



Biden-Harris Administration announces grants for America's Marine Highways

On October 6, the U.S. Department of Transportation's Maritime Administration (MARAD) awarded nearly \$39 million in grants to 12 marine highway projects across the nation under the America's Marine Highway Program (AMHP). The funding will help expand marine highway services on the nation's navigable waterways to reduce congestion, alleviate supply chain bottlenecks, and move goods more quickly from ships to shelves. Thanks to President Biden's Bipartisan Infrastructure Law, the AMHP received an additional \$25 million in funding this year—the largest single investment in the program ever.

Since its inception, the AMHP has designated 58 marine highway projects bolstering jobs and local economies across the country. In this round of funding, 12 marine highway grants were awarded to not only strengthen supply chains, but also national security by adding to the nation's strategic sealift resources and providing transportation alternatives during times of disaster or national emergency. The program works with public and private stakeholders to achieve these goals.

In addition, the AMHP meets the commitment of the Biden-Harris Administration's Justice40 Initiative, which has made it a goal that 40 percent of the overall benefits of certain federal investments flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. Nearly all the funding will go to projects in historically disadvantaged communities or federally designated community development zones. Preference was also given to projects that demonstrate a movement towards lower carbon emissions or near-zero emissions, that reduce air emissions and vehicle miles traveled, and projects that strengthen America's supply chains.

All marine highway grants award recipients must apply, comply with, and implement all requirements of the Bipartisan Infrastructure Law "Buy America, Build America" provisions. Grant funds can be used to purchase low-emission U.S.-manufactured equipment, such as container reach stackers and cranes, as long as all iron, steel, manufactured products, and construction materials are produced in the United States. In addition, funds can be used to purchase intermodal equipment — such as U.S.-manufactured container chassis — that can alleviate supply chain bottlenecks.

Projects receiving funding are:

Arkansas

Helena Harbor M-55 Container on Barge Project (\$2,872,414) - West Helena/Phillips Count Port Authority. Funds will go towards purchasing equipment to operate the terminal and equip the bridge crane to handle containers. Investments will provide improved access to the terminal and equipment will provide efficient and effective material handling capabilities.

California and Washington

M-5 Coastal Connector (\$5,550,000)

— San Diego Unified Port Authority District. Funds will go toward infrastructure upgrades at the Port of San Diego that will be deployed to handle cargo on the proposed service. The West Coast M-5 Coastal Connector service will use a barge to move building materials, including lumber, as well as containers and general cargo along a U.S. West Coast north/south route to strengthen supply chain resiliency and help address regional supply chain delays.

Guam

Guam Marine Transportation Enhancement Initiative (\$5,703,560) - Port Authority of Guam. Funds will go towards expanding the port's fleet of specialized container yard equipment. The equipment includes two 40-ton loaded container handlers; three 10-ton empty container handlers; five 5.5-ton forklifts; one 180-foot boom lift; nine container yard tractors; and two 40-plug mobile reefer generators.

Illinois and Missouri

M-55/M-35 Marine Highway Barge Project (\$2,418,500) - Midcoast Terminal (SCF Lewis and Clark Terminal LLC). Funds will go toward the purchase of four modern, fuel-efficient, and environmentally friendly Hyster forklifts, a Manitowoc cable crane to load/unload unitized cargo onto barges, and a barge winch system to load/unload unitized cargo onto barges as well. This equipment will be located at the Port Authority of St. Louis' Municipal River Terminal, America's Central Port (Granite City, Illinois), and the Madison Harbor (Madison, Illinois).

Louisiana

Baton Rouge-New Orleans Shuttle Service Barge Expansion Project (\$1,050,000) - SEACOR AMH LLC. Funds will go towards the purchase of 70 chassis that will be used to support the continued growth of the Baton Rouge-New Orleans Shuttle Service by increasing cargo handling capacity to reduce landside congestion and reducing air emissions by taking diesel trucks off the road.

New Jersey

Port Raritan Terminal Facility Development Planning Grant Application (\$1,128,889) - Federal Business Centers (FBC), Inc. Funds will go towards conducting preliminary design and environmental investigation activities to develop the Port Raritan Terminal Facility for active maritime use.

New York

New York Harbor Container & Trailer-on-Barge Service (\$5,160,000) — New York City Department of Small Business Services. Funds will go to upgrade six landings in New York harbor to enable these sites to accommodate freight by water. Each of these sites contains appropriate upland conditions necessary for the conveyance of "last-mile" goods to local destinations but lacks the necessary landing infrastructure to dock watercraft and move cargo to staging areas and roadways for delivery. The project would install floating

platforms with appropriate tie-up and vessel docking hardware to successfully secure vessels and allow for unloading via crane, hand truck, "eBike," or motorized vehicle.

Oswego Port Great Lakes Container Service Reach Stacker Project (\$754,000) - Port of Oswego Authority. Funds will go towards the purchase of a reach stacker for loading and unloading containers. The reach stacker will be fully mobile making it versatile for transporting and stacking containers at the port's facility. The service will utilize a Green Shipping Line's Jones Act-compliant vessel modified for containerized cargo. This vessel is not geared, meaning it doesn't have a crane for container loading/unloading, thus making this equipment critical to enable operations.

Puerto Rico

Puerto Rico Maritime Transportation Service Project (\$2,800,000) - Integrated Transport Authority of Puerto Rico. Funds will go towards acquisition of a barge to be used on the Maritime Transportation Island Service route. Funding this project will enable the Integrated Transportation Authority of Puerto Rico to improve the transportation of palletized and unitized freight from Ceiba to the islands of Vieques and Culebra. This system will move commercial trucks, wheeled construction equipment, fuel, and water tankers trucks between the main island of Puerto Rico and the island municipalities of Vieques and Culebra.

Virginia

Richmond Marine Terminal (RMT) Wharf Improvements (\$3,712,000) - Virginia Port Authority. Funds will go towards improving the wharf to enable two barges to be worked at the same time at RMT. The RMT was opened in 1940 as a general cargo terminal and, while site improvements have been made to bring the terminal up to contemporary standards, additional improvements are required. The condition of the northern segment of the wharf will not permit the safe operation of two cranes working simultaneously and, therefore, is a barrier to the terminal achieving the projected barge growth: from a current yearly throughput of 43,000 containers in 2021 to doubling container volume by 2026.

