



# THE MARINE FIREMAN

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



Volume 78

SAN FRANCISCO, CALIFORNIA, MAY 11, 2022



No. 5

## USNS Red Cloud loads out Balikatan 22 gear

In April, after successful completion of Balikatan 22, military vehicles assigned to the 402nd Army Field Support Brigade, from Army Prepositioned Stock 3, were successfully loaded to the *USNS Red Cloud* at Subic Bay, Philippines. The *USNS Red Cloud* – crewed by MFOW members in the engine department – is one of the Military Sealift Command's 19 large, medium-speed, roll-on/roll-off ships. The *Watson*-class vehicle cargo ship is named for Corporal Mitchell Red Cloud, Jr., a Medal of Honor recipient, after whom Camp Red Cloud in Korea is also named.

Balikatan, Tagalog for "shoulder-to-shoulder," is a longstanding bilateral exercise highlighting the deep-rooted partnership between the Philippines and the United States. During the 37th iteration of the exercise, nearly 9,000 participants from the Armed Forces of the Philippines (AFP) and the U.S. military trained from the northern coast of Luzon to Palawan, focusing on maritime security, amphibious operations, live-fire training, urban operations, aviation operations, counterterrorism, and humanitarian assistance and disaster relief. U.S. and Philippine exercise forces employed more than 50 aircraft, four ships, 10 amphibious craft, four HIMARS rocket system launchers,

and four Patriot missile systems during Balikatan 22.

The exercise saw the inaugural deployment of the U.S. Marine Corps' 3rd Marine Littoral Regiment (3d MLR), which was established in Hawaii in March. The exercise also included approximately 40 personnel from the Australian Defense Force.

AFP and U.S. forces experimented with sensors and fire support, and used expeditionary advanced bases (EAB) as the framework for an integrated coastal defense. Over the course of eight days, the 3rd MLR partnered with the Philippine Marine Corps Coastal Defense Regiment and provided command and control over multiple EABs across northern Luzon. This coastal defense was further enhanced by two Patriot Missile Batteries from the U.S. Army's 1st Battalion, 1st Air Defense Artillery Regiment and HIMARS rocket system from 3rd Battalion, 12th Marines. The U.S. Navy and Philippine Navy played key roles providing sealift and offshore support.

The AFP and U.S. military also conducted multiple humanitarian and civic assistance projects, including the renovation of four elementary schools, multiple community health engagements, and the exchange of advanced emer-



Military vehicles assigned to the 402nd Army Field Support Brigade being loaded to the *USNS Red Cloud* at Subic Bay.

gency rescue and lifesaving techniques. These construction projects, health engagements, and community relations events improved local infrastructure, facilitated the exchange of lifesaving medical skills, and strengthened ties between local communities and Philippine and American military forces.

MFOW crew aboard the *Red Cloud* during the exercise were Electrician Rex Sagisi, #3909; Electrician Vasily Mironchuk, #3943; Oiler Jimmy Fagaragan, #3935; Oiler Deon Hansen, #3892; Oiler Floro Ponce III, JM-5344 and Wiper Rhys Bellber, non-seniority.

## America's Marine Highway Program gets boost

On April 25, the U.S. Department of Transportation's Maritime Administration (MARAD), announced the availability of an additional \$14.8 million in funding, for a total of \$39.8 million, for the America's Marine Highway Program (AMHP). MARAD also extended the deadline for applicants to apply for funding to June 17, 2022.

In March, the MARAD announced the availability of nearly \$25 million in grant funding for the AMHP through

the Bipartisan Infrastructure Law. The fiscal year 2022 Appropriations Act made an additional \$14.8 million available for the AMHP. MARAD has amended its fiscal year 2022 Notice of Funding Opportunity to make all of this funding available during the current grant application period.

AMHP supports the increased use of the nation's navigable waterways to relieve landside congestion, provide new and efficient transportation options, and increase the productivity of the surface transportation system. By working closely with public and private organizations, the AMHP helps create and sustain American jobs in U.S. ports, on vessels, and at shipyards, while also improving our supply chains.

DOT recently expanded the AMHP through the designation of a new marine highway route and two new marine highway projects, and the approval of one project designation extension. MARAD has extended the application deadline to June 17, 2022; in part so that these newly designated projects can prepare applications for funding.

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; help 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 jobs and grow the economy sustainably and equitably to help everyone get ahead for decades to come.

## Matson announces first quarter results

On May 3, Matson, Inc. reported net income of \$339.2 million for the quarter ended March 31, 2022. Net income for the quarter ended March 31, 2021 was \$87.2 million. Consolidated revenue for the first quarter 2022 was \$1,165.5 million compared with \$711.8 million for the first quarter 2021.

**Hawaii** — Container volume in the Hawaii service in the first quarter 2022 was 0.6 percent lower year-over-year. The decrease was primarily due to lower eastbound volume. During the quarter, elevated hospitality-related demand occurred as a result of strong domestic tourist arrivals and modest improvement in international visitor traffic. In the near-term, Matson is cautiously optimistic on further economic recovery in Hawaii in 2022. The positive trends include further improvement in the unemployment rate and increasing tourism traffic, including meaningful international visitor traffic later in the year, but incremental waves of COVID-19 variants present the possibility of further economic slowdowns and the loss of federal stimulus coupled with inflation and higher interest rates may impact discretionary income.

**China** — Container volume in the first quarter 2022 increased 13.4 percent year-over-year. The increase was a result of five more eastbound voyages than the prior year. Volume demand in the quarter was driven by e-commerce, garments and other goods. Matson continued to realize a significant rate premium over the Shanghai Container-

ized Freight Index in the first quarter 2022 and achieved average freight rates that were considerably higher than in the year ago period. Currently in the trans-Pacific trade lane, there are supply chain challenges in China, primarily due to actions to mitigate the spread of COVID-19, as well as continued supply chain constraints and congestion on the U.S. West Coast, elevated consumption trends, and inventory restocking. Despite the near-term uncertainty presented by the supply chain challenges in China, the company expects a combination of the current supply and demand factors to remain largely in place through at least the October peak season and continue to expect elevated demand for the China service for most of this year.

**Guam** — Container volume in the first quarter 2022 increased 10.0 percent year-over-year primarily due to higher retail-related demand. In the near-term, the company is cautiously optimistic on further economic growth in Guam as tourism traffic improves as the year progresses.

**Alaska** — Container volume for the first quarter 2022 increased 20.2 percent year-over-year primarily due to:

- An increase in volume from the Alaska-Asia Express
- Higher northbound volume primarily due to higher retail-related demand and volume related to a competitor's dry-docking
- Higher southbound volume primarily due to higher seafood volume.

### Halls to close

**Memorial Day** — The MFOW hiring halls will be closed on Monday, May 30, 2022, in observance of Memorial Day, which is a contract holiday.

**Kamehameha Day** — The halls will also be closed on Monday, June 13, 2022, in observance of Kamehameha Day (June 11), which is a contract holiday aboard all Matson intercoastal and offshore vessels (except the *Kamokuiki*) and under the Matson Maintenance Agreement.

**Juneteenth National Independence Day** — The halls will also be closed on Monday, June 20, in observance of Juneteenth National Independence Day (June 19) which is a contract holiday aboard all Matson intercoastal and offshore vessels (except the *Kamokuiki*) and under the Matson Maintenance Agreement.



# The Marine Fireman

Published Monthly By

The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association

ORGANIZED 1883

Affiliated with the Seafarers International Union of North America, AFL-CIO

Yearly subscription rate: \$20 first class, \$25 overseas air

Postmaster: Send address changes to The Marine Fireman, 240 2nd Street, San Francisco, CA 94105

## Matson launches new neighbor island barge *Haleakala*

Matson and Greenbrier Gunderson Marine christened and launched a new flat-deck container barge in a ceremony at the Greenbrier Gunderson Marine shipyard in Portland, Oregon on April 23, 2022. The new barge, christened *Haleakala* in honor of the landmark crater on the island of Maui, will be deployed in Matson's Neighbor Island service in Hawaii starting this summer, connecting cargo to and from the U.S. West Coast through its hub terminal in Honolulu.

With a carrying capacity of 620 TEU and room for 72 refrigerated containers, the new *Haleakala* is double the size of the older barge it is replacing and will increase the efficiency of Matson's service to the neighbor islands. At 362 feet long, 105-foot beam, with a deep draft of 17.3 feet and capacity of more than 12,000 metric tons, it will be Matson's largest barge.

The ceremonies began at 1130 with opening remarks from Richard Hunt of Greenbrier-Gunderson followed by an invocation of "Amazing Grace" played by the Clan Macleay Pipe Band of Portland. In his remarks during the launch ceremony, Matson Senior Vice President Vic Angoco said, "The launch of this new vessel symbolizes Matson's long-standing commitment to serving our communities in Hawaii — in fact, as of this month, it has been 140 years of service to the islands since Captain Matson himself first sailed between San Francisco and Hilo, Hawaii. And it's just the latest example of Matson continuously investing in its services in order to fulfill our commitment to keeping the necessities of everyday life flowing



MFOW President Anthony Poplawski (center) is dwarfed by the barge *Haleakala*.

to our remote island communities."

In recent years, Matson has invested more than \$1 billion in new vessels and infrastructure at its hub terminal in Honolulu to support its Hawaii service.

Matson invited Evelyn Angoco, wife of Vic Angoco, to christen the vessel by breaking a ceremonial bottle of champagne against its hull. Immediately after the bottle was broken, son Austin Angoco performed the cable cutting that released the barge from its building ways and slid sideways into the Willamette River. *Haleakala* was then docked at Greenbrier Gunderson's nearby testing and trials berth, where the final stages of construction will be completed.

Matson is expected to take delivery of the barge in late May. Construction of the new vessel began on June 24, 2021.

## Guam seeks gantry crane funding

The Port Authority of Guam is banking on the island's strategic importance to regional and national defense to get funding for three much-needed new gantry cranes. The port says it got a big boost from a letter received that shows there is bipartisan support in Congress.

The letter is from Representative Joe Wilson (R-South Carolina), a longtime member of the House Armed Services Committee. Wilson visited Guam several times and was a close colleague of former Guam delegate Madeleine Bordallo, who sought out his support.

Wilson wrote to Indo-Pacific commander Admiral John Aquilino about Guam's critical importance to the Pacific Deterrence Initiative and as a nexus that enables power projection across the region. He urged him to look into the port's plan, which includes three new gantry cranes at a cost of \$45 million.



Matson Senior Vice President Pacific Vic Angoco addresses the crowd.



The Clan Macleay Pipe Band led the march to the ceremony site.

### Marine Firemen's Union Directory

[www.mfoww.org](http://www.mfoww.org)

#### HEADQUARTERS

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#### Stacy Bobu

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# MFOW PRESIDENT'S REPORT



By Anthony Poplawski

## MEETINGS

**Propeller Club** — On April 12, at the invitation of the Propeller Club of Washington, D.C., and the International Propeller Club of the United States, I participated in a teleconference on *Seafarers' Welfare in Uncertain Times*. The presentation was given by Dr. Jason Zuidema, Executive Director of the North American Maritime Ministries Association. To no surprise, topics discussed included internet availability aboard vessels, vaccination availability for seafarers and shore leave.

**SF PMC** - On April 13, I attended the monthly meeting of the San Francisco Bay Area and Vicinity Port Maritime Council, Maritime Trades Department, AFL-

CIO, aboard the *SS Jeremiah O'Brien* at Pier 47 in San Francisco. The guest speaker was Fiona Ma, a long-time friend of organized labor and California State Treasurer since 2019. She previously served as a member of the California Board of Equalization (2015-2019), the California State Assembly (2006-2012), and the San Francisco Board of Supervisors (2002-2006).

A member of the Democratic Party, Ma was the first Asian-American woman to serve as California Assembly Speaker Pro Tempore, the second highest-ranking of office in the California Assembly. She is also only the second Certified Public Accountant to be elected to the State Board of Equalization.

**TURBO Activation 2022** — On April 14, I participated in a teleconference with federal government and maritime labor participants to discuss TURBO Activation 2022.

