely manage the current storage operations and address the current unmet storage demand.

Morehead City, North Carolina — Radio Island Rail Improvements Project (\$1,679,904)

This project includes rail improvements within a port facility to replace existing tracks with rail infrastructure that meets FRA Class 1 track safety standards. Specific components of the project include replacing existing ballast and ties, replacing existing turnouts and switches, and replacing crossing surface treatments.

Cleveland, Ohio — Port of Cleveland Comprehensive Planning Study Project (\$3,000,000)

The project will conduct a harbor-wide and regional planning study for the Cleveland-Cuyahoga County Port Authority to address its comprehensive cargo handling, environmental, and economic development needs, in addition to regional-level planning goals. The planning study will include six components: 1) a market analysis, 2) a terminal capacity analysis, 3) an intermodal connection assessment, 4) a plan for port de-carbonization, 5) a coastal resilience plan, and 6) a regional-level cargo capability study.

Ilwaco, Washington — East Bulkhead Resilience Project (\$2,444,138)

The project includes reconstruction and rebuilding of a decades-old wooden bulkhead and related utilities to support transportation operations at the Port of Ilwaco. Work includes acquisition and installation of sheet piling, jet grouting to stabilize and strengthen the ground behind the new bulkhead, and site utility work.

Congestion hits Port of New York and New Jersey as pandemic cases spike

According to the Port Authority of New York/New Jersey website, average waiting time for containerships at the port had increased to 4.75 days in the last week of 2021, compared 1.6 days as an average for the year. The number of longshoremen unavailable for work was reported to be running at about 350 per day.

As of January 7 the port authority said 11 containerships were at anchor waiting to call its terminals. Two of the vessels had been waiting since January 1. The port has seen a significant growth in volumes over the pre-pandemic year of 2019; handling 8.12 million TEU by the end of November 2021, compared to

7.47 million TEU for the whole of 2019. Compared to the U.S. west coast gateway ports of Los Angeles and Long Beach, the east coast port was largely unaffected by delays and congestion last year.

In addition to COVID-related worker quarantines the port also saw disruption to operations from heavy snow storms.

"We have seen a spike in the number of labor going out into quarantine," said a port authority spokesman. A spokesman for the International Longshoremen's Association, said that the 350 or so members off each day because of COVID are being somewhat offset, however, by the availability of other workers from cruiseship terminals.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

COVID GLOBAL TESTING ORDER

On December 3, I participated in a teleconference hosted by the U.S. Maritime Administration (MARAD). It was reported that the U.S. Centers for Disease Control (CDC) amended the COVID global testing order for international travel and the associated attestation on December 2. Joel Szabat, Deputy Assistant Secretary for Aviation and International Affairs, U.S. Department of Transportation, explained the amended CDC order's impact on U.S. citizen mariners and addressed questions from the U.S. maritime industry.

Basically, the CDC revised the global testing order to shorten the timeline for required testing for all international air travelers to one day before departure to the United States. The revision strengthens already robust protocols in place for international travel, including requirements for foreign travelers to be fully vaccinated.

The new one-day testing policy is designed to protect travelers and the health and safety of American communities from COVID-19. These orders put in place a stringent and consistent global international travel policy guided by public health.

Beginning December 6, all air travelers, regardless of citizenship or vaccination status, are required to show a negative pre-departure COVID-19 viral test taken the day before they board their flight to the United States. For example, a passenger whose flight to the United States is at any time on a Sunday would need to have a negative test taken at any time on Saturday.

The changes became effective for a flight departing from a foreign country to the U.S. on or after 0001 Eastern Standard Time on December 6, 2021. CDC continues to recommend that all travelers get a COVID-19 viral test three to five days after arrival, and that unvaccinated travelers should quarantine for seven days after travel.

Further guidance and operational details are available on CDC's website.

APL MARINE SERVICES

CMA-CGM Dakar — As previously reported, in late October the *APL Saipan* was taken out of the Maritime Security Program and reflagged at Guam. APL Marine Services Labor Relations Manager John Dragone said at the time that the intent was to replace the *APL Saipan* with a similar geared containership, possibly the *CMA-CGM Dakar*, in December.

Management confirmed on December 1 that the *CMA-CGM Dakar* would be the replacement vessel joining the company's U.S.-flag fleet in Busan, Korea on or about January 4, 2022, and would operate in the Guam-Saipan Service (GSX). Like the *CMA-CGM Herodote*, the ship will call at Yokohama, Saipan, Guam, Hakata, and Busan.

The crew tested for COVID shortly before the fly date and then had to endure two weeks of hotel quarantine in Korea before joining.

Jobs (ER), REJ, DJU and Wiper) were called initially at Honolulu.

Shore leave — On December 7, the Union was notified that the *APL Gulf Express* was alongside at Dubai Dry Docks for approximately seven days. Based on company policy, shore leave should be permitted for those who are vaccinated, if over 80 percent of the crew is vaccinated, in countries designated as "green" as long as the local authorities would allow it.

The information the ship had on arrival was that shore leave was going to be possible. However, the Captain received word from shore authorities that United Arab Emirates visas are only issued for intended stays of 14 days or longer. Therefore, shore leave was denied by the local authorities.