Washington and Oregon

Tidewater M-84 Barge Service Expansion (\$4,168,759) - Tidewater Barge Lines, Inc. Funds will go towards the purchase of an electric dock crane at

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MFWO ratifies APL contract

The membership of the Marine Firemen's Union (MFWO) has completed its ratification process and voted to accept the 2022-2024 Offshore Agreement between the SIUPD (MFWO, SUP and SIU-AGLIW) and APL Marine Services (APLMS), and the 2022-2024 Maintenance Agreement between the MFWO and APLMS. Membership approvals took place at regular membership meetings on October 5 in San Francisco, October 11 in Honolulu, October 12 in Wilmington and at a special meeting at the port serviced in Seattle on October 13. Officials fielded questions from the membership on issues such as term-of-agreement, wage and wage-related items, fringe benefits, general rules, work rules and shipping rules. After robust discussion, the votes came in for approval of the agreements reached on September 28. See the President's Report on page 4.



MFWO ENTRY LEVEL CHECKLIST

If you are not a member of the Marine Firemen's Union, you may register in person for work as a non-seniority applicant. The minimum requirements necessary to receive an application are:

- TWIC — Transportation Worker Identification Credential
- MMC — Merchant Mariner Credential
- Passport
- Printout of DOT-approved drug screen (within six months)
- STCW Two-Year Medical Certificate
- STCW Basic Training endorsement
- STCW Vessel Personnel with Designated Security Duties (VP-DSD) and Security Awareness (SA) endorsements
- 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.

Halls to close

Veteran's Day — All MFWO hiring halls will be closed on Friday, November 11, 2022, in observance of Veteran's Day, which is a contract holiday.

Thanksgiving Day — The halls will also be closed on Thursday, November 24, 2022, in observance of Thanksgiving Day, which is a contract holiday.

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APL Marine Services Wage Rates Effective October 1, 2022

Maritime Security Program Vessels

Rating	Base Wage		Supplemental Benefit Base		Benefit	
	Monthly	Daily	Monthly	Daily	Monthly	Daily
Electrician/Reefer/Junior	\$6,288.58	\$209.62	\$6,806.63	\$226.84	\$3,857.32	\$128.58
Reefer/Electrician/Junior	\$5,985.93	\$199.53	\$6,617.66	\$220.58	\$3,750.23	\$125.01
Day Junior/Utility	\$5,433.75	\$181.31	\$5,892.42	\$192.77	\$3,339.23	\$111.31
Non-Watch Allowance	\$300.00	\$10.00				
Wiper	\$3,673.38	\$122.45	\$4,241.42	\$141.38	\$2,403.61	\$80.02

Rating	ST Rate	OT Rate	MPPP
	Hourly	Hourly	Daily
Electrician/Reefer/Junior	\$37.10	\$55.65	\$27.00
Reefer/Electrician/Junior	\$35.36	\$53.04	\$27.00
Day Junior/Utility	\$32.16	\$48.24	\$27.00
Wiper	\$21.97	\$32.96	\$27.00
Dirty Work Rate:	\$23.03	\$37.99	
Cargo Rate:	\$26.70	\$43.84	

Watchmen assigned as Day Men, Section 13c: Additional Daily: \$10.00

Maintenance – Fenix Marine Services Terminal

Rating	First Shift		Second Shift		Third Shift		MPPP Daily
	ST	OT	ST	OT	ST	OT	
Foreman	\$53.51	\$80.27	\$30.00				
Leaderman	\$48.44	\$72.66	\$53.21	\$79.82	\$54.21	\$81.32	\$30.00
Mechanic	\$45.10	\$67.65	\$49.61	\$74.42	\$50.61	\$75.92	\$30.00

Standby and Special Project Shipyard Personnel

Rating	ST	OT	MPPP		
	Hourly	Hourly	Daily	Daily	Daily
Standby Electrician/Reefer	\$41.71	\$62.57	\$30.00		
Standby Junior Engineer	\$39.81	\$59.72	\$30.00		

Rating	ST	ST	Dirty Work	Dirty Work	OT	MPPP Daily
	0800-1700	1700-0800	0800-1700	1700-0800	0001-2400	
Standby Wiper	\$37.90	\$42.28	\$48.81	\$54.22	\$66.06	\$30.00

Patriot Contract Services Wage and Fringe Benefit Rates Effective October 1, 2022

Commercial Tanker (MT Haina Patriot)

Full Operating Status

Rating	Base Wage		Supplemental		Supplemental		MPPP Daily
	Monthly	Daily	Base Monthly	Wage Monthly	Wage Daily	Overtime Hourly	
QMED-Electrician	\$5,624.07	\$187.47	\$5,624.07	\$2,624.57	\$87.49	\$27.35	\$30.00
QMED-Pumpman	\$5,128.82	\$170.96	\$5,128.82	\$2,393.45	\$79.78	\$25.15	\$30.00
QMED-Oiler	\$4,698.19	\$156.61	\$4,698.19	\$2,192.49	\$73.08	\$23.07	\$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	\$1,731.29	\$247.33	\$27.35	\$30.00
QMED-Pumpman	\$1,591.26	\$227.32	\$25.15	\$30.00
QMED-Oiler	\$1,457.64	\$208.23	\$23.07	\$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.

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

Marine Firemen's Union Directory

www.mfoww.org

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APL can proceed with antitrust lawsuit against Matson

Two Matson Inc. subsidiaries must face claims from rival container shipping company American President Lines LLC that Matson is abusing its market power over service from the United States to Guam, a federal judge ruled in an antitrust lawsuit. The ruling by U.S. District Judge Christopher Cooper in Washington, D.C., declined to dismiss claims against Matson Navigation Company Inc. and Matson Logistics Inc. brought by American President Lines last year seeking unspecified monetary damages for alleged violations of U.S. competition law. The court dismissed parent company Matson Inc. as a defendant.

