



Matson's trans-Pacific service is thriving

Hawaii-based carrier Matson posted exceptional earnings in the second quarter, driven in large part by the growing popularity of its trans-Pacific services. From April through June, it brought in just over one billion dollars in revenue and posted an operating income of \$470 million. In percentage terms, this is a better operating income margin than many blue-chip European carriers.

Matson is the last operator using U.S.-built container ships in an overseas liner trade, and it has had considerable success. For more than 15 years, its Jones Act vessels have been making voyages to China and back, providing a premium service for shippers who need fast transit times to Southern California. The higher freight rate comes with excellent performance for on-time arrival and cargo availability — both of which are hard

to come by in the post-pandemic era.

With its coastwise-qualified fleet, Matson can also deliver California cargo to Honolulu on the backhaul run. This extra revenue-generating voyage is closed to foreign-built ships. But it is the trans-Pacific service that really boosts Matson's earnings. In the second quarter the company added more eastbound voyages to handle a container volume increase of 12 percent, driven by e-commerce shipments, clothing and other goods for the U.S. market.

Its trans-Pacific service commanded a significant premium over the Shanghai Export Containerized Freight Index, and rates were considerably higher than during the same time last year. One contributing factor: Matson has added a seasonal expedited run from Shanghai to Oakland, where it operates its own

terminal. The transit takes less than two weeks, and it skips the port congestion in Southern California.

The popularity of the service is reflected in the numbers. Revenue increased by more than 50 percent and operating income rose by more than 130 percent year-on-year during the quarter. Rates softened slightly in July, but Matson expects that the rest of the year will still be quite good for business.

"We are seeing solid demand for our China service as China's factory production continues to recover from the COVID-19-related supply chain challenges," said Chairman and Chief Executive Officer Matt Cox in an earnings statement. "We expect an orderly marketplace for the remainder of the year with our vessels continuing to operate at or near capacity and earning a significant rate premium to the market."

RRF vacates Alameda Point

Last month, the last of the Maritime Administration (MARAD) Ready Reserve Force ships left Alameda Point for new berths. The fleet, owned by the U.S. Department of Transportation, left Alameda because of the costs associated with dredging the channel.

Alameda city staff will be seeking direction from the city council soon on how to proceed with tapping the revenue potential at the vacant piers. Staff will also seek funding to repair severely deteriorated concrete support piles under Pier 2 and other deferred pier maintenance.

The eventual departure of the MARAD ships and loss of lease revenue has been anticipated for a decade, after it became clear that Congress was not going to provide any more funding for periodic dredging of the channel leading to the piers. The city has collected more than \$35 million in lease revenue from MARAD during its two-decade tenure, all of it going into the Base Reuse Fund. At its peak in 2016, the city received \$2.7 million. Of the eight ships that have berthed at Alameda Point in recent years, four have been moved to Oakland, three to San Francisco, and one to Benicia.

A post-MARAD economic development vision by the city for the piers never matured due to uncertainty about when the ships would all be gone. Initially, the larger ships left, but the smaller ships hung on, since the silt build-up in the channel was not posing an immediate hazard.

The city may also consider a proposal to issue a bond that would fund the overdue structural repairs to the middle

pier. An engineering study of the three Alameda Point piers was completed for the city in 2017. Its purpose was to determine if the piers met the structural standards for mooring the MARAD ships. Piers 1 and 3 were rated satisfactory to continue mooring MARAD ships. Pier 2 was not satisfactory.

To repair all 256 severely deteriorated piles under Pier 2 to original capacity was estimated to cost \$10 million. Although the piles are severely deteriorated, enough strength remains that would allow them to be brought up to standards by installing jackets around the piles. Inspection photos show piles with large sections of concrete missing due to saltwater erosion and rusting rebar exposed. There was even a pile cracked in two and only held together by the steel rebar, with the cause listed as impact.

The channel between land and the rock wall is roughly 30 feet deep and about twice the depth needed for ferries. Environmentalists point out that marine habitat and marine life on the seabed will no longer be disrupted by dredging.

The only remaining ship at Alameda Point is the *USS Hornet Museum* at Pier 3. The deck of Pier 1, except for a small access strip on the south side for mooring ships, as well as the Seaplane Lagoon side of Pier 1, are leased by the Power Engineering Construction Company, which builds marine projects and maintains a fleet of barges. Meanwhile, MARAD still leases warehouse space at Alameda Point across the street from the Pottery Barn. It is unclear how long they will continue the lease.

CEO Greed is causing inflation

A message from the AFL-CIO – August 1, 2022

Wall Street elites blame workers and low unemployment for causing inflation. They say it's because our wages are rising. But in 2021, S&P 500 companies' CEOs' pay rose 18.2 percent on average. Workers' wages rose only 4.7 percent.

CEOs, not workers, cause inflation. It's "greedflation." Corporations are increasing prices to boost profits and create windfall payouts for CEOs. In 2021, CEOs of S&P 500 companies received, on average, \$18.3 million in total compensation.

The average S&P 500 company's CEO-to-worker pay ratio is now 324-to-1, up from 299-to-1 in 2020 and just 264-to-1 in 2019. CEOs got richer while workers sacrificed throughout the pandemic.

Working people got a pay cut with every price increase. U.S. companies enjoyed record profits, and CEO pay increased at an even faster rate.

So it's no coincidence that we're seeing waves of support for unions. Labor unions give workers the opportunity to come together and bargain for wages and benefits that are fair for workers, not corporations and billionaires.

CEOs, not working people, are causing inflation.

MFOW Election

Nominations to elect officers of the Marine Firemen's Union for the 2023-2025 term of office will open on September 1, 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 referendum 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 (3 positions)

Any member wishing to become a candidate for office must comply with the following requirements. These requirements pertain only to nominations and acceptances and are printed in their most simple form in order that they may be more easily understood. All members, particularly those who plan to run for office, are urged to read ARTICLE V of the MFOW Constitution, which sets forth the nomination and election procedures in detail. These provisions will be printed in the August issue of *The Marine Fireman* and are also posted at all branches.

1. You must be nominated and have a second to your nomination. You must be a member in good standing. You may nominate yourself. The names and book numbers of members doing the nominating and seconding must be included.

2. Nominations made by mail must be mailed to MARINE FIREMEN'S UNION HEADQUARTERS, 240 2nd Street, San Francisco, CA 94105, and must be received by September 30, 2022.

3. There can be no "blanket" nominations for "all jobs." A member may be nominated for more than one office, provided such nominations are submitted on an individual basis.