PORT MARITIME COUNCIL

On December 8, I attended the San Francisco Bay Area and Vicinity Port Maritime Council meeting aboard the *SS Jeremiah O'Brien* at Pier 45. The guest speaker was Steve Smith, Communications Director for the California Labor Federation, AFL-CIO, who talked about defeated recall of California Governor Gavin Newsom, and the role of labor in the election.

With all the big money involved, Newsom needed union members in order to win. Newsom withstood the challenge and beat back the serious attack by anti-union forces both in and out of state. At the beginning of the campaign, union members were polled and only 49 percent were planning on voting. The final numbers ramped up to 70 percent.

Lessons learned: as organized labor gears up for the next elections in 2022, we need to put infrastructure in place to get volunteers early; have conversations at work sights and bring back the Labor Neighbor program (have people cover precincts in their own neighborhood); and adapt to technology using phone apps to communicate with friends and co-workers to start a discussion and find out what voters are most interested in so we can target them and stay ahead of the curve.

TRUST FUNDS

The trustees of the various MFOW plans met on December 15 via teleconference. The trustees of the various SIU Pacific District plans met on December 16 via teleconference. These were routine meetings.

MFOW Welfare Fund — As previously reported, the MFOW Welfare Fund trustees were informed that the employee assistance provider (EAP), Human Behavior Associates, was going out of business. The trustees conducted a search for a replacement provider and settled on Uprise Health to provide the services.

Benefits include a HIPAA-compliant, app-based platform as a digital front door

to clinical and work-life services, including a range of crisis and wellness coaching, mental health telehealth, managed support group, substance abuse counseling and professional services. The basic services are provided free to all participants. The substance abuse benefit includes one 28-day substance abuse treatment as was provided for in the past.

Uprise Health has been in operation since 1988 and has a good track record with Taft-Hartley union clients such as the Teamsters, UFCW and others.

Each calendar year, the benefit allowance for the pensioners' excess medical benefit is adjusted by the percentage increase in medical costs as determined by the Bureau of Labor Statistics. For the twelve-month period ending October 31, 2021, the CPI for Medical

Care Services in the United States increased 1.7 percent. The trustees therefore approved an increase in the annual pensioners' benefit allowance from \$30,800 to \$31,300 for the 2022 calendar year.

MFOW Money Purchase Pension Plan — The trustees received a progress report on the transition from quarterly to monthly participant account valuations. When a participant retires and elects the lump-sum payment, a holdback amount of 30 percent for participant-directed investments, or 25 percent for trustee-directed investments, is required due to the volatility of investment markets. Depending on the timing of the initial payout, the final payout (holdback amount) can be delayed several months based on the receipt of the original application. To reduce the wait time between initial and final payout, the trustees have adopted a monthly valuation format.

The plan administrators have met several times with the custodian bank and investment manager and anticipate the change to monthly valuations will become effective September 1, 2022. Participants will still only receive quarterly statements, but the change to monthly valuations should decrease the time it takes to receive the final lump-sum payout.

MATSON

Crew Reliefs for China Vessels — I have received a few inquiries concerning the matter of Honolulu crew reliefs on Matson ships headed to China. In April 2020, two months into the pandemic, because of Chinese port state control rules, Matson expressed concerns to all unions about the problem of sourcing mariners from Honolulu to ships heading to China.

The unions and company devised a temporary plan to modify their respective Shipping Rules so as to provide crew reliefs for Honolulu-dispatched mariners on the China run. The company would call the relief at Honolulu and then fly the relief to Long Beach at company expense. The relieved crewmember would be discharged at Long Beach and flown back to Honolulu.

This was reported at the May 2020 Headquarters and Branch meetings. There was some grumbling from West Coast-based members who did not think it was correct to send a Honolulu relief to the West Coast. However, the temporary change was approved by the membership. The system has worked out fairly well for the past 20 months, with a few glitches, even though nobody expected the industry to still be in this situation. A handful of situations arose in which mariners were terminated at Honolulu or on the way to Honolulu from the West Coast.

In discussions with Matson labor relations, it was verified that the original intent of the May 2020 Shipping Rules temporary modification was to relieve Honolulu-based mariners on the West Coast who would have completed their maximum period of employment upon arrival Honolulu. The company had no intention of flying Honolulu-based mariners to the West Coast to relieve due to terminations, quits or medical unfit-for-duty situations. The company agreed to address other events (such as termination in Honolulu, unfit-for duty on the way to Honolulu, etc.) on a case-by-case basis.

So to sum it up, the Honolulu relief situation for China-bound Matson ships is currently as follows:

- Dispatched Honolulu crew will continue to get relieved by Honolulu-dispatched registrants at Long Beach (or Oakland, if that occurs) upon completion of maximum period of employment.
- If a Honolulu mariner takes a trip off at Long Beach (or Oakland), the trip off relief will be called at Wilmington (or Oakland); but the company will pay transportation to the mariner on the trip off to and from West Coast-Honolulu and back.
- If a Honolulu mariner quits or is terminated for cause prior to Long Beach (or Oakland), or in Long Beach (or Oakland), the job shall be called at Wilmington (or Oakland).
- If a Honolulu mariner becomes medically unfit before reaching the West Coast, the job shall be called at Wilmington (or Oakland).
- Surprise cases, such as those occurring on the way to Honolulu, or at Honolulu, that result in a shorthanded ship the entire loop through Honolulu back to the West Coast will be handled on a case-by-case basis. There are no predetermined outcomes for these cases, although the Union has requested that a mariner be sourced from Honolulu as the job would have, in normal circumstances, been shipped from Honolulu.
- All other MFOW-Matson Shipping Rules remain in effect.