Honolulu-based Matson, in 2021 recorded revenue of more than \$3.9 billion. Cooper said Matson Navigation provided the “ocean shipping services mainly at issue in this case” and Matson Logistics provided ground support. The allegations against Matson “implicate quintessential antitrust injuries,” Cooper wrote.

American President Lines said in its complaint that after it entered the market in 2015 for U.S. to Guam shipments, Matson took a series of anti-competitive steps to maintain its power. Matson has denied such conduct. The complaint took issue with a loyalty program that offered discounts to cargo owners that shipped with Matson, and it said Matson “deployed an offensive of predatory threats to coerce shippers not to do business” with its rival. Matson’s lawyers said in their court filings that “on the islands, where timely and consistent delivery is critical to everyday life, Matson is known for its reliability; American President Lines is known for its inconsistency.” Attorneys stated that Matson said American President Lines was “trying to save face by making baseless allegations of anticompetitive conduct.”

The case is American President Lines LLC v. Matson Inc., U.S. District Court for the District of Columbia, No. 21-cv-02040.

Gray whale population continues to decline

Gray whale migration along North America’s West Coast has continued to drop in recent years, according to a new NOAA Fisheries report. The population is currently down 38 percent from its high in 2015 and 2016, while experts investigate the causes. The 38 percent drop from a peak of over 27,000 whales in 2016 to 16,650 this year is consistent with previous oscillations in the eastern North Pacific population.

Southwest Fisheries Science Center researchers believe it is important to keep an eye on it. Population counts for gray whales in the eastern North Pacific are usually done every two years. However, NOAA Fisheries will add a third year to this study, from late December to mid-February 2023, to count gray whales that transit along the Central California Coast.

In 2019, NOAA Fisheries declared an Unusual Mortality Event (UME) for the gray whale population, triggering an inquiry into the possible reasons. Several potential contributors have been discovered as part of the ongoing inquiry. According to recent studies released earlier this year, these include biological changes in the Arctic that impact the seafloor and the amphipods and other invertebrates dwelling in and above the sand and water column that gray whales graze on each summer.

According to a University of Washington researcher who leads the UME team studying ecological factors, some gray whales may have struggled to locate food during those transitions.

She highlighted that gray whales consume a diverse spectrum of animals, so there might be numerous variables influencing how, when, and where they locate food.

While many of the 600 deceased whales identified between 2019 and 2022 seemed emaciated, others did not. Some of the stranded whales had evidently perished from other causes, such as ship strikes or predation by killer whales. The number of strand-

ings increased in 2019 but subsequently decreased in succeeding years. This implied that the majority of the gray whale population loss happened in the years following the declaration of the UME.

Gray whales are well-known for their annual journey along the West Coast. The population has varied significantly in the past, including a comparable decline of nearly 40 percent from the late 1980s to the early 1990s. Later, the population recovered to a new peak. Gray whales in the eastern Pacific Ocean have recovered completely from commercial whaling and were removed from the endangered species list in 1994.

A similar increase in strandings resulted in the designation of an earlier UME in 1999 and 2000 when the population dropped by around 25 percent. It later returned to a high in 2015 to 2016.

NOAA Fisheries researchers count southbound whales headed towards Mexico to determine the population size of gray whales. They track calf production by counting moms and calves as they migrate north each spring from Baja California lagoons where some whales give birth. The most recent census, which ended in May, estimated total calf output this year to be around 217. This was a decrease from 383 calves the previous year and the lowest number since the census began in 1994.

The number of calves born each year has varied, as has the gray whale population as a whole. Before recovering, low calf numbers were observed for periods of three to four years. Two of the previous three episodes of low calf production corresponded with UMEs and population decreases. The investigation on calf numbers finds that the same variables that impact gray whale survival likely also affect their reproductive. Aerial images of gray whales in Mexican lagoons revealed reductions in the bodily condition of several adult whales, highlighting that link.

“The labor movement did not diminish the strength of the nation but enlarged it. By raising the living standards of millions, labor miraculously created a market for industry and lifted the whole nation to undreamed of levels of production. Those who attack labor forget these simple truths, but history remembers them.”

MARTIN LUTHER KING, JR.

LNG shipping waiver approved for Puerto Rico after hurricane

On October 16, the Biden administration approved a waiver of U.S. shipping rules to address Puerto Rico’s urgent need for liquefied natural gas (LNG) after Hurricane Fiona. The Homeland Security Department (DHS) issued a waiver of the Jones Act, a century-old law that requires goods moved between U.S. ports to be carried by U.S.-flagged ships “to address Puerto Rico’s needs as recovery efforts from Hurricane Fiona continue,” the department said.

In late September, the DHS approved a Jones Act waiver to ensure Puerto Rico had “sufficient diesel to run generators needed for electricity and the functioning of critical facilities.” Hurricane Fiona hit on September 18, causing an island-wide power outage for its 3.3 million people. Last month, Puerto Rico Governor Pedro Pierluisi asked the White House for a waiver to increase the availability of fuel after the storm. A group of eight House lawmakers had asked Homeland Security Secretary Alejandro Mayorkas for “a one-year waiver from the Jones Act for Puerto

Rico” which faces “an unprecedented uphill battle to rebuild its homes, businesses, and communities.”

Mayorkas said Sunday’s LNG waiver decision was made — like the one in September — after consultations with the departments of transportation and energy “to assess the justification for the waiver request and based on input from the Governor of Puerto Rico and others on the ground supporting recovery efforts.”

He noted that in 2020, Congress eliminated the U.S. government’s authority to issue long-term comprehensive waivers except if required to “address an immediate adverse effect on military operations.” All other waivers, DHS said, “must be reviewed on a case-by-case basis.”

In 2017, DHS under then President Donald Trump waived the Jones Act requirements for one week to allow oil and gas operators to ensure enough fuel reached emergency responders during Hurricane Irma and following Hurricane Harvey.