4. A member intending to accept a nomination must submit, with his written acceptance, an "Official Form of Statement of Candidate," pursuant to ARTICLE V, SECTION I.F. of the Constitution. Such candidate, unless an incumbent, must submit discharges showing he has worked 90 days in covered employment in the 12 months preceding his nominations. ALL OF THIS MATERIAL MUST BE MAILED TO THE NEUTRAL ADDRESS IN TIME TO REACH SUCH ADDRESS BY 10:00 A.M., OCTOBER 11, 2022.

Each candidate for office is requested to furnish a new, passport-type photograph to Headquarters in ample time for reproduction in the November and subsequent issues of *The Marine Fireman* newspaper during the election period.

Balloting will commence on Saturday, December 3, 2022, and will continue through Friday, February 2, 2023.

Halls to close

Labor Day – The MFOW hiring halls will be closed on Monday, September 5, 2022, in observance of Labor Day, which is a contract holiday.

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MARAD awards nearly \$20 million to strengthen U.S. shipyards

Last month, the U.S. Department of Transportation's Maritime Administration (MARAD) announced \$19.6 million in grant awards to 24 small shipyards in 19 states through the Small Shipyard Grant Program. The funds will help awardees modernize, increase productivity, and expand local employment opportunities while competing in the global marketplace.

Small businesses are the lifeblood of the American economy, and small shipyards play a critical role in America's maritime industry, helping us get the goods we depend on every day," said U.S. Transportation Secretary Pete Buttigieg. "These grants will help modernize small shipyards in communities across the country, creating and protecting local jobs, strengthening America's maritime industry, and securing our economic future."

Since 2008, MARAD's Small Shipyard Grant Program has awarded \$282.2 million to nearly 300 shipyards in 32 states and territories throughout the U.S. They strengthen communities along and near our nation's ports and waterways. Many small shipyards are family-run businesses — and they are all enterprises in which small investments can make big differences.

"These grants will allow small businesses to do what they do best, which is to build essential infrastructure while creating long-term and well-paying jobs for Americans," said Maritime Administrator Ann Phillips. "Better equipment means increased productivity and more ships and watercraft moving through our small shipyards. Growing this industry further supports and strengthens our domestic maritime industry."

The complete list of shipyard grant recipients for fiscal year 2022 are:

- **Blakely Boatworks Inc., of Mobile, Alabama** — \$722,460 to support the purchase of major components of metal working equipment consisting of welding machines and a variety of material handling equipment.
- **Catalyst Marine Engineering of Seward, Alaska** — \$418,903 to support the purchase of two welding units and one propulsion unit. These units are designed to be comprehensive, mobile shipyard repair and service platforms that support a variety of services at one time, in multiple locations. This flexibility will allow crews to be dispatched to different ports at the same time and allow for expanded revenue and an increase in employee base and training.
- **Bay Marine Boatworks, Inc. of Richmond, California** — \$875,968 to support the purchase of a 100-ton marine travelift and a 60 self-propelled vessel transporter.
- **International Ship Repair & Marine Service, Inc., of Tampa, Florida** — \$880,758 to support the purchase of a plasma cutting table, a 36,000-pound forklift, welding equipment and a 20-ton overhead crane.
- **Patti Marine Enterprises, Inc. of Pensacola, Florida** — \$1,200,000 to construct a new 800-ton drydock.
- **Turn Services, LLC, of New Orleans, Louisiana** — \$988,742 in funding to add a 60-ton pedestal crane to their shipyard facility.
- **Duclos Corporation dba Gladding Hearn, Somerset**



MV Manoa Reefer/Electrician/Junior Lopaka Mene, JM-5207, performing electrical repairs aloft.

Massachusetts — \$949,899 to support the purchase of a set of doors; transporter, and a one-ton overhead crane.

- **Chesapeake Shipbuilding, Corp., of Salisbury, Maryland** — \$1,114,539 to support the purchase of a plasma table, 30-ton mobile travelift crane, 250-ton automated tooling computer numerical control (CNC), and a 14-foot CNC press brake.

- **Moran Iron Works, Inc., of Onaway, Michigan** — \$500,561 to support the purchase of a CNC fabricating system. This project will greatly enhance automation of complex fabrications and drastically reduce time of production.

- **ST Engineering Halter Marine and Offshore, Inc., of Pascagoula, Mississippi** — \$1,154,670 to support the purchase of an electric green blast and paint booth project.

- **Arcosa Marine Products, Inc., Caruthersville, Missouri** — \$869,951 for panel line improvements and welding equipment.

- **Dorchester Shipyard, Inc. of Dorchester, New Jersey** — \$796,143 to facilitate upgrades to their marine railway used to haul and launch vessels repaired and constructed in their shipyard.

- **May Ship Repair Contracting Corporation, of Staten Island, New York** — \$436,800 to support the purchase of a CNC cutting table, three rotating jig positions, and a blasting booth.

- **Robert E. Derecktor, Inc., of Mamaroneck, New York** — \$294,483 to support the purchase of a new CNC flatbed lathe that can shape metal into complex parts from any solid modeling program.

- **McGinnis, Inc. of South Point, Ohio** — \$770,250 to support the purchase of a 110-ton crane to shorten the time it takes to complete major construction, renovation, fabrication, or re-power projects and improve material handling capabilities.

- **The Great Lakes Towing Company of Cleveland, Ohio** — \$781,627 to support the purchase package of tooling and equipment to improve the shipyard operations and to foster efficiency, competitive operations and quality ship construction, repair, and maintenance.

- **Blackfish Solutions, LLC dba ReconCraft, of Estacada, Oregon** — \$638,667 to support the purchase and installation of new overhead 25-ton cranes and rigging to fully maximize this space's functionality and utility. Additionally, funding will support the acquisition of additional welding equipment.

- **Shaver Transportation Company, of Portland, Oregon** — \$649,638 for new shipyard electrification project to include electrical upgrades, 18-ton pedestal mounted electric crane, and installation of solar energy system.

- **Blount Boats, Inc., of Warren, Rhode Island** — \$937,933 to purchase a telehandler, two 3-ton overhead cranes, a single forklift and four scissor lifts to significantly improve their material handling efficiency.

- **Detyens Shipyards, Inc., of North Charleston, South Carolina** — \$566,617 to support the purchase of new electric fire pumps to replace their current diesel pumps to support pier side and dry-docked vessels.

- **Fairlead Boatworks, Inc., Newport News, Virginia** — \$900,000 to support the purchase of a new 160-ton rough terrain crane.

