



THE MARINE FIREMAN

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



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No. 3

USNS *Sisler* delivers for the Marine Corps

The *USNS Sisler* recently sailed from Diego Garcia in the Indian Ocean and arrived in Norway to participate in a multinational sealift exercise after a brief logistic stop in Rota, Spain.

The Military Sealift Command (MSC) vessel moored at Hammernesodden, Norway in support of Exercise Cold Response 2022. Exercise Cold Response is a biennial Norwegian national readiness and

defense exercise. The *Sisler* — operated by Patriot Contract Services with an MFOW unlicensed engine crew — provided equipment to sustain a U.S. Marine Air-Ground Task Force for up to 30 days.

Sisler is one of the MSC's 19 large, medium-speed roll-on/roll-off ships and is part of the 33-ship prepositioning program. The *Watson*-class vehicle cargo ship is named for First

Lieutenant George K. Sisler, a Medal of Honor recipient. Laid down on April 15, 1997 and launched on February 28, 1998, *Sisler* was put into

service in the Pacific Ocean on December 1, 1998. She is operated by a civilian crew of 26, plus up to 50 active-duty military personnel.



USNS Sisler maneuvering into Hammernesodden.

USNS *Dahl* trains with Air Force during Exercise Cope North

Last month, mariners aboard the Military Sealift Command (MSC) vessel *USNS Dahl* helped train U.S. Air Force crews while underway in the Philippine Sea, as a part of Exercise Cope North (CN22), a humanitarian assistance and disaster relief (HA/DR) exercise that included Australian, Japanese and U.S. forces and took place in a number of locations. Training events occurred in Guam, Saipan, Tinian, Palau, and the Federated States of Micronesia — and aboard the *USNS Dahl*. While CN22 enhanced the combined interoperability of the three nations so they are ready to respond together to a natural disaster in the Indo-Pacific Region, the exercise also increased the joint capabilities of the *Dahl* and the U.S. Air Force.

The ship's master said that the *Dahl* flight deck provided a platform of opportunity for Air Force pilots to gain their deck landing qualifications (DLQs). The critical training has a direct impact on joint responses in support of the region. In addition to actually executing the DLQs, the planning prior to the shipboard events, coupled with exchanges of information, sharing tactics, techniques and procedures and coordinating communications proved equally important.

As part of Maritime Prepositioning Ships Squadron 3, the *Dahl*, operated by Patriot Contract Services for MSC, strategically places containerized and palletized cargo throughout the region for all U.S. Armed Services, including the Air Force. This capability ensures critical supplies are delivered where and when needed and enables U.S. forces to rapidly respond to HA/DR efforts.

Air Force crews and mariners benefitted from the exercise. CN22 refined crew member readiness as they practiced skills they learned in requisite training before serving on the ship. The exercise also presented opportunities to increase the awareness of MSC between other services and among other nations.



Oiler Joshua Halterman, JM-5372; Wiper Luke Cuthrell, non-seniority; and Oiler Michael Mallar, non-seniority, assisted with Air Force operations aboard the *USNS Dahl* at Guam.



A U.S. Marine with Landing Force Support Party, Arrival and Assembly Operations Group, II Marine Expeditionary Force, guides a vehicle off the *Sisler* in support of Exercise Cold Response 2022, at Hammernesodden, Norway.



The MFOW crew aboard the *Sisler* are Oiler Craig Veilleux, JM-5365; Oiler Laura Ramirez, JM-5256; Wiper Nicholas Chanthavong, JM-5405; Electrician Rodrigo Ragadi, JM-5218 and Oiler Kyle Ormita, JM-5395.

MARAD announces \$25 million for Marine Highway Program

The U.S. Maritime Administration (MARAD) announced the largest single appropriation of funding ever provided for America's Marine Highway Program, which supports the development and expanded use of America's navigable waterways. The Biden administration is making \$25 million available under the program for America's coastal and inland waterways. They are more than doubling the funding awarded in December 2021 under the program that was established in 2007 to reduce landside congestion through the designation of marine highway routes.

To be eligible for a grant award, a project must have previously been designated as a Marine Highway Project by the Secretary of Transportation. Since the first grants were awarded in 2010, the program has provided more than \$51.7 million through competitive grants to implement projects or components of projects related to the marine highway. The purpose of the program is to make

funds available to projects that support the development and expansion of documented vessels or port and landside infrastructure. The Department of Transportation said that it is also seeking eligible grant projects that will strengthen American supply chains. Applications for the grants are due on April 29, 2022.

The increase in funding for the program was made possible by the Bipartisan Infrastructure Law, also known as the Investment in Infrastructure and Jobs Act, which will make a \$1.2 trillion investment in the nation's infrastructure. In addition to the additional funding for this program, the Biden administration announced that it would also double funding to \$450 million in grants from the 2022 Port Infrastructure Development Program, which funds projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. At the

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PATRIOT CONTRACT SERVICES

(Admiral Callaghan, Cape Orlando, Cape Taylor, Cape Texas,
Cape Trinity, Cape Victory and Cape Vincent)
and MATSON NAVIGATION COMPANY

(Cape Henry, Cape Horn, Cape Hudson)

Wage Rates — Ready Reserve Force Vessels — Effective January 27, 2022

Full Operating Status (FOS)

Rating	Base Wage		Suppl. Wage		Overtime Hourly	Penalty Hourly	Money Purchase Daily
	Monthly	Daily	Monthly	Daily			
QMED Electrician	\$6,077.70	\$202.59	\$3,038.85	\$101.30	\$44.06	\$24.98	\$17.49
QMED Pumpman	\$5,630.78	\$187.69	\$2,815.39	\$93.85	\$44.06	\$24.98	\$17.49
QMED Day Worker	\$5,484.13	\$182.80	\$2,742.07	\$91.40	\$44.06	\$24.98	\$17.49
QMED Oiler	\$4,086.93	\$136.23	\$2,043.47	\$68.12	\$37.60	\$19.13	\$17.49
QMED FWT	\$4,086.93	\$136.23	\$2,043.27	\$68.12	\$37.60	\$19.13	\$17.49
Wiper, GUDE, GVA	\$3,617.96	\$120.60	\$1,808.98	\$60.30	\$22.48	\$15.16	\$17.49

Unlicensed personnel shall earn fifteen (15) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

Reduced Operating Status (ROS)

Rating	Base Wage		Suppl. Wage		Overtime Hourly	Money Purchase Daily
	Weekly	Daily	Daily	Daily		
QMED Electrician	\$1,747.00	\$249.57	\$16.64	\$43.62	\$17.49	\$17.49
QMED Pumpman	\$1,747.00	\$249.57	\$16.64	\$43.62	\$17.49	\$17.49
Wiper, GUDE, GVA	\$1,072.87	\$153.27	\$10.22	\$22.25	\$17.49	\$17.49

Unlicensed personnel shall earn two (2.0) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company.

