



## AFL-CIO sets labor agenda in Philadelphia

On June 12-15, hundreds of representatives of working people from across America and around the world, including MFOW President Anthony Poplawski, came together in the proud union city of Philadelphia to join the 29th AFL-CIO Constitutional Convention. The theme of the Convention was *Building the Movement to Meet the Moment*.

The convention at large focused on the future of the labor movement with a priority on stepping up organizing efforts and expanding union membership, reforming outdated labor law, facing the future of work in a new technological era, and the workforce's rebound from the COVID pandemic. Delegates engaged, learned and prepared to take the next steps on the journey for dignity and justice at work.



**AFL-CIO Executive Vice President Mike Sacco opens nominations for the office of AFL-CIO President.**

**Day one** — On the first day, AFL-CIO President Liz Shuler (International Brotherhood of Electrical Workers) was elected by acclamation to serve as the first woman leader of America's labor movement. She expressed her gratitude to the delegates of the AFL-CIO Convention:

"We have a visionary way forward. Just as the AFL invested to create the CIO for industrial organizing in the 1930s. Today, we are launching the Center for Transformational Organizing — the CTO. This is the vehicle that will accelerate and convert the energy of this moment to take our movement into the next century. The CTO will bring together the brightest organizers, technologists and researchers. We will develop, implement and scale powerful campaigns for unprecedented union growth. By concentrating resources and coordinating to achieve the biggest wins, the CTO will use the power of the entire U.S. labor movement. That's 13 million of us in 57 unions in every state, in every ZIP code, in all industries. And here's the bottom line. In the next 10 years, we will organize and grow our movement by more than one million working people."



**AFL-CIO President Liz Schuler (left) and AFL-CIO Secretary-Treasurer Fred Redmond (right).**

AFL-CIO Secretary-Treasurer Fred Redmond (United Steelworkers) delivered his acceptance speech to the Convention after being unanimously elected as the highest ranking African-American officer in the history of the American labor movement. He quoted Dr. Martin Luther King Jr., who said, "The arc of the moral universe is long, but it bends towards justice."



**U.S. Labor Secretary Marty Walsh told the Convention delegates that he is proud to be part of a pro-worker, pro-union administration committed to putting power back into the hands of working people.**

Redmond declared, "I know it's true because I see all of us, as a movement, working to bend it. I know what the labor movement does, it brings the marginalized in from the margins. It brings respect to the disrespected. It lets people come together and collectively bargain for their own future. Let's keep bending that arc toward justice."

**Day two** — On day two, U.S. Labor Secretary Marty Walsh (Laborers International Union), delivered a call to action. He shared his story of growing up in a union family in Boston, and how the values he learned as a child inspired the work he is doing as America's secretary of labor.



**SUP President Dave Connolly explained the significance of the Jones Act and how it benefits all Americans.**

"Now, for the first time in a long time, there's wind at your back," Walsh told the convention. "You have the highest level of union worker interest in our lifetime. You have, in Washington, the most pro-labor administration committing

*Continued on page 7*



**California Labor Federation President Art Pulaski seconds a resolution as SUP President Dave Connolly and MFOW President Anthony Poplawski listen in.**

### MFOW election — Nominations open September 1

Nominations to elect officers of the Marine Firemen's Union for the 2023-2025 term of office will open September 1 and continue through September 30, 2022.

Nominations may be made in person at the regular September meetings at Headquarters and branches or handed in to the officials at Headquarters and branches. They may also be made by mail any time during the month, provided that mailed nominations are received at MFOW Headquarters by September 30, 2022:

The following official positions will appear on the ballot this year:

1. President/Secretary-Treasurer
2. Vice President
3. San Francisco Business Agent
4. Wilmington Port Agent
5. Honolulu Port Agent
6. Trustee (three positions)

Any member wishing to become a candidate for office must be nominated and have a second to his nomination. Any member in good standing may nominate himself. The names and book numbers of members doing the nominating and seconding must be included.

Balloting in the MFOW election will commence on Saturday, December 3, 2022, and will continue through Thursday, February 2, 2023.

For the information of all members, and of particular importance to any member who may be thinking about running for office, Article V of the Constitution, which explains the entire election procedure in detail. An Election Newsletter is also posted at all MFOW halls.

All members who wish to run for office are urged to comply with the Constitutional procedures governing nomination and election. Failure to do so will result in disqualification by the Credentials Committee. Any candidates for office who submit their photographs on a timely basis will have their picture published in *The Marine Fireman* during the entire election period.



**U.S. President Joe Biden, who has pledged to be the most pro-union president in U.S. history.**

# The Marine Fireman

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## Matson Navigation Company Wage Rates Effective July 1, 2022

### Motor Vessels

Rating Monthly	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily
Electrician/Reefer/Junior	\$7,112.15	\$237.07	\$7,551.90	\$4,279.20	\$142.64
Reefer/Electrician/Junior	\$6,770.56	\$225.69	\$7,341.76	\$4,160.10	\$138.67
Day Junior/Utility	\$6,146.43	\$204.88	\$6,537.92	\$3,704.40	\$123.48
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$4,158.53	\$138.62	\$4,709.10	\$2,668.50	\$88.95
Advancement Program Wiper	\$3,610.26	\$120.34	\$3,541.48	\$885.30	\$29.51