Hopefully, this situation will change soon and we can go back to 100 percent regular Shipping Rules, but considering the rapid spread of the new COVID variant, it is unlikely that the Chinese government will lighten up their port state control policies regarding vessel crews and COVID anytime soon.

Cape Horn breakout — On December 22, the Union received job orders to crew the Ready Reserve Force vessel *MV Cape Horn* at San Francisco. The jobs are rotary assignments for an approximate 10-month mission with anticipated crew turnover in May at an undetermined U.S. location. The plan was to provide COVID testing on December 30, with crew turn-to on January 1, and anticipated sailing date of January 6. The jobs were initially place on the board in San Francisco.

Active MFOW members

Retain your Welfare Fund eligibility

MAIL or TURN IN all your Unfit for Duty slips to:

MFOW Welfare Fund, 240 Second Street, San Francisco, CA 94105

VICE PRESIDENT'S REPORT

I'm disappointed. I realize that there's a lot going on in the world and in everyone's personal life, but this job board situation is inexcusable. The membership needs to step up. In the meantime, I'll continue to do my best to recruit members who will.

For those of you doing your part to prop the Union up through trying times, you have our gratitude. You're more than likely on a ship or in quarantine reading this, wondering why your fellow union members aren't doing their part. If this offends you, you should probably get off

the couch and get to work. Make me eat my words, please. I would do so happily.

I've heard many reports of members coming down with the you-know-what recently. Please be safe and minimize your risk.

Lastly, follow directions given to you by union officials and staff. Guidelines, deadlines, turn to dates; these words mean something. Stop trying to make the world revolve around you.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for December 2021:

MATSON NAVIGATION COMPANY

On the Pacific Northwest triangle run: *MV Manoa*-delegate DJU Jefferson Bausel, #3829, no beefs. *MV RJ Pfeiffer*-delegate REJ Travis Kehoe, #3922, no beefs.

On the Pacific Southwest triangle run: *MV Matsonia*-delegate DJU Rey Farinas, #3871, no beefs. *MV Lurline*-delegate REJ Dale Cunningham, #3597, no beefs. *MV Mokihana*-delegate REJ Edward Tokarz, #3770; crew change out on December 24, no beefs.

Shoreside Mechanic Enrique Maid-

en, #3808, no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President Kennedy*-delegate REJ Ezra Dhillon, #3751; due to mechanical issues, the engine department stood watches on departure from the Port of Long Beach and repairs were made while at Port of Oakland, no beefs. *MV President Cleveland*-delegate ERJ Ramonchito Cruz, #3904, no beefs.

PATRIOT CONTRACT SERVICES

USNS Watkins — one Wiper awaiting flyout.

Fraternally,
Bobby Baca

SIU Pacific District Pension Plan Notes

The Plan provides two types of pension – Deferred Vested Pensions and Pensions Vesting at Retirement. The latter include employer subsidized early retirement benefits. If you qualify for more than one pension, you will receive only the one that is the largest. A few highlights from the SIU Pacific District Pension Plan rules are outlined below:

Deferred Vested Pension

The Plan provides a Deferred Vested Pension benefit payable at Normal Retirement Age (usually age 65.) The amount of the benefit depends on the pension credits accumulated.

One Year of Vesting Service

125 days of covered employment within a calendar year

Benefit Credits

125-199 days: pro rata benefit 200 days: full year vested benefit credit

Vesting Requirements

Before August 1, 1999, 10 years of vesting service for active employees

After July 31, 1999, 5 years of vesting service for active employees

If following a Plan participant's most recent year of vesting service, a participant with less than 10 aggregate years of vesting service has one or more one-year service breaks before January 1, 1999, then the required number of aggregate years of vesting service shall continue to be ten until the participant completes one year of vesting service after December 31, 1998.

(Exceptions to the above vesting periods may apply in accordance with break in service rules.)

Breaks in Service

Until your benefit is "vested", you may lose your accumulated pension credits if you have a Break in Service. Prior to January 1, 1985, you experience a Break in Service for purposes of the Deferred Vested pension if the number of consecutive calendar years in which you have 62 or fewer days of service equals or exceeds the number of accumulated prior calendar years in which you had 125 or more days of service provided, however, that from January 1, 1985 and after, you will not suffer a Break in Service until you have at least five consecutive calendar years with 62 or fewer days of service. Your accumulated years of vesting service cannot include years lost because of a previous break in service.

(Above is a brief extract from the break in service rules only. Contact the Plan Office for discussion of how break in service rules may apply to your particular circumstances.)

