



THE MARINE FIREMAN

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



Volume 78

SAN FRANCISCO, CALIFORNIA, JUNE 10, 2022



No. 6



Pictured at Pier 45 in San Francisco (left to right) are MFOW Welfare Fund employees Esther Hernandez and Stacy Bobu, MFOW Controller Manita Li, MFOW Welfare Fund employee Amanda Salinas and MFOW Administrative Secretary/Training Coordinator Sandra Serrano.

RESOLUTION IN SUPPORT OF SHIP AMERICAN CARGO PREFERENCE RULES SAN FRANCISCO PORTS COUNCIL MARITIME TRADES DEPARTMENT AFL-CIO

WHEREAS, the San Francisco Ports Council of the Maritime Trades Department, AFL-CIO has steadfastly fought to improve the wages, working conditions of U.S. maritime workers and to maintain the legal foundations that support the U.S. Merchant Marine as a source of working-class jobs, good benefits, and more broadly the economic prosperity and security of the nation, and;

WHEREAS, chief among these legal foundations is the Jones Act, the Maritime Security Program, and the Ship American or cargo preference rules, which together form a maritime cabotage system that is the envy of the world, and;

WHEREAS, the U.S. Senate is now considering amendments to the second Ukrainian supplemental aid bill, a small part of which in Concurrent Resolutions 37 and 38 (authored by Senators Joni Ernst and Chris Coons) would broadly waive the cargo preference requirements of worldwide food relief available under America's Food for Peace Program (PL-480), and;

WHEREAS, the cargo preference waivers are unnecessary since waivers are already available within existing law, and;

WHEREAS, the waivers overly broad as crafted to apply to all markets not just the Ukraine affected markets, as well as open-ended since there is either an arbitrary indefinite or three-year of applicability, and;

WHEREAS, the cargo preference waivers will allow foreign-flag, foreign-crewed ships to move U.S. taxpayer funded cargo to the diminishment and detriment of U.S. shipping and U.S. sailors which is to betray an industry and a workforce that existed from the outset of the nation, and;

NOW, THEREFORE, BE IT RESOLVED, that the San Francisco Maritime Trades Ports Council herewith opposes Senate Concurrent Resolutions 37 and 38 in the Ukrainian supplemental funding legislation and any subversion of U.S. cargo preference law, and;

BE IT FURTHER RESOLVED, that the Council calls instead for a Congressional affirmation of the nation's Merchant Marine and the underlying cabotage laws that connect American prosperity and charity programs with good jobs for American mariners and maritime workers, and;

BE IT FINALLY RESOLVED, that the Council will communicate this message to MTD Headquarters, to other Port Councils, the U.S. House of Representatives, and the U.S. Senate and in particular the California Senators Diane Feinstein and Alex Padilla.

DOT announces Rear Admiral (Ret.) Ann Phillips as 20th Maritime Administrator

On May 16, the U.S. Department of Transportation announced that retired U.S. Navy Rear Admiral Ann Phillips, had been confirmed and sworn in as the 20th Administrator of the Maritime Administration (MARAD). Nominated by President Biden on October 21, 2021, Rear Adm. Phillips was confirmed by the U.S. Senate on May 10, 2022. She is the first woman to lead MARAD as administrator.

"From her distinguished naval service to her leadership on coastal infrastructure, Rear Admiral Ann Phillips has championed America's maritime sector throughout her career," said Transportation Secretary Pete Buttigieg. "Her experience and expertise will be invaluable as we address supply chain bottlenecks, implement the maritime investments in the Bipartisan Infrastructure Law, ensure the safety and success of midshipmen at the Merchant Marine Academy, and combat climate change in the maritime sector. I thank Deputy Administrator Lucinda Lessley for her tremendous service guiding MARAD as Acting Administrator and look forward to all that she and Ann will accomplish together at the agency in the years ahead."

As head of the Maritime Administration, Phillips' role will advise the Secretary of Transportation on commercial maritime matters, to include the movement of goods, supply chain, as well as the U.S. maritime industry, environment and compliance, ports and waterways infrastructure, and strategic sealift. She will engage public and private stakeholders in the maritime industry and oversee the U.S. Merchant Marine Academy.

Phillips will also oversee MARAD's programs to improve and modernize the nation's maritime network by administering the unprecedented investment in our ports and waterways made possible by the Bipartisan Infrastructure Law, including \$2.25 billion to be awarded over the next five years through our Port Infrastructure Development Program and \$25 million for the America's Marine Highway Program.

"It's an honor to work alongside the professionals who make up the MARAD team, and, to serve the American people, Secretary Buttigieg and the Biden-Harris Administration," said Administrator Phillips. "I understand the critical role that our commercial Merchant Marine



plays in our national and economic security. In my nearly 31-year Navy career, I have witnessed many of the challenges facing our maritime sector and look forward to working with my colleagues to address them. This is an exciting time for MARAD as we work to expand and strengthen America's waterborne transportation system and workforce."

Phillips served most recently as Special Assistant to the Governor for Coastal Adaptation and Protection, Commonwealth of Virginia, developing Virginia's first Coastal Resilience Master Plan. Prior to her appointment to the Office of the Governor, she served nearly 31 years on active duty and has extensive experience operating with multi-national maritime forces, including NATO and Partnership for Peace nations, and serving overseas in Guam and Lisbon, Portugal.

Her final flag command, Expeditionary Strike Group TWO, included 14 ships and 10 subordinate commands — all the Amphibious Expeditionary Forces on the East Coast of the United States. Earlier she served on the Chief of Naval Operations' Staff as Deputy Director and then Director of Surface Warfare Division. Previous to those positions, she had the honor to commission and command the *USS Mustin* (DDG 89), and to command Destroyer Squadron 28.

Phillips graduated from the University of North Carolina at Chapel Hill and earned a Master of Business Administration, with distinction, from The College of William & Mary — Raymond A. Mason School of Business.



MFOW crew aboard the *USNS Watson* are Oiler Nick Ertl, JM-5277; Oiler Adam Picon, JM-5233; Oiler Mario Legaspi, JM-5366; Wiper Romarico Faylogna, JM-5426 and Electrician Alvin Cabahit, JM-5382.

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

Port of Shanghai nearing normal ops after lockdown

As China continues to roll back restrictions on most parts of Shanghai, port operations appear to be approaching normal levels. It remains to be seen how quickly throughput can be restored at the world's biggest container port. Analysts also continue to worry about the possible ripple effect across the global supply chain and the potential for ports in North America and Europe to be challenged by a new surge in volumes.

Starting on June 1 and moving progressively over the past few days, Shanghai has reduced the travel restrictions and moved to get people back to work. Health officials, however, are continuing their close monitoring and quickly rein-

stating localized restrictions when positive tests for COVID-19 are discovered. Moving from a peak of 25,000 asymptomatic infections per day around April 10 and a peak of over 5,000 confirmed cases in late April, the city reported four locally transmitted COVID-19 cases, four local asymptomatic infections, and three imported asymptomatic infections on Sunday said the Shanghai Health Commission.