Overtime Rates	ST Hourly	OT Hourly	Money Purchase Daily	Dirty Work - All Ratings Except APW
Electrician/Reefer/Junior	\$41.08	\$61.66	\$27.00	ST Hourly = \$25.56
Reefer/Electrician/Junior	\$39.16	\$58.77	\$27.00	OT Hourly = \$42.10
Day Junior/Utility	\$35.61	\$53.45	\$27.00	
Wiper	\$24.37	\$36.50	\$27.00	
Advancement Program Wiper	\$15.19	\$22.79	\$10.00	

### CV700 Vessel — MV Kamokuiki

Rating Monthly	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Daily	ST Hourly	OT Hourly	MPPP Daily
Electrician/Reefer/Oiler	\$5,842.75	\$194.76	\$64.92	\$2.47	\$48.70	\$27.00
Oiler/Utility	\$4,173.38	\$139.11	\$46.37	\$19.71	\$29.57	\$27.00

### Maintenance and Standby

Rating	Base Wage Daily	Supplemental Benefit Daily	Dirty ST Hourly	Dirty OT Hourly	Money Purchase Daily
Shore Maintenance Mechanic	\$397.68	\$61.30	\$75.27	\$100.13	\$30.00
Rating	ST Hourly	OT Hourly	Dirty ST Hourly	Dirty OT Hourly	Money Purchase Daily
Shore Maintenance Mechanic	\$49.71	\$74.57	\$75.27	\$100.13	\$30.00
Standby Electrician/Reefer	\$46.47	\$68.38	\$56.99	\$68.38	\$27.00
Standby Junior Engineer	\$43.06	\$63.37	\$52.81	\$63.37	\$27.00
Standby Wiper	\$40.87	\$60.13	450.14	\$60.13	\$27.00

## American ports top the list for D and D fees

According to new data published by Container xChange, America's big container ports rank at the top of the list for demurrage and detention (D and D) charges - a finding that will come as no surprise to American shippers and truckers, who have been fighting high D and D fees for years. The report ranks seaports by the average amount of D and D charges levied by ocean carriers (measured two weeks after cargo arriv-

al). The ports themselves have little control over D and D rates, but local congestion conditions and carrier policies mean that the end price for the shipper varies from port to port. All five out of the five most expensive ports for D and D charges are in the United States.

New York takes first place, followed by Long Beach, Los Angeles, Oakland and Savannah. All are about two to three times as expensive as the sev-

enth-most-expensive port, Hong Kong — and 20 times more expensive than Dalian or Busan. At Los Angeles/Long Beach, the average D and D charge assessed two weeks after discharge came to about \$2,700 per box this past May. This charge is about the same as the full cost of shipping a 20-foot box across the Pacific in early 2020, at the outset of the pandemic.

These extra fees have attracted the ire of American shippers, who have to pay charges for containers which they cannot pick up or cannot return (often due to terminal operator or carrier policies). The Biden Administration and its allies in Congress have responded by passing the Ocean Shipping Reform Act, which enhances the ability of the Federal Maritime Commission to intervene in D and D fee disputes. The act also puts responsibility for proving the reasonableness of fees onto the container lines, which have extracted millions of dollars in extra charges from American truckers and shippers - even as they earn unprecedented profits from ultra-high freight rates.



The new Matson barge *Haleakala* at Sand Island in Honolulu.

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# USNS Pomeroy takes center stage in joint exercise

Recently, Army units from Military Surface Deployment and Distribution Command (SDDC) and Navy units from Military Sealift Command (MSC) and Navy Cargo Handling Battalion One (NCHB-1) came together to train in U.S. Transportation Command's Field Training Exercise Turbo Distribution 22-4 (TD 22-4). USTRANSCOM's TD 22-4, exercising Joint Task Force — Port Opening, Seaport of Debarkation (JTF-PO SPOD), provided a joint expeditionary capability to rapidly establish and initially operate and clear a port of debarkation and conduct cargo handling, facilitating port throughput in support of combatant commander executed contingencies.

The exercise architects designed TD 22-4 to overlap the real-world maintenance cycle of Army prepositioned stock, stowed in MSC's large, medium speed roll-on/roll-off ship *USNS Pomeroy* to provide the training audience with real-world military cargo and maximize training value. The exercise training audience consisted of SDDC's 832nd Transportation Battalion, 597th Transportation Brigade, 690th Rapid Port Opening Element, and contracted stevedores, MSC Expeditionary Port Units,

NCHB-1 and Army Materiel Command's contracted longshoremen.

TD 22-4 was a contingency scenario-driven exercise designed to merge components of USTRANSCOM, working side-by-side, in a port operations environment. The exercise was broken into two phases. In phase one, the insertion SPOD Joint Assessment Team was tasked with rapidly assessing an outside contiguous United States seaport (aka Wharf Alpha at Joint Base Charleston) for a contingency operation, with follow-on port-opening, discharge, and distribution operations conducted in phase two.

After JTF-PO's distribution network was assessed and established in phase one, *USNS Pomeroy* took center stage, providing the model platform for the various partners to come together and work. Phase two was comprised of the JTF-PO commander (832nd Transportation Battalion, 597th Transportation Brigade), the deputy commander, and supporting personnel from SDDC's 597th BDE and 690th RPOE, a mix of personnel from MSC Expeditionary Port Units and NCHB-1. NCHB-1 executed all load-on/load-off crane operations and SDDC-contracted stevedores



Army and Navy units recently came together at a joint training exercise in Charleston, South Carolina involving the *USNS Pomeroy*.

executed all roll-on/roll-off discharge operations. Expeditionary Port Units provided full support to the vessel and its crew while acting as a liaison between the ship and JTF-PO partnership for timely discharge operations.