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

Port of San Diego buys all-electric mobile harbor cranes

The Port of San Diego has purchased two all-electric Konecranes Gottwald Generation 6 Mobile Harbor Cranes to replace the diesel-powered crane currently in use at the Tenth Avenue Marine Terminal (TAMT). The all-electric, battery-supported mobile harbor cranes will be the first in use in North America and will support the Port's Maritime Clean Air Strategy (MCAS) and its "Health Equity for All" vision while also increasing productivity and cargo business opportunities at TAMT.

The port anticipates receiving and putting the cranes into operation in mid-2023. In January, the Board of Port Commissioners authorized a purchase agreement with Germany-based Konecranes GmbH (Konecranes), which has an office in San Diego. The final cost for the cranes will be approximately \$14 million, funds for which are budgeted in the port's Economic Recovery Program, which was established for the approximately \$100 million in federal stimulus funds the port anticipates receiving in total via the America Rescue Plan Act (ARPA) and the State of

California's Coronavirus Fiscal Recovery Fund. The port has already received \$61.4 million.

The conversion from a diesel-powered crane to an all-electric crane system gets the port closer to achieving a long-term goal of the MCAS — 100 percent zero-emission cargo handling equipment by 2030 — and is ahead of California Air Resources Board (CARB) regulations.

In addition to the environmental and public health benefits, the new crane system will represent the heaviest lift capability of any crane system currently in place on the West Coast and will enable the port to attract additional business opportunities due to the increased maximum lift capacity — up to 400 metric tons versus the 100 metric ton lifting capacity of the port's diesel crane. Most of the heavy-lift cargoes destined for this region weigh more than 200 metric tons, including larger pieces of solar, wind, and industrial energy equipment as well as project cargoes. The new cranes will allow the port to compete for more business, further capitalizing on the space

unlocked by the TAMT Modernization project and the growth forecasted in the larger TAMT Redevelopment Plan. With their heavier capacity and faster offloading speed, the new cranes will also better serve our existing operations when crane movements are needed.

TAMT, one of the port's two marine cargo terminals, serves as an omni-cargo terminal consisting of a 96-acre facility and handles breakbulk, bulk, container, and project cargoes such as transformers for regional utilities in addition to steel and engines used in local shipbuilding.

The Konecranes Gottwald all-electric mobile harbor crane system became commercially available in 2021. The conversion of the diesel-powered mobile harbor crane to a fully electric mobile harbor crane system would eliminate all nitrogen oxides and diesel particulate matter. At the same time, carbon dioxide equivalent emissions would decrease substantially, provided the electrical grid has a significantly lower greenhouse gas emissions factor per unit of activity compared to diesel.

MARAD announces \$25 million for Marine Highway Program

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end of 2021, they also announced additional funding to the U.S. Army Corps of Engineers for projects devoted to ports, waterways, repairs from environmental damage, and projects to address the impacts of climate change.

In December 2021, MARAD award-

ed \$12.6 million in grants to nine marine highway projects. Many of the projects in 2021 that received grants focused on expanding or improving barge services in locations ranging from New York to New Jersey, Virginia, North Carolina, and Texas as well as inland routes including the Ports of Cincinnati and Northern

Kentucky. Funding was also provided to a project sponsored by the Delaware River and Bay Authority to support the development of a plan for a new, modern, efficient, and cleaner ferryboat design to operate between Delaware and Cape May, New Jersey.

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Japanese consortium reaches autonomous shipping milestone

The Nippon Foundation, Mitsubishi Shipbuilding, and Shin Nihonkai Ferry recently successfully deployed the 223-meter, 15,500-metric ton *Soleil*, a large, vehicle-carrying ferry, on an autonomous 240-kilometer return voyage from the port of Shinmoji in Kitakyushu, Fukuoka, to the Iyonada sea off the eastern coast of nearby Oita Prefecture. It was the first time for a vessel over 200 meters in length to attempt an autonomous voyage at speeds of up to 26 knots that involved auto-berthing.

The *Soleil*, owned by Shin Nihonkai Ferry, was built as a “smart ferry” and

has been part of the Nippon Foundation’s Meguri 2040 autonomous shipping project since before it was completed. The ship is fitted with an automatic navigation system from Mitsubishi Shipbuilding. Since being deployed on the route connecting Fukuoka’s Shinmoji with Yokosuka, Kanagawa Prefecture, in July 2021, the *Soleil* had been collecting data in preparation for its first autonomous voyage.

The January 17 test voyage chiefly tested the *Soleil* autonomous navigation systems, which detect and avoid collisions with obstacles and other ves-

sels, as well as its systems for automatically berthing and unberthing the ship that execute turns and reversing maneuvers. During autonomous operation, the Super Bridge-X autonomous navigation system ensures that the ship travels along the planned route, using automatic identification systems, radar, and a target image analysis system to avert collisions with other vessels. The target image analysis system, which replaces human operators, includes an array of eight infrared cameras that are able to detect obstacles precisely, even at night.

The five and one-half hour, 240-kilometer voyage took the ship past fishing vessels and tankers that normally operate in the area. The autonomous navigation system successfully avoided over 10 other vessels travelling at speed. While a human operator took the controls at one point in the voyage, the system operated normally. Because it was displaying a route that might have caused the crew of the other vessel some concern, the captain took the precaution of performing a manual avoidance maneuver.

In the test, the ship’s automated berthing systems were tested using a “virtual berth” at sea rather than an actual berth. Unlike the cruise phase of the voyage, in which the system is simply required to drive the ship forward, berthing involves more sophisticated maneuvers including reversing, sideways movement, and turning on the spot. Using information from a LiDAR-based berth proximity system, artificial intelligence activates and controls propellers, rudders, and the bow and stern thrusters that move the ship sideways. Despite challenging conditions with strong winds, the ship executed all maneuvers with flying colors.

The *Soleil* is also fitted with systems that detect fuel leaks, monitor the status of the vessel’s electric motors, and remotely monitor its engines. All these systems were tested and subjected to simulations on the test voyage as well. Dealing with anomalies that manifest themselves during autonomous voyages

is a major challenge, so monitoring the status of systems on a day-to-day basis to identify the slightest signs of a malfunction makes it possible to provide more targeted maintenance.

At a press conference after the voyage, a Nippon Foundation executive explained the significance of the project. He claimed that, as a result of population decline, the average mariner is now older and more overworked; and that 80 percent of maritime accidents are the result of human error. Autonomous ships are one potential solution to this problem.