Some of the decline comes from reduced volumes at the port during the two-month lockdown. Chinese officials reported last week that Shanghai, which normally handles nearly four million TEU a month, had a throughput of just over 3.4 million TEU in May. Maritime

data shows that the number of port calls made by container vessels to Shanghai in May dropped 16 percent versus May 2021, down from 1,263 to 1,062 containership calls in May 2022. The Shanghai port area appears to be far less congested.

Despite this decline in the number of vessels, wait times specifically for containerships remain slightly above historic levels. Congestion for tankers is back within normal bounds and for bulkers it is below historic averages for this time of the year. The relaxing of restrictions also appears to be having a positive effect on the availability of trucks and the ability to move containers to the port.

DOT announces new members of MTSNAC

On June 9, U.S. Transportation Secretary Pete Buttigieg announced the appointment of 25 new members to the Maritime Transportation System National Advisory Committee (MTSNAC). The MTSNAC Carter will advise the Secretary, through the Maritime Administration (MARAD) Administrator, on ways to identify and address impediments hindering the effective use of short sea transportation.

The MTSNAC's counsel comes at a critical time when the Biden-Harris Administration's top economic priority is tackling inflation and reducing costs for American families. The new members will serve on the MTSNAC during the implementation of the historic Bipartisan Infrastructure Law, when addressing supply chains and moving goods to market has never been more important.

The MTSNAC comprises leaders from commercial transportation firms, trade associations, state and local public entities, labor organizations, academic, and environmental groups that advise the Secretary on policies to ensure that the U.S. marine transportation system can respond to continual increases in trade.

The MTSNAC will ultimately comprise 22 members from public and private entities and 5 senior federal employees from various agencies whose purpose is to guide the Secretary of Transportation on matters relating to U.S. maritime transportation, its integration with other segments of the transportation system, and the viability of the U.S. Merchant Marine.

The Department strives to select dynamic individuals with in-depth knowledge of their respective industries or government sectors. Members are nominated through a full and open process published in the Federal Register. The final two members will be appointed at a later date.

The new members are:

1. Mr. Russell Adise, U.S. Department of Commerce
2. Ms. Aimee Andres Inland Rivers, Ports and Terminals, Inc.
3. Ms. Cheryl Ball, Missouri Department of Transportation
4. Ms. Lauren Beagen, Roger Williams University
5. Ms. Lisa Burley, U.S. Customs and Border Protection
6. Mr. David Cicalese, International Longshoremen's Association
7. Mr. Brian Clark, North Carolina Ports Authority
8. Mr. Mario Cordero, Port of Long Beach
9. Mr. James Dillman, Gateway Terminal
10. Ms. Berit Eriksson, Sailors' Union of the Pacific

11. Mr. Roger Guenther, Port Houston
 12. Mr. Craig Johnson, Flagship Management, LLC
 13. Mr. Brian Jones, Nucor Corporation
 14. Mr. David Libatique, Port of Los Angeles
 15. Mr. Mike Moltzen, U.S. Environmental Protection Agency
 16. Ms. Pat Mutschler, U.S. Army Corps of Engineers
 17. Mr. Stephen Spoljaric, Bechtel
 18. Mr. Erik Stromberg Lamar University, Center for Port Management
 19. Ms. Shelly Sugarman, U.S. Coast Guard
 20. Mr. Jack Sullivan, Matson Navigation, Inc.
 21. Mr. Augustine Tellez, Seafarers International Union of North America
 22. Mr. Adam Tindall-Schlicht, Port of Milwaukee
 23. Ms. Penny Traina, Columbiana County Port Authority
 24. Mr. Tom Wetherald, Global Dynamics – NASSCO
 25. Mr. Robert Wellner, Liberty Global Logistics, LLC
- Robert Wellner and David Libatique will serve as Chair and Vice-Chair, respectively.

WHY THE JONES ACT MATTERS TO YOU!

The Merchant Marine Act of 1920, also known as the "Jones Act," is a law that ensures nearly all vessels – travelling up our waterways and between our communities – are made in American shipyards by American workers, crewed by American mariners, and owned by American companies.

650

THOUSAND SUSTAINED AMERICAN JOBS

1050

TRUCKLOADS CAN BE EFFICIENTLY DELIVERED BY JUST ONE 35 BARGE TOW

40

THOUSAND AMERICAN VESSELS BUILT BY AMERICAN SHIPYARDS

\$154

BILLION IN ANNUAL ECONOMIC OUTPUT

American maritime in our communities

- ✔ Promotes on-time and reliable delivery of goods and materials to all 50-states and territories
- ✔ Creates family-waged American jobs and career paths
- ✔ Makes our nation safer by protecting our borders and inland waterways
- ✔ Guarantees we have trained mariners for times of war and peace
- ✔ Helps to maintain an industrial shipbuilding capacity, essential for our military
- ✔ Helps make our waterways more environmentally sustainable

+ Support the Jones Act + Support your Community
+ Support Your Family + Support America

www.americanmaritimevoices.org

Marine Firemen's Union Directory

www.mfoww.org

HEADQUARTERS

240 2nd Street
San Francisco, CA 94105
Tel: (415) 362-4592/4593/4594
Fax: (415) 348-8864
Dispatcher-Tel: (415) 362-7593
Dispatcher-Fax: (415) 348-8896

General Email: headquarters@mfoww.org

Anthony Poplawski

President/Secretary-Treasurer

Email: mfow_president@yahoo.com

Deyne Umphress

Vice President

Email: mfowvp@mfoww.org

Robert Baca

Business Agent

Email: robchili510@yahoo.com

Manita Li, Controller

Email: MLi@mfoww.org

Sandra Serrano, Secretary/Training

Email: SSerrano@mfoww.org

MFOW TRUST FUNDS

240 2nd Street
San Francisco, CA 94105
Tel: (415) 986-1028 / 986-5720
Fax: (415) 546-7340

Optical/Death Benefits/ Accounts Payable

General Email: welfare@mfoww.org

Esther Hernandez

Medical/Dental Coverage:

Active Members

Email: EHernandez@mfoww.org

Amanda Salinas

Medical Claims:

Dependents and Pensioners

Email: ASalinas@mfoww.org

Stacy Bobu

Money Purchase & Pension Benefits

Tel: (415) 362-1653

Fax: (415) 348-8864

General Email: pension@mfoww.org

Email: SBobu@mfoww.org

WILMINGTON BRANCH

533-B Marine Avenue
Wilmington, CA 90744

Tel: (310) 830-0470

Fax: (310) 835-9367

H. "Sonny" Gage, Port Agent

Email: HGage@mfoww.org

HONOLULU BRANCH

707 Alakea Street
Honolulu, HI 96813

Tel: (808) 538-6077

Fax: (808) 531-3058

Mario Higa, Port Agent

Email: MHiga@mfoww.org

PORT SERVICED — SEATTLE

4005 - 20th Avenue West, Suite 115
Seattle, WA 98199

Tel: (206) 467-7944

Fax: (206) 467-8119

Brendan Bohannon, Representative

Email: seattle@sailors.org

MARAD announces four new marine highway project designations

On June 3, the U.S. Department of Transportation's Maritime Administration (MARAD) announced the immediate designation of four new Marine Highway Projects as part of the America's Marine Highway Program (AMHP). Projects in North Carolina, Alaska, and Puerto Rico will receive these designations. They can now apply for record levels of funding through the Bipartisan Infrastructure Law to help address supply chain challenges.