Throughout the discharge operations, safety remained a critical component of the exercise and USTRANSCOM's top priority. Seven Navy medical corpsmen provided medical support during the exercise - four from NCHB-1 and three from MSC. Two corpsmen were consistently postured near crane operations. A sick call tent was set up in the Life Support Area, annotated with a red cross. Working in scorching hot

temperatures, the joint medical team provided rotations every hour on the hour to check on personnel for possible heat exhaustion and heat stroke.

Discharge operations ended with 100 percent of cargo offloaded from the vessel. Partial redeployment of the TD 22-4 training audience commenced the same day, with Expeditionary Port Unit personnel authorized redeployment. Although the offload mission was complete, there was still work to be done in support of *USNS Pomeroy*. Personnel provided operational support following the exercise by finalizing damage reports, providing support to the vessel's master and crew.



Pictured is MFOW staff at the retirement luncheon for Secretary/Training Coordinator Sandra Serrano (holding flowers). From left to right are Welfare Claims Representative Esther Hernandez, Controller Manita Li, Welfare Claims Representative Amanda Salinas, Sandra, Pension Analyst Stacy Bobu and new Secretary/Training Coordinator Kasia Grzelak.

## New bill to favor ships carrying U.S. exports

Three Congressmen have introduced a bill to give priority access to vessels carrying U.S. exports allowing them to help bypass supply chain delays. Congressmen John Garamendi (D-California), Jim Costa (D-California) and Mike Thompson (D-California) said their "American Port Access Privileges Act" (H.R.8243) would put U.S. exporters at the front of the line at U.S. ports. They characterized the new bill as a follow-up to the Ocean Shipping Reform Act of 2022, a Garamendi-sponsored bill that aims to ease shipping backlogs and fix supply chains, that was recently signed into law.

Rep. Garamendi noted, "Foreign exporters' access to the American market and our consumers is a privilege, not a right. Cargo ships looking to offload foreign-made products and profit off West Coast ports must provide opportunities

for American exports in return. Our legislation would put American exports at the front of the line at our ports to support American businesses and workers. Congress must restore fairness at our ports for American exporters to help reduce the United States' longstanding trade imbalance with countries like China."

Among other things, the bill would codify current preferences for military, Jones Act, and other U.S.-flagged vessels in place at many major American ports; and establish a secondary berthing preference for ocean-going commercial vessels servicing multiple ports in the U.S. or with significant cargo bookings of American exports. They said that this new preferential berthing would reward ocean carriers that serve both importers and American exporters by moving those vessels to the front of the queue for unloading and loading.

## Investors buy St. John Ship Building to build offshore Jones Act ships

Demand from the emerging offshore wind sector and the need to build and maintain Jones Act compliant ships is driving new opportunities and investment interest in U.S. shipyards. Libra Group, an international investment company announced the acquisition of Florida-based St. Johns Ship Building and the formation of a maritime subsidiary American Marine to support and strengthen the U.S. shipbuilding industry to meet the perceived need for Jones Act-compliant vessels.

Based in Palatka, Florida near Jacksonville, St. Johns Ship Building provides new construction and repair for a wide variety of steel and aluminum vessels, including ferries, tugs, deck and tank barges, landing crafts, and general cargo vessels. It is also one of the few U.S. shipyards that builds vessels that support and service offshore wind farms. In April, the yard received an order to build some of the first vessels specifically to support the operation of U.S. wind farms. WINDEA CTV, which is a newly launched operation from a partnership between MidOcean Wind, Hornblower Group, and Ems Maritime Offshore, ordered two Incat Crowther-designed CTVs to be built at St. Johns.

With facilities including a 100-acre

inland campus with an 850-ton floating drydock, St. Johns Ship Building is positioned to accelerate the production of Jones Act-compliant vessels, particularly the construction and maintenance of offshore wind supply and support vessels. Last year, the yard received a \$1.3 million grant from MARAD as part of the Small Shipyard Grant Program to support the construction of a new drydock.

The production of vessels in the U.S. has declined in recent years. The need for Jones Act-compliant vessels will require significant shipbuilding capacity over the next 10-15 years to support the upcoming demand for vessels that construct and service renewable energy infrastructure.

The acquisition is the first for Aircraft Marine, which anticipates future organic and acquisition-based growth that addresses the dire need for modern, state-of-the-art vessels, including those that are eco-friendly as more Jones Act-compliant vessels age out of work. The company expects future expansions to prioritize investments that are sustainable and position the U.S. for leadership in the clean energy future by building and maintaining vessels that support renewable energy projects.

### 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

## HOWARD TERMINAL

On June 2, I attended a meeting of the Bay Conservation and Development Commission (BCDC) to discuss removal of the Howard Terminal port priority use designation to make way for the Oakland A's private real estate development. Previously, BCDC staff opted to disregard its own Seaport Planning Advisory Committee's direction and preliminarily recommended the removal of Howard Terminal from port priority use even though there is already a crisis at the Port of Oakland due to lack of ancillary space. Along with several longshore and port workers, I voiced the MFOW position that the commissioners should reject the staff recommendation and retain Howard Terminal as a port priority use area.