Interest in autonomous technologies tends to concentrate on cars and drones, but automation is set to bring about major changes in familiar forms of maritime transport as well. With around 400 inhabited islands, Japan is finding that the shortage of mariners is affecting essential services. Automation promises not only to resolve this issue, but also to boost both domestic and inbound tourism. The growth of water-based transport in urban areas will help reduce congestion and add vitality to the waterfront.

As the shipping and marine transport industries diversify and pursue further efficiencies, the transition to autonomous shipping could have a significant economic effect on the shipbuilding and dockside industries. The Nippon Foundation projects that the economic benefits of automation will exceed one trillion yen by 2040. In response to those who say mariners will lose their jobs, it should be noted that autonomous vessels will still need to be monitored remotely, and that the significant economic benefits the vessels bring will likely result in the creation of new jobs.

Remote monitoring systems present many challenges, including the need to recover from malfunctions and the threat of cyberattacks. In addition to the need to refine the technology, there is also a need for legislation and international standards to govern autonomous shipping.

Port of Oakland import cargo still surging

Port of Oakland import cargo volume is still surging following a record-setting 2021 performance. The port said it handled the equivalent of 83,860 import containers in January. That was an 8.3 percent increase year-over-year. The result signals continued strength in global trade moving through Oakland. Last year, the port handled one million import boxes, the most in its 95-year history. According to the port, strong U.S. consumer spending continues to spur the import binge.

January import volume may have been boosted by February Lunar New Year observances in Asia. U.S. importers traditionally order heavy ahead of holiday factory closures in Asian manufacturing centers.

Cargo handling activity reached all-time highs in January at Oakland marine terminals. An average of 2,800 containers were loaded or unloaded on

every ship at port. That was up from an average of 2,500 containers per vessel a year ago. The total is up nearly 100 percent in the past five years.

The port said 69 container ships tied up at Oakland in January. That was down 14 percent from the same month a year ago. The port attributed declining vessel calls to two factors: shipping lines seeking economies of scale by loading more containers on fewer ships and sailing schedule delays at Southern California ports forcing some ships to bypass Oakland.

Oakland said reduced ship visits resulted in a 10.8 percent drop in January export volume. The port said Oakland exporters couldn’t find enough vessel space to load their containers for overseas destinations. The port said it foresees restoration of export volume as shipping lines restore services that had bypassed Oakland.

Hong Kong prosecuting captain for providing false COVID info

Hong Kong authorities are proceeding with the prosecution of a ship captain that they charge provided false information about the COVID-19 status of his crew when requesting permission to enter the port. The captain is facing two years in jail if convicted of committing fraud by allegedly deceiving health officials.

The magistrate hearing the case in Hong Kong ruled that the prosecution had provided sufficient evidence of the fraud. In the second phase of the hearing, both sides will submit their closing arguments after which the magistrate will announce the court’s verdict.

The captain, Ekarat Timwathana, age 53 and a citizen of Thailand was in command of a 56,000-ton bulker named *Thor Monadic* owned by Thorsen Shipping of Singapore. The vessel arrived in Hong Kong on August 24, 2021, during an outbreak of the COVID-19 virus. The captain submitted a health statement to the authorities declaring that none of the 23 crew members aboard the vessel had fallen ill during the three-week voyage from Indonesia.

The vessel was granted a health clearance but the prosecution contends that two crewmembers were already displaying severe symptoms of COVID-19. In the midst of a surge in cases, Hong Kong identified a cluster of cases linked to the *Thor Monadic*. Fifteen of the 23 crewmembers, including the captain, tested positive for COVID-19. Health

authorities told the magistrate that they conducted a screening of the crew and provided inpatient treatment for crewmembers that became severely ill. They said the efforts cost \$140,778, although admitted that the Singapore shipping company paid most of the expenses.

Prosecutors argued that the captain was in contact with the ship’s agent in Hong Kong before arriving inquiring about the cost of COVID-19 testing. They allege that the captain knowingly was concealing the health of the crew because he wanted to get onshore medical care and not to be quarantined aboard the bulker. After the cases were identified, health authorities moved the 15 crewmembers who tested positive to a hospital while the eight remaining crewmembers were quarantined on the vessel.

The defense argues that the captain had no intention to defraud the authorities. They admitted that he applied for a “free pass” while saying that the language of the regulations was unclear regarding “pandemic-free passes.”

The captain was taken off the ship and arrested by the Hong Kong authorities in September 2021. He was released on bail but ordered to remain in the city to await trial. The case was originally scheduled to be heard in November. The charges of fraud normally are punishable by up to 14 years but because the case is being heard by the magistrate, the maximum penalty is capped at two years.

Poland explores hybrid propulsion for container ships

Container ships can consume less fuel, gain better maneuvering capabilities and increased navigational safety after introducing improvements co-developed by Polish engineers in a scientific and industrial consortium. The changes will concern ship propellers, among other things.

Scientists from the Gdansk University of Technology together with experts from Germany and Belgium are working on the application of hybrid CRP-POD propulsors on ultra large container ships. The researchers admit that the container ships have the highest individual carbon footprint, but emphasize that they take advantage of the economy of scale and transport huge amounts of goods worldwide. Therefore, they are perfect targets for increasing propulsion efficiency and improving the navigation safety, and additionally reducing the amount of greenhouse gases emitted by these vessels.

Three solutions are being developed as part of the project carried out by researchers from the Department of Marine Hydromechanics and Hydroacoustics. The first is the configuration with two propellers, the second involves azi-

muth thrusters, the third - contra-rotating propellers.

The researchers point out that conventional ship propellers have low efficiency. Most of them waste about 40 percent of the energy in the form of rotational losses in the wake, vortex generation, noise production, cavitation, etc. In their opinion, the recovery of such losses is one of the major ways to contribute to a more rational, environmentally friendly use of energy.

The idea behind the project is to turn a classic propulsion system into a hybrid system. Instead of only conventional propellers on the shaft, there will be two pod thrusters behind them and each of them will rotate in the opposite direction than the propeller on the shaft. Each of these solutions has greater propulsion efficiency.

By 2023, scientists will check whether, and how much, these solutions will increase propulsion efficiency of container ships. They will use advanced numerical methods for computational fluid dynamics. Experiments will also take place in a towing tank. Maneuvering tests using large crew models will be carried out on a natural lake.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

YEAR OF THE TIGER

San Francisco initially went into pandemic shutdown mode on Saint Patrick's Day, March 17, 2020. As we approach the two-year anniversary of that event, I wish I could say that daily life at Headquarters has returned to normal. While some things have eased up ashore, pandemic-related struggles are still prevalent in the offshore maritime industry: mandatory vaccines and anti-vax sentiment, restriction-to-ship, untimely crew reliefs, quarantine, travel restrictions, mariner attrition, low crew morale, etc. On top of all of that, a brewing war in Eastern Europe makes for an unsettling future.