A Marine Highway Project is a planned service, or expansion of an existing service, on a designated Marine Highway Route. Since its inception in 2010, the AMHP has designated 58 marine highway projects. Once a marine highway project is designated by the Secretary as part of the AMHP, they are eligible to apply for an AMHP grant award.

The AMHP supports the increased use of the nation's navigable waterways to relieve supply chain congestion, provide new and efficient transportation options, and increase the productivity of the movement of goods. 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.

In March, the Department announced the availability of nearly \$25 million in grant funding through the Bipartisan Infrastructure Law for the AMHP. The Fiscal Year (FY) 2022 Appropriations Act made an additional \$14.8 million available for the AMHP. This is the most funding for Marine Highways in American history. The new Marine Highways are eligible to compete for the full funding.

In order to maximize applications and funding opportunities in accordance with the notice criteria, MARAD has amended the FY 2022 Notice of Funding Opportunity to make the total funding available during the current grant application period \$39,819,000, and has extended the application due date to June 17, 2022. The four new Marine Highway Projects include:

- **Riverbulk Steel Shuttle** — The project designation will support an existing barge service that transports steel plates along the existing M-95, M-64, and M-495 Marine Highway corridors. This service runs from the Riverbulk Terminal in Edenton, North Carolina to locations in Norfolk, Baltimore, Wilmington, Philadelphia, and ports in New Jersey utilizing a covered hopper barge for Lift-On/Lift-Off (Lo/Lo) operations. Cargo transits the Chowan River, Albemarle Sound, Intercoastal Waterway and its tributaries, the Chesapeake Bay, C&D Canal, and the Delaware River. The destination ports within this service can handle barge cargo and significantly reduce the number of trucks

on the road as well as reduce shipping costs for Nucor Corporation and any other beneficial cargo owners that will use this service. The applicant is expecting to eventually seek grant funds to support the acquisition of a Buy American-compliant barge.

- **Yakutat, Alaska's Freight Expansion Service** — The project designation will serve the City and Borough of Yakutat, Alaska through the expansion of an existing freight service on the M-5 (Alaska) Marine Highway Route. The overall operation of the proposed project includes fishing vessels, freighters carrying vehicles, heavy equipment, building supplies, passengers, food and supplies, pleasure vessels, and commercial vessels. The project will include the eventual extension of the dock. The extended sheet-pile-type dock will eliminate most pilings and reduce damage overall. The project sponsor expects that this project will put them in a better position to handle larger vessels and handle a greater quantity of ships.

- **Unalaska Express** — The project designation will support the growth of the CMA CGM barge terminal currently operating in the City of Dutch Harbor that utilizes the Alaska M-5 route to connect Kodiak, Seward, and Valdez. Currently, the CMA CGM Dutch Harbor Terminal serves as a port of destination for Alaskan commodities, which is critical to the state's economic growth. The terminal already has an existing barge service that operates throughout the Aleutian Islands serving the people of Alaska. This project will result in a 20 percent increase in cargo volumes and will provide a safer working place for Alaskan workers.

- **Puerto Rico Maritime Transportation Services Project** — The project designation will establish reliable routes among Ceiba, Culebra, and Vieques that will allow island residents access to the essential services located primarily on the main island, such as food, groceries, furniture, construction services, materials, and equipment. Currently, the ferry service is the only way to bring palletized and unitized freight to the island. The project will promote better development opportunities for residents and businesses through the development of both Ceiba and the Municipality Islands. All the goods and services available in the islands are dependent on the limited maritime freight vessels available now. This designation reinforces the importance of maritime transportation as the economic lifeline for Culebra and Vieques.



A farewell message to the membership

By Sandra Serrano

For me, the month of June has always been a celebratory one. It signifies the beginning of summer, a time for graduations, weddings and family vacations. And now, my retirement from the Marine Firemen's Union.

I began my career at MFOW Headquarters in February 1981 as a Junior Secretary and Bookkeeping Assistant in the Treasurer's office. At that time, I knew little about labor unions (and even less about the maritime industry) and personal computers were non-existent. In fact, the first computer in our office was donated by member Chris Harlow to help the Union "catch up with technology!"

After a short time, I was promoted to Secretary to the MFOW President and Vice President. I assumed additional duties as the Training Coordinator in 2001, when the Union established a formal training program with Training Resources Limited in San Diego.

Working for the MFOW has been fulfilling and enjoyable and has given me the opportunity to work with many dedicated Union officials and staff (past and present), countless members and pensioners, company representatives, attorneys and consultants. I take with me many fond memories, just to name a few:

- The MFOW's Centennial Celebration in 1983 at the Sheraton Palace Hotel in downtown San Francisco, attended by several hundred members, labor union representatives and dignitaries.
- The dedication of the *SS Baton Rouge Victory* memorial on the San Francisco waterfront in 1993.
- Marching with MFOW officials, members and families in San Francisco Labor Day parades.
- Maritime Trades Department luncheons at the now-defunct Apostleship of the Sea and aboard the *SS Jeremiah O'Brien*.
- The annual MFOW-SUP Welfare Plans holiday benefit.

In retirement I look forward to traveling, volunteerism, and spending time with my grandchildren. I am proud to have been a part of this great maritime union and its history.

First female sworn in as Coast Guard Commandant

On June 1, Admiral Linda L. Fagan relieved U.S. Coast Guard Commandant Admiral Karl L. Schultz, becoming the first woman to take up the service's top post. President Joe Biden attended the historic event, continuing a tradition set by his predecessors.

"Throughout her decades of service, Admiral Fagan has demonstrated an exceptional skill, integrity, and commitment to our country. She upholds the highest traditions of the United States Coast Guard," said Biden in a keynote address. "There's no one more qualified to lead the proud women and men of the Coast Guard, and she will also be the first woman to serve as Commandant of the Coast Guard — the first woman to lead any branch of the United States Armed Forces. And it's about time."

Biden said that Fagan's career would provide an example for up-and-coming servicemembers and show that women can attain high rank in the U.S. military. "Every little kid growing up today who dreams of serving their country will know that this is what an Admiral and a Service Chief of the United States Armed Forces looks like. I mean it sincerely. It matters," he said.

Keeping with the Coast Guard tradi-

tion of wearing shoulder boards passed down from a senior officer, Admiral Fagan wore the shoulder boards of Admiral Owen Siler, the service's 15th Commandant. Admiral Siler opened the Coast Guard Academy's doors to women for the first time in 1975, five years before Fagan was admitted to the school.