On June 30, the BCDC reconvened for a final hearing and public vote on the A's application. They approved removal of port priority use by a vote of 23-2.

On July 5, the Oakland City Council met to consider approving a resolution to put an advisory vote on the November ballot on the use of public funds to support the privately-owned stadium and real estate development at Howard Terminal, and voted against the advisory vote 4-2, with one abstention. The city and the A's have not agreed on a development and community benefits package, but these recent events signal that the fate of Howard Terminal as a maritime asset looks dim.

## MTD CONVENTION

On June 9-10, as one of the official delegates from the Seafarers International Union of North America (SIUNA), I attended the 2022 Quadrennial Convention of the Maritime Trades Department, AFL-CIO, held at the Hilton at Penn's Landing Hilton in Philadelphia, Pennsylvania. The theme of the Convention was *Anchored in the Past... Full Ahead Toward the Future*. The Convention elected officers and established a long-term maritime plan for the future.

## AFL-CIO CONVENTION

On June 12-15, also as one of the official delegates from the SIUNA, I attended the 29th Constitutional Convention of the AFL-CIO. This Convention was held at the Philadelphia Convention Center. The theme of the Convention was *Building the Movement to Meet the Moment*. Union members came to the convention amid a rising tide of energy and growing demand for real answers to the serious challenges working people face. The convention delegates elected officers and identified opportunities to rewrite the nation's economic rules, form and build unions, and make workers' voices heard.

## SIUNA CONVENTION

Last month, I reported the Union had been notified that the Seafarers International Union of North America, AFL-CIO Quinquennial Convention was scheduled



MFOW President/Secretary-Treasurer and Seafarers International Union Delegate to the 2022 AFL-CIO Convention Anthony Poplawski pictured on the Philadelphia waterfront.

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.

On June 6, the Union received a notice that the Union was actually entitled to two delegates and votes at the Convention. 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..." Wilmington Port Agent Sonny Gage was elected as the second SIUNA Convention Delegate for the 2020-2022 term of office.

## TRUST FUNDS

The trustees of the various SIU Pacific District plans met by teleconference on June 20. The trustees of the various MFOW plans met by teleconference on June 22.

**SIU-PD Pension** — The trustees received the plan actuarial valuation report as of August 1, 2021. The plan was certified to be in the Green Zone on October 26, 2021 based on the estimated funding percentage of 106.1 percent and a positive credit balance for the next seven years. The fund experienced an actuarial gain of \$3,074,098.

Section 30 (e) of the General Rules of our master contracts provide that the parties shall meet in good faith to negotiate regarding increases in benefits, based on the actuarial gain, for participants of the plan who retire on or after July 1 of the calendar years following the effective dates of the actuarial report. The parties are currently in Section 30 (e) negotiations.

**MFOW Welfare Fund** — The trustees received and approved premium renewal quotes for the various HMO/PPO plans as follows:

- Kaiser California — 7.8 percent increase in medical rate.
- Kaiser Hawaii — 1.7 percent increase in medical and prescription rates; one percent increase in dental rate.
- Kaiser Washington — 2.8 percent increase in medical and prescription rates.
- Kaiser Oregon — 3.3 percent decrease in medical and prescription rates; no change in dental rate.
- Health Net HMO and PPO Plans — 3.25 percent increase for the HMO and PPO plan rates.

Combined, the above October 1, 2022 premium renewal increases (all Kaiser and Health Net plans) represent an overall 5.1 percent increase in premiums.

## MATSON

**Wage Increase** — Last month I reported that, in accordance with Section 36 of the General Rules 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. Therefore, the five percent increase was applied to base wages and the three percent increase was applied to all other wage-related items.

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. However, under the Maintenance Agreement, the overtime rates and supplemental wage rates are derived from the base wages. Therefore, the five percent increase was applied to all wage and wage-related items.

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

**DKI** — Matson Navigation is moving forward with a plan to retrofit the *Daniel K. Inouye* for LNG-fueled operations. MAN Energy Solutions reports that it has signed a contract for the retrofit of the main engine aboard the 2018-built container ship, along with an option for an unnamed second vessel, likely sistership *Kaimana Hila* also built at Philly Shipyard and delivered in 2019. When she was introduced in November 2018, the *Daniel K. Inouye* was outfitted with the MAN B&W 7S90ME-C engine designed to be adapted to use LNG in the future. Details were not announced on the timeline or location of the conversion.

43<sup>RD</sup> ANNUAL  
LOS ANGELES/LONG BEACH HARBOR LABOR COALITION

**UNIONS MARCHING  
FORWARD IN 2022  
LABOR DAY PARADE**

March Starts At: Broad & E. St. In Wilmington  
Assembly Begins At 8 AM March Departs At  
10 AM Rally at Banning Park at 12 PM  
Speakers, Music, Shuttle Buses, Hot Dogs,  
Soft Drinks, & More!

La Marcha Comienza En: Broad Y E. St En  
Wilmington Formacion Empieza 8 AM La Marcha  
Sale 10 AM Reunion en Banning Park 12 PM  
Voces, Musica, Autobuses de Transporte, Hot  
Dogs, Sodas, y Mucho Mas!