**MFOW Convention and Board of Trustees Meeting** — On April 19, the 2022 MFOW Convention and Board of Trustees Meeting was held via teleconference. The Convention and Board of Trustees Meeting recommendations will be submitted for membership approval at the next Headquarters and branch meetings.

**Haleakala Launch** — On April 23, at the invitation of Matson Navigation Company, I attended the christening and launching of the new inter-Island barge *Haleakala* at Greenbriar Marine in Portland, Oregon.

## MARAD BREAKOUT

On April 15, the MFOW satisfied exercise obligations for a massive tabletop government fleet activation by virtually filling unlicensed engine billets for nine Ready Reserve Force (RRF) vessels. The MFOW-crewed RRF vessels that were "activated" are managed by Patriot Contract Services and Matson Navigation Company.

The U.S. Maritime Administration (MARAD) oversees the simulated breakout that helps evaluate whether the industry's workforce is capable of supporting a major ramp-up of surge sealift ships. This was a paper exercise and mariners were not required to report to the vessels.

The command post exercise simulated the activation of the RRF fleet and Military Sealift Command surge vessels to test procedures and coordination necessary to meet strategic sealift requirements.

The exercise began on April 13 and required phone calls to members with the appropriate credentials. Members currently serving aboard vessels were not eligible for the exercise. The exercise concluded at 1530 EDT on April 20. The MARAD Exercise Coordinator will analyze and conduct quality assurance of the submitted crew lists.

Bravo Zulu to Vice President Deyne Umphress (who was the MFOW Exercise Coordinator), San Francisco Business Agent Bobby Baca, Wilmington and Honolulu Port Agents Sonny Gage and Mario Higa and Seattle Representative Brendon Bohannon, who each summoned qualified mariners for the virtual crew-ups. And thanks to all the members and applicants who participated in Breakout 2022.

## SHANGHAI LOCKDOWN

Shanghai, China, has been under lockdown since late March under the nation's strict COVID protocols. The system is so poorly managed that residents are frequently unable to access basic necessities such as food, medication and medical care, prompting widespread, spontaneous protests.

The government has touted a zero-COVID strategy. The government's system of containment using intensive testing and tracing, combined with partial or complete lockdowns when a case is detected, has kept case counts and deaths low over the past two years. But the latest reports suggest that the local government was unprepared for an outbreak in the country's economic center and cast doubt on the feasibility of zero-COVID at this point in the pandemic. That has translated into serious struggles for residents, including hours-long ambulance wait times, dwindling savings, and inadequate or rotten food supplies, among others.

Caught up in the lockdown fiasco is the *MV President Wilson*, crewed in the unlicensed engine department by MFOW mariners. After making a routine trans-Pacific run, the *Wilson* arrived in China, discharged its cargo, and on February 9, traveled down the Yangtze River to a quarantine anchorage, prior to a scheduled shipyard availability. The crew was told that, as per China's policy, the ship must stay at anchor for either 14 days from the last foreign country, or 30 days from the last crew change, whichever was longer. Twelve days later they were given approval to dock at the shipyard.

Shipyard work began but the process was slow and chaotic. The ship's engineers were required to secure the ship's service generators as she entered drydock. No shore power was initially provided.

By March 12, the *Wilson* had a fresh coat of paint and was refloated on March 21. But on March 23, with most propulsion, auxiliary and hotel services systems torn apart for maintenance, repairs or overhaul, shipyard workers went to lunch and never returned. Shanghai had entered total lockdown.

The situation has been difficult for the crew, not knowing when the lockdown will end or when shipyard work will resume. Some lodging claims have been paid to the crew. Food stores and cleaning supplies have been running low. Lack of trash removal is a problem.

SUP President Dave Connolly has taken the lead on addressing those and other matters with the company and reported the following:

- The company is in daily contact with the vessel Master.
- The company is working with chandlers to maintain port stores, including fresh fruit and bottled water.
- Medical and other potential repatriation contingencies are under discussion.
- COVID exposure risk is viewed as relatively low due to the quarantine status of the ship.
- The company is considering alternate shipyard availability for other ships.

Recent reports state that a limited number of shipyard workers have been turning to on other ships in the yard. It will take several weeks for a full complement of shipyard workers to get the *Wilson* seaworthy, so, for the time being, it appears that the crew will have to continue to tough it out under less-than-optimal conditions.



# Mariners Needed

The Marine Firemen's Union dispatches entry-level engine department mariners (Wiper) to contracted vessels. The minimum requirements necessary to receive an application are:

- Current U.S. Merchant Mariner's Credential (endorsed as Wiper)
- Current STCW Basic Training endorsement
- Current STCW Vessel Personnel with Designated Security Duties (VPDSD) and Security Awareness (SA) endorsements
- Current STCW Two-Year Medical Certificate
- Current Transportation Worker Identification Credential (TWIC)
- Current Passport
- Printout of DOT-approved drug screen (within six months)
- Full COVID Vaccination

You will not be considered for employment if you do not possess all of the above items. The Marine Firemen's Union does not send or receive applications by mail.

The Union utilizes a seniority-based rotary dispatch system. The selection and eventual membership status of non-seniority applicants is determined by the Union on an as-needed basis. The jobs calls are held at 10:00 a.m. and 2:00 p.m., Monday through Friday, at the following hiring hall locations:

### San Francisco Bay Area Hiring Hall

Marine Firemen's Union  
240 Second Street  
San Francisco, CA 94105  
Telephone: 415-362-7593

### Los Angeles/Long Beach Hiring Hall

Marine Firemen's Union  
533-B North Marine Avenue  
Wilmington, CA 90744  
Telephone: 310-830-0470

### Honolulu Hiring Hall

Marine Firemen's Union  
707 Alakea Street  
Honolulu, HI 96813  
Telephone: 808-538-6077

### Puget Sound Hiring Hall

Sailors' Union of the Pacific  
4005 - 20th Avenue West, Suite 115  
Seattle, WA 98199  
Telephone: 206-467-7944

If a sea-going billet becomes available to you, you will be sent to a medical center for a physical examination and given instructions on when and where to report for duty.

### We also are actively recruiting the following ratings:

- QMED — Oiler (with STCW RFPEW)
- QMED — Junior Engineer (with STCW RFPEW and AS-E)
- QMED — Pumpman (with STCW RFPEW and AS-E)
- QMED — Electrician/Refrigerating Engineer (with STCW RFPEW and AS-E)

## VICE PRESIDENT'S REPORT

The Union still faces the same struggles as another month comes and goes. Between our convention, trustees meeting, and N-MERPAC meetings, I find myself writing another monthly report wondering where the time has gone.

I'll be generating job summaries on a frequent basis at the request of PCS. I have already been doing this on occasion to keep track of open board jobs and make sure all ports are on the same page. The fact that the company is requesting this on a daily basis illustrates the number of jobs the unions are un-

able to fill. Step up and fill the billets we ask you to. The alternative would be to lose the contract altogether and there won't be any jobs we need filled. The choice is yours. The Union will only go as far as the membership will carry it. A big thank you to those pulling more than their share of the weight.

I wish I had more positive things to say, but I'm just telling it like it is. Stay safe and take one for the team.

Fraternally,  
**Deyne Umphress**

## BUSINESS AGENT'S REPORT

Here is the vessel rundown for April 2022:

### MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Mahimahi* — no beefs. *MV Mokihana* — delegate REJ Baldev Singh, #3782, no beefs. Shipped an REJ and DJU for time up; the ship is currently at Vigor shipyard in Portland, Oregon, for maintenance and repairs. *MV Lurline* — delegate REJ Bruce Chow, #3812, no beefs. *MV Maunalei* — ERJ Felicisimo Villa, #3964, no beefs; the schedule has the ship on the Southwest triangle run and then lay up in Oakland.

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer* — delegate REJ David Ebanks, #3824, no beefs. *MV Manoa* — delegate REJ Travis Kehoe, #3922, no beefs. *Cape Hudson* — shipped a one-year Electrician.

### APL MARINE SERVICES

On the EX1 run: *MV President Roo-*

*sevelt* — no beefs, shipped an additional REJ for one trip. *MV President Cleveland* — delegate REJ Thomas Davis JM-5156 no beefs. *MV President Truman* — delegate ERJ Kevin Haymer, #3958, no beefs. *MV President Wilson* — delegate ERJ Stephen Villa, #3811, reported they are still at the Shanghai shipyard in China and were running low on a few stores and provisions. While the crew members continue to work on repairs, no shipyard workers have returned to work on the ship due to stringent COVID restrictions that have gone on for about a month.

### PATRIOT CONTRACT SERVICES

*USNS Watson* — two Oilers awaiting flyout. *USNS Dahl* — one Electrician awaiting flyout.

Fraternally,  
**Bobby Baca**

## 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**



# California Labor Federation Endorsements for the June 7, 2022 Primary Election

### United States Senate

U.S. Senate Alex Padilla (D)

### U.S. Representatives in Congress

CD 1 — Max Steiner (D)	CD 27 — Christy Smith (D)
CD 2 — Jared Huffman (D)	CD 28 — Judy Chu (D)
CD 3 — Kermit Jones (D)	CD 29 — Tony Cardenas (D)
CD 4 — Mike Thompson (D)	CD 30 — Adam Schiff (D)
CD 5 — Mike Barkley (D)	CD 31 — Grace Napolitano (D)
CD 6 — Ami Bera (D)	CD 32 — Brad Sherman (D)
CD 7 — Doris Matsui (D)	CD 33 — Pete Aguilar (D)
CD 8 — John Garamendi (D)	CD 34 — Jimmy Gomez (D)
CD 9 — Josh Harder (D)	CD 35 — No Recommendation
CD 10 — Mark DeSaulnier (D)	CD 36 — Ted Lieu (D)
CD 11 — Nancy Pelosi (D)	CD 37 — Sydney Kamlager (D)
CD 12 — Barbara Lee (D)	CD 38 — Linda Sanchez (D)
CD 13 — No Recommendation	CD 39 — Mark Takano (D)
CD 14 — Eric Swalwell (D)	CD 40 — Asif Mahmood (D)
CD 15 — Kevin Mullin (D)	CD 41 — Will Rollins (D)
CD 16 — Anna Eshoo (D)	CD 42 — Robert Garcia (D)
CD 17 — Ro Khanna (D)	CD 43 — Maxine Waters (D)
CD 18 — Zoe Lofgren (D)	CD 44 — Nanette Barragan (D)
CD 19 — Jimmy Panetta (D)	CD 45 — Jay Chen (D)
CD 20 — Marisa Wood (D)	CD 46 — Lou Correa (D)
CD 21 — Jim Costa (D)	CD 47 — Katie Porter (D)
CD 22 — Rudy Salas (D)	CD 48 — No Endorsement
CD 23 — Derek Marshall (D)	CD 49 — Mike Levin (D)
CD 24 — Salud Carbajal	CD 50 — Refer to Executive Council
CD 25 — No Recommendation	CD 51 — Sara Jacobs (D)
CD 26 — Julia Brownley (D)	CD 52 — Juan Vargas (D)

### State Constitutional Offices

Governor	Gavin Newsom (D)
Lieutenant Governor	Eleni Kounalakis (D)
Secretary of State	Shirley Weber (D)
Attorney General	Rob Bonta (D)
Controller	Malia Cohen (D)
Treasurer	Fiona Ma (D)
Insurance Commissioner	Ricardo Lara (D)
Superintendent of Public Instruction	Tony Thurmond (NP)

### California State Senate

SD 2 — Mike McGuire (D)	SD 22 — No Recommendation
SD 4 — Tim Robertson (D)	SD 24 — Ben Allen (D)
SD 6 — Paula Villescaz (D)	SD 26 — Maria Elena Durazo (D)
SD 8 — Dave Jones	SD 28 — Lola Smallwood Cuevas (D)
SD 10 — Aisha Wahab (D)	SD 30 — Bob Archuleta (D)
SD 12 — No Endorsement	SD 32 — No Endorsement
SD 14 — Anna Caballero (D)	SD 34 — Tom Umberg (D)
SD 16 — Open	SD 36 — Kim Carr (D)
SD 18 — Steve Padilla (D)	SD 38 — Catherine Blakespear (D)
SD 20 — Daniel Hertzberg (D)	SD 40 — Joseph Rocha (D)