Moving forward in this Year of the Tiger, we can expect a dynamic and engaging year full of surprises and challenging situations. I urge all members to expect the unexpected and to do their best to meet the challenges in a calm and determined manner. To do my part, I plan to firmly address the workload with measured restraint, upholding the MFOW Constitution and safeguarding the financial assets of the Union and the trust funds. I will also continue to engage with other offshore maritime labor unions, shipping companies and government to secure, as described in Article I of the Maritime Labor Convention 2006, the right of all seafarers to decent employment.

SHORE LEAVE

On February 21, Matson issued COVID-19 Update 54, which reinstated shore leave for all crewmembers, subject to any local government restrictions. However,

crews must continue to adhere to COVID-19 prevention best practices including:

- Wearing a face mask at all times while aboard the ship except in your stateroom.
- Wearing a medical-grade or N95 face mask if available. Bandanas or other poor-quality masks are ineffective and unauthorized for use.
- Remaining more than six feet away from crew, vendors, etc. when possible.
- Washing hands and/or using hand sanitizer frequently.

New or returning crew may also avail themselves of shore leave. However, all new and returning crewmembers shall quarantine in their room outside of work hours, take meals in their rooms, social distance, and wash hands frequently for five days upon reporting and returning to the ship. The company is coordinating booster shots for crews in certain ports.

HOWARD TERMINAL

The MFOW is a member of the East Oakland Stadium Alliance, a coalition of transportation and labor stakeholders, that continues to urge local government leaders to consider how billionaire John Fisher's proposed baseball stadium and luxury condo development at Howard Terminal will impact the maritime industry in Oakland. The coalition is concerned that the project still lacks seaport compatibility measures, citing myriad safety, logistical and operational issues that will arise from raising the luxury development on Oakland's working waterfront.

On February 18, the Oakland City Council voted to approve a 3,500-page environmental impact report (EIR) that found the project would not have any adverse environmental impacts in the region. Approval of the EIR was crucial if the project, which includes a high-rise condominium complex and hotel, is to move toward a possible start of construction in mid-2023. Oakland's mayor and city council support the stadium project.

Port officials, meanwhile, are assuring the Northern California transportation community that the \$12 billion project will move forward only if several regulatory agencies, whose approval is necessary, determine that the project would not interfere with cargo handling and port commerce.

Oakland, an active and growing port, is not an appropriate place for the stadium project. The port is planning for a 30 to 40 percent jump in cargo volumes over the coming decade in the booming trans-Pacific trade. For the past five years, the Howard Terminal has been used as a surge yard for truckers and as a temporary storage facility for chassis and agricultural export containers, generating about 400,000 gate moves per year and should continue to be used to support maritime activities.

VOLUNTARY TANKER AGREEMENT

On February 28, I participated in a meeting sponsored by the U.S. Maritime Administration to update the industry on progress toward renewing the Voluntary Tanker Agreement; preparations to implement an anticipated Tanker Security Program; and identifying and clarifying military requirements for product tank vessels. This was an open forum for industry and labor representatives to share their individual perspectives and experiences as transportation experts in meeting contingency requirements to include capacities, defense features, and training.

The Voluntary Tanker Agreement program is a partnership between the U.S. Government and the maritime industry to provide the Department of Defense (DOD) with assured access to state-of-the-art commercial tankers when DOD deploys military forces during a national emergency or wartime operations. The Tanker Security Program will operate similar to the Maritime Security Program by providing a stipend for a fleet of 10 tanker vessels in exchange for the commitment that these vessels will be available to the DOD during a conflict or national emergency.

MFOW CONVENTION

The collective bargaining agreement with APL Marine Services expires on September 30, 2022. Article II, Section XIII of the MFOW Constitution, states that it is "the policy of the Union to hold, in the year in which the principal collective bargaining agreement or agreements are to be renegotiated and prior to such negotiations...a Convention comprised of the President/Secretary-Treasurer, Vice President, Branch Port Agents, three elected delegates from Headquarters and one elected delegate from each other Branch."

The purpose of the Convention is to consider ways and means of bettering the collective bargaining agreements of the Union, make reports pertaining to the good and welfare of the Union and take up matters referred to it by the membership for consideration.

This year, due to pandemic-related uncertainties, the Convention will be held via Zoom on Tuesday, April 19 and Wednesday, April 20.

Under "New Business" at the April Headquarters meeting, three Convention Delegates will be elected. The Honolulu and Wilmington Branches are directed to elect one Convention Delegate each at their respective April Branch meetings; and the Seattle - Port Serviced is directed to hold a Special Meeting to elect one Delegate. All members in good standing are permitted to attend the Convention and be entitled to a voice, but no vote. Only the President/Secretary-Treasurer, Vice President, Port Agents and elected Delegates shall be entitled to vote. Any member wishing to present recommendations to the Convention may also do so via email or regular mail.

Details of the Convention (date, time and log-in requirements) will be distributed to the hiring halls in prior to the meetings.

On Wednesday, April 20, the annual meeting of the MFOW Board of Trustees will be held via Zoom.

Active MFOW members

Retain your Welfare Fund eligibility.

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

MFOW Welfare Fund,

240 2nd Street, San Francisco, CA 94105

March 9, 2022

The President
The White House
1600 Pennsylvania Avenue, NW
Washington, DC 20500

Dear Mr. President:

On behalf of the undersigned American maritime labor organizations, we offer our strong support for the actions you are taking to combat the horrific and unjustified attack by Russia against Ukraine. This unprovoked attack not only threatens the right of freedom loving people in Ukraine to continue to live in a democracy but poses the most serious threat to our friends and allies in Europe since World War II.

Our unions and the licensed and unlicensed American merchant mariners we represent have never turned away from the challenges that must be faced to preserve the democratic way of life at home and overseas. As they did during World War II and in every conflict and international emergency before and since, the men and women of the United States-flag merchant marine stand ready to do what we can to support the strongest possible economic responses necessary to bring this conflict to a quick and successful conclusion. To this end, we strongly endorse your decision to end all oil and natural gas imports from Russia as well as the imposition of additional rigorous trade sanctions against Russia as deemed appropriate.

We understand and appreciate that these actions will likely have a negative economic impact on many of our fellow citizens and many of our members who are still struggling to recover from the impact of the COVID 19 pandemic. However, the men and women of the United States-flag merchant marine also understand that such a sacrifice is once again necessary in order for our country to provide the leadership the rest of the free world has come to expect and rely upon.