Bipartisan bill looks to bolster U.S.-flag fleet

A bipartisan bill introduced by Congressman John Garamendi (D-California) along with Reps. Bob Gibbs (R-Ohio) and Alan Lowenthal (D-California) would help revitalize U.S. shipping by restoring the 75 percent minimum tonnage requirement for civilian government cargo while enacting additional provisions to reverse the continued decline of internationally trading U.S.-flag vessels.

Congressman Garamendi said, “For too long, Congress and both Democratic and Republican presidents have allowed the commercial fleet of U.S.-flagged, ocean-going vessels to dwindle...My comprehensive, bipartisan legislation would help to recapitalize the U.S.-flag fleet of ocean-going, commercial vessels by guaranteeing government cargo during peacetime so that U.S.-flag vessels are available during wartime or emergencies. The United States has the world’s most capable Navy, and we need an equally impressive fleet of commercial cargo vessels crewed by American mariners.”

The Rebuilding the United States-Flag International Fleet Act (H.R. 9102) would make a series of changes to increase cargo for U.S.-flag vessels, minimize exceptions for foreign vessels and provide stronger oversight and transparency to ensure these provisions are enforced. Specifically, the bill would:

- Restore requirement in place from 1985 to 2012 that at least 75 percent gross tonnage of seaborne cargo for international food aid programs be carried on U.S.-flag vessels. Current law only requires 50 percent minimum gross tonnage.

- Restore requirement in place from 1985 to 2012 that the U.S. Department of Transportation reimburse international food aid programs for any cost premium under the US-flagged vessel cargo preference, to protect the overall budget for food aid exports from increased shipping costs.

- Reaffirm the Maritime Administration (MARAD) as the only federal agency able to waive the US-flag requirement for government cargo, in the rare instances when such commercial vessels are unavailable at fair and reasonable rates.

- Strengthen transparency and oversight by requiring public notice online of all waivers of the US-flag requirement and timely notification to Congress. Current law holds similar requirements for waiving the Jones Act.

- Allow vessels seeking federal cargo contracts to be re-flagged into the United States registry for less than three years provided they satisfy similar requirements as vessels enrolled in the existing Maritime Security Program.

- Clarify that the current U.S.-flag vessel requirement for international food aid applies to all agricultural products, not just commodity crops.
- Implement the reforms to cargo preference laws recommended by the Government Accountability Office’s report on *Actions Needed to Enhance Cargo Preference Oversight* published on September 12, 2022.

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

MFOW ELECTION

Nominations to elect officers of the Marine Firemen's Union for the 2023-2025 term of office opened on September 1, 2022 and concluded on September 30, 2022. Nomination lists have been forwarded to all halls for posting. The following is a timeline for the rest of the election process:

- **Wednesday, October 5** — At the Headquarters meeting, it will be in order, under "New Business", to elect up to five members off the floor to serve as the Credentials Committee.
- **Tuesday, October 11** — Deadline for all written acceptances by candidates to be returned. At 1230, UniLect Election Services will make the final pick—up of all written acceptances and deliver to the MFOW Credentials Committee at Headquarters. The Credentials Committee will convene at 1300 to receive acceptances. The Committee will then determine the eligibility of the candidates. The Credentials Committee will publish the *Report of Credentials Committee* in the October 2022 issue of *The Marine Fireman*.
- **Wednesday, November 2** — The *Report of the Credentials Committee* report will be presented to the membership at the November Headquarters meetings for ratification, and at the November Branch meetings on their respective dates.
- **Wednesday, November 9** — Deadline for candidates to submit a photograph and/or statement of 100 words or less for publication in the November, December and January issues of *The Marine Fireman*. Candidates are also allowed to post campaign literature on bulletin boards at each Branch. No photos of candidates or statements, other than described above, will be published in the November, December and January issues of *The Marine Fireman*.
- **Early to mid—November** — UniLect will receive all ballot information, including all races and candidates and any proposed Constitutional amendment language. UniLect will then design the official ballot and provide a sample ballot for proofing prior to going to print with the official ballots. Candidate names will be listed in alphabetical order unless otherwise instructed.
- **Saturday, December 3** — Balloting begins.
- **Wednesday, January 11** — Wilmington Balloting Committee member will be elected.
- **Thursday, January 19** — Seattle Balloting Committee member will be elected.
- **Wednesday, February 1** — Headquarters Balloting Committee member will be elected.
- **Monday, February 6** — All official ballots must be returned to the restricted access San Francisco USPS PO Box no later than 1000. Election Day and the final tabulation of all eligible official ballots will take place after 1000. The *Balloting Committee Report* will be presented at the March Headquarters and Branch meetings.
- **Thursday, March 9** — The new term of office will begin.

SIUNA CONVENTION

On September 14, along with Marine Firemen's Union (MFOW) Wilmington Port Agent Sonny Gage, I attended the 2022 SIUNA Quinquennial Convention, held via teleconference. This was a scaled-down event, as the scheduled in-person Convention at Piney Point, Maryland was cancelled due to excessive COVID transmissions in the DC/Maryland area. The Executive Board minutes were read followed by several committee and affiliate union reports. Several resolutions were introduced and carried by the Convention.

TRUST FUNDS

The trustees of the various MFOW plans met on September 21 in the Conference Room at MFOW Headquarters and via teleconference. The trustees of the various SIU Pacific District plans met on September 22 in the Library at SUP Headquarters and via teleconference.

SIU Pacific District Pension Plan — After a collective bargaining parties deadlock back in June, concerning a General Rules Section 30 (e) pension increase, and subsequent arbitration preparations, in the September meeting the trustees reverted to back collective bargaining parties. The parties decided to call off the arbitration and agreed to a maximum pension benefit increase of \$125.00 per month, as follows:

- A seaman who retires on or after July 1, 2021, after attaining age sixty and who qualifies for a long-term pension under Section 6.01(b) shall receive a monthly

pension benefit of \$2,645.00 subject to a reduction, where applicable, for joint and survivor benefits.

- A two percent (2%) cost-of-living increase for existing pensioners. **SIU-PD Seafarer's Medical Center** — The Make You Well clinic utilized in Southern California has agreed to administer COVID booster shots for participants.