- **Ice Floe, LLC dba Nichols Brothers Boat Builders of Freeland, Washington** — \$1,234,408 to support the purchase and installation of a one-sided welder to include a material handling conveyor system, transitional magnetic bed.

- **SAFE Boats International, LLC located in Bremerton, Washington** — \$716,983 to support the modernization of their facility acquiring an 80-ton self-propelled vessel transporter, new aluminum welding equipment and a mobile lifting equipment to include an extended reach forklift, scissor lift and large forklift.

- **Fincantieri Marine Group, LLC - Bay Shipbuilding of Sturgeon Bay, Wisconsin** — \$1,200,000 to support the modernization of their graving dock pumps.

Marine Firemen's Union Directory

www.mfoww.org

HEADQUARTERS

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San Francisco, CA 94105
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Deyne Umphress

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Email: MLi@mfoww.org

Kasia Grzelak, Secretary/Training

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MFOW TRUST FUNDS

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Fax: (415) 546-7340
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Esther Hernandez

*Medical/Dental Coverage:
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Amanda Salinas

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Email: ASalinas@mfoww.org

Stacy Bobu

Money Purchase & Pension Benefits
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Brendan Bohannon, Representative

Email: seattle@sailors.org

MFOW Constitution Regarding Voting and Election of Officers

ARTICLE IV - MEMBERSHIP

SECTION IX. Voting Qualifications: The following members are eligible to vote:

- Each Full Book dues paying member in good standing;
- Each Junior member who is a dues paying member in good standing, and:
 - (a) had 180 or more days of Covered Employment and
 - (b) holds the ratings of Oiler and Rating Forming Part of an Engineering Watch and
 - (c) had 90 days of Covered Employment within the preceding 12 months.

ARTICLE V - NOMINATION AND ELECTION OF OFFICERS

SECTION I. Qualifications for Officers: Any candidate must have the following qualifications to be eligible to be a candidate or to serve as an officer of the Marine Firemen's Union:

A. Any member of the Marine Firemen's Union, to be entitled to hold office, must have been a member in good standing continuously for one year immediately preceding his nomination. Any member desiring to run for office, unless an incumbent, must produce proof he has worked 90 days in covered employment in the twelve (12) months preceding his nomination.

B. Any member who meets the other qualifications for nomination who is eligible to vote in the election may be a candidate for election to any office of the Union.

C. Any member who has not been working in covered employment or as an officer of the Marine Firemen's Union or in the employment of directly associated organizations on behalf of the Marine Firemen's Union must have worked in covered employment for at least 90 days in the 12 months immediately preceding the final date for nomination.

D. It shall not be necessary for a candidate, once certified, to resubmit discharges as evidence of his eligibility to appear on the ballot.

E. In computing time of officials, time spent in the service of the Union shall count the same as sea time.

F. Any nominee desiring to run shall submit, with his written acceptance, a statement, witnessed by the signature of two members in good standing:

(1) affirming the fact that he is able to read and write the English language to the extent necessary to read the Constitution and By-Laws of the Union, the collective bargaining agreement, the shipping rules, general correspondence and to write grievances in the English language for submittal to employers, and

(2) is not a pensioner, and

(3) has been a member in good standing for one year immediately preceding his nomination, and

(4) is not engaged in the liquor business, wholesale or retail, or holds an interest in any boarding house if either is within a radius of 60 miles from the Union office in any port, and

(5) has not been interested in either such a liquor business or boarding house during the 24 months preceding the date of his acceptance, and

(6) is not prohibited from holding office by the provisions of any federal or state law and, in particular, that he has not had a criminal conviction which would render him unable to hold office within the meaning of the Labor-Management Reporting and Disclosure Act and has read such law. A form for this statement shall be made available at all Branches for execution by candidates.

SECTION II. Disqualification: A member shall be disqualified to be a candidate or to serve as an officer if:

(a) he is unable to read or write the English language to the extent necessary to read the Constitution and By-Laws of the Union;

(b) he is ineligible to serve as an officer of the Union because of any provision of applicable federal law;

(c) he is engaged in the liquor business, wholesale or retail, or holds an interest in any boarding house if either is within a radius of 60 miles from the Union office in any port or has been engaged in either such a liquor business or boarding house during the 24 months preceding the date of his acceptance;

(d) while running for office, he accepts a ballot for "Posting" or votes any ballot other than his own;

(e) he is a pensioner;

(f) he has previously been removed from office after a proper trial;

(g) he fails to meet any of the requirements for qualification for office;

(h) he is found guilty of theft, embezzlement or similar acts in any other organization;

(i) he has accepted severance pay;

(j) he has been on disability and has drawn disability from the Welfare Fund, until he is found to be fit for duty by the United States Public Health Service or a competent physician designated by the Union.

SECTION III. Enforcement of Qualifying and Disqualifying Provisions: Prior to the commencement of an election, the Credentials Committee shall determine all questions of qualification or disqualification subject to an appeal to the membership at all Branches at a regular meeting. After an election has been completed, any question of the propriety of an officer taking office or continuing to serve shall be determined by charges and trial pursuant to the provisions of Article VI, Section XIII.

SECTION IV. Notice of Nomination Procedure: For at least 30 days in the 90 days preceding the month of September of each election year, a notice shall be posted in each port office setting forth the procedures of this Constitution for effecting nominations; and such notice shall also be set forth in the Union newspaper at least 60 days prior to the date of nomination.

SECTION V. Time of Nomination: Nomination of officers shall be open at all regular meetings at Headquarters and other Branches in September of each election year starting with the 2010 ballot for the 2011-2013 term of officers, and election of officers shall then be held at three-year intervals.

SECTION VI. Method of Nominating by Mail: Any member may nominate another member by mail, and such nomination shall be accepted if it is duly seconded and received at Headquarters during the month of September preceding the election

of officers. There shall be no "blanket" nominations for "all jobs." A member may be nominated for more than one office, providing such nominations are submitted on an individual basis.

SECTION VII. Nominations Requirements: All candidates must be nominated and duly seconded. The names and book numbers of persons doing the nominating and seconding must be clearly written or printed. Any nominations not submitted in this manner shall be null and void.

SECTION VIII. Written Acceptances: Any nominee desiring to run must send in a written acceptance. All such acceptances shall be mailed to a neutral address as specified by the Union and must be received at the neutral address by 10 a.m. on the 10th day of October, provided, however, if the 10th day of October is a Saturday, Sunday or holiday, the following Monday shall be the deadline for receipt of a written acceptance. Any acceptances not submitted in this manner or by the time specified shall be null and void. All acceptances shall be directed to the Credentials Committee unopened.