When Admiral Fagan commissioned in 1985, eight percent of the ensigns in her graduating class were female. At the Coast Guard Academy today, about 40 percent are female - higher than at the other federal service academies. By comparison, women make up 21 percent of the corps of cadets at USMMA, 24 percent at West Point, and 28 percent at the Air Force Academy and the U.S. Naval Academy.

Admiral Fagan will lead the Coast Guard at a time when its role is expanding overseas. In addition to its traditional counternarcotics mission in U.S. 4th Fleet and its maritime security patrols in U.S. 5th Fleet, the service is looking westward across the Pacific. In the South Pacific, Coast Guard cutters are often the only American presence in far-flung but strategic island chains, which are becoming a key objective for China's expansionist foreign policy.

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

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

MATSON

Offshore — In accordance with General Rules Section 36 of the Agreement between Matson Navigation Company and the SIU Pacific District, there shall be a three (3.00) percent increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2022. Also, a cost-of-living increase shall be made on the basis of comparing the May Consumer Price Index for all Urban Consumers (CPI-U), as published by the Bureau of Labor Statistics of the U.S. Department of Labor, to the previous May Consumer Price Index.

An increase in this index above four (4.00) percent, not to exceed five (5.00) percent, shall be added to the base wage effective July 1, 2022. In other words, a one (1.00) percent cost-of-living increase is possible. The May 2022 CPI data are scheduled to be released on June 10, 2022.

Under General Rules Section 29, there shall be a \$0.25 per manday increase in the MFOW Training Plan contribution effective July 1, 2022.

Maintenance — Under Section 22 of the Maintenance Agreement between Matson Navigation Company and the Marine Firemen's Union, the economic benefits detailed above shall apply to those working as Shore Mechanics under the agreement.

CV700 — Under Section 2 of the CV700 Memorandum of Understanding Between Matson Navigation Company and the SIU Pacific District, there shall be a three (3.00) percent increase on all rates of pay and wage-related items effective July 1, 2022, for unlicensed ratings working on the *CV Kamokuiki*.

APL MARINE SERVICES

Pier 300 Foreman — On May 23, the Union was notified that Ken Justice, #3678, long-time Reefer Shop Foreman at APL Pier 300 on Terminal Island, had decided to resign. Section 2.5 of the Maintenance Agreement between APL Marine Services, Ltd. and the Marine Firemen's Union states, "In the event a Working Foreman or Working Leaderman job is filled, the replacement will be mutually selected by the Employer and the Union. If there is no satisfactory replacement within the Gang, the Union will provide a man acceptable to the Employer. The man selected as Foreman or Leaderman shall serve a ninety-day probationary period before becoming permanent in the position of Foreman or Leaderman."

After considerable consideration, the parties agreed to select Mike Robles, #3855, to succeed Justice as Foreman and Michael Campbell, #3850, to succeed Robles as 1st Shift Leaderman. Both have previously performed the Foreman and Leaderman duties and have demonstrated a take-charge ability as hands-on supervisors. On May 27, the Union was notified that Campbell would switch to 2nd Shift Leaderman and 2nd Shift Leaderman Robert Rivas, #3874, would switch to 1st Shift Leaderman.

Pier 300 Equipment — Last month, the Union was notified by management at Pier 300 that the company planned to install an Emerson REFCON Wireless Reefer Monitoring System on the terminal and purchase two Greenfield Products Electric Genset Handlers and two Greenfield Products Genset Racks for use by the shore-gang. This immediately triggered questions about jurisdiction, as outlined in Section 1.9 of the Maintenance Agreement, required training and safety matters. Wilmington Port Agent Sonny Gage raised questions to management and received the following assurances about the REFCON System:

- REFCOM system hardware will be located in the Reefer Shop.
 - REFCOM system hardware requires no maintenance (wishful thinking?).
 - The system does not replace monitoring.
 - The system does not reduce headcount.
 - The Foreman and Leadermen will be monitoring the system.
 - Training for Mechanics to be provided by management prior to live operations.
- Basically, the system works as follows:
- The system is web and cloud-based.
 - Foreman and Leadermen will operate the software system.
 - Mechanic will put a wireless modem on live reefer containers during plug-in.
 - When reefers are powered up, the modem will broadcast reefer status.
 - Foreman and Leadermen will dispatch Mechanics to investigate alarms.
 - Mechanic removes the wireless modem during unplug.

The system go-live date is scheduled for June 15. During initial system utilization phase, it is important that Mechanics remain vigilant regarding jurisdiction on the terminal, including plugging and unplugging, monitoring, pre-trip inspection, and maintenance and repair of reefer containers. Mechanics should also provide feedback on the functionality of the new Electric Genset Handlers and Genset Racks.

MV President Eisenhower — On May 24, the National Transportation Safety Board (NTSB) published Marine Investigation Report 22/15, detailing the cause of the April 28, 2021, engine room fire aboard the *MV President Eisenhower*. According to the report, the vessel was transiting to Oakland, California with a crew of 22. In the early morning on April 28, a crewmember noticed smoke coming from an open engine room hatch. Two crewmembers donned firefighter outfits and attempted to use portable fire extinguishers to quell the fire. Realizing the fire was "too much," the captain decided to release carbon dioxide into the engine room. The crew extinguished the fire using the engine room's fixed carbon dioxide fire-extinguishing system.

The day before the vessel's departure, an engineer installed a new section of steel fuel oil return tubing for the main engine. A post fire examination showed that a

compression fitting on the end of the newly installed section of fuel return tubing had disconnected, causing the ultra-low sulfur diesel fuel oil the engine was burning to spray. CCTV footage from the vessel showed diesel oil spray about 30 minutes before the fire started. Within one minute after the fire started, cardboard and wooden boxes of spare parts, which were stored one deck above the main engine and next to the auxiliary boiler, caught on fire.

Investigators found that an unshielded and uninsulated exhaust valve compensator flange acted as an ignition source for the spraying diesel fuel. An examination of the disconnected fuel oil return tubing and failed compression fitting revealed that the compression fitting's sealing ferrule was not sufficiently swaged to the steel tubing.

As a result of the fire, the vessel lost propulsion and drifted for several hours before being towed to the Port of Los Angeles. No pollution or injuries were reported. Damage to the vessel totaled an estimated \$8.22 million. NTSB identified two lessons learned from this investigation:

- Rapid oil leak detection systems are a valuable tool that can be used to prevent fire in machinery spaces. Video analytic technology is designed to use standard CCTV video to detect fuel mist and spray in real time and alert the crew before any ignition and fire.
- The crew of the *President Eisenhower* effectively contained the spread of a main engine room fire by removing fuel and oxygen sources, cooling boundaries, and communicating effectively.

This shows the importance of realistic scenario-based training, including engine room emergencies, which involve shutting down machinery, fuel oil, lube oil, and ventilation systems, as well as boundary monitoring, to quickly contain and suppress engine room fires, which can spread to other spaces and/or cause a loss of propulsion and electrical power.