MFOW MPPP — The MFOW Money Purchase Pension Plan trustees received a disappointing, yet unsurprising investment report from Dodge & Cox. The investment options all slid backwards (with the rest of the economy) with negative year-to-date returns net of fees (ending June 30, 2022) as follows:

Fund	YTD (Net of Fees)
MFOW Trustee-Managed Account	- 5.20 percent
D&C Income Fund	- 7.28 percent
D&C Global Bond Fund	- 8.67 percent
D&C Balanced Fund	- 6.36 percent
D&C Stock Fund	- 6.94 percent
D&C Global Stock Fund	- 5.54 percent
D&C International Stock Fund	- 8.48 percent

Several members contacted Headquarters to express concern. The important thing to remember is to avoid *short-term* panic as the individual options are designed for *long-term* preservation of capital and/or *long-term* growth of principle and income.

MFOW Welfare Fund — United Health Care provided its active member dental coverage renewal request effective December 1, 2022. The monthly premium rate per employee will remain unchanged at \$30.87. The renewal rate is guaranteed for a two-year term through November 30, 2024. The trustees approved the renewal.

MARAD MARINER SUMMIT

On September 23, I participated via teleconference in the U.S. Maritime Administration (MARAD)-sponsored Mariner Summit, which was held at U.S. Department of Transportation Headquarters in Washington D.C. The agenda featured opening remarks by Maritime Administrator, Rear Admiral Ann C. Phillips, U.S. Navy (Ret.) and focused on the deficit of qualified mariners, commercial ship crewing challenges, and recent experiences from Ready Reserve Force TURBO and mission activations.

MARAD was seeking stakeholder input from vessel owners and operators, and labor unions on the following:

- Post-COVID and other challenges in crewing ships.
- Critical shortages at any level, including entry-level positions both within licensed and unlicensed ranks; tanker endorsements, etc.
- Barriers to recruitment, retention, and advancement.

Organized labor offered plenty of input and recommended courses of action.

APLMS NEGOTIATIONS

On Friday, September 23, APL Marine Services (APLMS) commenced collective bargaining with the SIU Pacific District (SIU-PD) Unions: the SUP, MFOW and SIU-AGLIW. Attending for APLMS were American President Lines LLC Executive Vice President Gregory Doyle, APL Maritime LTD Director Labor Relations Michael Labonte, CMA CGM (America) LLC Vice President Labor Relations Jeremy Bridges and CMA Ships Singapore MD Marine Personnel Simon Spacey. The SIU-PD was represented by SUP President Dave Connolly, Vice President Matt Henning and a four-man SUP Negotiating Committee; myself and MFOW Vice President Deyne Umphress; and SIU West Coast Vice President Nick Marrone and Port Agent J. B. Niday.

After six days of compressed collective bargaining, at 1629 hours on Wednesday, September 28, the SIU-PD reached an agreement with APLMS. The following is a summary of the agreement as it pertains to the MFOW:

Term of Agreement

- The term of agreement is two years, from October 1, 2022, through September 30, 2024.

Wages and Wage-Related Items

- An increase of seven and one-half percent (7.5%) effective October 1, 2022.
- An increase of three and one-half percent (3.5%) effective October 1, 2023.
- Addition of Juneteenth National Independence Day as a contract holiday.

Fringe Benefits

- SIU Pacific District Pension increase of \$125 per month to a maximum benefit of \$2,645 per month plus a two percent (2%) cost-of-living Increase for existing pensioners, both retroactive to July 1, 2022.
- Increase in MFOW Welfare Plan manday contributions of six and one-tenth percent (6.1%) for full maintenance of benefits and regular eligibility.
- Increase in offshore MFOW Training Plan manday contribution of \$0.50 per day effective October 1, 2022, and October 1, 2023.

Other Matters

- Clarification on the use of Personal Protective Equipment (PPE). Use of PPE is required but procedure for compliance is uniform and explicit with just cause protections on discipline.
- Improved measures to supply quality and fit of Personal Protection Equipment with an annual safety shoe reimbursement of \$200.00.
- Improved language on crew Internet access and policy.
- Inclusion of MLC language designed to protect against maritime fatigue and not regulatory reduction of established mandatory overtime.
- Renewal of Maintenance Agreement with same wage increases as offshore.

Company Proposals

- The Unions accepted a Company proposal to ensure a work environment free of sexual assault and sexual harassment (SASH) and a requirement of SASH training to be mutually agreed upon at a later date.

Ratification

The SIU-PD worked hard for the above gains while defending against fundamental changes to individual departmental Work Rules. On the engine side, APLMS flirted with the standard bargaining concepts involving permanent jobs, the making up of bunks for QMED ratings, maneuvering duties and overtime minimums; but offered no concrete proposals. Moving forward, the parties agreed to discuss mutually beneficial items, such as additional training opportunities and shipboard quality-of-life matters.

I highly recommend ratification of this tentative agreement.

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VICE PRESIDENT'S REPORT

As you may have already read, APL Negotiations took place at the end of September. We're getting a good deal with healthy numbers and no MFOW work rule changes. The process was a bit unconventional but exchanges with the new management at APL were very positive. I recommend ratification of the new agreement.

While we're steadily chipping away at the plethora of open board jobs, the struggle is still the same. The good news is that the number of applicants we've taken in recently along with the full F/O/WT and RFPEW courses suggests that problem will correct itself in time. That does not excuse current membership from turning a blind eye to the job board. Cover the jobs; protect our work or we won't have any one day.

The Novavax vaccine is available now. I'm pleased to hear that a few members who were opposed to taking

the previous vaccines were open to taking this one. As always, do your own independent research and the choice is yours to make. If you're in need of work and still aren't vaccinated, I would suggest looking up Novavax and seeing if it fits your narrative.

I plan on visiting the Honolulu and Wilmington branches for the APL contract ratification. Tony will be visiting the Seattle branch this time around. Hope you all know what day and time the monthly meetings are...

Lastly, we have elections coming up. Pay close attention to the union newspaper in the months to come and the dates therein. Get a ballot from your local branch agent. If you're aboard a ship, request one and we'll do what we can.

You're all excused from the anecdotal lectures this month.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for September 2022:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Mokihana* — delegate REJ Edward Tokarz #3770 shipped an ERJ for time up, no beefs.