As our nation's fourth arm of defense, the United States-flag merchant marine and its cadre of American merchant mariners have a unique role and proud tradition of service to our country in time of war or other emergency. We again stand ready to work with you and your Administration to provide the support and service our country needs.

Respectfully,

David Connolly, President, Sailors Union of the Pacific
Paul Doell, President, American Maritime Officers
Don Marcus, President, International Organization of Masters, Mates & Pilots
Anthony Poplawski, President, Marine Firemen's Union
Michael Sacco, President, Seafarers International Union
Adam Vokac, President, Marine Engineers' Beneficial Association

VICE PRESIDENT'S REPORT

Lots of ups and downs this month. We seem to be making good progress on the cluttered job board, but we're still a long way from where we want to be. Lately, our biggest hurdle has been getting the membership to clear medical when working for Patriot. Dealing with Anderson Kelly can be a pain, but please be patient with the process and comply to the best of your ability. If any issues arise, contact an MFOW official.

I've been begging the membership to step up in months past. A small percentage are, but we still need a greater effort from the majority. Shout-outs are due to members who have been willing to extend their tour of duty without protest. A few names that come to mind are Leroy Miller and Emilio Siguenza. They

are long overdue and stepping up in a big way for our organization. If you're looking for a working example of what a mariner should be, look no further than right here.

I was finally notified of my appointment to N-MERPAC, something I thought wouldn't happen after a strange experience with my application process. I'll be happy to put in my two cents on mariner credentialing after suffering through every change made in the 2000s. Unfortunately, in-person meetings aren't approved yet but hoping that will change at some point in my term.

Work safely out there. If you enjoy what the Union provides for you, please do your best to support it.

Fraternally, **Deyne Umphress**

Umphress appointed to federal advisory committee

By letter dated February 17, 2022, MFOW Vice President Deyne Umphress was appointed by U.S. Department of Homeland Security Secretary Alejandro N. Mayorkas as a representative member to the National Merchant Marine Personnel Advisory Committee (N-MERPAC). On the committee, Umphress will represent the viewpoint of a Qualified Member of the Engine Department (QMED).

N-MERPAC provides valuable assistance to the Department of Homeland Security on matters related to personnel in the U.S. Merchant Marine, including the training, qualifications, certification, documentation and fitness of mariners. The committee is comprised of 19 members with relevant expertise, knowledge and experience, as follows:

- Three deck officers

- Three engineering officers
- One able-bodied seaman
- One qualified member of the engine department
- One merchant marine pilot
- Two marine educators representing state maritime academies
- One marine educator representing either a state maritime academy or the U.S. Merchant Marine Academy
- Two marine educators who represent other maritime training institutions
- One marine educator who represents the small vessel industry
- Two shipping company representatives employed in ship operation management
- Two general public representatives.

World's largest container lines shun Russian ports

Five out of the world's six biggest container lines have suspended bookings to and from Russian ports after the invasion of Ukraine, joining a rising number of Western companies that are cutting ties with the Russian economy. Blue-chip companies like Apple, BP, Shell, Equinor, General Motors, Boeing, UPS and FedEx are suspending or permanently exiting their business activities in Russia, and most of the top ocean carriers are joining the exodus.

Hapag-Lloyd announced the suspension of bookings to Russia in late February, followed by ONE and Maersk. MSC and

CMA CGM followed suit on March 1. The details vary between carriers, and at least one, MSC, will continue partial service.

MSC cited the rising tide of sanctions measures targeting Russian commerce in explaining its announcement. CMA CGM pointed to the need to maintain safety, and it said that it would also be upping its cybersecurity efforts, responding to the heightened cyber threat environment. With the exception of ONE, most East Asian carriers, notably Chinese state-owned COSCO, the fourth-largest line — have not announced any changes to service to Russia.

Regular membership meeting dates 2022

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

BUSINESS AGENT'S REPORT

Here is the vessel rundown for February 2022:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Lurline* — delegate REJ Bruce Chow, #3812, no beefs. *MV Matsonia* — delegate ERJ Albert Pastor, #3926, no beefs.

On the Pacific Northwest triangle run: *MV RJ Pfeiffer* — delegate REJ Travis Kehoe, #3922, no beefs. *MV Manoa* — delegate ERJ Jefferson Basuel, #3829, no beefs. *MV Kamokuiki* shipped an ERO for voluntary quit. *MV Manulani* — shipped a Wiper for a voluntary quit.

APL MARINE SERVICES

On the EX1 run: *MV President Cleveland* — delegate ERJ Ramonchito Cruz, #3904, no beefs. *MV President Truman* — delegate ERJ Kevin Haymer, #3958, no

beefs; shipped a DJU for time up.

Shuttle vessels on the GSX run: *MV Herodote* — shipped a Wiper for a voluntary quit. *CMA CGM Dakar* — delegate ERJ Alex Plaza, #3876; crew members submitted lodging claims under Section 11, General Rules, of our CBA-Quarters and Equipment for Quarters.

PATRIOT CONTRACT SERVICES

USNS Pomeroy — shipped a Wiper, awaiting flyout. *USNS Soderman* — shipped one Wiper.

Admiral Callaghan — shipped a one-year Electrician. *Haina Patriot* — one Pumpman and one Oiler shipped and awaiting flyout. Typically, when dispatched to the ship, the phrase that is told to all is: PLEASE LEAVE A CLEAN WATCH AND A CLEAN ROOM. Thanks.

Fraternally,
Bobby Baca

ILWU refuses to handle Russian cargo

As the Russia invasion of Ukraine shows no sign of letting up, longshore workers said they would refuse to load or unload any Russian vessel or handle any incoming or outgoing Russian cargo. The March 3 announcement by the International Longshore and Warehouse Union (ILWU) covers some 20,000 workers at all 29 U.S. West Coast ports.

"With this action in solidarity with the people of Ukraine, we send a strong message that we unequivocally condemn the Russian invasion," said ILWU International President Willie Adams.

The amount of cargo arriving from Russia is not a lot, said Port of Long Beach Executive Director Mario Cordeiro. He said out of 9.4 million containers that arrived through the port in 2021, only 11,497 were imports from Russia.

Port of Los Angeles Executive Di-

rector Gene Seroka had a similar assessment. "Trade with Russia is negligible," Seroka said in a written comment. "Less than two-tenths of one percent of all cargo at the Port of Los Angeles emanates to or from Russia."