### California State Assembly

AD 1 — Refer to Executive Council	AD 41 — Chris Holden (D)
AD 2 — Jim Wood (D)	AD 42 — Jacqui Irwin (D)
AD 3 — No Endorsement	AD 43 — Luz Rivas (D)
AD 4 — Cecelia Aguiar—Curry (D)	AD 44 — Laura Friedman (D)
AD 5 — No Endorsement	AD 45 — James Ramos (D)
AD 6 — Kevin McCarty (D)	AD 46 — Jesse Gabriel (D)
AD 7 — No Endorsement	AD 47 — Christy Holstege (D)
AD 8 — No Endorsement	AD 48 — No Recommendation
AD 9 — Heath Flora (R)	AD 49 — Mike Fong (D)
AD 10 — Eric Guerra (D)	AD 50 — Eloise Gomez—Reyes (D)
AD 11 — Lori Wilson (D)	AD 51 — Rick Chavez—Zbur (D)
AD 12 — Damon Connolly (D)	AD 52 — Wendy Carrillo (D)
AD 13 — Carlos Villapudua (D)	AD 53 — Refer to Executive Council
AD 14 — Buffy Wicks (D)	AD 54 — Miguel Santiago (D)
AD 15 — Tim Grayson (D)	AD 55 — Isaac Bryan (D)
AD 16 — Rebecca Bauer—Kahan (D)	AD 56 — Lisa Calderon (D)
AD 17 — Open	AD 57 — Reggie Jones—Sawyer (D)
AD 18 — Mia Bonta (D)	AD 58 — Sabrina Cervantes (D)
AD 19 — Phil Ting (D)	AD 59 — No Endorsement
AD 20 — Liz Ortega (D)	AD 60 — No Recommendation
AD 21 — No Recommendation	AD 61 — Tina McKinnor (D)
AD 22 — Jessica Self (D)	AD 62 — Anthony Rendon (D)
AD 23 — Marc Berman	AD 63 — Fauzia Rizvi (D)
AD 24 — Alex Lee (D)	AD 64 — Elizabeth Alcantar—Loza (D)
AD 25 — Ash Kalra (D)	AD 65 — Mike Gipson (D)
AD 26 — Evan Low (D)	AD 66 — No Recommendation
AD 27 — Esmeralda Soria (D)	AD 67 — Sharon Quirk—Silva (D)
AD 28 — Dual: Gail Pellerin (D)	AD 68 — Avelino Valencia (D)
AD 28 — Dual: Rob Rennie (D)	
AD 29 — Robert Rivas (D)	AD 69 — Josh Lowenthal (D)
AD 30 — Dual: Dawn Addis (D)	AD 70 — Diedre Thu—Ha Nguyen (D)
AD 30 — Dual: Jon Wizard (D)	
AD 31 — Joaquin Arambula (D)	AD 71 — No Recommendation
AD 32 — No Endorsement	AD 72 — No Recommendation
AD 33 — Joe Sigala (D)	AD 73 — Cottie Petrie—Norris (D)
AD 34 — No Recommendation	AD 74 — Chris Duncan (D)
AD 35 — Leticia Perez (D)	AD 75 — No Endorsement
AD 36 — Eduardo Garcia (D)	AD 76 — Brian Maienschein (D)
AD 37 — Gregg Hart (D)	AD 77 — Tasha Boerner Horvath (D)
AD 38 — Steve Bennett	AD 78 — Chris Ward (D)
AD 39 — Andrea Rosenthal (D)	AD 79 — No Recommendation
AD 40 — Pilar Schiavo (D)	AD 80 — Georgette Gomez (D)

### California Board of Equalization

District 1 — No Recommendation  
 District 2 — Dual: Michaela Alioto—Pier (D) and Sally Lieber (D)  
 District 3 — Tony Vasquez (D)  
 District 4 — No Recommendation



# MFOW Convention — April 19, 2022

## State of the Union

By Anthony Poplawski, President/Secretary-Treasurer

In this State of the Union report, I will discuss all phases of the financial structure of the Union, jobs under contract and membership totals. I will also include my recommendations for upcoming negotiations with APL Marine Services.

In your folder you will find an agenda for these meetings, a copy of my written report, financial statements of the Union and documents regarding the pension, welfare and training funds. All of this information will relate to our discussion on ways and means of bettering the Union and general recommendations.

### FINANCIAL STRUCTURE

In your folder are the treasurer's Financial Reports for 2021, which show in detail income and expenses for all funds over the last five years, as well as the income and expenses for 2021 related to the Headquarters property. The total combined financial assets of the Union, as of December 31, 2021, amounted to \$2,814,975.

Our primary sources of income are work assessments, hiring hall contributions, rental income and union dues. Our largest expenses are union official and staff salaries, followed by union official and staff fringe benefit costs, and port serviced costs.

### General Treasury

The General Treasury balance as of December 31, 2021 was \$1,239,497.

### Strike Fund

By action of the membership, the Strike Fund is maintained at the level of \$1,500,000. Dodge & Cox continues to manage investment monies of the Strike Fund and General Treasury in a prudent and conservative manner. U.S. Bank has been the custodian of the Strike Fund and General Treasury monies since 2012.

### Political Action Fund

The Political Action Fund balance as of December 31, 2021 was \$75,478.

### Headquarters Property

In your folder is an annual income and expense report for the operation of the Headquarters property. For 2021, total income was \$137,478 and total expense was \$169,623. Pensioner Antone Varize is our part-time morning custodian.

### Annual Audit

The firm of Miller Kaplan Arase LLP will perform the annual audit of the Union. The Union audit for the year ending December 31, 2021, is in progress.

### TRUST FUNDS

#### SIU Pacific District Pension Plan

The SIU Pacific District Pension Plan statement of net assets available for benefits shows a total of \$121,056,566 at market value as of December 31, 2021. The maximum long-term pension payment is \$2,520 per month for participants who retired on or after July 1, 2021.

#### SIU Pacific District Supplemental Benefits Fund

The statement of net assets available for benefits shows a total of \$1,389,240 as of December 31, 2021.

#### SIU Pacific District Seafarers' Medical Center

The statement of net assets available for benefits shows a total of \$102,324 as of December 31, 2021.

#### MFOW Money Purchase Pension Plan

The MFOW Money Purchase Pension Plan (MPPP) statement of net assets available for benefits shows a total of \$42,130,024 as of January 31, 2022. Ms. Stacy Bobu is responsible for processing MPPP participant applications and forwarding them to the data processing office. Plan administration services have been performed by Benesys, Inc. since April 1, 2009.

#### MFOW Supplementary Pension Plan

The MFOW Supplementary Pension Plan statement of net assets available for benefits shows a balance of \$1,465,434 as of December 31, 2021. The maximum monthly benefit under the MFOW Supplementary Pension Plan is \$560, which became effective August 1, 2006. Wright Investors Services manages the plan investment portfolio. Zenith Administrators has been performing the administrative and accounting duties of the plan since November 2001 in coordination with Ms. Stacy Bobu, our supplemental benefit and pension analyst at Headquarters.

#### MFOW Health and Welfare Fund

The MFOW Welfare Fund income and expense statement as of January 31, 2022, shows a total of \$9,346,172 in the Guaranteed Account, \$3,157,586 in Special Account #1, and \$2,006,346 in Special Account #2, for a grand total of \$14,510,104. Our controller, Ms. Manita Li, continues to perform the accounting and administrative duties required to properly administer the plan under a reimbursement arrangement between the Welfare Fund and the Union. Ms. Kirsten Shaffer of Rael & Letson is the consultant for the MFOW Welfare Fund and reports quarterly on the status of our Welfare Fund contracts.

#### MFU Training Plan

The financial statement for the MFU Training Plan shows a fund balance of \$374,549 as of February 28, 2022. Our training coordinator, Ms. Sandra Serrano, processes member applications, enrolls members in the various training courses, and arranges for tuition payments, transportation, lodging and subsistence reimbursements.

The following MFOW Training Plan training evolutions were completed in 2021:

STCW Basic Training Refresher .....	2
STCW Basic Training Revalidation.....	51
STCW RFPEW .....	10
STCW Able Seafarer - Engine .....	15
MSC Government Vessels .....	44
QMED-Fireman/Watertender and Oiler .....	9
QMED-Electrician/Refrigerating Engineer .....	20
High Voltage Safety.....	20
<b>Total.....</b>	<b>171</b>

### MFU Joint Employment Committee

The MFU Joint Employment Committee primary account balance as of December 31, 2021 was \$18,310 and the restricted *APL Guam* Settlement account balance was \$125,390. Sandra Serrano has performed the routine administrative and accounting duties for the Joint Employment Committee (JEC) since 2001. Similar to the reimbursement arrangement for the welfare and training plans, the Union is reimbursed \$55 a month from the JEC.

### UNION MEMBERSHIP

According to the Treasurer's office records, as of December 31, 2021, we had a total of 511 members: 200 active full book members, 219 active junior members, 16 dues-paying pensioners and 76 non-dues paying regular pensioners.

### DEMOGRAPHICS

The March 31, 2022 membership report shows 412 active members with listed address of record in the following states:

Rank	State	No. of Members
1. ....	California .....	213
2. ....	Hawaii .....	65
3. ....	Washington.....	58
4. ....	Nevada .....	19
5. ....	Oregon .....	9
6. ....	Florida .....	8
7. ....	Arizona .....	6
8. ....	Texas.....	6
9. ....	Virginia.....	4
10. ....	Other (3 or less total members each) .....	24
<b>Total .....</b>		<b>412</b>

### TOTAL JOBS DISPATCHED IN 2021

According to Headquarters and Branch shipping reports, the Union dispatched a total of 2,501 jobs in 2021. This total includes 482 seagoing billets, 177 shore mechanic jobs and 1,842 standby assignments. Records indicate that the 2,051 jobs resulted in 63,029 mandays of employment for MFOW members in 2021. The following is a breakdown of jobs dispatched:

Rating	Seagoing	Shore	Standby	Total
Electrician	42			42
Electrician/Reefer/Junior	85			85
Reefer/Electrician/Junior	77			77
Junior Engineer	77			77
Pumpman	3			3
Oiler	94			94
Wiper	104			104
Shore Mechanic		177		177
Standby Electrician/Reefer			857	857
Standby Junior Engineer			3	3
Standby Wiper			982	982
<b>Total</b>	<b>482</b>	<b>177</b>	<b>1,842</b>	<b>2,501</b>

### SHIPS UNDER CONTRACT

In your folder is a Vessel and Job Report, which lists existing vessels and ratings under contract with the Union. We currently have a total of 21 ships and 93 master contract billets under the offshore and shore maintenance agreements with APL Marine Services (APLMS) and Matson Navigation Company. The Union is also a signatory to several government vessel and commercial operating contracts with Patriot Contract Services and Matson Navigation Company.

**APLMS** — APLMS employs 27 MFOW members aboard nine vessels, an additional 22 shore mechanics in the port of Los Angeles, and standby shore support in the ports of Oakland and Los Angeles.

The APLMS Maritime Security Program (MSP) fleet consists of nine U.S.-flag container vessels. The nine MSP ships are the motor vessels *APL Gulf Express*, *CMA CGM Dakar*, *CMA CGM Herodote*, *President Cleveland*, *President Eisenhower*, *President Kennedy*, *President F. D. Roosevelt*, *President Truman* and *President Wilson*.

The duration of the master collective bargaining agreement with APLMS is October 1, 2020, through September 30, 2022. These agreements include the Offshore MSP Agreement and the Maintenance Agreement.

**Matson Navigation Company** — Matson potentially employs 39 MFOW members aboard 12 master contract vessels, an additional five shore mechanics at the ports of Oakland and Honolulu, and standby shore support in Honolulu, Long Beach, Oakland and Tacoma. The duration of the master collective bargaining agreement

*Continued on page 6*

Continued from page 5

with Matson Navigation Company is July 1, 2021, through June 30, 2026. This includes the Offshore Agreement and the Maintenance Agreement.