MV President Wilson — Last month, I reported on the plight of the *MV President Wilson*, and her anguished crew, stranded in a Shanghai shipyard during COVID lockdown with no relief in sight. Since then, the Union has received reports that shipyard work has resumed, albeit on a small scale, and that procurement of port stores has improved. The departure date from Shanghai is uncertain.

In discussions with company labor relations, several ideas have been floated to mitigate the hardships suffered by the crew. One is to provide crew relief opportunity at the first port following departure from Shanghai, which is anticipated to be Busan, South Korea. This opportunity will be contingent on the restrictions and conditions imposed by the authorities at Busan. The company has suggested an ensuing cash bonus to crew members who cannot get relieved at Busan and who continue on articles to the first U.S. West Coast port.

CONVENTION CALLS

MTD and AFL-CIO — Last month, I was notified by SIUNA Vice President Augie Tellez that the 2022 Quadrennial Convention of the Maritime Trades Department AFL-CIO will be held on June 9-10 and that the 29th Constitutional Convention of the AFL-CIO will be held on June 12-15. Both conventions will take place in Philadelphia, Pennsylvania. I have made preparations to attend both conventions.

CLF — On May 20, the Union was notified that the California Labor Federation (CLF) will hold its 34th Biennial Convention on July 26-27 in San Francisco. At this convention, the delegates will vote on California labor's endorsement of candidates and statewide propositions on the November General Election ballot, as well as vote on resolutions and policy statements.

The Union is entitled to two delegates and votes at the convention. I will be attending along with MFOW Vice President and CLF Delegate Deyne Umphress.

SIUNA — By letter dated May 2, the Union was notified that the Seafarers International Union of North America (SIUNA), AFL-CIO Quinquennial Convention is scheduled to take place on September 14-15 at Piney Point, Maryland. The Union was further notified that, in accordance with Article VII, Section 4 of the International Constitution, the Union was entitled to one delegate and vote at the convention. The number of delegates and votes is based on the average monthly per capita tax paid for the period October 1, 2017, through November 30, 2021.

Under Article III, Section II. C. of the MFOW Constitution, the President/Secretary-Treasurer shall be "a delegate to the Seafarers International Union Convention by virtue of his office..." I have made arrangements to attend.

South Korea tops shipbuilding order volume in May

South Korean shipbuilders took back the top spot from China in the world market in May, winning nearly half of total global orders. Korean companies won 1.2 million compensated gross tonnage (CGT) in shipbuilding orders during the month, which accounted for 48 percent of the total global ship orders of 2.5 million CGT, according to the UK-based Clarkson Research Services. China came second with 0.84 million CGT, while Japan was in third place with 0.42 million CGT.

CGT is a unit to provide a common yardstick to measure the relative output of merchant shipbuilding activity among different countries and companies. China suffered from shipyard shutdowns due to the recent COVID-19 lockdown in Shanghai.

Between January and May, Korea won 7.34 million CGT orders, taking up 45

percent of the total orders of 16.25 million CGT placed worldwide. The country's proportion grew by 9 percentage points over a year, while China went down a notch with 7.16 million CGT. This is the first time in four years that Korea has outpaced China in accumulated order volume in the same period. Market watchers attributed the rise to Korean companies' competitive edge over their rivals in high value-added vessels, liquefied natural gas (LNG) carriers and large-scale container ships.

Net orders across the world went down by 17 percent in May, compared to the previous month. In terms of vessel types, orders for large-scale LNG carriers of 140,000 cubic meters or over increased, while those for large-scale container vessels of 12,000 six-meter equivalent units or over, oil tankers, and bulk carriers were reduced.

VICE PRESIDENT'S REPORT

Different month, same struggles. There's plenty going on, but it seems I've grown numb to strange and unusual developments these past two years. We're handing out ATKs with Matson stand-by dispatches now. A contracted vessel went into drydock overseas and got abandoned while the country went into an extended lockdown. I'm sure we all thought this pandemic mania would have been over by now, but it seems to keep biting us square in the bacon.

The turbo activations required some down-to-the-wire, unorthodox dispatching but were an overall success. We're all very grateful to those who stepped up and took a brief adventure down to Beaumont and the Gulf. Now if we could get a few more to fill these jobs hanging on the board, we'd be in great shape.

I remember Sonny calling me one evening to take the *USAV Worthy* Electrician job. The wage scale was...humble to say the least. He sold me on, "you'll be on Kwajalein and have to ride a bike to the chow hall." The experience was very refreshing. It was something new, something different. And it gave me a few more stories to tell. Money is important, but it comes and goes. Stories and glory live forever. If I weren't stuck behind the desk, I'd probably be in Beaumont or on the *Haina* seeing what all the fuss is about. Take one of these odd jobs hanging on the board. Worst case, you'll have a few more stories for the table at meal time.

That's all I got for this month. Stay out of trouble.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for May 2022:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Mahimahi*-shipped a Wiper for time up, no beefs. *MV Mokiha-na*-crew members returned to the ship after a short lay-up while at Portland's shipyard, no beefs. *MV Matsonia*-no beefs. *MV Lurline* — REJ Bruce Chow, #3812, no beefs. *MV Maunalei*-in port for maintenance and headed to Honolulu for lay-up, no beefs.

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer* — no beefs. *MV Manoa* — shipped an ERJ, no beefs. *MV Cape Horn* — had a crew change in Portland, one Oiler and one Wiper flown out of SF.

APL MARINE SERVICES

On the EX1 run: *MV President Wilson*-should be finishing up maintenance and repairs while at Shanghai, China shipyard. The REJ departed due to illness; all other crew members reported

OK. *MV President Kennedy* — delegate REJ Bozhidar Krastev, #3936, no beefs. Standby labor was canceled due to COVID precautions while at the Port of Oakland, shipped an ERJ and DJU for time up. *MV President F.D. Roosevelt*, no beefs.

Shuttle vessel on the JMX run: *MV APL Gulf Express* — shipped a DJU for time up, no beefs.

PATRIOT CONTRACT SERVICES

USNS Pomeroy — two Oilers awaiting flyout. *USNS Watkins* — one Oiler flown out for time up. *USNS Red Cloud* — one Oiler flown out for time up. *MV Cape Taylor* and *MV Cape Texas* conducted turbo activations, joining crew members were flown out for a seven-day assignment, no beefs.

Our Secretary/Training Coordinator Sandra Serrano will be retiring soon after many years of service with the MFOW. I wish her safe travels and good luck. Many thanks.

Fraternally,
Bobby Baca

L.A. Harbor Commission approves \$1.9 billion for port

On June 8, the Los Angeles Harbor Commission approved a \$1.9 billion budget for the Port of Los Angeles' next fiscal year, up from the current year's \$1.7 billion budget. Port officials said the budget is based on cargo volume estimates of about 9.85 million 20-foot equivalent units. The port has experienced record cargo levels during the pandemic, but the port said that consumer buying is expected to ease in the next fiscal year.