**MONDAY, SEPTEMBER 5, 2022**

LABOR DAY COMMITTEE : 7844 ROSECRANS AVE. PARAMOUNT, CA 90723  
PHONE : 562.481.7275 OR VISIT US AT WWW.LALBLABORCOALITION.COM OR

## VICE PRESIDENT'S REPORT

The good news is the city of San Francisco got a healthy injection of life between the Golden State Warriors championship parade and the Pride festivities. It's the first time I've seen so many people gather in one place here without vandalizing storefronts. Maybe the protests traumatized me but it's the only event that comes to mind when thinking about city events since March of 2020. Glad these gatherings were positive.

The bad news is the usual. We're a labor union struggling to provide labor. There are several contributing factors but none of them excuse the membership from the challenges the union is facing. Perhaps it's time for the trustees to sit down and consider drastic changes

to how we operate as an organization.

I've been informally told that APL may be calling additional REJ billets more regularly in accordance with a new company policy. Whether that's good news or bad news depends on the membership and whether they'll be able to fill the jobs.

We still have a handful of jobs that remain open, and the union is still waiting for a handful of heroes. It pains me that I have the proper endorsements and experience for them. If you appreciate what the union has given you thus far, get one of these hanging jobs off the board. One time is all I ask. For now,

Fraternally,  
**Deyne Umphress**

## Inland port network coming to Mississippi River

A major multiyear effort to develop a container facility network in as many as five states along the Mississippi River is well underway, with initial cargo anticipated to move through the network in 2024. The effort has many moving pieces, which is why it has taken nearly a decade to develop the network, organizers say. The pieces include a terminal and rail expansion in Plaquemines Parish in southern Louisiana; the development of container terminal facilities in Memphis, St. Louis, Fort Smith and Joliet; and a container-on-vessel service that would call at those locations.

Developers say the network and the container-on-vessel service provides Midwest agricultural, energy and chemicals shippers to take advantage of the expanded Panama Canal. At the mouth of the Mississippi River, public and private interests are seeking to develop a gateway intermodal container terminal at a greenfield site in Plaquemines Parish, 50 miles south of New Orleans. The terminal will be served by unit trains, trucks, air and marine modes.

Last November, APM Terminals signed a letter of intent to operate the planned Plaquemines Port, Harbor and Terminal District (PPPHTD) container terminals and intermodal facility. According to Louisiana 23 Development

Co., which is overseeing the first phase of the terminal's development and the extension of existing rail service into the site, state and federal permit applications have been submitted, with some of those permits on track for approval in late 2022 or early 2023. The rail extension project also began work in November 2021 and is set to be completed in late 2023.

The projected timeline has initial cargo moves occurring in 2024. According to the PPPHTD website, phase one will enable the terminal to handle vessels of 22,000 twenty-foot equivalent units (TEU), with the potential to expand capacity. The Army Corps of Engineers is also building a new federal levee system to reduce flooding risks.

A second element to the container terminal network is the development of terminals along the Mississippi River that can manage both import and inland distribution as well as exports of containerized cargo. The terminals would be located at inland ports that have existing bulk facilities. Potential businesses that could take advantage of the terminal system include bulk liquids, retail, manufacturing and agricultural products. The terminals in Tennessee, Missouri, Arkansas and potentially Illinois could be expanded in phases as market demand warrants.

## California governor approves \$2.3 billion for port improvements

California Governor Gavin Newsom recently signed the state's upcoming fiscal year budget, which includes \$2.3 billion for port infrastructure improvements and upgrades amid months of port delays and supply chain woes. One of the main parts of the budget sets aside \$110 million for creation of a new Goods Movement Training Campus at the San Pedro Bay port complex. According to a statement from the Port of Los Angeles, it is working along with the Port of Long Beach to create the Goods Movement Training Campus, which will focus on worker skill development to address the rapidly changing needs of the logistics industry. It will also serve as an industry resource for training workers on emerging green and zero-emission technologies.

In addition to the training campus investment, the governor's \$2.3 billion plan for ports includes \$1.2 billion for port-related projects that increase goods movement capacity on rail and roadways

serving ports and at port terminals, including rail yard expansions, new bridges and zero-emission modernization projects. Also, \$760 million will be allocated for zero-emission equipment and vehicles, including human-operated zero-emission port equipment, short-haul trucks and infrastructure.

Plus, \$30 million will be used by the Governor's Office of Business and Economic Development to fund operational and process improvements at ports. According to the budget proposal, these grants will focus on enhancing goods movement, reducing congestion, improving data interconnectivity between ports, and creating opportunities to increase cargo volumes by promoting and building supply chain efficiencies. And finally, \$40 million to enhance California's capacity to issue commercial driver's licenses, allowing for more truck drivers to serve the San Pedro Bay port complex.

## BUSINESS AGENT'S REPORT

Here is the vessel rundown for June 2022:

### MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Mokihana* — No beefs. *MV Matsonia*—Crew members were called to report back to Portland shipyard the first week of July to get the ship back in service. *MV Mahimahi*—no beefs. *MV Kaimana Hila*—Shipped a wiper for time up.

On the Pacific Northwest triangle run: *MV Maunalei* after a brief run down south the ship schedule shows it heading back to the Coastwise Tacoma/Anchorage run. *MV R.J. Pfeiffer*—There was a minor issue on how a stand-by Reefer time sheet was written up, no other issues. *MV Manoa* — shipped an ERJ, no beefs. *Cape Hudson* — Prior to a crew activation to take the ship to Portland shipyard the Electrician was injured and found unfit for duty and replaced, be careful and work safe.