In a statement, the union called the invasion of Ukraine "an act of aggression that endangers a population of more than 40 million people, including millions of innocent men, women and children." The release went on to say, "Effective immediately, the International Longshore and Warehouse Union, with some 20,000 workers strong in 29 ports up and down the United States West Coast, will refuse to load or unload any Russian vessels or Russian cargo coming into or going out of all West Coast ports from Bellingham, Washington, to San Diego, California."

Rising bunker prices threaten higher container freight costs

The impact of the military action in Ukraine on container shipping is likely to come more from increased bunker costs rather than any direct disruption to the sector. Freight rates have seen no significant increase since the start of the conflict on February 24. The Shanghai Containerized Freight Index fell back 1.5 percent during the first full week of Russia's military incursion, with rates to northern Europe and the Mediterranean slipping 1.8 percent and 1.2 percent, respectively.

Figures from *Xeneta* also show a dip in rates on Black Sea and Baltic trades, as trade with Russia and Ukraine comes to a halt due to sanctions and many carriers' decisions to no longer accept bookings to or from the region. Analysts at *Linerlytica* said new bookings to Ukraine and Russia had almost completely stopped, affecting around 3-4 percent of total Asia-Europe volumes.

But the outbreak of war has led to a sharp rise in the price of oil, with the price of Brent Crude reaching \$139 per barrel on March 7, its highest level for more than a decade. That price hike has been followed by a similar sharp hike in the cost of bunker fuel. At the beginning

of last week prices for very low-sulfur fuel oil broke the \$800 per ton mark for the first time and by Friday had reached \$902 per ton. Heavy fuel oil, used by the 30 percent of containerships with scrubbers fitted has also seen a sharp rise since the start of hostilities, rising from \$597 per ton on the day of the invasion to \$627 per ton on March 4.

With the box shipping sector consuming 64 million tons of fuel per year, by March 4 this additional cost amounted to \$19 million per day across all carriers and there has been an additional \$66 million to pay since the start of the conflict.

While the outcome of the war and the future price of oil is impossible to predict, if prices were to stay at their current elevated level, container shipping would be looking at costs rising by \$7 billion per year on current consumption patterns. Dividing that figure by the 179 million containers carried in 2021 would give a figure of \$39 per TEU that container lines would need to recover if other measures, such as slow steaming to reduce consumption, were not adopted.

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

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).

April 18-22 May 16-20 June 13-17

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.

March 31-April 1 May 5-6 June 2-3

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.

April 18-22 June 13-17

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.

April 25-May 20 July 11-August 5

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.

May 23-27 August 8-12

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.

May 2-June 10 July 11-August 19

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.

June 13-17

August 22-26

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.

May 23-July 1

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): April 1; April 15; May 6; May 20

Cal Maritime Academy, Vallejo, CA: April 19-20; May 9-10

Compass Courses, Edmonds, WA: April 19-20; May 24-25; June 21-22

MITAGS-PMI, Seattle, WA: April 19-20; May 8-9; June 2-3; June 24-25

TRLMI, Honolulu, HI (one day): April 15; June 3

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: April 20-22; May 25-27; June 15-17

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: April 19-21; May 24-26; June 21-23

MITAGS-PMI, Seattle, WA: May 8-10

Newport News Shipbuilding reaches contract with steelworkers

Members of the United Steelworkers at Newport News Shipbuilding (NNS) have voted in favor of a new labor contract that provides more pay and more generous benefits. The contract covers 10,000 workers at the world's sole shipbuilding yard for nuclear-powered aircraft carriers, and it ensures that the NNS critical national-security mission will continue uninterrupted.

According to the USW, the agreement provides \$18,700 in new wages and \$4,000 in lump sum bonuses over the 60-month term of the contract. It also includes a first-time \$2,000 essential pay bonus for workers who are vaccinated; a new domestic partner benefit; eight hours of annual leave and a monthly boost to the pension payment to future retirees.

An earlier version of the contract was voted down in November 2021. NNS management and USW negotiators returned to the table in January

and resumed negotiations and came up with a revised agreement. The second balloting was conducted by mail, and it drew in "thousands more members" to vote, a USW chief negotiator said. "This is a proud union with a new generation emerging in the shipyard. This contract gives them solid footing to flourish," he said in a statement.

For NNS and parent company Huntington Ingalls, it provides a measure of continuity and certainty. The UWS last went out on strike in 1999, but that walkout lasted 17 weeks — a major disruption for a mission-critical facility.

"This offer maintains our competitiveness in the shipbuilding industry and our flexibility to respond to our Navy customer's needs. I applaud the efforts of all those involved in reaching this agreement and am pleased we continued our Navy shipbuilding requirements throughout the process," said an NNS spokesperson.

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<https://www.facebook.com/>

Marine-Firemens-Union-121622254577986/



What the A's stadium plan will do to Oakland's port, its workers and the California supply chain

California ports are by far the busiest of any state, handling about 40 percent of all containerized cargo that enters the U.S. The Port of Oakland, the sixth-largest U.S. container port, handled nearly 1.1 million 20-foot equivalent unit import containers in 2021, the most in its 94-year history. It exported another million containers.

The Port of Oakland is the economic engine that drives Northern California, exporting produce from the Central Valley, wine from Napa and Sonoma valleys, and computers and other electronic devices from Silicon Valley. On the import side, it receives cargo from Asia, mainly China. It provides 84,000 jobs in its logistic chain. At the nexus point of this global trade are port longshore workers who load and discharge the ships 24/7 throughout even the

deadliest phases of the pandemic.

Despite doing that onerous, and often dangerous work, a worldwide supply chain backup has occurred, in part due to increased demand for imports. The supply chain has never been tasked with moving more cargo than now. Container-handling equipment is in short supply. Workers are pushed to the limit, and higher costs and delays are plaguing the system. Distribution between the docks and inland warehouses is problematic because of the lack of truck drivers and chassis to cover an around-the-clock operation. Added to this conundrum is a critical lack of marine terminal container space to stack containers.

Untangling this logistical knot will be a challenge. And yet Oakland appears ready to stick a new obstacle in the way of keeping the Port of Oakland's status-

PZas a world-class facility that provides good union jobs for Bay Area workers.

Why? Because Oakland A's billionaire owner John Fisher wants to build a new ballpark in the port on 55 acres of land at Howard Terminal. Fisher's ballpark and entertainment center scheme includes 1.5 million square feet of office space, 3,000 luxury condos, 400 hotel rooms and 270,000 square feet of retail space.

Port workers are angry and the public should be, too. The port is already facing a shortfall in cargo space, and if Fisher has his way, our supply chain crisis will only be exacerbated.