The budget plans for \$628.1 million in operating revenues, including \$439.7 million from shipping revenues, \$47.4 million from the Clean Truck Fund and the remaining revenue from rentals, royalties, fees and more. Operating expenses are expected to be about \$334 million.

The commission allocated \$180.5 million for terminal, transportation, security and public access projects. More than \$38 million will be used for improvements to the L.A. Waterfront, including \$25.3 million for the Wilmington Waterfront Promenade project. About \$34 million will be used for the Pier 400 Corridor Storage Track Expansion project and \$17.4 million will be used for improvements at the Shell and PBF marine oil terminals.

Revenues raised through the Clean Truck Program, which collects fees to incentivize the phase-out of older trucks that cause more pollution, will go to support near-zero and zero-emission technology project

Summary Annual Report for SIU Pacific District Seafarers' Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Medical exam benefits paid under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$83,495 as of June 30, 2021 compared to \$45,678 as of July 1, 2020. During the plan year, the plan experienced an increase in its net assets of \$37,817. During the plan year, the plan had total income of \$700,148, including employer contributions of \$695,826, earnings from investments of \$42 and other income of \$4,280.

Plan expenses were \$662,331. These expenses included \$238,822 in administrative expenses and \$423,509 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.50 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, No. 400, San Francisco, CA 94107 and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Summary Annual Report for SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Supplemental vacation pay benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$2,150,712 as of July 31, 2021, compared to \$1,683,441 as of August 1, 2020. During the plan year the plan experienced an increase in its net assets of \$467,271. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$15,001,476, including employer contributions of \$14,992,140, realized losses of \$10,980 from the sale of assets, earnings from investments of \$17,510 and other income of \$2,806.

Plan expenses were \$14,534,205. These expenses included \$400,876 in administrative expenses and \$14,133,329 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$6.25 for the full annual report, or \$0.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND, Attention: Esther Hernandez

240 2nd Street, San Francisco, CA 94105

(415) 986-1028/ (415) 986-5720

Email: EHernandez@mfoww.org

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2022

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

(a) Eligible participants are MFOW members who:

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

(b) Non-seniority applicants:

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

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

Training Resources Ltd. Maritime Institute (TRLMI)

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

Military Sealift Command (MSC) Government Vessels

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

July 25-29 August 15-19 September 19-23

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.

July 14-15 August 4-5 September 8-9

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.

July 11-15 August 29-September 2

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 September 12-October 7

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 October 10-14

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 September 12-October 21

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.

August 22-26 October 24-28

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.

Returning in 2023

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): 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: June 21-22; July 19-20; August 23-24; September 20-21

MITAGS-PMI, Seattle, WA: June 24-25, July 15-16; August 12-13; September 23-24

TRLMI, Honolulu, HI (one day): 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: July 6-8; August 24-26, September 7-9

Cal Maritime Academy, Vallejo, CA: pending

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

MITAGS-PMI, Seattle, WA: pending

Global shipowners and unions agree to new minimum wage deal for seafarers

The United Nations' International Labor Organization (ILO) recently convened negotiations between shipowners and seafarers' unions from across the world, coordinated by the International Chamber of Shipping (ICS) and the International Transport Workers' Federation (ITF). Seafarers, repeatedly hailed by the industry as heroes during the pandemic, have been granted a four percent pay increase for the coming three years.

During the previous round of talks, which concluded at the UN ILO in September last year, shipowners and seafarers set the minimum wage at \$648 per month from July 1, 2022. The latest round of negotiations produced a new three-year deal through annual increases, starting at \$658 on January 1 next year, followed

by \$666 and \$673 in 2024 and 2025, respectively.

The deal applies universally to the rating grade of able seafarer and is widely recognized by the global shipping community. Shipping is the only sector with a formally recognized global minimum wage, which has existed for seafarers since 1958.

Mark Dickinson from Nautilus International, an affiliate of the ITF, and spokesperson for the seafarer's group, said: "Today's agreement recognizes the huge sacrifices and professionalism of the men and women working at sea and is a testament to the collective milestones the social partnership between seafarers and shipowners have historically achieved. Especially over the past few years."

Like us on facebook

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

Marine-Firemens-Union-121622254577986/



Baltimore nets \$15.6 million to bolster intermodal rail yards

The Port of Baltimore has been awarded \$15.6 million from the Federal Railroad Administration (FRA) to improve intermodal rail yard infrastructure at the port. The improvements will include the construction of four working rail tracks totaling 17,670 track feet and two crane rail beams totaling 7,000 linear feet at the Seagirt Marine Terminal. These improvements will help support increased demand for double-stacked trains carrying containerized cargo, according to the Maryland Port Administration. Project funds will also go toward converting existing diesel-fueled railyard equipment to electrified equipment.

The port received the funding from FRA's grant-awarding Consolidated Rail and Infrastructure Safety Improvements program, also known as the CRISI program. Additionally, Ports America Chesapeake, the Maryland Port Administration's public-private partner at the Seagirt Terminal, will match \$6.7 million of the FRA grant.

The FRA award comes as construction to expand the Howard Street Tunnel in Baltimore is underway. The project, which aims to raise the clearance of the 127-year-old tunnel so that double-stacked railcars can pass through, broke ground in November 2021 and is expected to be completed in 2025. Project supporters, which include federal and state officials and CSX, say it provides double-stack capacity from Maine to Florida. They say the project, which also includes clearance improvements at 21 other locations between Baltimore and Philadelphia, could increase the port's business by about 160,000 containers annually as well as facilitate rail traffic between Baltimore and the Ohio Valley and into Chicago.