Pensions Vesting at Retirement

The following pensions may be payable *before* Normal Retirement Age based on the number of qualifying years earned within the applicable qualification period:

Pension Type	Qualifying Years Requirement	Minimum Age
Long Term	25	55
Basic	20	55
Reduced	15-19	65
Disability	Minimum of 10 years	Any age

Year of Qualifying Time

200 days of covered employment within a calendar year equals a full year of qualifying time. Less than 200 days within a calendar year will earn a pro rata partial year of qualifying time. No credit will be earned for covered employment in excess of 200 days in any calendar year.

Loss of Qualifying Time

A Plan participant shall lose all qualifying time credit if he or she:

- has failed to maintain seniority shipping rights under the provisions of the Collective Bargaining Agreement, or
- has failed to work at least 1 day in covered employment or in a non-covered standby employment for a contributing employer in any 2 calendar year period after having attained seniority shipping rights, or
- did not have seniority shipping rights on June 15, 1965 under the provisions of the Collective Bargaining Agreement, provided that a Plan participant shall be deemed to have seniority shipping rights on June 15, 1965 if he or she was working in covered employment on June 15, 1965, or was eligible for registration or employment on a seniority basis on that date at one of the hiring halls of the Pacific District Unions.

Any such Plan participant who reenters covered employment after having so forfeited his qualifying time shall accumulate qualifying time only after the date he or she last forfeited Qualifying time.

A Plan participant cannot lose previously acquired qualifying time if he or she has fulfilled all of the eligibility requirements for a Basic or Long Term Pension at any time since June 16, 1978.

Integration Agreements

The SIU Pacific District Pension Plan entered into INTEGRATION AGREEMENTS with the Chevron/SUP/Marine Pension Plan, ExxonMobil and the San Francisco Bar Pilots Marine Pension Plan.

Example Calculation for a Pro-rata Benefit(s):

Applicant is age 60

Applicant has accumulated 32 Qualifying Years.

Applicant is entitled to receive the current maximum amount of \$2,520.00

SIU-PD Pension Plan:	23.0 Qualifying Years
Other Plan:	9.0 Qualifying Years
Total Qualifying Years:	32.0

$\$2,520.00 \div 32.0 \text{ Qualifying Years} = \$78.75 \text{ (Per Qualifying Year)}$

$\$78.75 \times 23.0 = \$1,811.25$ SIU-PD Pension Plan

$\$78.75 \times 9.0 = \708.75 Other Plan

32.0 \$2,520.00

In no event does the SIU Pacific District Pension Plan integrate with any of the other plans for vesting or Deferred Vested Benefit purposes.

Space does not allow a full listing of the SIU-PD Pension Plan rules. Questions regarding Exceptions, Break-in-Service rules or Accumulated Vesting or Qualifying Time should be directed to the Plan Office.

SIU Pacific District Pension Plan: 415-764-4987

Kobe becomes fifth Japanese Green Award port

The Port of Kobe, Japan joined the Green Award Incentive Provider network by becoming the fifth Japanese port to join. To commemorate this, an event to hand over the Green Award plaque took place in a virtual format with the presence of representatives from City of Kobe and Green Award Foundation.

Since 1868, as one of the major international ports in Japan, the Port of Kobe has been supporting the daily lives of the citizens and the industrial foundation nation-wide. Kobe is located almost in the center of Japan as well as on the main route of the world maritime transport. This allows the port to maintain the network of international liner routes to North America, Europe, Australia, Asia, China, etc., connecting to ports across the world.

The port also made progress in decarbonizing the port, to realize a Car-

bon Neutral Port. Currently, the Port of Kobe is proceeding with world's first experimental trials on hydrogen energy in order to build a large-scale hydrogen supply chain.

The Green Award is a platform that recognizes safety, quality and environmental performance of ships by facilitating an international network of over 160 incentive providers that offer a wide range of benefits to the ships that have a Green Award certificate. The Port of Kobe has become the latest to join by offering a 10 percent discount to their port entrance dues to those ships when they call the port. Certified ships demonstrate their commitment to continually improve their performance in safety and environment for shipping above and beyond international standards.

Kobe joined Kitakyushu, Nagoya, Osaka and Yokohama as a Green Award port.

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Marine-Firemens-Union-121622254577986/



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).

February 21-25 March 14-18 April 18-22

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.**

February 10-11 March 3-4 March 31-April 1

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.

February 21-25 March 7-11 April 18-22

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.

February 28-March 25 April 25-May 20

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.**

March 28-April 1 May 23-27

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.

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.

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.