SECTION IX. Re-Election: All officers, otherwise eligible, shall be eligible for re-election.

SECTION X. Posting of Nominees: A list of nominees shall be prepared and copies thereof forwarded to each Branch. Such list shall be conspicuously posted in each office or hall.

SECTION XI. Checking Acceptances and Eligibility: The Credentials Committee shall remove and check all acceptances on the 10th day of October of the election year. Any acceptances not at the neutral address at 10 a.m. on the 10th day of October for checking shall not be counted and shall be null and void. The Credentials Committee shall report to the membership its determination of the eligibility of the candidates and shall prepare a ballot in which all names for an office shall be listed in alphabetical order.

In the event there is no qualified nominee for any particular office, the Credentials Committee shall announce the fact to the membership and a further period of ten days shall be allowed for nominations and acceptances for such office.

SECTION XII. Issuance of Ballots: Immediately after the close of nominations, ballots, which shall be stamped or printed with the seal of the Union, shall be distributed to all Branches to be available to the membership. Any member desiring a ballot shall present his membership book and, upon verification of the fact that the member is in good standing, a ballot shall be issued to the member and his book shall be stamped to evidence the fact that a ballot has been issued. Upon written request to Headquarters or at any Branch, a member may have a ballot forwarded to his home or other address. Such request must be accompanied by submission of the membership book of the member to verify the fact that the member is in good standing and to permit stamping of his membership book to evidence the fact that a ballot has been issued to him. Ballots must be returned in time to reach the address specified on the exterior ballot envelope prior to the counting of the ballots. The address shall be a neutral address such as a bank, safety deposit vault, company or post office box or drawer as the Board of Trustees may determine. Such depository shall be notified by the President/Secretary-Treasurer that ballots are to be released only to the Balloting Committee.

In the event a member is at sea during the balloting period and does not anticipate returning to port during the remaining balloting period, he may request the Ship Delegate to ask the Union to mail an absentee ballot to the ship. The Ship Delegate, upon receipt of any such absentee ballot addressed to a member, shall make entry in the member's membership book to evidence the fact that a ballot has been issued to him.

SECTION XIII. Form of Ballot Submission: Names of members and their numbers shall be written on each envelope and mailed to the address on the ballot envelope. There shall be a second envelope inside the ballot envelope in which the member shall insert his ballot, and such interior envelope shall bear no identifying mark or sign.

SECTION XIV. Time of Election: The balloting shall commence 31 days after the first Headquarters regular meeting in November, and balloting shall continue for two (2) calendar months from the date on which ballots are first issued.

One member from each Branch on the Pacific Coast shall be elected at a regular meeting of Headquarters and Branches so as to commence their duties as Balloting Committee on the first Monday of February following the conclusion of balloting. In addition to the foregoing requirements for the conduct of an election, the Board of Trustees shall issue such further regulations for the conduct of elections as may be required to comply with any federal law, including the mailing of notices to members at their last known address, the determination of eligibility to vote and similar questions.

SECTION XV. Balloting Committee: The function of the Balloting Committee shall be to check and count ballots and to announce the results at the first regular business meeting after the conclusion of the count. The members of the Balloting Committee shall receive the regular standby rate provided under the Union's collective bargaining contract for day men. Balloting Committee members will also receive transportation to and from their home port plus expenses. Candidates may attend the count on their own behalf or notify the Committee of any other member authorized to act for them.

All ballots received by the neutral depository up to and including the time the Balloting Committee first goes to the neutral depository to receive ballots shall be counted by the Balloting Committee. All ballots, except those being counted daily by the Committee, shall remain at the neutral address specified on the envelope; and orders shall be issued that no one shall remove ballots except on conclusion of balloting, when the Balloting Committee, with proper credentials attested with the seal of the Union and the signatures of the President/Secretary-Treasurer and Vice President, shall be empowered to remove the ballots for official checking and accounting at Headquarters. The Balloting Committee shall check the eligibility of the member casting the ballot and, after determining the eligibility, shall remove the exterior en-

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MFOW PRESIDENT'S REPORT



By Anthony Poplawski

SIU PACIFIC DISTRICT PENSION PLAN

The trustees of the SIU-PD Pension Plan held a regular quarterly meeting in June to discuss regular plan business including the actuarial valuation report as of August 1, 2021. The plan actuary certified the plan in the green zone based on the funded status of 106.1 percent and a positive credit balance through the next seven years. The plan also experienced, as of August 1, 2021, an investment gain which produced a total actuarial gain of \$3,074,098. The parties discussed possible benefit increases related to that gain and available under Section 30 (e) of the master contract General Rules but did not come to an agreement. On July 5, the Unions notified the companies that we consider the matter deadlocked and agree to arbitration. The matter is pending.

EMBARC MEETING

On July 12, I participated by teleconference in a meeting sponsored by the U.S. Maritime Administration (MARAD). The quarterly Every Mariner Builds a Respectful Culture (EMBARC) meeting was held at the U.S. Department of Transportation Headquarters in Washington, D.C. U.S.-flag shipowners and operators, maritime labor unions, state maritime academies, and other stakeholder organizations were invited to participate in-person or virtually. The meeting focused on issues related to the implementation of the EMBARC standards and provided a forum for open discussions about strengthening the EMBARC program.

MARAD is committed to ongoing evaluation and improvement of the United States Merchant Marine Academy (USMMA) sea year program and the EMBARC standards. The EMBARC Standards enumerate sexual assault and sexual harassment prevention and response policy guidelines for commercial shipowners and operators approved to carry cadets from USMMA for their sea-year training.

CALIFORNIA LABOR FEDERATION

On July 26-27, attended the 34th Biennial Convention and the 2022 Pre-General Election COPE Convention of the California Labor Federation at the Hyatt Regency San Francisco. History was made at the Convention when Lorena Gonzalez (Teamsters) was sworn in as the Executive Secretary-Treasurer of the federation. She is the first woman to take on this role. She will help lead more than 2 million union members across the state.



MFOW President Anthony Poplawski (left) and SUP Vice President Matt Henning (right) were delegates to the 34th Biennial Convention of the California Labor Federation.



Outgoing Executive Secretary-Treasurer Art Pulaski addressed the California Labor Federation executive board and delegates in San Francisco.