### APL MARINE SERVICES

On the EX1 run: *MV Wilson* — After an extended stay at the Shanghai shipyard the ship is back in service soon

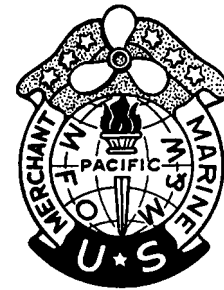
after arrival in Long Beach there was a suitcase parade and a new crew reported, departing crew member's time off is well deserved. *MV President Kennedy* — delegate REJ Bozhidar Krastev #3936 reported that crew members were advised to only wear company issued boiler suits, and the issue being that the material the overalls are made of is not 100% cotton but a blended material and can be uncomfortable in warm weather. *MV President Cleveland* — no beefs. *MV President Truman* — Delegate ERJ Kevin Haymer #3958, no beefs.

Shuttle vessel on the JMX run: *MV APL Gulf Express* — Is currently at the Dubai shipyard for repairs, shipped an R/E/J for time up, no beefs.

### PATRIOT CONTRACT SERVICES

*USNS Sisler/Pomeroy* called for crew activations to assist with SMART Inspection for approximately 10 days, crew members were flown to Baltimore and once done, flown home. *USNS Red Cloud* one Oiler was flown out. *USNS Charlton* one wiper is awaiting fl

Fraternally, **Bobby Baca**



## 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 2nd Street  
San Francisco, CA 94105  
Telephone: 415-348-8896

### Honolulu Hiring Hall

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

### Los Angeles/Long Beach Hiring Hall

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

### 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)

## 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 MFO 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).

August 15-19      September 19-23      October 17-21

#### 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.

August 4-5      September 8-9      October 6-7

#### 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.

August 29-September 2      November 7 – Nov 11

November 28 – December 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.

September 12-October 7      October 24-November 18

#### 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      November 28-December 2

#### 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.

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): July 22; August 5; August 19; September 2

Cal Maritime Academy, Vallejo, CA: August 8-9

Compass Courses, Edmonds, WA: August 23-24; September 20-21; October 18-19

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: September 7-9; October 19-21; November 21-23

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: July 19-21; August 23-25, September 20-22; October 18-20

MITAGS-PMI, Seattle, WA: pending



A sea of Golden State Warriors supporters turned out to congratulate the team on its National Basketball League championship. The parade route passed by two blocks away from MFOW Headquarters.

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

Marine-Firemens-Union-121622254577986/



# AFL-CIO sets labor agenda in Philadelphia

Continued from page 1

to help. You have a chance to write the next chapter of the labor movement: America's journey to economic justice."

The Communications Workers of America and Microsoft announced they had entered into a labor neutrality agreement. The landmark agreement will apply at video game company Activision Blizzard after Microsoft's acquisition closes, and it reflects a fundamental belief by both organizations that enabling workers to freely and fairly make a choice about union representation will benefit Microsoft and its employees, and create opportunities for innovation in the gaming sector.

Organizers for the Retail, Wholesale and Department Store Union-UFCW, UNITE HERE, American Federation of Teachers, Association of Flight Attendants-CWA, the Machinists, National Nurses United, AFSCME and the UAW spoke about their fight for a voice on the job, how organizing is essential to the labor movement, and how it could not happen without committed organizers in every sector across the country.

**Day three** — On day three, AFL-CIO Secretary-Treasurer Fred Redmond introduced professor Timothy Snyder, who gave the convention a lesson on how to fight and win against tyranny's encroachment on democracy. Redmond asked delegates to learn from history.

"This country's founding fathers looked to ancient Greece and Rome for instructions on how to form a democracy," he said, "and we must once again look to the past to save it."

Pro-labor Georgia gubernatorial candidate Stacey Abrams spoke about how her opponents are desperate to restrict the vote, but her campaign is fighting back—and the labor movement is right beside her in the fight for democracy.

"There are those who believe that the answer is protest and others who believe that the answer is voting. I believe in protesting at the ballot box," Abrams said. "We can meet this moment, and we can make this moment ours. But we've got to believe we have the right to be."

U.S. President Joe Biden took the stage at the Convention and said, "It's good to be home." He declared unyielding support for the labor movement and the fight to build an economy that works for working people. He heralded labor's fight to transform the economy, including winning passage of the American Rescue Plan and the bipartisan Infrastructure Investment and Jobs Act.

"The infrastructure law is about more than rebuilding our infrastructure, it's about rebuilding the middle class," Biden said. Delegates rose in applause as he

called on Congress to pass the Protecting the Right to Organize Act, which will allow more workers to have a voice on the job. Biden also spoke about what his administration is doing to blunt the economic impact of the invasion of Ukraine, which has caused gas and food prices to skyrocket in recent months.

Biden made clear that he and the labor movement will always stand in the way of the anti-union senators who propose to sunset Social Security and Medicare, and undermine the Affordable Care Act's protection for people with pre-existing conditions. Biden also pointed out that the tax rate on America's workers is much higher than the effective tax rate on greedy corporations and billionaires. "All I'm asking is the largest corporations and wealthiest Americans to begin to pay their fair share of taxes," he said.

**Day four** — On day four, AFL-CIO Secretary-Treasurer Fred Redmond announced a new initiative for America's labor movement to join forces with the Chris Gardner Foundation and deliver world-class training programs at high schools in underserved communities around the country. The partnership will bring together members of the American Federation of Teachers, SAG-AFTRA, the NFL Players Association and the building trades unions.