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): February 4; February 18; March 11; March 25

Cal Maritime Academy, Vallejo, CA: January 25-26; February 14-15

Compass Courses, Edmonds, WA: February 15-16; March 22-23

MITAGS-PMI, Seattle, WA: February 11-12; March 25-26

TRLMI, Honolulu, HI: February 11; April 1

Basic Training Refresher (three days)

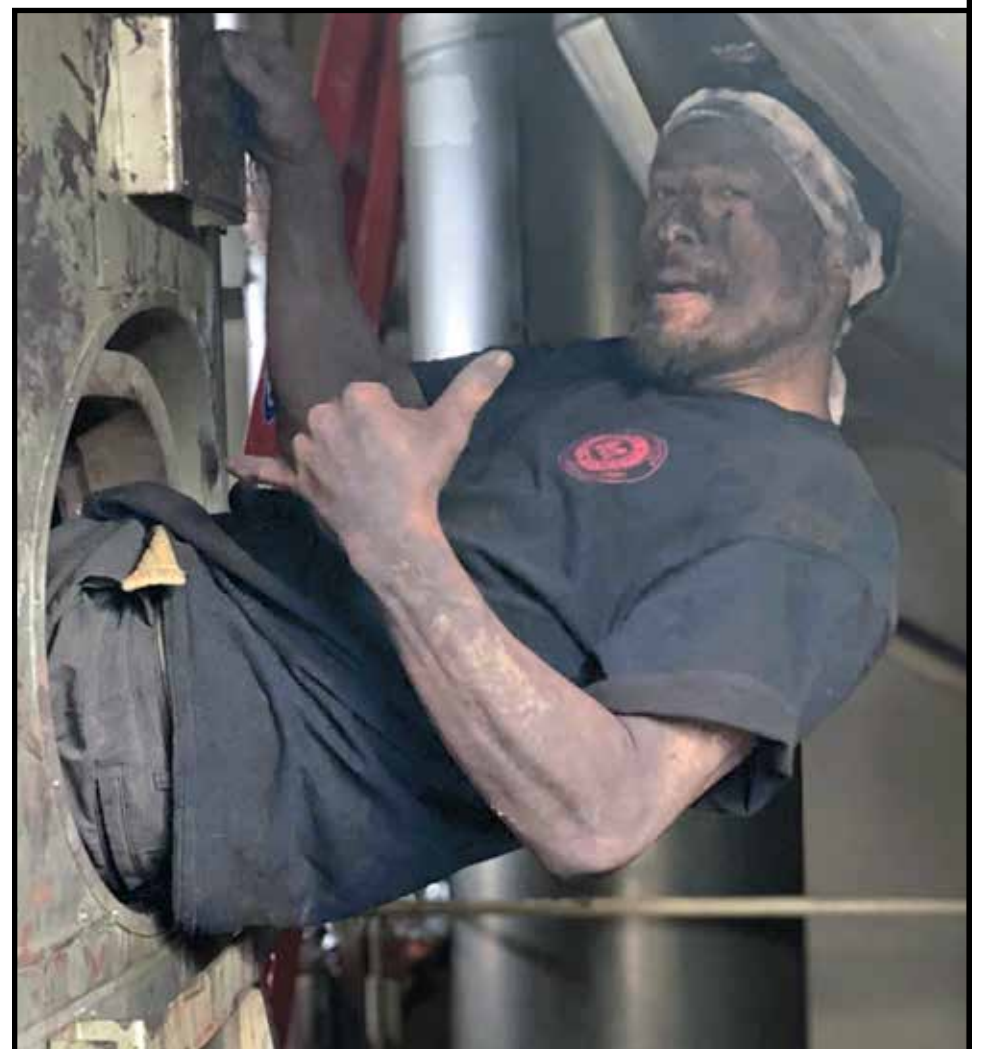
The BT Refresher course (24 hours) is designed for personnel who have previously completed a 40-hour Basic Training course and have NOT completed one year of approved Sea Service within the last five years.

TRLMI, San Diego, CA: February 23-25; March 16-18

Cal Maritime Academy, Vallejo, CA: March 7-9

Compass Courses, Edmonds, WA: February 15-17; March 22-24

MITAGS-PMI, Seattle, WA: February 22-24; April 26-28



MV Kaimana Hila REJ Wayne Dang, #3955, assisting with a boiler job, shows why we call it "dirty work."