Previously, Lorena has been a champion for working families as a California state assembly member. Before that, she fought on the ground with affiliate unions as the head of the San Diego and Imperial Counties Labor Council.

At the COPE Convention, delegates debated and made recommendations for the election of candidates in the November 8, 2022 statewide general election for the California statewide constitutional offices (Governor, Lieutenant Governor, Secretary of State, Attorney General, Controller, Treasurer, Insurance Commissioner, Superintendent of Public Instruction and Board of Equalization) and state ballot measures. The delegates also made recommendations for the election of candidates to the State Assembly, State Senate, U.S. House of Representatives and U.S. Senate.

OLMS SEMINAR

On August 1, I attended a seminar hosted by the San Francisco-Seattle District Office of the U.S. Department of Labor's Office of Labor-Management Standards. The interactive seminar covered labor organization financial recordkeeping and internal controls, and union officer elections. This was an informative seminar that allowed for one-on-one compliance assistance from the Labor Department.

SEAFARER'S MEDICAL CENTER

On August 3, the Union was notified by the Seafarer's Medical Center that an agreement was reached with Make You Well Urgent Care Clinic as a second facility in the Los Angeles area to provide medical services for dispatched MFOW and SUP members. As long as members bring their yellow dispatch slips from the hiring hall, they can access the full range of services at Make You Well, inclusive of annual exams, sign-on physical exams, drug screenings, COVID PCR testing and Coast Guard 719k physicals. Concentra continues as a medical clinic option in the area as well for all services with the exception of COVID testing.

At present, APL primarily utilizes FutureCare for COVID testing, but Make You Well can also be used for this purpose by both APL and Matson. The address and contact information for the new clinic are:

Make You Well Urgent Care & Family Practice
23365 Hawthorne Blvd., Unit 104
Torrance, CA 90505

The phone number is (424) 292-4060. The hours of operation are 9 a.m. to 9 p.m. seven days a week.

PATRIOT CONTRACT SERVICES

Shallow draft tanker agreement — Effective August 3, 2022, there shall be a two percent (2%) increase in total labor cost for all unlicensed engine ratings working aboard the PCS-related shallow draft tanker *MT SLNC Pax*. Recommend that all wage and wage-related increases are applied to wages and wage-related items.

MT Haina Patriot — On August 4, the Union was notified by Patriot Contract Services that the *MT Haina Patriot* was off hire and idle, and would be laid up effective August 7, at Busan, South Korea, and that the crew would be dismissed and repatriated.

South Korean shipyard workers reach deal to end strike

South Korean contract workers at the country's No.3 shipbuilder agreed on July 22 to end their strike after accepting a much smaller wage hike than demanded as well as job guarantees, union officials and subcontractors said. Since late June, about 100 sub-contractors pressing for an increase of 30 percent have occupied the main dock at the shipyard run by Daewoo Shipbuilding & Marine Engineering (DSME) in the southern city of Geoje. The shipyard is one of the world's biggest and the strike has led to delivery delays of eight vessels by as much as five weeks, just as the global shipbuilding industry is signaling a rebound.

Orders have come in as European countries rush to ramp up liquefied natural gas deliveries to replace Russian gas supplies in the wake of the Ukraine crisis. Union officials accepted an offer of a 4.5 percent wage increase and a promise of job guarantees for workers at some subcontracting firms that may be closing, a union official told reporters.

South Korea's labor minister Lee Jung-Sik told a briefing that the agreement sets an important precedent for resolving labor-management disputes,

adding that the government hopes that labor-management culture based on laws would be established in the future. More than 90 percent of the striking workers agreed to accept the deal, though "No one in the union is satisfied with the tentative agreement," another union official said. The agreement also leaves open the possibility of legal action against the contract workers to recover damages after they occupied the dock during the strike.

The strike was the second major industrial dispute for the government of President Yoon Suk-yeol who took office in May, after a truckers' strike in June ground the country's major industrial facilities and sea ports to a halt. It came as the latest challenge for the conservative president who has promised business-friendly policies but has grappled with record inflation, affecting some of the lowest paid workers in the country the most. Yoon had called the strike at Daewoo illegal and hinted the police may be sent in to break it up by force.

DMSE has previously said it expected a daily loss of \$24 million from the strike, adding that the dispute had cost it more than \$400 million by mid-July.

Active MFOW members

Retain your Welfare Fund eligibility.

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

MFOW Welfare Fund,

240 2nd Street, San Francisco, CA 94105

VICE PRESIDENT'S REPORT

In my short career arc as a merchant seaman, union member, and union official, I'm still in disbelief at the current state of things. I remember long commutes just to sit in the hiring hall as an applicant and hope that members would pass on the few jobs available. Members would constantly joke that I'd never get in. "Go join the Navy kid." I was just a poor young man from Maui begging for a chance to better my life. Now, it seems like we're begging the membership to take one of the many open board or gapped billets flooding the job boards.

Imagine how the longer tenured members who sailed in the generations prior must feel. Some share stories where job calls were packed with people, shoulder to shoulder. Some tell of applicants and even members not being allowed into the building until it was turn. Fast forward to today, more pigeons wander into the hiring hall than credentialed mariners. I've made numerous pitches to the Amazon delivery guy trying to convince him that we offer better wages and benefits than Jeff Bezos will. No luck re-

cruiting the mail carrier either. Fulfill your duty as good union members and wipe this job board clean. It's my final rant on the topic and the final time I will request this from all of you.

We've been barely getting by with additional labor requests for activations as well as the fairly consistent additional REJ billets requested APL. If you're waiting for an Anderson Kelly medical clearance have a few weeks of downtime, hop on one of these breakouts. If you want to get a taste of the REJ workflow and pay without the bulk of the responsibility, line up for one of these extra reefer gigs. The opportunity is always there. Seize it before it goes away.

Worthy of mention is all APL crew members who pushed back against the company's awkward PPE policy. Looks like we'll be getting some beneficial changes in the near future. Good job to you all.

That's all I can think of this month. Work safe, stay safe, nominations begin September 1.

Fraternally, **Deyne Umphress**

BUSINESS AGENT'S REPORT

Here is the vessel rundown for July 2022:

MATSON NAVIGATION COMPANY
On the Pacific Northwest triangle run: *MV Manoa* — no beefs. *MV R.J. Pfeiffer* — delegate REJ David Ebanks #3824 — no beefs.

On the Pacific Southwest triangle run: *MV Lurline* — shipped an ERJ and Wiper for time up. *MV Matsonia* — no beefs. *MV Mokihana* — ERJ Ahmed Munassar #3934 took a 1 trip relief for delegate ERJ Jameala Hagens #3945.