Matson also operates one CV700-class vessel, the *Kamokuiki*, under a Memorandum of Understanding covering the period July 5, 2017, through June 30, 2023. MFOW manning aboard the *Kamokuiki* is one Electrician/Reefer/Oiler and one Oiler/Utility.

Matson also operates three Ready Reserve Force (RRF) vessels: the *MV Cape Henry*, *MV Cape Horn* and *MV Cape Hudson*, which employ three MFOW members in reduced operating status (ROS) and 15 MFOW members in full operating status (FOS).

**Patriot Contract Services** — Patriot Contract Services (PCS) operates seven RRF vessels: the *Admiral W.M. Callaghan*, *Cape Orlando*, *Cape Taylor*, *Cape Texas*, *Cape Trinity*, *Cape Victory* and *Cape Vincent*, which employ seven MFOW members in ROS and 35 MFOW members in FOS. If all options are exercised, the RRF contracts (Matson and PCS) will expire in January 2024.

The company operates one Military Sealift Command (MSC) shallow draft tanker — the *SLNC Pax*. This ship provides three MFOW billets in FOS. The ship manager contract, if all options are exercised, will extend through October 29, 2024.

The company operates one commercial shallow draft tanker — the *Haina Patriot*. This ship provides three MFOW billets in FOS. The ship manager contract will extend through September 30, 2026.

PCS operates eight *Watson*-class LMSR vessels (*Charlton*, *Dahl*, *Pomeroy*, *Red Cloud*, *Sisler*, *Soderman*, *Watkins* and *Watson*), which require a total of 48 FOS and eight ROS billets in the unlicensed engine department. The ship manager contract will extend through March 31, 2026.

**MEMBER-TO-JOB RATIOS**

As previously noted the Union has 21 ships and 93 billets under the master offshore and shore maintenance agreements. The result is a ratio of 4.4 active members per master agreement job.

$412 \text{ divided by } 93 = 4.4 \text{ active members per master agreement job}$

Under current operating requirements, the Union has mariners dispatched to the following commercial vessel, government vessel and shore mechanic jobs:

12-ship Matson fleet with Wipers on each ship	= 48 billets
Nine-ship APLMS fleet with Wipers on each ship	= 36 billets
APLMS shore mechanics	= 29 billets
Matson shore mechanics	= 5 billets
<i>Kamokuiki</i> , <i>Haina Patriot</i> and <i>SLNC Pax</i>	= 8 billets
Ready Reserve Force vessels (1 FOS and 9 ROS)	= 14 billets
Military Sealift Command vessels	= 45 billets
<b>Total</b>	<b>= 185 billets</b>

The result is a ratio of 2.2 active members per job.

## MFOW Vessel Report as of April 11, 2022

Vessel	Operator	Type	Built	Route or Location
<i>MV Matsonia</i>	MNC	Kanaloa-class	2020	China – Long Beach Express
<i>MV Lurline</i>	MNC	Kanaloa-class	2019	China – California Express
<i>MV Kaimana Hila</i>	MNC	Aloha-class	2019	China – Long Beach Express
<i>MV Daniel K. Inouye</i>	MNC	Aloha-class	2018	China – Long Beach Express
<i>MV President Truman</i>	APL	Container	2014	Eagle Express Service
<i>MV President Cleveland</i>	APL	Container	2012	Eagle Express Service
<i>MT Haina Patriot</i>	PCS	Tanker	2011	Busan, South Korea
<i>MV CMA CGM Dakar</i>	APL	Container	2010	Guam – Saipan Express
<i>MV President F.D. Roosevelt</i>	APL	Container	2010	Eagle Express Service
<i>MT SLNC Pax</i>	PCS	Tanker	2008	Ulsan, South Korea
<i>MV CMA CGM Herodote</i>	APL	Container	2007	Guam – Saipan Express
<i>MV Maunalei</i>	MNC	CV2500	2006	Alaska Service
<i>MV Manulani</i>	MNC	CV2600	2005	China – California Express
<i>MV President Eisenhower</i>	APL	Container	2005	Eagle Express Service
<i>MV President Kennedy</i>	APL	Container	2005	Eagle Express Service
<i>MV Maunawili</i>	MNC	CV2600	2004	China – Long Beach Express
<i>MV Manukai</i>	MNC	CV2600	2003	China – Long Beach Express
<i>MV President Wilson</i>	APL	Container	2002	Eagle Express Service
<i>USNS Soderman</i>	PCS	LMSR	2002	New York City
<i>MV APL Gulf Express</i>	APL	Container	2002	Jebel Ali – Middle East Express
<i>USNS Pomeroy</i>	PCS	LMSR	2001	Diego Garcia
<i>USNS Watkins</i>	PCS	LMSR	2001	Saipan
<i>MV Kamokuiki</i>	MNC	CV700	2000	Auckland, New Zealand
<i>USNS Charlton</i>	PCS	LMSR	2000	Saipan
<i>USNS Red Cloud</i>	PCS	LMSR	2000	Subic Bay, Philippines
<i>USNS Dahl</i>	PCS	LMSR	1999	Saipan
<i>USNS Sisler</i>	PCS	LMSR	1998	Lognin Fjord, Norway
<i>USNS Watson</i>	PCS	LMSR	1998	Portsmouth, Virginia
<i>MV R.J. Pfeiffer</i>	MNC	Hawaii II	1992	Pacific Northwest Triangle
<i>MV Cape Victory</i>	PCS	Ro/Ro	1984	Port Neches, Texas
<i>MV Cape Vincent</i>	PCS	Ro/Ro	1984	Port Neches, Texas
<i>MV Mahimahi</i>	MNC	C-9	1983	China – California Express
<i>MV Mokihana</i>	MNC	C-9/Ro-Ro	1983	Pacific Southwest Triangle
<i>MV Manoa</i>	MNC	C-9	1982	Pacific Northwest Triangle
<i>MV Cape Orlando</i>	PCS	Ro/Ro	1981	Oakland, California
<i>MV Cape Henry</i>	MNC	Ro/Ro	1979	San Francisco, California
<i>MV Cape Horn</i>	MNC	Ro/Ro	1979	Nakagusuku, Japan
<i>MV Cape Hudson</i>	MNC	Ro/Ro	1979	San Francisco, California
<i>MV Cape Taylor</i>	PCS	Ro/Ro	1977	Beaumont, Texas
<i>MV Cape Texas</i>	PCS	Ro/Ro	1977	Beaumont, Texas
<i>MV Cape Trinity</i>	PCS	Ro/Ro	1977	Beaumont, Texas
<i>GTS Callaghan</i>	PCS	Ro/Ro	1967	Oakland, California

APL — APL Marine Services — Rockville, Maryland  
 MNC — Matson Navigation Company — Honolulu, Hawaii  
 PCS — Patriot Contract Services — Concord, California

$412 \text{ divided by } 185 = 2.2 \text{ active members per job}$

A scenario involving a full-scale breakout of all government vessels under contract would appear as follows:

12-ship Matson fleet with Wipers on each ship	= 48 billets
Nine-ship APLMS fleet with Wipers on each ship	= 36 billets
APLMS shore mechanics	= 29 billets
Matson shore mechanics	= 5 billets
<i>Kamokuiki</i> , <i>Haina Patriot</i> and <i>SLNC Pax</i>	= 8 billets
Ready Reserve Force vessels (10 FOS)	= 50 billets
Military Sealift Command vessels (8 FOS)	= 48 billets
<b>Total</b>	<b>= 224 billets</b>

The result is a ratio of 1.8 active members per job.

$412 \text{ divided by } 224 = 1.8 \text{ active members per job}$

The above ratios do not take into account the active members who are grounded for various reasons, such as credentialing problems, fit-for-duty problems, disciplinary problems or anti-vaccination stance. The Union continues to recruit, select and train new members in order to meet manpower needs.

Under Section 36 of the General Rules of our collective bargaining agreement, we are required to give written notice to APLMS of our desire to amend the agreement or notice of our desire to terminate same, which shall be given at least 60 days but no sooner than 90 days, prior to the expiration or anniversary date. All recommendations adopted at this Convention and approved by the membership will be referred to the Negotiating Committee. We will be meeting with the SIU-Pacific District Unions to adopt a common policy on negotiations with APLMS and to collectively formulate our demands for changes in the SIU-Pacific District General Rules.

In conclusion, I would like all in attendance to study my report with the objective of making reasonable recommendations for the good and welfare of the membership. Our time allocated to this Convention is limited. I encourage everyone to speak up and participate, to raise issues and propose solutions.





## Wilmington Port Agent's Report to the MFOW Convention

### Shipping

Wilmington Branch members and applicants stepped up and filled 964 total billets, as follows: 43 Electricians, 33 Reefer Engineers, 31 Day Junior Engineers, two Watch Junior Engineers, 35 Oilers, 29 Wipers, four Advancement Program Wipers, 156 Shore Mechanics, 226 Standby Reefer Engineers and 407 Standby Wipers. Of these billets, 294 were filled by A-, 181 B- and 224 C-seniority members. 216 jobs were filled by applicants and 49 jobs were filled by non-registrants. Almost all billets ordered by contracted companies were filled by Wilmington or another port. We had about five standby jobs that we could not fill. No one missed a ship out of this port and no ship sailed short. I would like to thank the spouses and families of our members for being understanding of the life we lead.

### Financial Review for 2021

Total revenue collected was \$58,761.62, as follows:

Dues	-	\$46,325.00
Initiation Fees	-	\$6,500.00
Political Action Fund Donations	-	\$655.00
Replacement Books	-	\$30.00

Expenditures were \$5,588.91, as follows:

LA County Federation of Labor Dues	-	\$326.40
Maritime Trades Department Dues	-	\$400.00
Merchant Memorial Day Wreath	-	\$247.43
AT&T Service	-	\$1,250.45
Office Supplies	-	\$831.08

HQ paid the rent and FAX line, as well as the bottled water expenses.

### 2021 in Retrospect

2020 and 2021 were a real change from what we have been used to in years past. More than a few members have retired, and we will have a few more in 2022. Everyone is asking why? It used to be and still is "I remember when all I needed was a Z card" and "tired of dealing with these guys." Welcome to 2021 free COVID testing. I am not sure if these famous words will be echoed in the future, but my money is on it.

The members who started sailing with the MFOW since I have been in office are for the most part "A" books. A few have not made the cut yet, but I am pulling for them to make it to the top of the heap as much as possible. We have the jobs and we have the training available to advance. Read your contract well and discuss it with the members onboard the ship or at the hall. If you don't find an answer in the contract, ask someone and find out.

### Labor Day

Wilmington Branch members participated in a Labor Day food distribution in conjunction with the LA/LB Labor Coalition. Approximately 3,000 families were fed with our labor efforts, while the product was graciously provided by the L.A. Food Bank.

### The SS Lane Victory

The *SS Lane Victory* is still not seaworthy and is moored at the end of Miner Street in San Pedro. She is still floating with work progressing very slowly due to money constraints and staffing issues. Where there is a will, there is a way, and the volunteers who make the ship regularly have stuck with it. I still recommend that applicants check out the ship and get a feel for what is to come if they decide to make a ship.

### Maritime Day

2021 Maritime Day events were cancelled in light of COVID precautions that the committee had to follow. We did lay a wreath on Maritime Day to show respect for the crewmen who are honored annually on May 22.

### APL

Crews were restricted to the vessels for most of the year and a compensation plan was agreed upon between the company and the Union that reverted to the regular contract after expiration. Ship arrivals and departures out of the Port of LA/LB were delayed, sometimes by weeks, due to logistic problems, shortage of chassis, COVID rules and a lack of labor. The *President Eisenhower* had an engine room fire that took her out of service for over four months, with repairs being done in L.A. Harbor at the old APL terminal on John Gibson Blvd. near Channel Street.