POLITICAL ACTION FUND DONATIONS 2021

Abdulhameed Alsadem, #3886..\$40.00	Jack Knutson, JM-4032..... \$20.00
Sony Arandia, JM-5250.....\$50.00	Trae Kranz, JM-5354..... \$20.00
Edward Auzin, P-1703.....\$50.00	Bozhidar Krastev, #3936.....\$300.00
Robert Baca, #3776.....\$200.00	Cicero LaCaba, JM-5248.....\$100.00
Jeffrey Baumgarten, #3745 \$25.00	Francisco Lazzara, #3725 \$20.00
Yasin Berber, JM-5267.....\$100.00	Anthony Lefebre, #3750.....\$25.00
Ira Bing, #3920.....\$15.00	Jacob Macias, #3840 \$100.00
Greg Blasquez \$10.00	Richard Manley, P-2783..... \$20.00
Vicente Cacacho, #3828..... \$20.00	Yehya Mohamed, JM-5234..... \$100.00
Ivy "Cajun" Callais, #3592 \$100.00	Moore Judith, memorium of
Denny Capley, P-1809.....\$20.00	Jerry Kimball, P-2543..... \$1,000.00
Katie Chelekis, JM-5155\$100.00	Moreno Andreas, #3542 \$150.00
Dale Cunningham, #3597\$100.00	Shadow Moyer, #3822 \$50.00
Ericsentel Danzy, JM-5364..... \$10.00	Ahmed Munassar, #3934..... \$55.00
Danilo Datuin, #3907\$200.00	Albert Pastor, #3926.....\$150.00
Thomas Davis, JM-5156.....\$200.00	Joey Pineda, #3954 \$100.00
Aris Dela Cruz, #3777 \$100.00	Anthony Poplawski, #3596.....\$200.00
Henry Disley, P-2617.....\$100.00	Frank Portanier \$25.00
Randy Dorotan, JM-5332.....\$40.00	Theo Price-Moku, JM-5299..... \$100.00
Gregory Dziubinski, P-2675 \$50.00	Eliseo Ramiscal, #3932.....\$200.00
Pasquale Gazillo, #3699.....\$80.00	Marconia Relojo, JM-5368 \$45.00
Alan Graves\$20.00	Alexander Reyer, JM-5336..... \$30.00
Daniel Guzman, #3881 \$70.00	Rogelio Rivera, #3950\$100.00
Edgardo Guzman, #3905\$240.00	Michael Schwab \$20.00
Kevin Haymer, #3958\$140.00	Emilio Siguenza, JM-5212 \$100.00
Mario Higa, #3738\$200.00	Jacob Sperling, P-2640 \$10.00
David Hollar, JM-5408.....\$280.00	Stephen Villa, #3811 \$150.00
David Hooper, P-2818.....\$50.00	Walter Washington, P-2813.....\$200.00
Aaron Jones, #3944.....\$100.00	William Watters, JM-4936..... \$140.00
Donald Jung, P-2086..... \$10.00	

HONOR ROLL 2021

Marcos Almazan, JM-4933..... \$100.00	David Hooper, P-2818..... \$5.00
Jefferson Basuel, #3829.....\$130.00	Anthony Lefebre, #3750.....\$40.00
Vicente Cacacho, #3828..... \$20.00	Marconi Relojo, JM-5368 \$45.00
Michael Carr, P-2718.....\$300.00	Edward Tokarz, #3770.....\$250.00
Bonny Coloma, P-2763.....\$200.00	Eric White, #3925\$1,200.00
Dale Cunningham, #3597 \$100.00	

MFOV Vessel Report As of January 5, 2022

Vessel	Operator	Type	Built	Route or Location
MV Matsonia	MNC	Kanaloa-class	2020	China – Long Beach Express
MV Lurline	MNC	Kanaloa-class	2019	China – Long Beach Express
MV Kaimana Hila	MNC	Aloha-class	2019	China – Long Beach Express
MV Daniel K. Inouye	MNC	Aloha-class	2018	China – Long Beach Express
MV President Truman	APL	Container	2014	Eagle Express Service
MV President Cleveland	APL	Container	2012	Eagle Express Service
MT Haina Patriot	PCS	Tanker	2011	Yokohama, Japan
MV CMA CGM Dakar	APL	Container	2010	Busan, South Korea
MV President F.D. Roosevelt	APL	Container	2010	Eagle Express Service
MT SLNC Pax	PCS	Tanker	2008	Sasebo, Japan
MV CMA CGM Herodote	APL	Container	2007	Guam-Saipan Express
MV Maunalei	MNC	CV2500	2006	Alaska Service
MV Manulani	MNC	CV2600	2005	China – Long Beach Express
MV President Eisenhower	APL	Container	2005	Eagle Express Service
MV President Kennedy	APL	Container	2005	Eagle Express Service
MV Maunawili	MNC	CV2600	2004	China – Long Beach Express
MV Manukai	MNC	CV2600	2003	China – Long Beach Express
MV President Wilson	APL	Container	2002	Eagle Express Service
USNS Soderman	PCS	LMSR	2002	Bayonne, New Jersey
MV APL Gulf Express	APL	Container	2002	Mesaieed, Qatar
USNS Pomeroy	PCS	LMSR	2001	Diego Garcia
USNS Watkins	PCS	LMSR	2001	Busan, South Korea
MV Kamokuiki	MNC	CV700	2000	Western Pacific
USNS Charlton	PCS	LMSR	2000	Saipan
USNS Red Cloud	PCS	LMSR	2000	Saipan
USNS Dahl	PCS	LMSR	1999	Saipan
USNS Sisler	PCS	LMSR	1998	Diego Garcia
USNS Watson	PCS	LMSR	1998	Norfolk, Virginia
MV R.J. Pfeiffer	MNC	Hawaii II	1992	Pacific Northwest Triangle
MV Cape Victory	PCS	Ro/Ro	1984	Port Neches, Texas
MV Cape Vincent	PCS	Ro/Ro	1984	Port Neches, Texas
MV Mahimahi	MNC	C-9	1983	China – Long Beach Express
MV Mokihana	MNC	C-9/Ro-Ro	1983	Pacific Southwest Triangle
MV Manoa	MNC	C-9	1982	Pacific Northwest Triangle
MV Cape Orlando	PCS	Ro/Ro	1981	Oakland, California
MV Cape Henry	MNC	Ro/Ro	1979	San Francisco, California
MV Cape Horn	MNC	Ro/Ro	1979	San Francisco, California
MV Cape Hudson	MNC	Ro/Ro	1979	San Francisco, California
MV Cape Taylor	PCS	Ro/Ro	1977	Beaumont, Texas
MV Cape Texas	PCS	Ro/Ro	1977	Beaumont, Texas
MV Cape Trinity	PCS	Ro/Ro	1977	Beaumont, Texas
GTS Callaghan	PCS	Ro/Ro	1967	Oakland, California
	APL	=	APL Marine Services – Rockville, Maryland	
	MNC	=	Matson Navigation Company – Honolulu, Hawaii	
	PCS	=	Patriot Contract Services – Concord, California	

Finished With Engines – 2021

A total of 10 deaths were reported for 2021, 8 pensioners and 2 active members. Two deaths from 2020 are also listed.