On the Pacific Northwest triangle run: *MV Mahimahi* — delegate DJU Kenneth Paddock #3847 no beefs. *MV Manoa* — delegate ERJ Stephen Villa #3811, no beefs. *Cape Horn* — recently returned from far east back to ROS status at Pier 50 S.F.

APL MARINE SERVICES

On the EX1 run: *MV President Truman* — delegate ERJ Ramonchito Cruz

#3904 shipped a REJ for time up and an additional REJ, no beefs. *MV President Cleveland* — no beefs, shipped a one trip relief ERJ and an additional REJ to assist with reefer cargo. *MV President Kennedy* — delegate REJ Ezra Dhillon #3751 no beefs, shipped an ERJ, REJ, additional REJ and DJU for time up.

PATRIOT CONTRACT SERVICES

USNS Watson — shipped two Oilers. *USNS Sisler* — shipped one Oiler. *Haina Patriot* — shipped two Oilers. *Cape Orlando* — shipped a one-year Electrician for time up. *Admiral Callaghan* — shipped a one-year Electrician.

Fraternally,
Bobby Baca

USNS Dahl participates in Resolute Dragon 2022

The large, medium speed roll-on/roll-off (LMSR) vessel *USNS Dahl* supported U.S. Marines and members of the Japan Ground Self-Defense Force during exercise Resolute Dragon 22, October 10-13. Resolute Dragon is an annual bilateral training designed to strengthen the defensive capabilities of the U.S.-Japan alliance by refining procedures for bilateral command, control, and coordination in a geographically distributed environment and maximize efficiency of firing assets. Various parts of the exercise took place in multiple locations across Japan.

Bilateral training exercises like Resolute Dragon, conducted between the Japan Self-Defense Force and forward-deployed U.S. Marine Corps (USMC) forces, demonstrate both countries' devotion to their mutual partnership and dedication to defending peace and security in the Indo-Pacific.

Participating units included *USNS Dahl*, *USS Benfold* and *USNS Sacagawea*, Naval Cargo Handling Battalion 11, Patrol Squadron 45, Helicopter Maritime Squadron 51, Japan Maritime Self-Defense Forces, and approximately 1,600 Marines and Sailors from across III MEF including forces from 3rd Marine Division, 12th Marines, 1st Marine Aircraft Wing, and 3rd Marine Logistics Group partnered with 1,400 Japan Ground Self-Defense Force personnel from the Northern Army, 2nd Division, during Resolute Dragon 22.

U.S. 7th Fleet is the largest forward-deployed fleet in the world. With the help of a network of alliances and partners from 35 other maritime-nations, the U.S. Navy has operated in the Indo-Pacific region for more than 70 years, providing credible, ready forces to help preserve peace and prevent conflict.

2023 Union-Made in America Cars and Trucks

These vehicles are made in the United States or Canada by members of the UAW and Canada's Unifor union. (*Vehicles made in Canada are in italics.*)

BUICK

Enclave

CADILLAC

CT4

CT4-V

CT4-V Blackwing

CT5

CT5-V

CT5-V Blackwing

Escalade

Escalade ESV

Escalade Hybrid

Lyric (Electric)

XT4

XT5

XT6

CHEVROLET

Bolt (electric)

Chevrolet Bolt EUV (Electric)

Camaro

Colorado

Corvette

Express

Express (cut-away)

Malibu

Navistar (Regular and Crew Cab) Silverado (Light Duty) (crew** and double cab only, Canada and United States) Silverado (Medium-Duty, Canada and United States)

Silverado (Heavy-Duty, Canada and United States)

Suburban

Tahoe

Tahoe (police)

Tahoe (special service)

Traverse

CHRYSLER

300

Pacifica

Pacifica (Hybrid)

Voyager

DODGE

Challenger

Charger

Durango

FORD

Bronco

Edge

Escape

Escape (Hybrid)

Expedition

Explorer

Explorer (Hybrid)

Explorer (Police Interceptor)

E Series (Cut Away)

F-150 (Hybrid)

F-150 (Electric)

F-650/750

Ranger

Super Duty 250/350/450/550

Mustang Coupe

Mustang Convertible

Mustang Shelby

Transit

Transit (Electric)

GM

ZEVO Electric Van for Brightdrop

GMC

Acadia

Canyon

Hummer Pick-up (Electric)

Hummer SUV (Electric)

Savana

Savana (cut-away)

Sierra Heavy Duty

Sierra Light Duty (crew** and double cab only)

Yukon

Yukon Hybrid

Yukon XL

JEEP

Cherokee

Grand Cherokee

Grand Cherokee (Hybrid)

Grand Wagoneer

Gladiator

Wagoneer

Wrangler

Wrangler (Hybrid)

LINCOLN

Aviator

Aviator (Hybrid)

Corsair

Corsair (Hybrid)

Nautilus

Navigator

RAM

1500

1500 Classic

These vehicles are made in the United States or Canada by members of the UAW and Canada's Unifor union, formerly the Canadian Auto Workers (CAW). Because of the integration of vehicle production in both countries, all of the vehicles listed made in Canada include significant UAW-made content and support the jobs of UAW members.

All heavy-duty Chevrolet Silverados and GMC Sierras will be built in Flint, Michigan, only. Light-duty Chevrolet Silverado and GMC Sierra regular cabs are produced in Mexico only. Vehicles marked with a double asterisk (**) are the crew cab versions of the Chevrolet Silverado light-duty and GMC Sierra light-duty trucks. Those are assembled by UAW members in Fort Wayne, Indiana, and also in Mexico.

When purchasing one of the above vehicles, it's important to check the Vehicle Identification Number (VIN). A VIN beginning with "1" or "4" or "5" identifies a U.S.-made vehicle; a "2" identifies a Canadian-made vehicle; a "3" identifies a vehicle made in Mexico. Not all vehicles made in the United States or Canada are built by union-represented workers. Vehicles not listed here, even if produced in the United States or Canada, are not union made.