With 24 men on the shoregang in 2021 and a 24-hour operation, work was fast paced and still is, to the point of marginal safety. We had a few close calls with a couple of our mechanics and we were very lucky that no one got hurt. Be careful, guys, and don't take chances.

### PCS

We are still actively recruiting new members to man these ships, as well as the commercial ships. PCS has expanded to include two small tankers to complement the *Watson*-class vessels, *Cape T* and *Cape V* ships in Texas, and a few RRF vessels in San Francisco Bay. A few more documents required for shipping have been added, and this will require a few more hoops to jump through to make it to the ship. I have seen a few who prefer the pace on the grey ships over the commercial vessels we contract with on more than one occasion, and I am glad to hear this.

### Public Affairs

Many meetings and events were cancelled in 2021 due to COVID concerns. With any luck and perseverance, this will come to pass in 2022. The Maritime Day service is planned and will be held this year if possible, as well as our annual Labor Day March. L.A. County Federation of Labor meetings are via Zoom and the MTD meetings are being held in person.

### Aloha

Thanks go out to Pasquale Gazillo, #3699; Brian Camba, #3938; and Sam Levecque, #3895, for much needed reliefs, as well as all the staff at Headquarters and branches.

I would also like to thank all the company personnel both aboard ship and at the office whom I work with on a daily basis at times to make sure that our members are well taken care of and make it to the ship on time.

This concludes my report for the Wilmington Branch for 2021. Wish you all who read this far a good day and many more to come. Thank you for your time and consideration.

Respectfully, **Harold "Sonny" Gage, Port Agent**

## Honolulu Port Agent's Report to the MFOW Convention

Revenue for the year 2021 was \$26,360, as follows:

Dues	-	\$22,075
Initiations	-	\$3,450
General Fund	-	\$370
Political Action Fund	-	\$440
Miscellaneous	-	\$25

Not much changed from two years ago.

Honolulu dispatched a total of 877 jobs last year. That is about a 16 percent increase in total jobs dispatched from two years ago. Most of that increase was from standby jobs being up by 25 percent. Out of 877 total dispatches, there were 112 steady jobs dispatched (shipboard and shore maintenance mechanic jobs) and 765 standby jobs. While the standby jobs increased, the steady jobs decreased by about 28 percent and these were mainly from lower Junior and Wiper steady jobs.

The breakdown of dispatches by seniority: A - 400, B - 213, C - 180 and 84 non-seniority applicants. The breakdown by billets: 22 ERJ, 18 REJ, 23 DJU, 10 Oilers, two Pumpman, four Shore Mechanics, 15 relief Shore Mechanics, 23 Wipers, 6 APW, 358 Standby Electrician/Reefers, two Standby Junior Engineers and 394 Standby Wipers.

The Honolulu Branch took in 11 applicants; nine are now members and I have another two waiting to be shipped out. At one point last year, I had no applicants. This is surly COVID-related. Needless to say, we are not catching up on the half dozen or more open board jobs that have been on the board for a long time. I used to average a dozen or more applicants every year.

I believe our entire nation is looking for workers. Here in Honolulu, I've been working with the AFL-CIO and the Honolulu Maritime Port Council, focusing attention on recruiting more members. Within the next month along with the other maritime unions, I'll be attending three career expo/fairs trying to draw people into the maritime industry. This must be a first for our union and many other unions. I hear that all the unions are actively seeking new membership.

The Honolulu membership has done well throughout this pandemic. Sure, there was a lot of uncertainty, confusion, and anxiety, but all in all the guys have stepped up and turned to.

Fraternally, **Mario Higa, Port Agent**

## Labor unrest in Korean shipyards

Workers across South Korea's shipbuilding industry are intensifying their labor actions protesting the shortage of skilled workers and the industry's efforts to bring in less expensive foreign labor to meet the current shortages in key skills. The umbrella union that represents workers at eight of the major shipbuilders recently announced that it would join the strike against Hyundai Heavy Industries.

Protests began in late April in response to the government's announcement that it would relax visa requirements at the request of the shipbuilders. They committed to increasing the limit by five times its historic level to a total of 4,400 workers from lower cost Southeast Asian countries, including Vietnam, Thailand, and the Philippines. The new visas are specifically for skilled workers for the shipbuilding industry including welders, painters, and others with essential skills.

The move came after the shipbuilders pressed the government saying that they did not have enough skilled workers to keep pace with their orderbooks and the flow of new contracts. Each of the major shipyards is reporting that their orderbooks are full into 2024 with as many as 37 additional ships ordered in just the first three months of 2022. The 2022 orders were equivalent to half of 2021's already elevated pace continuing the surge in business for the shipbuilders.

The unionized workers of Hyundai's three shipyards, as well as Samsung Heavy Industries, Daewoo Shipbuilding & Marine Engineering, HSG Sungdong Shipbuilding, K Shipbuilding, and HJ Shipbuilding & Construction, are all supporting the labor actions. They are blaming the shipbuilders for creating the problem and undermining the long-term health of the industry and their jobs.

The unions are calling for higher wages, improved labor conditions, and the rehiring of workers let go in recent years. The unions contend that employment fell from over 200,000 to around 90,000 in 2021. Automation has offset some of the declines but many tasks they highlight required skilled workers. The unions argue the shipyards laid off too many workers and are doing little to attract young people to join the workforce.

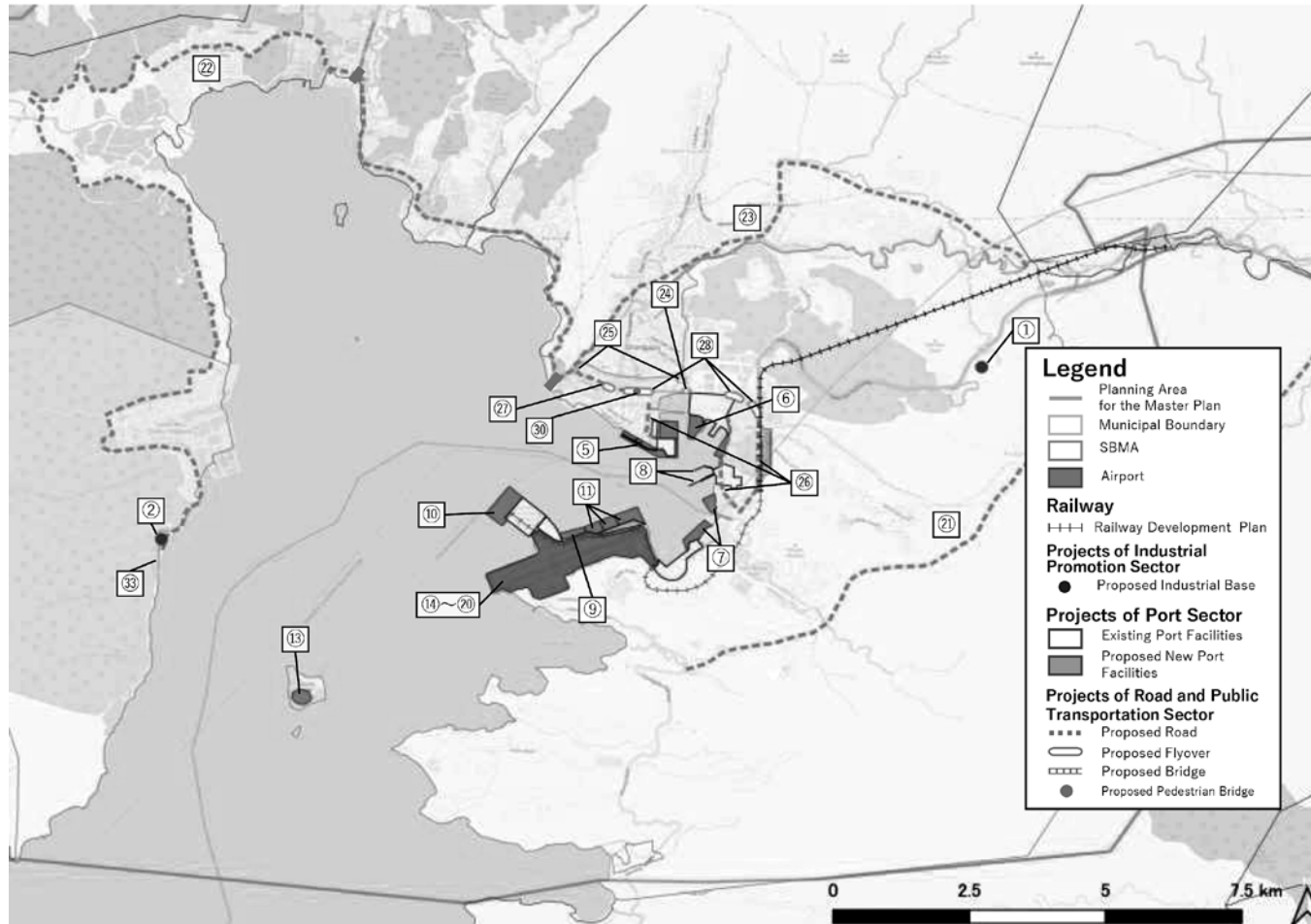
In response to the move by the shipyards to bring in more foreign workers, the unions cited what they believe will be an increased danger and potential for accidents due to language and experience barriers. Long-term they are also saying that the South Korean yards are following a similar model to the Japanese shipbuilders which they contend led to the collapse of the Japanese industry.

The South Korean industry argues that it needs to increase the labor force if it is going to keep pace with the orders and meet delivery schedules. They contend that Japan's industry collapsed due to high costs and a lack of workers, as well as the competitive pressures from South Korea, the same issues which are now confronting the yards in South Korea. By some estimates, the South Korean shipbuilding industry needs to add as many as 25,000 workers to meet the current workloads.

Faced with stiff competition from Chinese shipbuilders, the South Korean industry is also struggling to lower costs to meet the competition and address rising material costs. While the largest Korean shipbuilders all exceeded targets for 2021, they also all reported financial losses.

In addition to raising the visa quota, the government is also promising to support the industry by providing training for foreign workers to address issues such as a potential language barrier.

## Outline of Subic Bay Regional Development Master Plan



\*Some projects are still conceptual stage or soft components. Those Project sites have not be identified and locations are not plotted on the map.

### List of Proposed Projects in the Master Plan

Industrial Promotion Sector	①	Subic Eco iPark Development
	②	LNG Terminal and Natural Gas CCGT Power Plan Project
	③	Strengthening Locator Backup System
	④	Market Research for Cargo Attraction
Port Sector	⑤	SRF Compound Redevelopment
	⑥	SBMA Marine Terminal Redevelopment
	⑦	Boton Wharf Redevelopment
	⑧	POL Pier Expansion
	⑨	Leyte Wharf Redevelopment
	⑩	NCT Expansion
	⑪	Multi-purpose Public Terminal Development and Reserved for Future Development and Empty Container Yard
Airport Sector	⑫	LNG Import and Bunkering Facility Development
	⑬	Navigation Safety Facility Development
	⑭	Improvement of Runway End Safety Area (RESA)
	⑮	Rehabilitation of Airport Facility and Equipment
	⑯	Feasibility Study on Air Cargo Business
	⑰	Feasibility Study on MRO Business
	⑱	Feasibility Study on Business Jet
	⑲	Feasibility Study on PPP Scheme
	⑳	Airport Development in line with future demand
	㉑	New connecting link to the SCTEx
Road and Public Transportation Sector	㉒	Development of the Subic Bay West Coast Support Road
	㉓	Development of Bypass Roads in the Olongapo Metropolitan Area
	㉔	Widening of Existing Kalalake Bridge (about 60m) from Four Lanes to Six Lanes (about 60m long)
	㉕	New Four-lane Bridges on the West Side and the East Side of CBD
	㉖	Development of Port Access Road
	㉗	Widening (from four to six lanes) and New Construction (four lanes) on Rizal Avenue
	㉘	For New Four-lane Flyovers (approx. 300m/section) on Rizal Avenue
	㉙	Technical Assistance on the Public Transportation Management
	㉚	Pedestrian Bridge / Underpass at Major Intersections on Rizal Avenue
	㉛	Network Development for Vulnerable Road Users on Arterial Roads in CBD
	㉜	Coastal Disaster Management Base
	㉝	PCG Support Facility Subic Bay
	Disaster Risk Management and Maritime Safety Sector	㉞
Environmental Protection Sector	㉟	

# Japan completes Subic Bay master plan

The Philippines' Department of Finance on April 26 unveiled the Subic Bay regional development master plan prepared by a survey mission team of the Japan International Cooperation Agency (JICA). The blueprint, which JICA's technical assistance team started back in 2019, aims to "maximize the economic development potentials of the Subic Bay and its surrounding areas."