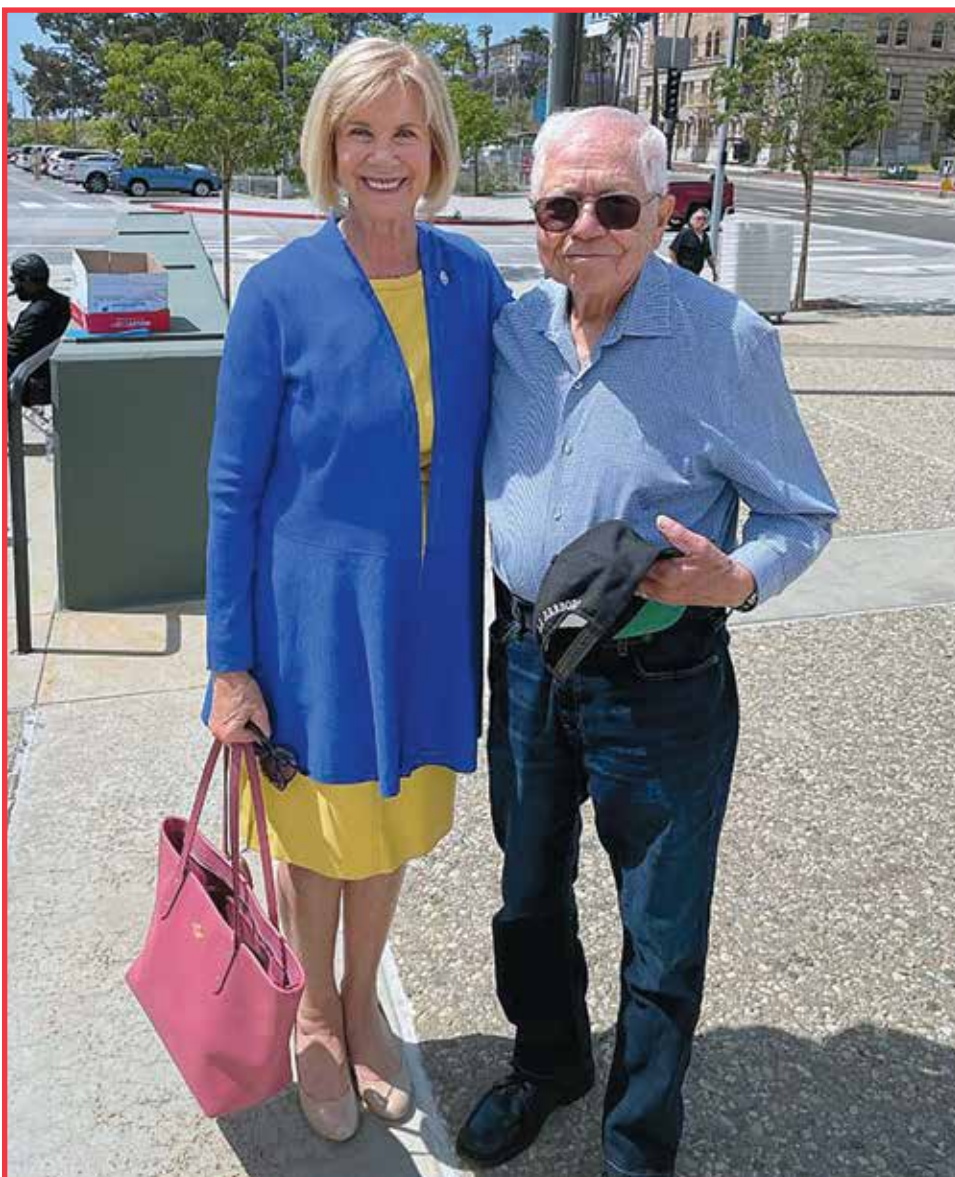
In announcing the grant award

from FRA, the port also provided updates on other capital initiatives. Ports America Chesapeake invested \$166 million for four additional supersized, neo-Panamax container cranes at the Seagirt Terminal, and those cranes have recently been put into operation. The cranes will serve an additional deep-water berth that was completed last year.

The Port of Baltimore also welcomed last month a new container line service, the Zim Shipping Lines' E-commerce Baltimore Express, which runs between China and Southeast Asia and the U.S. East Coast. Earlier this year, vessel operator MSC introduced container service between the port and the Indian subcontinent and the Mediterranean region. The port said Baltimore has handled nearly 50 ad hoc ship calls during the recovery stages of the pandemic, including vessels diverted by Zim to Baltimore that were not on a regularly scheduled service call.



National Maritime Day in San Pedro, California Marine Firemen's Union wreath.



Los Angeles County Supervisor (4th District) Janice Hahn and former MFOW and MEBA member Al Torres.



National Maritime Day in San Pedro, California

Pictured from left to right are retired Matson Assistant Cook Mary Lou, SIU-AGLIW Wilmington Port Agent Gerret Jarman, retired MFOW Wilmington Port Agent Bob Bugarin, MFOW Wilmington Port Agent Sonny Gage, Manny Granados, JM-4294 and Orlando Vindas, JM-4344.

A Proclamation on National Maritime Day May 20, 2022

From sea to shining sea, whether in still or raging waters, America has always been a Nation of maritime travel. Across our 25,000 miles of waterways and over 360 commercial ports, the United States Merchant Marine is integral to our Nation's prosperity. From helping move goods throughout the supply chain to supporting our troops wherever they are deployed, the Merchant Marine plays a vital role in the economic security and defense of our country. On National Maritime Day and every day, we honor the Merchant Marines for their service and sacrifice and acknowledge their crucial role in protecting our Nation's security and commerce.

Today, our Merchant Marine remains inextricably linked to our national and economic security and competitiveness. Merchant mariners' legacy of perseverance and dedication is carried on by today's civilian mariners. As tyranny and violence again cause the tragic loss of innocent lives and senseless destruction in Europe, our merchant mariners have answered the call of duty by crewing vessels of our United States Ready Reserve, moving vital military cargo to help the Ukrainian people in their defense of freedom.

We also salute the remarkable efforts of our entire maritime industry throughout the COVID-19 pandemic. They put the well-being of the American people first, risking their lives to ensure that essential cargoes of medical supplies and personal protective equipment were delivered to those in need across our Nation.

As we continue to build a better America, our Merchant Marine plays a pivotal role in securing our coastal and inland waterways so that they are open to trade. No matter the hardship, mariners provide a smooth passage for America's critical domestic goods and serve as stewards of our Nation's trading gateways with the rest of the world. My Administration continues its unwavering support of the United States Merchant Marine, as well as the Jones Act, which protects the integrity of our domestic maritime industry, supports hundreds of thousands of jobs, and contributes over \$150 billion in economic benefits.

We also know that the future success of the vital maritime industry depends on its ability to attract the talent of all Americans and reflect the diversity of the Nation it serves. That is why we are resolved to continue the urgent work of advancing diversity, equity, and inclusion in the ranks of the Merchant Marine and to end sexual assault, sexual harassment, and bullying in the workplace.

Our Nation's merchant mariners serve with honor and integrity each and every day. Today, we recognize their service and sacrifice and recommit ourselves to fulfilling the promises and uplifting the values that they continue to protect.

The Congress, by a joint resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" to commemorate the first transoceanic voyage by a steamship in 1819 by the SS Savannah. By this resolution, the Congress has authorized and requested the President to issue annually a proclamation calling for its appropriate observance. I also request that all ships sailing under the American flag dress ship on that day.

NOW, THEREFORE, I, JOSEPH R. BIDEN JR., President of the United States of America, by virtue of the authority vested in me by the Constitution and the laws of the United States, do hereby proclaim May 22, 2022, as National Maritime Day. I call upon all Americans to observe this day and to celebrate the United States Merchant Marine and maritime industry with appropriate programs, ceremonies, and activities.

IN WITNESS WHEREOF, I have hereunto set my hand this twentieth day of May, in the year of our Lord two thousand twenty-two, and of the Independence of the United States of America the two hundred and forty-sixth.

JOSEPH R. BIDEN JR.

WILMINGTON NOTES

The Wilmington Branch dispatched 105 jobs in the month of May: one PCS, four Matson and 13 APL shipboard billets; plus two rotary and 22 relief Shore Mechanics. 22 applicants were dispatched to standby work. The registration list numbers 29 A-, 14 B- and 16 C-seniority members. Regular shipping has been very good at all the halls. We still need labor and are actively recruiting.