The U.S. Navy Military Sealift Command Large, Medium-Speed Roll-on/Roll-off Ship *USNS Dahl* arriving at Yokosuka, Japan. The *Dahl* is operated by Patriot Contract Services and crewed in the unlicensed engine department by MFOW members.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2022–2023

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).

November 7-11

December 12-16

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.**

November 3-4

December 1-2

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.

November 7 – Nov 11

November 28-December 2

December 19-23

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.

January 9-February 3, 2023

February 27-March 24, 2023

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.

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.

January 9-February 17, 2023

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.

February 20-24, 2023

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.

Contact Training Coordinator to schedule 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): November 4, November 11, December 2, December 16

TRLMI, Honolulu, HI (one day): December 9

Cal Maritime Academy, Vallejo, CA: November 7-8

Compass Courses, Edmonds, WA: November 15-16, December 13-14

MITAGS-PMI, Seattle, WA: November 15-16, December 20-21

Basic Training Refresher (three days)

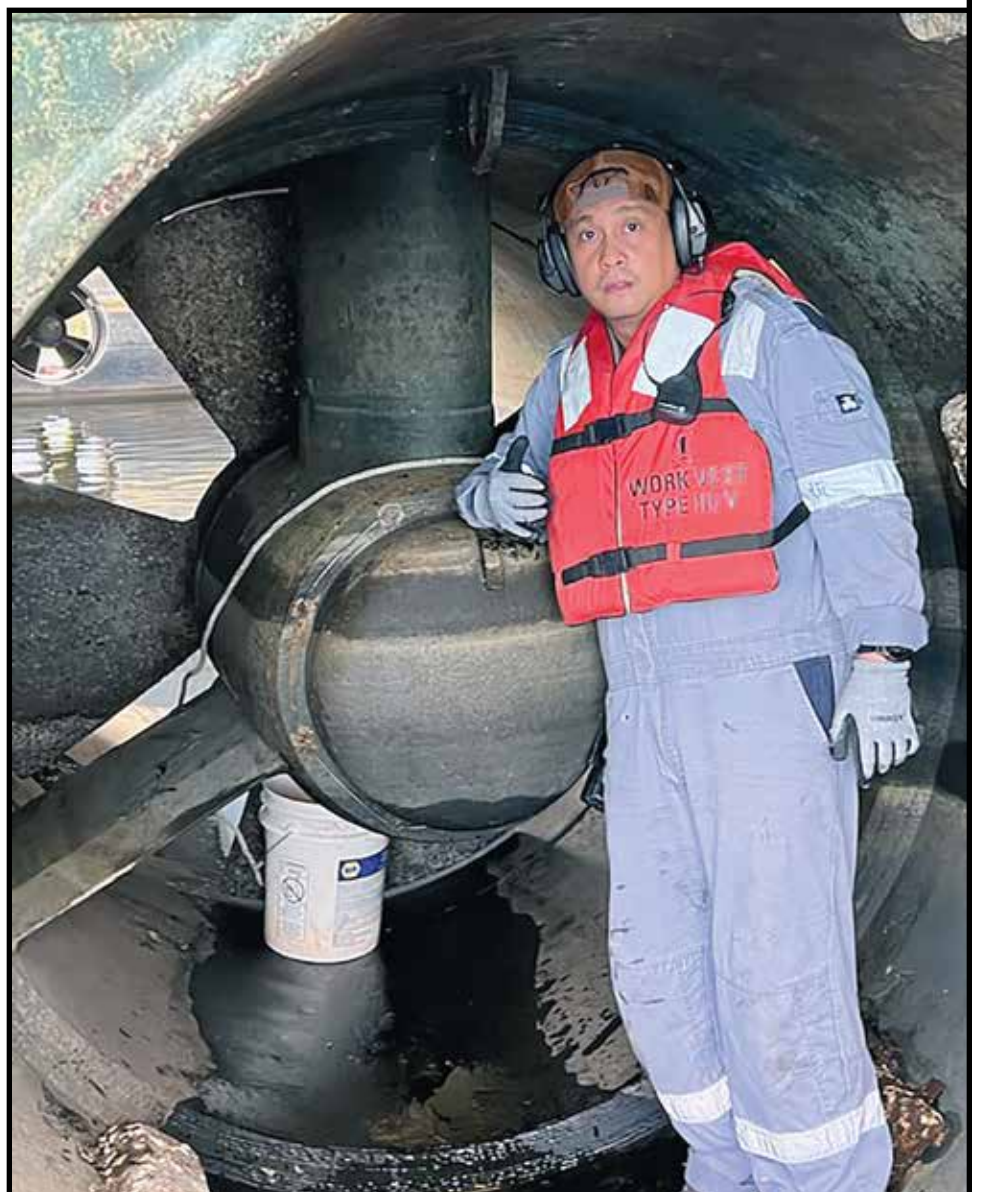
The BT Refresher course (24 hours) is designed for personnel who have previously completed a 40-hour Basic Training course and have NOT completed one year of approved Sea Service within the last five years.

TRLMI, San Diego, CA: November 21-23, December 21-23

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: November 15-17

MITAGS-PMI, Seattle, WA: returning in 2023



MV Cape Victory Electrician Raymond Orosco, JM-5397, examining the bow thruster. He got there by inflatable boat after the ship just raised the bow by moving ballast.

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 85 jobs in the month of September: four Matson, five APL and three PCS shipboard billets, and five Shore Mechanic reliefs. Four applicants made ships and 18 were dispatched to standby work. There are 30 A-, 17 B and 12 C-seniority members registered for work.

All halls are still actively recruiting new mariners. Any interested applicants should email any of the port agents and inquire about the proper documents required for employment through our union. Email addresses for all branches are on the second page of this publication.

All West Coast-contracted vessels crossing the Pacific to Chinese ports were delayed due to COVID requirements put forth by local authorities overseas, while pineapple runs have been on arriving on time here at Los Angeles/Long Beach. Job calls are at 1030 and 1400 in the parking lot. I am still playing car hop servicing the members here to minimize transmission to our members. I advise all to adhere to the best social practices as possible to minimize any possible transmission of the COVID virus and variants. Wear a mask if you plan on making the hall here.