Some supporters of the stadium plan have characterized the Howard Terminal location for Fisher's development as a parking lot. It's not. It's actually a key staging ground for loaded containers and chassis as well as the site where dockworkers are trained on cargo-handling equipment. Mainly it's used for in-transit cargo. There were 400,000 truck moves at Howard Terminal last year.

Of the 50 major U.S. ports, not one has a sports stadium in the middle of its bustling work zone. Yet, while we're caught in the twin crises — supply chain backlog and the pandemic — Oakland's Port Commission and its City Council keep moving closer to approving Fisher's land grab.

Oakland Mayor Libby Schaaf, an attorney who used to work for the Port Commission's public affairs office, is one of the main advocates for the billionaire Fisher's plan. But her arguments don't hold water. She's among those disingenuously saying Howard Terminal is only a parking lot. She also argues that it will create good-paying union jobs, but fails to mention that these jobs will only exist while the stadium is being built. Then it reverts to lower paying jobs like parking lot attendants and peanut sellers.

Developer schemes that transfer public property into private hands should always be carefully scrutinized. Yet one wonders if the fox is guarding the chicken coop.

Matson trans-Pacific loop still its busiest trade

U.S. domestic and trans-Pacific carrier Matson says it expects the elevated demand for its express sailings from China to continue most of the year, as shippers look for reliability in their supply chains. Matson chairman and CEO Matt Cox says the company's three transpacific loops continue to sail fully laden with premium-rated cargo from shippers avoiding the severe delays plaguing major carriers.

Driven by the spectacular returns from its CLX and CLX+ loops connecting China with its Marine Matson Terminal at Long Beach, with one service also calling at Oakland, revenue soared 60 percent last year on the previous year, to \$3.13 billion, taking net income to \$927 million, from \$193 million the year before.

A Matson spokesman said that the China service continued to see significant demand for its expedited ocean services as volume for e-commerce, garments and other goods remained elevated. He said supply chain congestion remains the current issue in the trans-Pacific trade lane and, despite the higher contract rates being agreed with the

This port stadium plan isn't Fisher's first foray into privatization. He has been active in privatizing public education through his KIPP and Rocketship charter school chains. Many Oaklanders see these schemes at the port and schools as a move to further gentrify the city by removing jobs and public schools for poorer Black and brown residents.

Unfortunately, construction trades union bureaucrats are lining up with the billionaire Fisher and appear willing to sacrifice the port's status as an economic engine in the process. There's another path for construction unions. They can create new jobs for their members by renovating the Coliseum in East Oakland where there's a parcel of 155 acres — three times the size of Howard Terminal — to build a ballpark, homes to mitigate the housing crisis, and plenty of space for offices and retail shops.

In February, the port was idled as longshore workers and teachers rallied in front of City Hall to fight these privatization schemes. The teachers' union is opposed to the closure of public schools and increase of charter schools.

The union fight against the A's stadium is being led by the International Longshore and Warehouse Union, Local 10, of which I am president. ILWU has a proud record of organizing solidarity actions for other unions, like the teachers' Oakland Education Association. At the port, a broad rainbow coalition of workers can defeat Fisher's scam. It's high time for all unions to implement labor's slogan, "An injury to one is an injury to all!"

A stadium can be built almost anywhere, but a port can only be built on tidelands. Once Howard Terminal is lost, it can't be replaced.

This article was written by Farless Dailey and appeared in the March 7 edition of the San Francisco Chronicle. Farless Dailey is president of the International Longshore and Warehouse Union, Local 10.

Biden reaffirms support for Jones Act

President Biden, meeting with the AFL-CIO leadership and principal officers of international unions on March 5, said once again he will not waiver in his longtime support for the Jones Act, the nation's freight cabotage law. The President was responding to a statement from MTD Executive Board Member and SIU Executive Vice President Augie Tellez during the Wilmington, Delaware gathering.

Tellez, who attended with MEBA Secretary-Treasurer Roland Rexha and MM&P President Don Marcus, thanked the President for standing with American mariners throughout his career as a

Senator and Vice President. He alerted Biden to new attacks being directed at the Jones Act in the wake of rising petroleum prices because of the Russian attack on Ukraine. The maritime contingent noted recent news columns trying to claim the Jones Act as anti-American.

Tellez also informed the President about the February announcement to create a second registry in the U.S. Virgin Islands that would take away cargo from U.S.-flag ships and jobs from American mariners. Biden told Tellez, Rexha, Marcus and the other Labor leaders he will continue to fight for American mariners and workers.

CMA CGM to test biofuel on 32 containerships

A range of shipowners have tested the use of biofuels on a limited basis on their fleets, but in the latest development, CMA CGM Group, based in France, is starting a wide-reaching, six-month test involving multiple trade routes. The purpose of the program is to collect more extensive data to be shared with flag administrators to support the broader adoption of biofuel as an element in the effort to achieve the net zero carbon targets.

The six-month global trial will involve up to 32 containerships running on different blends of biofuel to measure carbon dioxide and nitrogen oxide emissions to obtain a trend analysis. Ranging from ship sizes between 2,200 and 10,640 TEU, these vessels on trial will serve several trade lanes including Asia-South America, Asia-Africa, Asia-Oceania, Asia-Mediterranean, North Europe-Oceania and North Europe-North America.

With the support of the Maritime and Port Authority of Singapore, CMA CGM reports the program started with its 10,640 TEU vessel, *APL Paris*, which was the first of the group's vessels to be bunkered with biofuel in Singapore on February 23. Ship-to-containership biofuel bunkering was conducted alongside simultaneous container loading and discharging operations before the 131,000-ton vessel departed for Shanghai. This vessel operates on an Asia-South America route.

Made from used cooking oil collected from food manufacturers, businesses and households, the conversion of waste

cooking oil into biofuel for transportation promotes a circular economy. Some of these vessels fueling in Singapore will be loaded with B24 biofuel, which is comprised of 24 percent used cooking oil methyl ester in the advanced biofuel blended with conventional fuels.

The advantage of B24 is that it is completely compatible with modern ship engines. As a drop-in fuel option, it can be run on all vessel types without requiring technical, safety, or design adjustments. According to CMA CGM, B24 can reduce carbon emissions by 21 percent.

As part of the trial program, CMA CGM plans to build a database comparing the results and the biofuel's impact on the operation of the ships. They will share the results with the respective flag administration, including MPA, and believe that this can support the adoption of biofuel while also providing a new and environmentally beneficial use for consumed oil.

The shipping company notes that biofuels can provide an immediate means to reduce carbon exhaust, especially for older, in-service vessels that are not outfitted with new engines. CMA CGM currently has a fleet of 25 e-methane ready vessels in service based on its current investments in dual-fuel vessels using liquified natural gas as their primary fuel. By the end of 2024, CMA CGM will have 44 of these dual-fuel vessels, and the engines installed on these vessels are capable of using BioLNG as the next generation fuel becomes available.