The master plan includes at least 34 projects, consisting mostly of seaport and airport infrastructure, as well as roads and a coastal disaster management base. It also includes possible development projects like a road network

for Olongapo City's Central Business District and the Subic Bay West Coast, logistics terminals such as Alava Wharf, among others, and public utilities such as the Philippine Coast Guard's new support facilities.

"The master plan envisages Subic Bay region's economic future and concrete development proposals in both public and private sectors, with which the Philippine government unlocks the full potentials of Subic Bay, including the port capacity and the connectivity with its hinterlands, with a view to helping continued efforts to decongest Metro Manila," the DOF said.

The finalized master plan was furnished by Japanese Ambassador to the Philippines Kazuhiko Koshikawa to Finance Secretary Carlos Dominguez III in Manila on April 7. It was then finalized on April 25 during a meeting between Dominguez and Japanese Foreign Affairs Minister Hayashi Yoshimasa.

Japan is the Philippines' top official development assistance partner, with a net loan commitment of about \$10 billion and grant amount of \$181.15 million, accounting for 31.84 percent of the country's total official development assistance portfolio.

## Columbia River ports consider maintenance plan

The U.S. Army Corps of Engineers' (USACE) Portland office is working to develop a 20-year plan to help the Columbia-Snake River Navigation System, which moves 50 million tons of cargo worth \$24 billion per year. So, ports along the Columbia River are brainstorming new ways to make it easier for ships to pass through the channel and carry essential cargo to areas that depend on port economies. First, they need to find sites where they can dump sand that often makes the river too shallow for transport.

Maintaining the river's 43-foot depth and 600-foot width is essential to keeping the system as one of the world's leaders in wheat, soy and corn exports. In many places along the riverbed, coarse sand has formed into misshapen hills that make the river shallower than its 43 feet. This means in some areas a ship cannot navigate without the chance of running aground.

For years, the way to get rid of the sand has been to dredge it up and pile it somewhere else. However, USACE is running out of places to put the sand. USACE is working with area ports — Portland, Kalama, Longview, Woodland and Vancouver — to find new placement sites for the sand that has been block-

ing ships. Available real estate along the Columbia River is scarce and could require approval for use from private landowners.

The sites also have to fall within state and federal environmental regulations. Agreements with local wildlife and conservation groups have to be drafted, and the sites have to meet water and air quality standards. Dikes to prevent erosion have to be constructed.

However, finding new places to dump sand is not a permanent solution. Eventually they will run out of available sites, so the Corps also is working on more permanent channel maintenance solutions. USACE identified 193 potential placement sites, 69 areas where they can dredge sand, and 23 storage sites. They plan to consult with the public and the ports about these sites in the next few months.

The Port of Longview is the one of the lead agencies working on an updated maintenance plan. They are working within the bounds of the national and Washington state environmental policy acts to develop a 20-year plan. USACE is scheduled to release a draft plan in November after making several revisions and hosting a public comment period.

## Norwegian firm proposes molten salt reactor ship to achieve zero emissions

Norway's Ulstein Group presented its unique vision for the future of zero-emission shipping with a design that would become the first ship to use a Thorium Molten Salt Reactor (MSR) as its power source and would act as a replenishment vessel for expedition cruise ships. The concept of the MSR is drawing interest for multiple potential applications on land and sea as it is viewed as a safe technology that reduces the dangers of traditional nuclear reactors providing the potential for vast amounts of clean, safe electric power.

The concept vessel, *Ulstein Thor* is a 488-foot ship that would be powered by the MSR reactor and server as a replenishment, research, and rescue vessel to support the operation of Ulstein designed expedition cruise ships. Ulstein says that the vessel concept is capable of making the vision of zero-emission cruise operations a reality. They believe that *Thor* may be the missing piece of the zero emissions puzzle for a broad range of maritime and ocean industry applications. Using the MSR reactor, *Thor* would never need to refuel. As such, Ulstein says the design is intended to provide a blueprint for entirely self-sufficient vessels of the future.

The MSR concept works by dissolving thorium, an abundant, naturally occurring metal with low radioactivity, in liquid salt. The ensuing chain reaction heats the salt, producing steam to drive a turbine and create electricity. In the advent of a failure in the reactor, the concept is that the thorium would become encased in the cooled salt preventing the spread of radiation.

Several concepts have been presented to leverage the capabilities of MSR in the maritime world. South Korean shipbuilder Samsung Heavy Industries said it would undertake a joint research and development project with the Korea Atomic Energy Research Institute for modern nuclear-powered ships. Recently, Samsung and Seaborg also detailed a concept to create floating power barges using MSR to create electricity.

Ulstein developed the vessel's charging capacity scaled to simultaneously satisfy the power needs of four expedition cruise ships. They said the design would enable replenishment of energy and supplies on site, while also boasting the technology to facilitate rescue operations, as well as conducting research tasks.

To demonstrate its feasibility, Ulstein also developed the *Ulstein Sif* concept, a 328-foot, zero-emission expedition cruise ship. The Ice Class 1C vessel would run on next-generation batteries, utilizing *Thor* to recharge while at sea. The designs for both *Thor* and *Sif* feature Ulstein's X-Bow design, created for greater operability, comfort, operational functionality, and fuel efficiency. *Thor* also features helicopter pads, firefighting equipment, rescue booms, workboats, autonomous surface vehicles, and airborne drones, cranes, as well as laboratories and a lecture lounge. The expedition cruise vessel *Sif* would accommodate up to 80 passengers and 80 crew, offering silent, zero-emission expedition cruises to remote areas, including Arctic and Antarctic waters.



# FY23 House International Food Aid Funding Letter

April 20, 2022

The Honorable Sanford Bishop  
Chairman  
Subcommittee on Agriculture  
House Committee on Appropriations  
Washington, DC 20515

The Honorable Andy Harris  
Acting Ranking Member  
Subcommittee on Agriculture  
House Committee on Appropriations  
Washington, DC 20515

Dear Chairman Bishop and Acting Ranking Member Harris:

Each year our nation's international food aid programs, including P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole International Food for Education within the Agriculture, Rural Development, Food and Drug Administration, and Related Agencies appropriations bill, help reach millions of vulnerable people around the world. These programs have enjoyed significant bipartisan support for more than 65 years. We, the undersigned organizations, respectfully request Congress continue to fully support these programs and that the fiscal year 2023 agriculture appropriations funding for these critical accounts be increased to at least \$2.26 billion.

Global food assistance is required as drought, continuing conflict, and other crises persist around the world. Chronic and acute hunger have continued to rise and the U.N. World Food Programme warns that the number of people facing crisis levels of food insecurity has risen to 276 million as a result of COVID-19, ongoing conflict (including between Russia and Ukraine) and climate-related extreme events. USAID's Famine Early Warning System Network estimated that approximately 105 million people were in need of humanitarian food assistance in 2022. With hunger on the rise, now is the time for America to continue its leadership role in the world by showing full support for its international food security programs.

Food assistance programs not only benefit the recipients, but also U.S. economic and national security interests. Food aid, in all its forms, is made available through these programs usually bearing the U.S. flag and/or marked "from the American people." By furthering stability in fragile countries and sparking hope in countless people who are struggling to survive, U.S. strategic interests are protected and expanded. Ultimately, these kinds of foreign assistance programs help create a firm foundation for vulnerable communities to grow and prosper, which is why many former food aid recipient countries are now among the most important U.S. trading partners.

The use of American grown commodities as food aid has been a cornerstone of U.S. foreign assistance programs for decades and U.S. food aid has continually evolved and adapted to meet changing needs. Using a combination of U.S. commodities, cash, vouchers, and locally purchased food, the U.S. has worked to expedite hunger relief, increase resilience and save countless lives. Through a joint public-private partnership, American farmers, fishing families, mariners, port workers, private voluntary organizations (PVOs), and the U.S. government have developed the strongest frontline response to urgent global food insecurity. Food aid is a tangible source of

hope to those in need, and American stakeholders take great pride in their support for the world's most vulnerable people through these programs.

While our organizations at times have policy differences, we stand united in our belief that U.S. food aid programs are among the world's most critical foreign assistance programs, save countless lives, bolster our nation's and global security, and help millions in need around the world. We ask that you continue the lifesaving and life improving work of food aid by increasing the agriculture appropriations funding in fiscal year 2023 to at least \$2.26 billion to carry out the necessary and vital work accomplished in the P.L. 480 Title II Food for Peace, Food for Progress, and McGovern-Dole programs.

Thank you,

Action Against Hunger  
1,000 Days, an initiative of FHI Solutions  
ADM  
ADRA International  
AFL-CIO Maritime Trades Department  
Alaska Seafood Marketing Institute  
Alliance to End Hunger  
American Association of Port Authorities  
American Farm Bureau Federation  
American Maritime Congress  
American Maritime Officers  
American Maritime Officers Service  
American President Lines, LLC  
American Pulse Association  
American Soybean Association  
BKA Logistics  
Bold Ocean LLC  
Bread for the World  
Breedlove Foods, Inc.  
Bunge  
Cantera Partners  
CARE USA  
Catholic Relief Services  
Didion Milling Inc  
DSM North America  
Edesia  
Euro-America Shipping & Trade, Inc.  
Fettig & Donalty, Inc.  
Food for the Hungry  
Global Food & Nutrition Inc.  
Global Volunteers  
Grain Millers-Agricor  
GrainPro Incorporated  
Hall Hunger Initiative  
Hapag-Lloyd USA, LLC  
Heartland Goodwill Enterprises  
Helen Keller Intl  
Helping Hand For Relief & Development  
Humanity & Inclusion  
ILWU Local 4 Vancouver Wa  
Ilwu Local 98  
ILWU Oregon Area District Council  
ILWU Washington Area District Council  
InterAction  
International Longshore and Warehouse Union, Local 23  
International Organization of Masters, Mates & Pilots  
Islamic Relief USA  
Kansas Grain Sorghum Producers Association  
Kendall Packaging Corporation  
L&M Corrugated Container Corp  
Liberty Maritime Corporation  
LifeLine Foods, LLC  
Marine Engineers' Beneficial Association  
Marine Firemen's Union  
Maritime Institute (MIRAID)  
Mennonite Central Committee U.S.

Mercy Corps  
Michigan Corn Growers Association  
National Association of Wheat Growers  
National Cooperative Business Associati  
CLUSA International  
National Corn Growers Association  
National Council of Farmer Cooperative:  
National Farmers Union  
National Milk Producers Federation  
National Shipping of America, LLC.  
National Sorghum Producers  
Navy League of the United States  
North America Stevedoring Company  
North American Millers' Association  
North Dakota Farmers Union  
North Dakota Grain Growers Associator  
NuDay  
Oldendorff America, Ltd  
Opportunity International  
Outreach Inc.  
Port Houston  
Port of Beaumont  
Port of Grays Harbor  
Port of Kalama  
Port of Lake Charles  
Port of New Orleans  
Port of Tacoma  
Port of Vancouver USA  
Potomac Maritime, LLC  
Potomac Shipping International, LLC  
Puget Sound Port Council  
REPCO  
Sailors' Union of the Pacific  
Save the Children  
Schuyler Line Navigation Company LLC  
Seafarers International Union  
Sealift Inc.  
Semo Milling, LLC  
Standard Bag  
The Port of Virginia  
Transportation Institute  
TVS  
U.S. Dry Bean Council  
U.S. Pea & Lentil Trade Association  
United Sugars  
US Ocean LLC  
USA Dry Pea & Lentil Council  
USA Maritime  
USA Rice  
Venture37  
Washington Public Ports Association  
Wisconsin Corn Growers Association  
World Food Program USA  
World Renew  
World Vision

## Oakland A's get a big win on ballpark plan

On May 2, the Oakland Athletics baseball team scored a win in their quest for a new ballpark as a key state agency's staff recommended that Oakland's Howard Terminal be approved for the team's \$12 billion proposed waterfront project. The staff of the San Francisco Bay Conservation and Development Commission (BCDC) recommended that the commission approve the A's request to remove Howard Terminal's 56 acres from port designation where the team hopes to build a new waterfront ballpark — a step toward opening the parcel to development. The BCDC staff said in a report that it had determined that removing Howard Terminal from operating port functions would "not detract from region's capability to meet the projected growth in cargo."