APL MARINE SERVICES

On the EX1 run: *MV President Truman* — shipped an ERJ and DJU for time up. *MV President Eisenhower* — shipped a DJU due to an unfit for duty.

Shuttle vessel on the JMX run: *MV APL Gulf Express* — delegate REJ Ronny Ting #3916 reported the ship will be at the Dubai shipyard possibly thru mid — August.

PATRIOT CONTRACT SERVICES

USNS Sisler — shipped a wiper for time up. *Haina Patriot* — shipped an oiler for activation/COI inspection.

Pensioner Alirio Hernandez, P-2579, #2085 paid a visit to the hall

July 15 and asked how shipping was going these days. Took the opportunity to take a photo and check out his credentials. He has 7,271 days with the Union. Blast from the past! I thanked him for his service to the Union and as a Veteran.

Fraternally, **Bobby Baca**



MFOW pensioner Alirio Hernandez, P-2579, #2085 and San Francisco Business Agent Bobby Baca at Headquarters.

Like us on facebook

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[Marine-Firemens-Union-121622254577986/](https://www.facebook.com/Marine-Firemens-Union-121622254577986/)



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)

Top 45 global container ports

Total annual container throughput by port, in millions of TEU

2021 Rank	Port	Location	2021 TEU
1	Shanghai	China	47.03
2	Singapore	Singapore	37.47
3	Ningbo-Zhoushan	China	31.08
4	Shenzhen	China	28.77
5	Guangzhou (Nansha)	China	24.47
6	Qingdao	China	23.71
7	Busan	South Korea	22.71
8	Tianjin	China	20.27
9	Los Angeles/Long Beach	USA	20.06
10	Hong Kong	China	17.80
11	Rotterdam	Netherlands	15.30
12	Jebel Ali (Dubai)	UAE	13.74
13	Port Klang	Malaysia	13.72
14	Xiamen	China	12.05
15	Antwerp	Belgium	12.02
16	Tanjung Pelepas	Malaysia	11.20
17	Kaohsiung	Taiwan	9.86
18	New York and New Jersey	USA	8.99
19	Hamburg	Germany	8.80
20	Laem Chabang	Thailand	8.52
21	Suzhou	China	8.11
22	Colombo	Sri Lanka	7.25
23	Ho Chi Minh City	Vietnam	7.21
24	Tanger Med	Morocco	7.17
25	Tanjung Priok (Jakarta)	Indonesia	6.98
26	Mundra	India	6.67
27	Guangxi Beibu Gulf	China	6.01
28	Haiphong	Vietnam	5.75
29	Jawaharlal Nehru Port Trust	India	5.63
30	Valencia	Spain	5.61
31	Savannah	USA	5.61
32	Piraeus	Greece	5.31
33	Yingkou	China	5.21
34	Rizhao	China	5.17
35	Lianyungang	China	5.03
36	Bremerhaven	Germany	5.02
37	Manila	Philippines	4.98
38	Colon	Panama	4.92
39	Tokyo	Japan	4.86
40	Santos	Brazil	4.83
41	Algeciras	Spain	4.80
42	Port Said	Egypt	4.76
43	Jeddah	Saudi Arabia	4.74
44	Salalah	Oman	4.51
45	Cai Mep	Vietnam	4.25

Source: *Linerlytica*

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).

September 19-23 October 17-21 November 7-11

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.

September 8-9 October 6-7 November 3-4

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.

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): August 19; September 2; September 16, October 7, October 28

Cal Maritime Academy, Vallejo, CA: pending

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

MITAGS-PMI, Seattle, WA: August 23-24; September 23-24; September 26-27; October 13-14; October 17-18

TRLMI, Honolulu, HI (one day): 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: August 23-25, September 20-22; October 18-20

MITAGS-PMI, Seattle, WA: pending

45th 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 Formación Empezó 8 AM La Marcha Sale 10 AM Reunión en Banning Park 12 PM
Voceros, Música, 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

MFOW Constitution Regarding Voting and Election of Officers

Continued from page 1

velope and place the interior envelope in a ballot box. This procedure shall be followed until all eligibility questions have been resolved. After completion of the removal of exterior envelopes, the Balloting Committee shall then shuffle the interior envelopes, assuring secrecy of the election, and then remove one by one for official count. The Balloting Committee shall have the power to pass on all questions of eligibility, and any member of the Balloting Committee may challenge any ballot and such challenged ballot and the reasons for the challenge shall be duly recorded in the minutes of the Balloting Committee for report in connection with the official count. To speed the count, two members shall be elected off the floor at the Headquarters Branch meeting as a subcommittee of the Balloting Committee to be under the direction, order and supervision of the Balloting Committee. Upon the completion of all balloting and the certification of results from the Balloting Committee, the Balloting Committee shall turn over all ballots to the Executive Secretary of the Union who shall preserve the ballots and the records for the period required by law.

SECTION XVI. Assumption of Duties by Elected Candidates: Elected candidates shall take office the day following the meeting at which the results of the ballot are announced. If the elected candidate is at sea when the results of the election are announced, he shall be allowed a reasonable time to take over his duties when his vessel arrives in a United States mainland port and he is paid off the vessel.

SECTION XVII. Maintenance of Election Records and Protests on Elections: The President/Secretary-Treasurer shall retain copies of all requests for distribution of campaign literature and copies thereof, make a record of the date the literature was distributed, the cost thereof and the amount received for such work and postage, a copy of the notices of nomination and of the election, a copy of the ballot, the official tally sheet submitted by the Balloting Committee and such other records including election rules as shall relate to the conduct of the election. In the event there shall be any protest or charges made concerning the election by any member prior to the holding of the election, such protest or charge shall be made in writing by such member within 72 hours of knowledge of the event complained of or 10 days, whichever

first occurs, and shall specify the exact nature of the protest. In the event there shall be any protest or charge concerning the conduct of the election after the election has been held, such protest or charge shall be made in writing by a member within 72 hours of the date of knowledge of the basis of any protest or 15 days, whichever first occurs, setting forth the exact nature of the protest and how it has affected the outcome of the election. Such protest shall be made to the President/Secretary-Treasurer who shall refer the protest to the membership for disposition. Failure to file protest or charges within the time limits above specified shall constitute a waiver by the member of the right to complain against the matter forming his grievance.