As all of you know, the companies we work with have instituted practices to protect the Merchant Marine Academy cadets who ride on our contracted vessels. I have worked through our union since 1990. Starting as a Standby Wiper and then sailing in 1991. Many of you mem-

bers know what I think about most worldly matters, and know my background,.

All of you should know by now that I always fight for the people who are abused at work as well as at home. Throughout my life I have seen many women and men being harassed in one way or another by their superiors and/or co-workers. I am sure that I am not alone in this regard. While some of this was considered hazing, some of this was outright sexual harassment, or harassment period.

Some of this harassment has taken a step further to "assault" by the people who had the power to do so. One very important reason our Union was formed was to protect the rights of the working-class mariners who ride the oceans. I implore all of our members to watch over their co-workers and especially the cadets who seek our knowledge and look for our guidance. These cadets, as well as our applicants who have never been to sea, need our support every day.

The gang at Pier 300 is 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 currently 31 men.

The SS Lane Victory is still seeking mariners volunteerS in the engine room. She is located at the end of Miner Street in San Pedro with turn-to on Wednesdays and Saturdays at 0900.

That's about it. Take care; work safely. Aloha,
Sonny Gage, Port Agent

Governor invests \$1.2 billion in California's supply chain to support the ports and freight corridors

Less than a year after Governor Gavin Newsom issued an executive order targeted at relieving supply chain congestion, the pandemic-induced backlog of cargo ships at the state's ports is rapidly fading. With the focus turning to long-term supply chain improvements, on October 12 the California State Transportation Agency issued final guidelines and a call for projects for the unprecedented \$1.2 billion in one-time state funding for port and freight infrastructure projects to build a more efficient, sustainable and resilient goods movement system.

Finalized in the state budget at the end of June, the port and freight infrastructure program targets long-term upgrades that will increase the capacity to move goods throughout the state while lessening environmental impacts

on neighboring communities.

Seventy percent of the program funding will go to projects that support goods movement through the ports of Los Angeles and Long Beach — the busiest ports in the Western Hemisphere — and 30 percent will fund ports and goods movement infrastructure in the rest of the state.

The Port and Freight Infrastructure Program is a direct result of the executive order Governor Newsom issued last October that called on state agencies to develop longer term budget proposals that support port operations and goods movement. The program builds off the successful short-term actions by the state to address supply chain congestion. Project applications are due January 13, 2023, and CalSTA expects to announce the funding awards in March 2023.

HOWZ SHIPPING?

September 2022

San Francisco		Wilmington	
Electrician.....	1	Electrician.....	3
Electrician/Reefer/Jr. Engineer.....	4	Reefer/Electrician/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	5	Junior Engineer	2
Junior Engineer	2	Oiler	2
Oiler	6	Shore Mechanic.....	5
Standby Electrician/Reefer	19	Wiper.....	5
Standby Wiper.....	20	Standby Electrician/Reefer	28
TOTAL	57	Standby Wiper.....	38
		TOTAL	85
Honolulu		Seattle	
Electrician/Reefer/Jr. Engineer.....	3	Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	1	Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer	3	Standby Electrician/Reefer	14
Shore Mechanic.....	2	Standby Wiper.....	14
Standby Electrician/Reefer	35	TOTAL	30
Standby Wiper.....	32		
TOTAL	76		

HONOLULU NOTES

September was a reasonably quiet month with only 76 jobs being dispatched. We only had seven steady jobs go off the board: three Electricians, one Reefer and three Junior Engineers plus two Relief Shore Mechanics. There were 35 Standby Electrician/Reefer jobs and 32 Standby Wipers. That rounds out the rest of dispatches for the month. The Honolulu registration list has 19 A-, six B- and

eight C-seniority members registered.

I only represented the MFOW at two meetings in September, they were my usual Honolulu Sailor's Home Board and the Honolulu Port Council meetings.

Thank you, MFOW negotiation committee for all your hard work on the APL contract. A job well done.

Mahalo,
Mario Higa, Port Agent

SEATTLE NOTES

During the month of September, Seattle shipped one Electrician, one REJ, 14 Standby Electrician/Reefers and 14 Standby Wipers. Seattle currently has 10 A-, four B- and five C-seniority members registered for shipping.

By Seattle standards, this month was busy for MFOW standby work. SUP filled 10 Standby Wiper jobs and

six went unfilled. This is necessary work that maintains our contracted ships to COI readiness and keeps them sailing. This work belongs to your membership and you can work any rating below your MMC endorsements. Protect your work!

Fraternally,
Brendon Bohannon, Representative

HONOR ROLL

Voluntary donation to General Treasury — September 2022:

Eric White, #3925\$100.00 Richard Domanski, #3793\$50.00

Dues Paying Pensioners — End of 3rd 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
David Madrid, #3591 (P2816)	Pensioned 12/1/20	San Francisco
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

Port of Saipan improvement project breaks ground

After 20 years of pushing for the project, the government held a groundbreaking ceremony for the improvement of Industrial Drive at the Port of Saipan. The \$1.3 million project, which involves paving Industrial Drive, is funded by the Commonwealth Ports Authority (CPA) and is expected to be completed on May 31, 2023.

CPA spokespersons said that the project is critically needed for the daily activities of the Port of Saipan's operators and users, and that Saipan Stevedore has committed to fund the public benefit project as part of its lease payment to CPA. That amount was combined with fees and taxes collected from Imperial Pacific International and appropriat-

ed by the Saipan and Northern Islands Legislative Delegation in the 20th and 21st Legislatures. The Industrial Drive improvement project is a good example of public and private entities coming together to accomplish a task.

Currently, whenever a cruise ship arrives, the tourists' first experience on Saipan is a bumpy ride on Industrial Drive. Back in July 2021, lawmakers appropriated funds for the improvement of the road.

POLITICAL ACTION FUND

Voluntary donations for September 2022:

David Hollar, JM-5408.....\$100.00
Richard Domanski, #3793.....\$50.00

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

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STREET _____

CITY _____ STATE _____ ZIP _____

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Voluntary Political Action Fund Donation \$ _____

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