Name	Date of Death
Juan T. Aviles, P-1981	December 28, 2020
Bruce D. Botai, P-2806	December 28, 2020
Christopher B. Brawley, JM-5060	February 17, 2021
Chester Edgar, P-2464	May 3, 2021
Marvin "Lucky" Honig, P-2582	August 12, 2021
Hall E. Kaiwa, P-1353	June 11, 2021
George W. Mace, P-761	October 19, 2021
Jesse R. Martinez, JM-5237	October 2021
Karl H. Nitschke, P-2725	January 30, 2021
Donald F. Peterson, P-2636	March 2, 2021
Raymond Salmonson, P-2630	March 21, 2021
James F. Upchurch, P-2666	March 25, 2021



MSC contracted mariners share holiday cheer in Saipan

Contracted mariners assigned to *USNS Sgt. William R. Button*, *USNS Charlton*, *USNS Dahl*, *MV Bernard F. Fisher*, *USNS Pililaau* and *USNS Red Cloud*, voluntarily donated toys and trinkets for residents of Guma' Esperansa. The shelter provides a temporary safe haven for victims of domestic violence, sexual assault, and human trafficking, and their children in the Commonwealth of the Northern Mariana Islands.

"Residents of the shelter usually arrive only with the clothing on their backs. The residents often do not have the financial ability to purchase presents for the children, and the shelter itself has a hard time simply making ends meet to provide food and shelter for them," said Capt. Deatra Thompson, master of the *Dahl*, who helped synchronize the efforts of the generous Military Sealift Command volunteer donors.

"Being in the shelter is a traumatic time for a child. They are usually frightened, and their futures are uncertain. Providing the toys and stockings gives them some semblance of normality and happiness during a very stressful period."

Thompson says this effort not only brings some holiday cheer to the residents during the season but allows them to begin to accumulate personal possessions and good memories. She explains that the children can take the toys and stockings with them to their new homes when they leave the shelter.

In addition to the gifts and stockings filled with surprises for the little ones, the mariners donated items for the mothers in the shelter.

Thompson explains that the entire project was a collaborative one, not only among the crews who represent several operating companies but with the community as well.

Before delivering the items to the shelter, the mariners joined efforts with the local chapter of Veterans of Foreign Wars, which provided the venue for the MSC crews to wrap each item for the residents. A local shipping company provides transportation for the mariners and the gifts to and from the VFW for the "wrapping party" and the materials to wrap all the gifts.

All the ships participating in the toy drive are assigned to Maritime Prepositioning Ships Squadron 3. These ships preposition containerized and palletized cargo and equipment for U.S. Armed Forces operating throughout the 7th Fleet Area of Responsibility.

"It is important to understand that this effort is not any one ship, any one operating company or any one union. This is a combined effort of all the Military Sealift Command vessels here in Saipan over the holidays," Thompson said.

"We do all this not only because there is a definite need but the entire effort also brings all the Sailors from different unions, operating companies and ships together. For this, all the crews are unified to do something good and be part of something greater than ourselves during the holidays when we are all away from home."

MFOV members are assigned to the unlicensed engine billets aboard the *Charlton*, *Dahl* and *Red Cloud*.

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 83 jobs in December to end the year 2021. We shipped seven Matson, three APL, and two PCS shipboard billets; one rotary Shore Mechanic and nine relief Shore Mechanics. 21 applicants were dispatched to standby work. The registration list registered here numbers 24 A-, 12 B- and 10 C-seniority members. Shipping is still very good here and at all ports; if any of you don't know that already, check with your local hall for details.

West Coast ships have been making port almost on time. Matson had no problems all this time, but APL did for the last few years. This problem seems to be taken care of now that APL ships have been able to make the dock and receive the labor they require.

The gang at Pier 300 are still on a 24/7 schedule with three shifts. Foreman Ken Justice, #3678, is still out on medical. Relief Foreman Mike Robles, #3855, is running the gang with a head count of 25 men. Many reliefs are still being called for one or more days, if anyone wants a few days of work.

On December 18, members of the American Merchant Marine Veterans Memorial Committee gathered at the Merchant Marine Memorial on the cor-

ner of 6th and Harbor Blvd in San Pedro. Members from the Daughters of the American Revolution then led the small group in the Pledge of Allegiance. Former MMVMC President John Pitts then took the podium and invited the crowd to place over 200 wreaths alongside the names of the men emblazoned on the granite rock. Seven designated wreaths were laid for each of the armed services by scouts from Torrance Cub Pack 851 who volunteered to assist in the ceremony. AMMVMC President Wendy Karnes then addressed the crowd alongside her son and V.P. Jerry Aspland closed the Christmas tribute. This is the second year that we have laid wreaths at the memorial, and we hope to keep up this tradition for many more to come.