SECTION XVIII. Vacancies and Elections to Fill Vacancies: If the office of President/Secretary-Treasurer becomes vacant, the Vice President shall succeed to the office and a new election shall be held, in the manner set forth in this Section, as expeditiously as possible to elect a successor; provided, however, if the office of President/Secretary-Treasurer should become vacant during a period after September of any election year, the Vice President shall fill the office until a President/Secretary-Treasurer is elected on the triennial ballot for officers. Upon the succession of the Vice President to the office of President/Secretary-Treasurer, in order that the duties of the Vice President and the Port may be effectively handled, he may request assistance from Business Agents in Headquarters and may recommend to the membership the temporary election of an additional Business Agent pending an election to fill the vacancy.

In the event of a vacancy in the position of Port Agent, the Business Agent in the Port shall fill the vacancy pending an election. In any one man port, the President/Secretary-Treasurer shall appoint a man temporarily to fill the vacancy pending an election.

In view of the fact that officers are elected triennially, any vacancy arising during an unexpired term or resulting from a newly created position shall be filled in the following manner:

At the first regular meeting following the vacancy, nominations shall be held at Headquarters and Branches. Acceptances must be in Headquarters before the next regular meeting. Nominees

must have the same qualifications as required for the regular election of officials. Immediately following this meeting, the Credentials Committee, elected at Headquarters, shall check all acceptances and ballots shall be printed at Headquarters and sent to all Branches.

Election by secret ballot shall take place at the next regular business meeting, and tally of all votes taken by balloting committees elected in each port shall be sent to Headquarters.

In the event of any vacancy in the position of Business Agent, a temporary successor must be elected to fill the vacancy pending the election specified in this Section at the next regular meeting after the vacancy occurs.

SECTION XIX. All Officers to be Elected: All full time jobs in the organization (excepting office administrative help, clerks, janitors' jobs and joint janitors or dispatching jobs mutually arranged with other unions or organizations) shall be placed on the annual referendum ballot for officials.

NWSA turns seven years old

On August 5, the Northwest Seaport Alliance (NWSA) celebrated its seventh birthday.

In 2014, the Port of Seattle and the Port of Tacoma Commissioners announced a vision for the two ports to form an alliance. Instead of competing against each other, the two ports came together on a regional level to better compete on a global scale. After public outreach and approval from the Federal Maritime Commission, the alliance officially formed August 5, 2015.

Before the alliance was formed, both ports were facing fierce competition from other ports in North America. Shipping line alliances were reforming to partner with carriers of similar-sized vessels. In addition, as vessels got larger, they would call at fewer ports. With the formation of the alliance, the ports would work together — rather than competing — on financially sustainable business models that ensured the ability to reinvest in terminal assets and infrastructure for the greater good of the region.

The Port of Seattle and Port of Tacoma are important economic drivers for the Pacific Northwest region. An economic impact study released in 2019 highlighted marine cargo operations in the harbors supported 58,400 jobs, produced over \$4 billion in labor income, and contributed almost \$12.4 billion in business output. Washington state is trade dependent with 40 percent of the jobs tied to trade.

Additionally, Washington state's 35,500 farms produce over 300 commodities, and is the top U.S. producer of apples, blueberries, hops, pears, spearmint oil, and sweet cherries. Products that are not consumed domestically are exported via ports, with the NWSA being a gateway of choice.

- The NWSA is the leading export gateway for hay and forage, frozen potato products, apples, legumes (peas, beans, and lentils), fresh potatoes, grass feed, hops and hop extract, pears,

quinces and sweet cherries.

- The NWSA was the fourth largest container gateway by twenty-foot equivalent units (TEU) in 2021 in North America.

- The NWSA handled 3.7 million TEU in 2021, ranking number 47 globally.

- Although the majority of this cargo was international, 744,000 TEU were shipped domestically to and from Alaska and Hawaii.

- NWSA domestic terminals handle more than 80 percent of containerized shipments between Alaska and the lower 48 states.

- International container carriers provide regular weekly services to key markets in Asia, Europe, Central and South America, and Oceania.

- Regularly scheduled liner services connect cargo to direct international ports of call.

Four domestic carriers provide regular weekly services to Alaska and Hawaii.

San Francisco TWIC Office Location Change

The San Francisco Executive Park Boulevard Universal Enrollment Center will permanently close effective close of business on August 24, 2022. A new Universal Enrollment Center is projected to open for operation in San Francisco effective August 12, 2022. The new address will be:

IdentoGO

111 Sutter Street, Suite 550, San Francisco, CA 94104-4510

The hours of operation will be Monday-Friday, 9:00 AM - 12:00 PM and 12:30 PM - 4:00 PM.

For additional information and updates concerning this Universal Enrollment Center, please visit <https://universalenroll.dhs.gov/>.

Patriot Contract Services Wage and Fringe Benefit Rates Effective August 3, 2022

RFP N32205-19-R-3504 Shallow Draft Tanker (MT SLNC Pax)

Full Operating Status

Rating	Base Wage	Base Wage	Suppl. Base	Suppl. Wage	Suppl. Wage	Overtime	MPPP
	Monthly	Daily	Monthly	Monthly	Daily	Hourly	Daily
QMED-Electrician	\$5,793.36	\$193.11	\$5,793.36	\$2,703.57	\$90.12	\$28.17	\$30.00
QMED-Pumpman	\$5,283.19	\$176.11	\$5,283.19	\$2,465.49	\$82.18	\$25.91	\$30.00
QMED-Oiler	\$4,839.59	\$161.32	\$4,839.59	\$2,258.48	\$75.28	\$23.77	\$30.00

Unlicensed personnel shall earn fourteen (14) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

Reduced Operating Status

Rating	Base Wage	Base Wage	Overtime	MPPP
	Weekly	Daily	Hourly	Daily
QMED-Electrician	\$1,783.40	\$254.77	\$28.17	\$30.00
QMED-Pumpman	\$1,639.15	\$234.16	\$25.91	\$30.00
QMED-Oiler	\$1,501.51	\$214.50	\$23.77	\$30.00

Unlicensed personnel shall earn one and one half (1.5) days of supplemental wages for each thirty (30) days employed in ROS, or pro rata and paid by the Company.

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

WILMINGTON NOTES

The Wilmington Branch dispatched 83 jobs in the month of July: five Matson, three APL, and two PCS shipboard billets, one rotary Shore Mechanic and 18 relief Shore Mechanics. Two applicants made ships and 14 were dispatched to standby work. There are 33 A-, 17 B- and 11 C-seniority members registered. All halls are still actively recruiting new mariners. Interested applicants should email any of the port agents and inquire about the proper documents required for employment through our union.