WILMINGTON NOTES

Wilmington dispatched 88 jobs in February.

Six Matson, three APL and two PCS shipboard billets were filled, along with two Shore Mechanics and 20 Relief Mechanics. Two applicants made a ship and 18 applicants were dispatched to standby jobs. The registration list numbers 19 A-, 15 B- and 7 C-seniority members. We need more labor; we have the jobs. Job calls are still at 1030 and 1400 in the parking lot.

Matson and APL crews have been allowed to go ashore in select ports as long as local authorities allow it. We have been very lucky so far and I hope it stays that way.

We will be electing the Wilmington Delegate to bring up concerns and suggestions to the APL Negotiating Committee at the next monthly meeting. Keep that in mind.

The gang at Pier 300 is still on a 24/7 schedule with three shifts. Foreman Ken Justice is still out on medical. Relief Foreman Mike Robles is running the gang with a head count of 25 men.

The SS Lane Victory needs volunteers. Located at the end of Miner Street in San Pedro, she might be moved further down the dock. Turn-to is still Wednesday and Saturday at 0900. As always, the assistance is appreciated. Don't forget to bring your flashlight. That's about it. Take care and work safely.

Aloha,
Sonny Gage
Port Agent

HONOR ROLL

Voluntary donation to General Treasury — February 2022:
Eric White, #3925\$100.00
Jefferson Basuel, #3829.....\$25.00

HOWZ SHIPPING?

February 2022
San Francisco

Electrician.....	2
Reefer/Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day)	1
Oiler	4
Pumpman	1
Wiper	4
Standby Electrician/Reefer	11
Standby Wiper.....	4
TOTAL	29

Wilmington

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer (Day)	3
Wiper	4
Shore Mechanic.....	22
Standby Electrician/Reefer	22
Standby Wiper.....	33
TOTAL	88

Seattle

Electrician /Reefer//Oiler	1
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day)	1
Standby Electrician/Reefer	9
Standby Wiper.....	4
TOTAL	16

Honolulu

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day)	1
Oiler	1
Wiper	1
Shore Mechanic.....	4
Standby Electrician/Reefer	26
Standby Wiper.....	32
TOTAL	69

POLITICAL ACTION FUND

Voluntary donations for February 2022:
Henry Disley, P-2617.....\$100.00
Jaevic Moraga, JM-5355.....\$200.00
Mario Higa, #3738

HONOLULU NOTES

The Honolulu hall had 69 dispatches in the month of February. Out of the seven rotary jobs dispatched, two didn't make the ship because of covid positive test results. This is better than January's 50 percent average.

We hit our monthly average in standby jobs with 58 standbys in February (26 Standby Elect/Reefers and 32 Standby Wipers). Honolulu's registration currently has 16 A-, 12 B-, and 6 C- seniority members registered for shipping.

In February I represented the Marine Firemen's Union at the monthly Honolulu Port Council meeting, which was my first meeting with them in three months. It was very nice to see everyone in person at the meeting, and I believe

everyone on the Port Council showed up. Most of the discussions were on bills in the new legislative session. There is a good feeling that the Hawaii States minimum wage (\$10.10) will be increasing to \$18 an hour. I also attended the monthly Honolulu Sailors' Home board meeting by Zoom.

Things have quieted down a bunch since January. January was not a good month; it was hella busy. February was a nice quiet month, but it's looking like March will pick up and bring in many rotary dispatches. Shipping's good, come and get it.

Aloha,
Mario Higa
Port Agent

SEATTLE NOTES

During the month of February, Seattle shipped one ERO, one REJ, one DJR, nine Standby Reefers and four Standby Wipers. Seattle currently has nine A-, four B- and three C-seniority members registered for shipping.

The *Maunalei* has sailed to Asia for a trip, so standby job calls will not happen on Tuesdays for a month or so. What will the future hold? We all know Matson...who knows what is coming? We still are looking at a standby deficit, so please make the Thursday job call to fill the ordered jobs for *Pfeiffer* and *Manoa*.

Thank you to Clinton Sieber for manning the office while I had some time off. He did an excellent job with truly little experience at this helm. No company has the same protocol for dispatch, and he rolled with the punches.

We are a fringe industry these days, lost from the view of popular media portrayed by the likes of *Action in the North Atlantic*, *Lakeboat*, and *Captain Phillips* that showed brief spotlights of what we do and the hardships we endure. However, we remain vital to the nation's security and financial independence. There is nothing that our foes on the global stage would like to see more than the United States abandoning our sealift capacity and coastwise shipping jurisdiction. Seamen are needed.

In response, this month SUP brothers Erik Williams Jr., Cory Burton, Eli

jah Bernal, and Bismark Pinera have taken advantage of their contacts with their local school district contacts to reach out to them and to pass on the great opportunities our industry offers. They will be speaking to guidance counselors and administration to see if any bright students may have a desire to make a mark in the trade. They will be engaged in mentoring the interested towards credentialing then fielding questions that arise from the many obstacles that come with the process.

I encourage MFOW members to do the same. We need Wipers too. Members that "did their time" and will not clean a bilge are not filling the billets. Ships come in and need maintenance and cleaning, so if you do not want the work, bring in new members.

Fraternally,
Brendon Bohannon,
Representative

Benefits paid during February

Death Benefits	None
Burial Benefits	None
Excess Medical	\$1,538.90
Glasses and Examinations	None

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Daniel Marc Malo	3731	SIU PD Reduced	16.38	3/1/2022

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

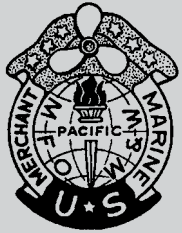
Halls to close

Harry Bridges' Memorial Day in Honolulu — The Honolulu Hall will be closed on Wednesday, March 30, 2022, in observance of Harry Bridges' Memorial Day, which is an ILWU Local 142 holiday.

Cesar Chavez' Birthday — The San Francisco, Seattle and Wilmington Halls will be closed on Thursday, March 31, 2022, in observance of Cesar Chavez' Birthday, which is a long-shore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels in West Coast ports; it is not a holiday at sea.

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

FINISHED WITH ENGINES



Anthony M. Petrovich, P-2633/#2125. Born December 17, 1927, Hoboken, NJ. Joined MFOW June 14, 1948. Pensioned January 1, 2004. Died January 21, 2022.

Patrick A. Sippo, P-2569/JM-4028. Born June 4, 1947, Portland, OR. Joined MFOW August 12, 1977. Pensioned October 1, 1994. Died January 30, 2022.

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