In March, a committee of the waterfront development oversight agency had voted against removing Howard Terminal from port functions. It was a major setback to the team that sent the issue to the full commission, which is scheduled to hold a public hearing on the issue on June 2 before voting on June 30.

To proceed with the ballpark project, the A's need a two-thirds vote from the commission. The project could die without it. The A's have said that if they are not able to build a ballpark at Howard Terminal, they may move to Las Vegas, where they have been exploring potential stadium sites.

The A's want to build a 35,000-seat waterfront ballpark, 3,000 units of housing, 1.5 million square feet of offices, 270,000 square feet of retail space, a 3,500-capacity performance venue, up to 400 hotel rooms and 8,900

parking spaces on the property. If the project gets final approvals — which the A's are pushing for this year — it would be one of the largest developments in state history.

The BCDC vote in June is the next hurdle that the A's must clear to move closer to getting a new ballpark. The A's and the city are still negotiating the development agreement, which sets the terms of the development project. The team and city leaders are still negotiating terms on the project's infrastructure financing and community benefits. The City Council will have to vote on the development agreement to move the project forward. A vote has not yet been scheduled as the A's and city continue negotiations.

The A's plan also relies on the Alameda County Board of Supervisors agreeing to join the city creating an infrastructure financing district over the Howard Terminal site. The county has hired a financial firm to analyze the project. A vote has not yet been scheduled.

The city has agreed to fund an estimated \$352 million for offsite infrastructure and is currently in the process of vying for state and federal grants.

The trucking and transportation industry, including the MFOW and other maritime unions, are opposed to the proposed ballpark because it would sit inside the Port of Oakland footprint at Howard Terminal, which now is used for container parking, storage and longshore training, and will significantly interfere with port operations and harm shipping, trucking and freight.

## Port moves ahead with \$22 million reefer yard expansion

The Port of Wilmington, North Carolina will soon have more room to temporarily store refrigerated containers. In March, the N.C. State Port Authority Board of Directors voted to authorize phase two of its reefer yard expansion, a nearly \$22.6 million project.

The first \$14 million phase, which wrapped in May 2020, introduced 540 new plugs to the port, bringing its total to 775. These plugs are used to allow refrigerated containers arriving from or preparing to exit ocean-bound ships to remain powered and protect temperature-sensitive goods, like produce, meats and pharmaceutical products. Another 704 new plugs are planned through the just-authorized second phase, which will bring the port's total refrigerated plug stock to 1,479.

A port spokesman said the first phase of the project was well-timed at the port's fifth annual cold chain summit. He added that port officials are

physically laying the groundwork for phase three. Phase two involves the planned installation of four-high reefer racks and outlets, whereas phase one created a yard with containers stacked three units high. Conduit pathways will be laid underground, according to the plans. Phase three will introduce 576 new plugs.

Investments in cold infrastructure are part of the port's multi-year container terminal expansion plan. The emphasis on this sector has been driven by a push to ensure the Port of Wilmington is a central hub for perishable products — a strong export market for the state's agricultural stakeholders. Before these investments, North Carolina-produced perishables were more commonly passed through other surrounding but out-of-state ports.

The phase two reefer yard expansion is estimated to be complete by spring 2023.

## 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](http://mfoww.org) or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential, including current endorsements and RFPEW certification.

(a) Eligible participants are MFOW members who:

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

(b) Non-seniority applicants:

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

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

### Training Resources Ltd. Maritime Institute (TRLMI)

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

#### Military Sealift Command (MSC) Government Vessels

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

June 13-17

July 25-29

#### 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.**

June 2-3

July 14-15

#### 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.

June 13-17

July 11-15

### 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.

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.

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.

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): May 20; June 3; June 24; July 1; July 22; August 5; August 19

Cal Maritime Academy, Vallejo, CA: July 18-19; August 8-9

Compass Courses, Edmonds, WA: May 24-25; June 21-22; July 19-20; August 23-24

MITAGS-PMI, Seattle, WA: June 2-3; June 24-25

TRLMI, Honolulu, HI (one day): June 3; August 5; October 14; December 9

#### 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: May 25-27; June 15-17; July 6-8; August 24-26

Cal Maritime Academy, Vallejo, CA: June 13-15

Compass Courses, Edmonds, WA: May 24-26; June 21-23; July 19-21; August 23-25

MITAGS-PMI, Seattle, WA: pending

## Senators look for another cargo preference waiver

A pair of lawmakers are heading up an effort to temporarily waive the 50 percent international food aid cargo preference requirement as Congress looks to supply Ukraine with relief cargoes in its ongoing defense against the Russian invasion. Congress is discussing a supplemental package for Ukraine in response to a White House request for additional military and food assistance.

U.S. Senators Joni Ernst (R-Iowa) and Chris Coons (D-Delaware), are heading up the effort to bypass the required use of U.S. ships and American mariners for at least 50 percent of the aid cargoes, under the guise of cost savings. The 50 percent requirement can be waived by the President, Defense Secretary or Congress in the case of an emergency. The bipartisan measure would declare a state of emergency and waive the cargo preference requirements on food aid exports to Ukraine and other countries directly impacted by the war until February 2025.

A coalition of maritime interests

strongly opposes the waiver and notes that the cost of shipping American is "dramatically overstated." They also noted that all ocean shipping under the Food for Peace program — foreign-flag and U.S.-flag combined — accounts for only eight percent of program costs. The premium for using U.S.-flag ships accounts for less than one percent of program costs.

Cargo preference requirements force 50 percent of Title II food aid shipments (by tonnage) to be carried on U.S.-flag vessels, staffed by crews in which at least 75 percent of the sailors are U.S. citizens. Under current law, the President of the United States, Secretary of Defense, or Congress can waive the 50 percent requirement temporarily.

On April 28, the White House released a total of \$670 million in food assistance, which uses the Bill Emerson Humanitarian Trust and funds from the Commodity Credit Corporation to help cover transportation costs to deliver food aid.





Second shift Shore Mechanics at Pier 300 in San Pedro (left to right) are Alfred Dantes, #3915; Octino Cabrito, #3940; Donnie Schmid, #3721; Rene Sebastian, #3896; Robert Rivas, #3874; Marion Cruzat, #3939; Remegio Dapar, #3887; Martin Irwin, #3670 and Demetrio Allado, #3980.

## Dole moves toward 100 percent electric cargo handling at San Diego

In April, at a ceremony at its terminal yard at the Port of San Diego, Dole Food Company announced a \$1.5 million dollar electrification project. The project has funded five new electric utility tractor rigs (UTR) to add to Dole's growing electric fleet of container transfer trucks.

The new terminal UTRs—adding to two existing electric vehicles already in operation at the facility—are funded in part via the Clean Off-Road Equipment Voucher Incentive Project (CORE) administered by the California Air Resources Board (CARB). CORE is intended to accelerate deployment of advanced technology in the off-road sector by providing a streamlined way for fleets to access funding that helps offset the incremental costs of such technology.

Dole will retire four diesel-powered UTRs with the new battery electric units, resulting in a substantial emission reduction. As per the research submitted in Dole's application to CORE, each new UTR will avoid 0.3194 tons nitrous oxide (NOx) per year over the 10-year life for a total reduction of 3.194 tons NOx per UTR and a cumulative project emissions reduction of 12.776 tons NOx over the 10 years.

With these changes, Dole affirms 35 percent of its port transfer UTRs are electric, well on its way to meet the com-

pany goal to be 100 percent electrified in its UTR fleet by 2030. The electrification efforts also align with the Port's Maritime Clean Air Strategy (MCAS), which helps identify future projects and initiatives to improve health through cleaner air while also supporting efficient and modern maritime operations.

In alignment with The Dole Way sustainability framework, Dole has demonstrated its continuing commitment to the local environment and surrounding communities of the port by the following:

- Participation in demonstration grants resulting in this continual upgrading of terminal trucks to tier 4 engines replacing diesel equipment several years ahead of regulations
- Replacement of five diesel trucks with five electric terminal models
- Replacement of two forklifts with electric models
- Compliance for shore powering Dole vessels several years ahead of deadlines.

Dole strives to exceed compliance plug in requirements. The company will be announcing a partnership with San Diego Gas & Electric to build a new fleet charging station at its facility at the Port's Tenth Avenue Marine Terminal as it moves further to electrify all 20 UTRs in its fleet.

U.S. Department of State  
Passport Services

**UPDATED NOTICE TO MARINERS WITH INTERNATIONAL VOYAGES**  
Effective February 18, 2022

To better serve mariners during this time we are updating our temporary provisions for passport renewals. These provisions are subject to change once operations are on a more normal footing.

**Qualifications**

- Be a credentialed merchant mariner;
- Be eligible to apply on a DS-82 application for passport renewal. (Check eligibility at <https://travel.state.gov/content/travel/en/passports/have-passport/renew.html>); and
- Have a current passport that is expired or expiring in 7 months or less.

**Application and Mailing Instructions**

1. Applicants must submit the following:
  - DS-82 application completed, signed, and dated. Please use the online form filler tool to fill out and print your form: <https://ppiform.state.gov>. This tool produces a barcode to help us process your application faster;
  - Passport photograph taken within the past six months;
  - Current passport;
  - Copy of Merchant Mariner Credential (MCC), front and back.
  - A check or money order in the amount of \$208.32 made payable to U.S. Department of State if applying for a passport book only. If applying for both the passport book and card, the total fee is \$238.32. This amount includes the passport fee, expedite fee, and 1-2 day delivery fee (for information regarding passport fees, please visit [travel.state.gov](https://travel.state.gov)).
  - Letter from supervisor on company letterhead or your U.S. mariner's union.
2. The supervisor letter should include the following details:
  - Applicant's full name;
  - Printed name and title of applicant's supervisor or mariners' union representative;
  - Supervisor's or union representative's signature; and
  - Date the letter was issued.
3. Applications must be sent by traceable overnight delivery service to:
 

El Paso Passport Agency (PPT/EP)  
44132 MERCURE CIR PO Box 1073  
STERLING VA 20166 – 1073  
Attention: Mariner Program

**Service Expectations**

Completed passports will be mailed using a 1-2 day delivery service. **Please be sure the application includes a physical U.S. mailing address and not a P.O. Box.**

Every effort will be made to process the passport application in about one week of receipt. For instance, applications received on Monday may be completed and sent out by Friday of the same week.

**Requesting a Second Passport**

Mariners may wish to apply for a second limited validity passport (4 years). Second passports provide greater flexibility, particularly if mariners need to apply for visas when traveling domestically and overseas. For more information, please see: <https://travel.state.gov/content/travel/en/passports/have-passport/second-passport-book.html>.

Below are the two options for applying for a second passport.

**Option 1: Requesting a Second Passport when Renewing a Passport**

To apply for a second passport, applicants must also include:

  - A second DS-82 application (with photograph) completed, signed, and dated;
  - Signed statement describing the need for a second passport. (This is required in addition to the company letter authorizing use of these special procedures); and
  - Include payment for both applications in a single check totaling \$416.64 (\$208.32 per application).