Almost all contracted vessels have been on arriving on time here in Los Angeles and Long Beach. We had a few that did not. Job calls are still at 1030 and 1400 in the parking lot. I'm still playing car hop servicing the members here. I still advise all to adhere to the best social practices as possible to minimize any possible transmission of the COVID-19 virus and variants. We had a few men who could not make the ship after dispatch due to a positive covid result. Wear a mask if you plan on making the hall here.

The gang at Pier 300 is still on a 24/7

Attention all members!

When writing a check to the Union, please write the check to **Marine Firemen's Union**. Due to bank responsibility and liability regarding check fraud, we are having a problem cashing checks made out to MFOW, MFU, MFOWW, etc. Please write the check to:

Marine Firemen's Union

Regular membership meeting dates 2022

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

FINISHED WITH ENGINES



James Stanley Kenny Jr., P-2571/#2780. Born August 28, 1931, Michigan. Joined MFOW June 30, 1953. Pensioned November 1, 1994. Died April 14, 2022, California.

Kenneth Justice, P-2827/#3678. Born July 16, 1956, Pomona, California. Joined MFOW June 8, 1991. Pensioned July 1, 2022. Died July 27, 2022, Huntington Beach, California.

schedule with three shifts. Foreman is Mike Robles, #3855; and the Leadermen are Robert Rivas, #3874; Mike Campbell, #3850, and Frank Marinovich, #3663. Head count on the gang is down to 22 men again.

The Los Angeles/Long Beach Labor Day March is on Monday September 5, at 1000. This year's theme is *Unions Marching Forward in 2022*. We will follow the well-established route from Broad and E Street, up Avalon Boulevard to Banning Park, where we will gather for the day. I expect the event to be well attended by all local unions and their families. A children's area with a puppet show, face painting and balloon making will keep the younger crowd entertained while the older crowd will discuss the current labor situation with flyers and handouts to the general public and listen to various invited speakers and live entertainment by The Topics Band. Be there and be safe.

The *SS Lane Victory* is still seeking mariners who would like to volunteer in the engine room. It is located at the end of Miner Street in San Pedro with turn-to 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

HOWZ SHIPPING?

July 2022

San Francisco

Electrician/Reefer/Jr. Engineer	2
Reefer/Electrician/Jr. Engineer	1
Junior Engineer	1
Wiper	4
Standby Electrician/Reefer	11
Standby Wiper	6
TOTAL	25

Wilmington

Electrician	6
Reefer/Electrician/Jr. Engineer	1
Junior Engineer	2
Shore Mechanic	19
Wiper	1
Standby Reefer/Electrician	15
Standby Wiper	38
TOTAL	82

Seattle

Electrician	2
Junior Engineer	1
Oiler	1
Standby Reefer/Electrician	9
Standby Wiper	3
TOTAL	16

Honolulu

Electrician/Reefer/Jr. Engineer	4
Reefer/Electrician/Jr. Engineer	3
Junior Engineer	5
Oiler	2
Wiper	5
Shore Mechanic	3
Standby Electrician/Reefer	38
Standby Wiper	39
TOTAL	99

POLITICAL ACTION FUND

Voluntary donations for July 2022:

Judith Moore, in Memory of	
Jerry Kimball, P-2543	\$1,000.00
Vicente Cacacho, #3828	\$55.00
Mohsin Saeed, JM-5431	\$100.00

HONOLULU NOTES

In July, Honolulu dispatched a total of 99 jobs. 77 of them were standby jobs and because of COVID on a couple of Matson ships that came into Honolulu we had some unexpected rotary jobs to fill. Even I finally caught COVID. I vacationed in Idaho and two days after returning I was COVID positive. It's easier to wear a mask than to live with COVID. The Honolulu registration list numbers 15 A-, six B- and eight C-seniority members.

In July, I attended the monthly Honolulu Sailor's Home board meeting and the annual Maritime Ohana Pa'ina where the Honolulu Port Maritime Council invites the local politicians for a meet and greet. This year's Pa'ina was held at Café Julia which is convenient-

ly located across the street from the Hawaii State Capitol. I'm also sign waving for Sergio Alcubilla who is a candidate for congress. He is running against a politician that is trying to amend the Jones Act. Everyone get out and vote because there are politicians that believe giving American jobs to foreigners is a good idea. Also, donate to the political action fund.

Whoa, I think this is a first: after taking a couple of weeks off in July, plus adding my days off with COVID, brother Don Ngo worked more days in July than I did, and he did a very good job. Much mahalo brother Don, thank you so much for the needed relieve.

Aloha,

Mario Higa, Port Agent

SEATTLE NOTES

During the month of July, Seattle shipped two Electricians, one Day Junior Engineer, one Oiler, nine Standby Reefer/Electricians and three Standby Wipers. Seattle currently has 10 A-, four B- and three C-seniority members registered for shipping.

This month, SUP member Berit Eriksson was dispatched as delegate to the Washington State Labor Council Convention to represent the SUP Seattle Branch. Sister Eriksson brought to the floor an important resolution in support of the Jones Act that passed unanimously.

Kaiser is becoming even more restrictive on available appointments. Fit-for-duty exams that are ordered for next day turn-to are exceedingly unavailable. If booked, they are requesting members try Bellevue or Everett for availability. With Seattle traffic this could be an additional one or two-hour one-way commute and is a tall order for a member that came in by plane, has no local

knowledge, and using a taxi.

Public transit between communities in this state is a joke. I have attempted to use Concentra in Seattle and on not just a few occasions members have sat for multiple hours only to be turned away at the end of the day.

I have been talking with Kaiser staff and doctors trying to find a possible off-site remedy that would serve mariners better. In the meantime schedule your appointments for routine annuals and drug screens as far out as you can. Please don't take out your frustration on the doctors or front desk, they are working under a new banner and have been subject to constant staff reduction coupled with increased appointments.

Fraternally,

Brendon Bohannon, Representative

Benefits paid during July

Death Benefits

None

Burial Benefits

None

Excess Medical	\$3,567.44
Glasses and Examinations	\$400.00
Anthony De La Rosa, P-2753	\$200.00
Patricia De La Rosa, P-2753	\$200.00

HONOR ROLL

Voluntary donation to

General Treasury — July 2022:

Edward Tokarz, #3770	\$50.00
Eric White, #3925	\$100.00

MFOW member pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Sebastian Perdon	3818	SIU PD Basic	20.55	8/1/2022
		L/T H & W		

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

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STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

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