A panel discussed how young workers overwhelmingly approve of the labor movement, and that they want to be members of unions. Across the country, in every industry, young workers are planting the seeds of worker power that will grow for years to come.

With more professional athletes joining together in unions, the labor movement is founding the AFL-CIO Sports Council. AFL-CIO President Liz Shuler announced the formation of the new council, which will strengthen union athletes across the sports industry. Founding members of the Sports Council include NFL Players Association, United Football Players Association-USW, NWSL Players Association, USWNT Players Association and USL Players Association-CWA.

Seafarers International Union Secretary-Treasurer Dave Heindel introduced a resolution supporting the Jones Act, which has been the gold standard for labor protections that prevent the exploitation of U.S. workers and merchant mariners along the nation's waterways and coastlines for more than 100 years. Several maritime labor leaders rose to support the resolution and explain the importance of the Jones Act to the landlubbers in the room. The resolution was enthusiastically adopted by the Convention delegates.



Maritime Trades Department, AFL-CIO President Mike Sacco (at lectern) guided the delegates toward the goal of establishing a long-term plan for the future of U.S. and Canadian maritime labor interests.

## Anchored in the Past... Full Ahead Toward the Future

The 2022 Maritime Trades Department, AFL-CIO Quadrennial Convention took place on June 9-10 at the Hilton at Penn's Landing in Philadelphia, Pennsylvania. The theme of the Convention was *Anchored in the Past...Full Ahead Toward the Future*. The delegates elected Michael Sacco, Anthony Gonsiewski and Daniel Duncan to the offices of President, Vice President and Executive Secretary-Treasurer, respectively. The convention featured several labor, maritime industry, and government speakers. There were several resolutions carried by the delegates, as follows:

Now, therefore, be it resolved that the MTD, its affiliates and its Port Maritime Councils will...

**Cargo Preference** — continue to push for strong and effective cargo preference laws.

**Energizing American Shipbuilding Act** — fully support the Energizing American Shipbuilding Act and encourage Congress to pass the bill into law.

**First Responders** — honor our first responders and their service to the public not just as the battle against COVID-19 continues but any time they go into harm's way for the common good.

**Frank Pecquex** — hold a moment of silence in respect and honor for our late brother, Frank Pecquex.

**Get Out the Vote** — mobilize on every level to ensure maximal union member participation in not just the upcoming 2022 elections, but in all upcoming elections because labor's interests are and will be at stake.

**Infrastructure and the Ports** — applaud the passage and signing of the Bipartisan Infrastructure law and urge lawmakers to continue this trend, and find more funds for improving and upgrading America's transportation system.

**In Support of Timely, Safe Crew Changes** — applaud the work of every organization that has stood up for seafarers throughout the pandemic and thank those mariners and their families who have sacrificed so much to continue delivering around the world.

**Labor Actions** — stand in solidarity with workers, organizing their workplaces and seeking to bolster their power on the job through collective bargaining.

**Maritime Security Program...Plus** — continue to advocate for full funding of the Maritime Security Program as well as the new tanker and cable ship programs in the interest of both the nations' security and economic welfare.

**No U.S. Virgin Islands Ship Registry** — strongly condemn any attempt to circumvent the U.S. ship registry through the creation of a second, open ship registry in the U.S. Virgin Islands.

**Offshore Windfarms** — continue to work with the other trades to plan, build and maintain North America's energy-producing offshore windfarms.

**Pass the PRO Act** — bring the United States labor laws into the 21st century by passing the Protecting the Right to Organize (PRO) Act.

**Raise the Minimum Wage** — redouble our efforts to secure Congressional passage of legislation to increase the nation's minimum wage.

**Safe Workplaces for All** — remain committed to the safety of every mariner and maritime student.

**Supply Chain** — continue to work toward restoring the North American supply chain.

**Support the Jones Act** — remain fully committed to backing the Jones Act and support cabotage laws around the world.

**Support the Troops and Veterans** — support our men and women in uniform — both active duty and retired — and their families.



Hundreds of delegates from the AFL-CIO Convention assembled on the steps of the Philadelphia Museum of Art in support of museum union workers.



Workers at the Port of Long Beach repairing the hull of the MV Manulani.

# WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 98 jobs in the month of June: 10 Matson, four APL, and two PCS shipboard billets; and one rotary Shore Mechanic and 17 relief Shore Mechanics. Three applicants made ships and 13 were also dispatched to standby work. The registration list numbers 24 A-, 17 B- and 14 C-seniority members.

We are still actively recruiting new mariners, both seasoned and green-horns. Any interested applicants should email any of the port agents and inquire about the proper documents required for employment through our union.

Contracted vessels have been on arriving on time in Los Angeles and Long Beach. Job calls are still at 1030 and 1400 in the parking lot. I am still playing car hop, servicing the members. COVID cases in the hall are at 10 percent of those dispatched. I advise all to adhere

to the best social practices as possible to minimize any possible transmission of the virus and variants. Wear a mask if you plan on making the hall here.

The gang at Pier 300 are still on a 24/7 schedule with three shifts, led by Foreman Mike Robles, #3855; and Leadermen Robert Rivas, #3874, Mike Campbell, #3850, and Frank Marinovich, #3663. Head count on the gang is 30 Shore Mechanics.