All three contracted companies have ships in or en route to drydock. As a result we have a few ships in the fleet that are not on a steady schedule. Better than the same old run, but some members like the regular ride on the Pineapple Express or to China and back. Matson has opted for Portland drydock and APL has chosen Singapore. We still have a few ships idling offshore and out-of-sight of the general public, but the ships we crew are making port on time, at least on this side.

The gang at Pier 300 is still on a 24/7 schedule with three shifts. Ken Justice, #3678, is retiring after a pretty long run as head of the gang at the APL Reefer Shop. I will miss him down there. Mike Robles, #3855, has been promoted to Foreman and Mike Campbell, #3850, to 2nd Shift Leaderman. Both are currently on their respective 90-day probation periods. Head count on the gang is 30 Mechanics. We had quite a few reliefs this past month, as usual, if anyone wants to test the waters.

The American Merchant Marine Veterans Memorial Committee (AM-MVMC) commemorated National Maritime Day on May 22 at the American Merchant Marine Memorial in San Pedro. President Wendy Karnes opened the ceremony and the mic was handed over to former AMMMVC President John Pitts at the luncheon. We were lucky enough to have Los Angeles County Supervisor (4th District) Jan-

ice Hahn present, as well as Los Angeles Board of Harbor Commissioner Diane Middleton.

Seated at our table was Al Torres, Orlando Vindas with his wife Maria, Manny Granados, Robert Bugarin and myself. I was able to make the lunch this time because the May 22 was a Sunday. The food and company were good and well rounded. Thank you to all who attended and assisted with the planning and the required leg work to make this happen after a two-year hiatus.

The SS Lane Victory is still seeking volunteers in the engine room. We will need a few Oilers to fire up the boiler soon, according to Chief Engineer Jim Gillen. Anyone interested? Located at the end of Miner Street in San Pedro with turn-to still on 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

Halls to close

Independence Day — The MFOW hiring halls will be closed on Monday, July 4, 2022, in observance of Independence Day, which is a contract holiday.

Harry Bridges' Birthday — The MFOW hiring halls on the West Coast will be closed on Thursday, July 28, 2022, in observance of Harry Bridges' Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels (except RRF vessels) in West Coast ports. It is not a holiday at sea.

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

Regular membership meeting dates 2022

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

Benefits paid during May

Death Benefits
None

Burial Benefits
None

Excess Medical	\$2,922.81
Glasses and Examinations	\$600.00
Manuel Dacuycuy, JM-5124	\$200.00
Aris DeLaCruz, #3777	\$200.00
Thomas White, JM-5223	\$200.00

HONOLULU NOTES

It was an average month in May for the Honolulu Hall for dispatching. A total of 77 dispatches were made: five rotary jobs, three reliefs, one open board job, 35 Standby Electrician/Reefers, and 33 Standby Wipers.

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

I represented the Marine Firemen at the monthly Honolulu Port Council meeting, one of the AFL-CIO legislator sessions. I also attended the official signing of election for Sergio Alcubilla, who is running for Hawaii U.S. Representative in District One. He'll be running against a politician who wants to amend/appeal the Jones Act. I did miss the AFL-CIO executive board meeting in May but was busy with three career fairs.

One career fair was on Zoom for the neighbor Islands. This was a request from the State of Hawaii Workforce Development Boards on Maui and Hawaii Island. The other two career fairs were in person on Oahu. Many thanks to Cathy Lederer and Dion Dizon from

the Hawaii State AFL-CIO for leading us through all stages of the Maritime Career Pathways Expo, which was held in town next to Honolulu Harbor. Their expertise in putting together a successful career fair was spot on.

Also, thanks to Melissa Hebert from the Marimed Foundation who invited the MFOW to their Maritime career expo & job fair on the windward side of the Island. Approximately 225 people attended. It was busy all through the five hours that the job fair was open.

Mahalo to Don Ngo and Ken Padack for helping me out on a Saturday with the Maritime Career Pathways Expo. Mahalo to Don again for sitting in the office for me while I attended the Marimed Foundation career expo.

Hey, have you guys been watching the You Tube episode showing the APL Wilson crew being lockdown in Shanghai shipyard? The mate on board, Madeleine Wolczko, is producing the "Restricted to Ship" films. Pretty interesting to watch.

Aloha,

Mario Higa, Port Agent

SEATTLE NOTES

During the month of May, Seattle shipped one Electrician, one Oiler and six Standby Reefer/Electricians. Seattle currently has eight A-, eight B-, and three C-seniority members registered for shipping.

At this past month's Maritime Trades Department meeting, all sectors reported worker shortages. This is an industry-wide crisis that requires us all to step up to protect the future of our Unions. Cherry-picking needs to stop. All the jobs on the board belong to the membership. However, sometimes we all must take jobs that may not be the ideal, out of solidarity to fellow members.

I met with staff from Congressman Adam Smith's office. Congressman Smith is the Chairman of the House Armed Services Committee and has a keen understanding of our industry and the challenges we face. The discussion covered the following:

- The current manning crisis and the dangers posed.

- The wage disparity that has grown over the years between the MSP-funded fleet and the Jones Act fleet.
- The possibility of making original documents free (like when I started).
- Federally subsidizing original BST and VPDS training.
- Support of the Jones Act and shipyards.
- The possibility of a federally-funded recruitment ad campaign modeled after the military, that could bring in entry-level candidates from the middle states.
- The ongoing plight of *MV President Wilson*.

Fraternally,

Brendon Bohannon, Representative

POLITICAL ACTION FUND

Voluntary donations for May 2022:

Greg Blasquez	\$20.00
Thomas Daniels, P-2788	\$50.00
Francisco Lazzara, #3725	\$20.00
Erick Anglo, JM-5214	\$25.00
William Watters, JM-4936	\$100.00
Richard Manley, P-2783	\$20.00

HONOR ROLL

Voluntary donation to

General Treasury — May 2022:	
Eric White, #3925	\$100.00

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

Yearly Subscriptions: First Class \$20.00 Air (AO) Mail \$25.00

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

MARINE FIREMEN'S UNION
240 2nd Street, San Francisco, CA 94105

HOWZ SHIPPING?

May 2022

San Francisco

Electrician	1
Electrician/Reefer/Jr. Engineer	2
Reefer/Electrician/Jr. Engineer	1
Junior Engineer (Day)	3
Oiler	10
Wiper	5
Standby Electrician/Reefer	17
Standby Wiper	20
TOTAL	59

Wilmington

Electrician/Reefer/Jr. Engineer	2
Reefer/Electrician/Jr. Engineer	4
Junior Engineer (Day)	3
Oiler	1
Wiper	3
Shore Mechanic	21
Standby Electrician/Reefer	28
Standby Wiper	43
TOTAL	105

Seattle

Electrician	1
Oiler	1
Standby Electrician/Reefer	6
TOTAL	8

Honolulu

Electrician/Reefer/Jr. Engineer	3
Junior Engineer (Day)	2
Oiler	3
Wiper	1
Standby Electrician/Reefer	35
Standby Wiper	33
TOTAL	77