Work is off to a slow start so far this year on the *SS Lane Victory*. The distilled water tank is still number one on the to-do list and the ship needs volunteers badly!! Check with the gangway watch prior to reporting on Wednesdays at 0900. As always volunteers are very much appreciated. Don't forget to bring your flashlight.

That's about it. Take care and work safely.

Aloha,
Sonny Gage. Port Agent

HONOLULU NOTES

It's been crazy here, but I guess it's been crazy all over. December tends to be a busy month and it was. Maybe it's because COVID cases in Hawaii went from 100 a day to 2,000 a day and even hit over 3,000, all in a few weeks.

The state just started allowing big gatherings and masking indoors only, including high school sports events. Of course, vaccinated people and people who test negative can attend indoor events. I believe you can still fly in with a vaccination card (no COVID test) but check with Safe Travel Hawaii; it can change.

It seems that all Matson ships have a need for four Standby Wipers now, and that has been a challenge to fill.

I did get to take two weeks off. Thank you to Dominic Matthews for filling in for me. It was his first time, and he had no problems. Good job, brother.

Honolulu pushed out 82 jobs in De-

cember with 12 steady, 30 Standby Elect/Reefers, and 40 Standby Wipers. Presently the Honolulu registration list has 14 "A" seniority members, 8 "B" seniority members and 4 "C" seniority members.

This month I missed the Honolulu Port Council meeting because the Honolulu Sailors Home meeting fell on the same day and had an important issue to vote on. Also, Training Resources is now renting out the same facilities as the Maritime License Center. They are already up and running classes in their new Honolulu office.

2021 wasn't any piece of cake, but through adversity we kept doing what we needed to do, adjusted when we had to, and we are coming along. I hope that we will start to see the light at the end of the tunnel in 2022. I wish everyone a happy and safe New Year.

Mario Higa
Port Agent

SEATTLE NOTES

During the month of December Seattle shipped one ERJ, three Electricians, two Wipers, eight Standby Reefers and six Standby Wipers. Seattle currently has eleven A-, four B- and one C-seniority member registered for shipping.

I'm stealing wholly from my SUP report but, considering current developments on the tanker shuttles, it is germane and applies to all unlicensed. Your headquarters is doing the utmost to fix this situation and you need to support your union's efforts and show a willingness to tackle adversity to advance our prospects.

Patriot Haina — Gang reports few improvements to substandard hotel services. Headquarters continues to struggle with the company to get this ship squared away and progress is being

made. Meanwhile, the crew has put up with a lot since joining and is keeping some semblance of humor over the condition of this vessel; but we will need reliefs soon who are ready to continue the work of bringing her up to our standards.

Labor is a fight, work, and sacrifice so those that come after us, and our children, can work under the umbrella we construct. So, on it goes. Members cherry-picking jobs for a comfortable ride do not support our Unions' stability and growth but impede us. Take an undesirable job sometimes, embrace and enjoy the absurdity of the situation. Proudly represent your Union in adverse conditions with steadfast resolve. Make money while making your Union strong. Shipboard beefs are not only resolved by the Union officers. All members are responsible to brace the bulwarks. The *Patriot Haina* gang is doing just that and they are owed a measure of thanks from all hands.

Fraternally,
Brendon Bohannon
Representative

POLITICAL ACTION FUND

Voluntary donations for December 2021:

Edward Auzin, P-1703.....\$50.00
David Hooper, P-2818.....\$50.00
David Hollar, JM-5408.....\$280.00
William Watters, JM-4936.....\$50.00
Anthony Poplawski, #3596.....\$200.00
Cicero Lacaba, JM-5248.....100.00
Theo Price-Moku, JM-5299.....\$100.00
Walter Washington, P-2813.....\$100.00
Dale Cunningham, #3597.....\$100.00

HONOR ROLL

Voluntary donation to

General Treasury —December 2021:
Edward Tokarz, #3770.....\$100.00
Eric White, #3925.....\$100.00
Dale Cunningham, #3597.....\$100.00

HOWZ SHIPPING?

December 2021

San Francisco

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day)	3
Oiler	1
Wiper	5
Standby Electrician/Reefer	13
Standby Wiper	12
TOTAL	39

Wilmington

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day)	2
Oiler	2
Wiper	1
Shore Mechanic.....	9
Standby Electrician/Reefer	22
Standby Wiper	40
TOTAL	83

Seattle

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	2
Wiper	2
Standby Electrician/Reefer	8
Standby Wiper	6
TOTAL	20

Honolulu

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day)	1
Oiler	1
Wiper	4
Shore Mechanic.....	2
Standby Electrician/Reefer	30
Standby Wiper	40
TOTAL	82

Benefits paid during December

Death Benefits

None

Burial Benefits

None

Excess Medical \$126.85

Glasses and Examinations \$400.00

Regular membership meeting dates 2022

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



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