The SS Lane Victory is still seeking mariners who would like to volunteer in the engine room. Distilled water tanks need filling now and some fires next. Anyone interested? Located at the end of Miner Street in San Pedro with turn-out on 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

## Vendors secure USTRANSCOM contract options for worldwide shipping services

U.S. Transportation Command (USTRANSCOM) has awarded contract modifications to 11 companies to continue providing ocean and intermodal distribution services worldwide. The modifications exercise the option period on previously awarded indefinite-delivery/indefinite-quantity contracts and work is set to begin on September 1 and

run through August 31, 2023. The vendors will provide port-to-port and door-to-door transportation services for breakbulk and containerized cargo using ocean common or contract carriers.

USTRANSCOM is funding the option period using transportation working capital funds for fiscal years 2022 and 2023. The awardees and their contract modification values are:

- American President Lines — \$147.7 million
- American Roll-On Roll-Off Carrier — \$88.4 million
- Farrell Lines — \$65.2 million
- Hapag-Lloyd USA — \$58.8 million
- Liberty Global Logistics — \$71.9 million
- Maersk Line — \$179 million
- Matson Navigation — \$74.9 million
- Schuyler Line Navigation — \$12.8 million
- TOTE Maritime — \$35.2 million
- Waterman Transport — \$35.8 million
- Young Brothers — \$7.7 million

### Benefits paid during June

#### Death Benefits

None

#### Burial Benefits

None

Excess Medical	\$2,188.97
Glasses and Examinations	\$400.00
Francisco Lazarra, #3728	\$200.00
Marconi Reajo, JM-5368	\$200.00

### HOWZ SHIPPING?

#### June 2022

##### San Francisco

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	2
Oiler.....	3
Wiper.....	11
Standby Electrician/Reefer.....	18
Standby Wiper.....	14
<b>TOTAL.....</b>	<b>50</b>

##### Wilmington

Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	6
Junior Engineer (Day).....	1
Oiler.....	2
Shore Mechanic.....	7
Standby Electrician/Reefer.....	29
Standby Wiper.....	32
<b>TOTAL.....</b>	<b>81</b>

##### Seattle

Oiler.....	2
Standby Electrician/Reefer.....	7
<b>TOTAL.....</b>	<b>9</b>

##### Honolulu

Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	6
Junior Engineer (Day).....	1
Oiler.....	2
Standby Electrician/Reefer.....	29
Standby Wiper.....	32
<b>TOTAL.....</b>	<b>74</b>

### Regular membership meeting dates 2022

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

### POLITICAL ACTION FUND

Voluntary donations for June 2022:  
Anthony Dela Rosa, P-2753.....\$50.00

# HONOLULU NOTES

In June, the Honolulu Hall stayed on average, with 81 total dispatches. Our steady jobs were a little above average with four Electricians, six Reefer, one Junior Engineer, and two Oilers. Also, unusually high, were the seven relief Shoreside Mechanic jobs. We dispatched 29 Standby Electrician/Reefers and 32 Standby Wipers.

Presently the Honolulu registration list has 16 "A" seniority members, seven "B" seniority members, and seven "C" seniority members.

There were no meetings to attend in June with breaks in both Honolulu Sailor's Home Board and the Hawaii Ports Maritime Council. There were many days of sign waving for Sergio Alcubilla running for Hawaii's 1st congressional district. He is pro Jones Act. He is for

the people and planet first, over corporate profits. Give a donation to the political action fund.

I attended the Dave Lyman Memorial scholarship fundraising event, which was held on board the Cal Maritime training vessel, the *Golden Bear*. It was nice to see a lot of guys I used to sail with. The last week of June, I got some staycation time off, with Don Ngo taking over the port agent duties. Mahalo nui loa brother Don, for a job well done.

It's never ending but please keep your documents up to date, you never know when a job will pop up. Also, keep up your covid safety protocols if you want to keep working. One positive test result and you will lose your rotary job.

Aloha,

Mario Higa, Port Agent

# SEATTLE NOTES

Seattle shipped two Oilers and seven Standby Electrician/Reefers in the month of June. We currently have 11 A-, seven B- and three C-seniority members registered for shipping.

I have had recent complaints from members who claim that desired jobs were posted and filled without their knowledge. We have arrived in unprecedented times for the modern shipping world. We have had to take steps to accommodate flight availability, outrageous MSC physical requirements, COVID testing and possible replacements for positive results. The list goes on.

I have done my best to keep the dis-

patching as close to the shipping rules as possible. But one thing has not changed: all jobs are still posted on the board prior to being shipped. Those present at the job call get the work first. I have made every effort to call and email members with a heads up to upcoming work, and there are no secrets held in this office.

I shouldn't have to chase you down to remind you to go to work. The board is overflowing with work, so if you want the work, come and get it. Just like I did and all those before me did too.

Respectfully,

Brendon Bohannon, Representative

# HONOR ROLL

### Voluntary donation to General Treasury — June 2022:

Eric White, #3925 .....\$100.00      Anthony De La Rosa, P-2753 ....\$50.00

### Dues Paying Pensioners — End of 2nd Quarter 2022:

Robert Barnett, #3644 (P-2683)	Pensioned 10/1/07	Seattle
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
Anthony De La Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando DeLosReyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Clifford Harris, #3585 (P-2783)	Pensioned 6/1/17	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	Wilmington
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	San Francisco
Anthony Roberts, #3540 (P-2694)	Pensioned 4/1/09	San Francisco
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
Walter Washington, #3548 (P-2813)	Pensioned 5/1/20	San Francisco

## 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