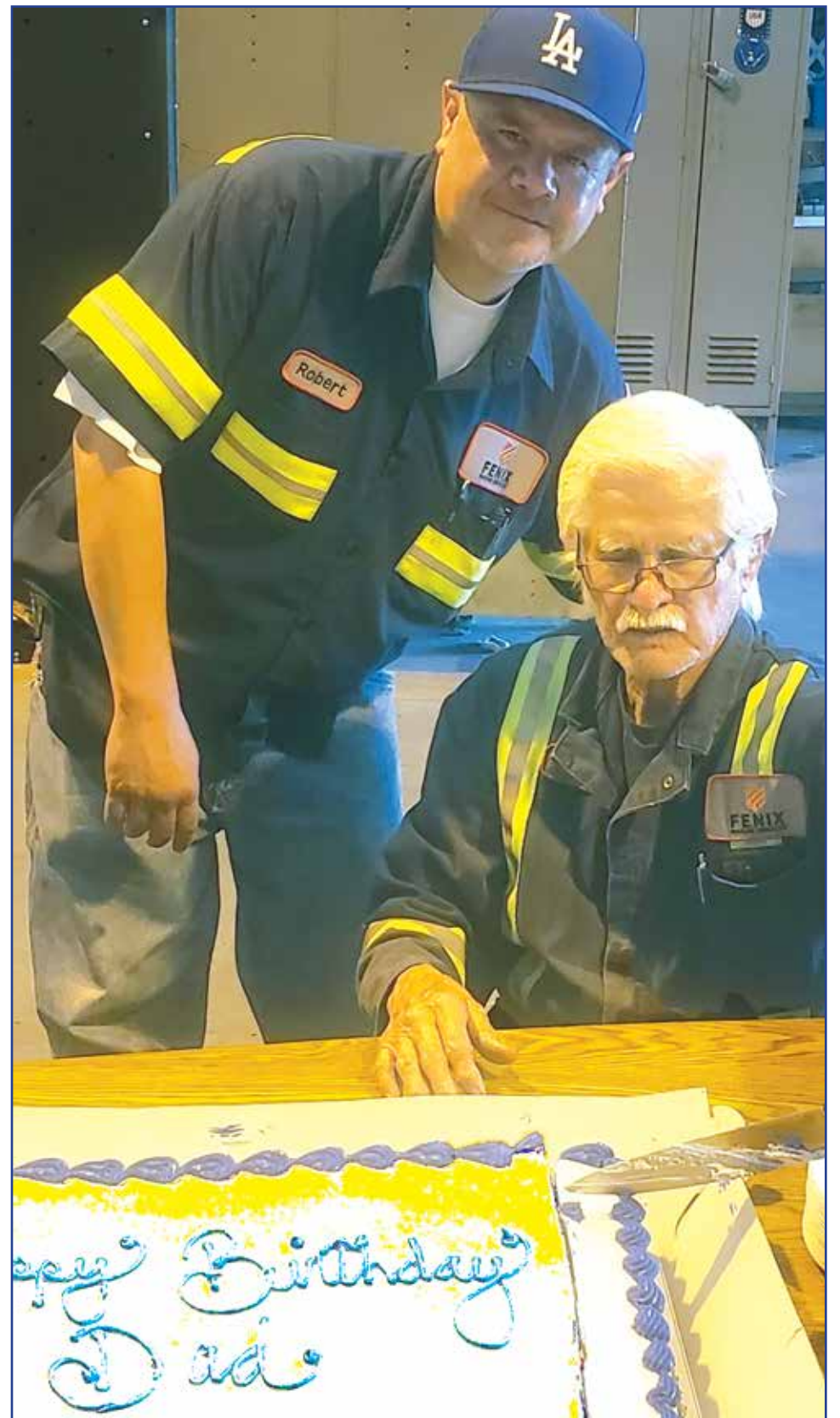
**Option 2: Requesting a Second Passport without Submitting a Current Valid Passport**

If mariners need to use their current (10-year) passport while applying for their second passport, they can apply at a passport acceptance facility using a DS-11 form. They can expect to receive the second passport within the expedited timeframe posted at [travel.state.gov](https://travel.state.gov). To apply at a passport acceptance facility, applicants need:

  - Completed (not signed) DS-11 application;
  - Passport photograph;
  - Photocopy of their 10-year passport data page;
  - Signed statement of need for a second passport as outlined on our website;
  - Payment of \$208.32 to the U.S. Department of State, which includes \$60 for expedite service and the additional \$18.32 for 1-2-day return delivery; and
  - Additional payment of \$35 to the passport acceptance facility to execute the application.

To locate the nearest passport acceptance facility, see <https://iafdb.travel.state.gov>. Please note that many passport acceptance facilities require customers to schedule an appointment ahead of their visit.

We thank you for your continued understanding and patience during these unprecedented times.



APL San Pedro 2nd Shift Leaderman Robert Rivas and Shore Mechanic Andreas Moreno, #3542 getting ready to cut the birthday cake.



# WILMINGTON NOTES

The Wilmington Branch dispatched 97 jobs in April. We shipped three Matson, four APL and six PCS shipboard billets, three rotary Shore Mechanics and 19 relief Shore Mechanics. A few of the reliefs called by the company were left unfilled. 18 applicants were also dispatched to standby work. Registration list numbers 26 A-, 17 B- and nine C-seniority members.

Ship schedules for our commercial ships have still been all over the place due to weather, COVID-19 concerns and equipment breakdowns, both ashore and onboard ship. This will pass but is a concern for members who are waiting for a particular ship. Job calls are still at 1030 and 1400 outside in the parking lot.

We will be commemorating Maritime Day with our annual memorial service on May 22 at the corner of 6th and Harbor Blvd. in San Pedro at 1030 with luncheon to follow. This event was cancelled for the

## Full MSP funding requested in House

On April 30, a group of 90 bipartisan House lawmakers sent a letter to the House Appropriations Subcommittee on Transportation, Housing and Urban Development requesting \$318 million dollars for fiscal year 2023 to fully fund the 60 vessels enrolled in the Maritime Security Program (MSP). The letter cites recent testimony from General Jacqueline D. Van Ovost, Commander of the United States Transportation Command, stating the importance of MSP.

It noted, "Our organic capabilities are insufficient to meet our military requirements around the globe, and we are absolutely, inextricably linked. So, the Maritime Security Program gives us that guaranteed access, and it is a great value for the dollar to ensure that we can have U.S.-flagged, U.S.-crewed ships available to support us into the future."

While the life of the MSP was extended through 2035, the annual letter led by Congressman Joe Courtney (D-Connecticut) and Congressman Rob Wittman (R-Virginia) is an important first step to ensure the program can operate without interruption via enactment of separate funding bills before the fiscal year ends on September 30th.

## HONOR ROLL

### Voluntary donations to

#### General Treasury — April 2022:

- Bonny Coloma, P-2763..... \$400.00
- Jefferson Basuel, #3829.....\$ 25.00
- Eric White, #3925 .....\$100.00
- Don Ngo, #3826.....\$ 50.00

**FINISHED WITH ENGINES**



**Charles A. Palk, P-2690/#3570.**  
Born January 12, 1944, Honolulu, HI. Joined MFOW April 23, 1969. Pensioned January 1, 2009. Died March 28, 2022.

**Manolo Colon, P-2309/#2004.**  
Born October 29, 1924, Honolulu, HI. Joined MFOW December 7, 1945. Pensioned May 1, 1986. Died April 5, 2022.

last two years due to COVID concerns, and this year all are invited to attend.

The gang at Pier 300 are still on a 24/7 schedule with three shifts. Foreman Ken Justice is still out on medical. Relief Foreman Mike Robles is currently running the gang, with a head count of 25 men. If anyone wants to work down at the shop, you are welcome to come in and take a dispatch slip.

The SS Lane Victory is still seeking mariners who would like to volunteer in the engine room. Located at the end of Miner Street in San Pedro, turn-to is still Wednesdays and Saturdays 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

## Benefits paid during April

<b>Death Benefits</b>	None
<b>Burial Benefits</b>	
Anthony Petrovich, P-2633	\$1,000.00
Patrick Sippo, P-2569	\$1,000.00
<b>Excess Medical</b>	\$2,300.86
<b>Glasses and Examinations</b>	\$600.00

## HOWZ SHIPPING?

April 2022

### San Francisco

Electrician.....	2
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Day) .....	1
Oiler .....	2
Standby Electrician/Reefer .....	18
Standby Wiper.....	32
<b>TOTAL .....</b>	<b>58</b>

### Wilmington

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day) .....	2
Oiler .....	4
Wiper .....	2
Shore Mechanic.....	22
Standby Electrician/Reefer .....	20
Standby Wiper.....	41
<b>TOTAL .....</b>	<b>97</b>

### Seattle

Electrician.....	1
Wiper .....	2
Standby Electrician/Reefer .....	6
Standby Jr. Engineer .....	2
Standby Wiper .....	6
<b>TOTAL .....</b>	<b>17</b>

### Honolulu

Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer (Day) .....	1
Oiler .....	2
Wiper .....	3
Shore Mechanic.....	1
Standby Electrician/Reefer .....	34
Standby Wiper .....	32
<b>TOTAL .....</b>	<b>74</b>

## POLITICAL ACTION FUND

### Voluntary donations for April 2022:

- Ivy "Cajun" Callais, #3592.....\$100.00
- Theo Price-Moku, #3975.....\$100.00
- Colton Boeger, JM-5406 .....\$150.00
- Don Ngo, #3826.....\$50.00

# HONOLULU NOTES

In April Honolulu had another average month with 74 total dispatches. Of course, most were standby jobs. The breakdown is eight steady jobs, 34 Standby Electrician/Reefers and 32 Standby Wipers.

Presently the Honolulu registration list has 13 "A"-, 3 "B"-, and 11 "C"- seniority members.

April was busy, with many meetings to attend. There were a couple of planning meetings for the Maritime Career Pathway Expo, which will take place next month; the Honolulu Sailors' Home Board meeting; the MFOW Convention and Board of Trustees Meeting. Thank you to Dominic Matthews for serving as the Honolulu delegate for the MFOW Convention. I also flew to Maui for the AFL-CIO Labor of Love and Union Career Pathways Expo.

I just heard that our long-time union brother Charlie Palk passed away. I'm shedding tears right now. He was a good union man and a great guy. If you needed someone to talk to, he was there for you. If you needed a beer, he had one for you. He was never late to relieve you for a watch. In fact, most of the time, he would arrive a half hour early and he did

a good, complete watch. To you, Charlie: May you have fair winds and following seas.

*Just a Common Soldier  
'A Soldier Died Today'*  
by A. Lawrence Vaincourt

*He was getting old and paunchy  
And his hair was falling fast,  
And he sat around the Legion,  
Telling stories of the past.  
Of a war that he had fought in  
And the deeds that he had done.  
In his exploits with his buddies;  
They were heroes, everyone.  
For when countries are in conflict,  
Then we find the Sailor's part,  
Is to clean up all the troubles,  
That the politicians start.  
If we cannot do him honor,  
While he's here to hear the praise,  
Then at least let's give him homage,  
At the ending of his days.  
Perhaps just a simple headline,  
In the paper that might say:  
"Our country is in mourning, for a  
sailor died today."*

Aloha,  
**Mario Higa**  
Port Agent

# SEATTLE NOTES

During the month of April, Seattle shipped one Electrician, two Wipers, six Standby Electrician/Reefers, two Standby Junior Engineers and six Standby Wipers. Seattle currently has nine A-, eight B- and three C-seniority members registered for shipping.

The Washington State Senate primary is fast approaching, and the current economic forecast may foreshadow state purse strings being tightened. Considering this, be sure your candi-

dates have industrial land preservation, maritime jobs, and local maritime school programs on their agenda. Over the years our state maritime school programs have produced many solid members, and it is imperative that these programs remain fully funded and thriving, for both our membership needs and Washington State economic growth. Fraternaly,

**Brendon Bohannon,**  
Representative

## Regular membership meeting dates 2022

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
August	3	S.F. Headquarters	December	7	S.F. Headquarters
	9	Honolulu		13	Honolulu
	10	Wilmington		14	Wilmington
September	7	S.F. Headquarters			
	13	Honolulu			
	14	Wilmington			

## 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