



Matson to add three LNG-powered Aloha-class box ships

On November 2, Matson Navigation Company, Inc. reported that the company has signed contracts with Philly Shipyard Inc. to build three new 3,600 TEU Aloha-class containerships for an aggregate price of approximately \$1 billion. The first vessel is expected to be delivered in the fourth quarter of 2026 with subsequent deliveries in 2027.

The new vessels will join two Aloha-class ships previously built for Matson by Philly Shipyard that entered service in 2018 and 2019, respectively. Like their sisterships, the new vessels

will be equipped with dual fuel engines that are designed to operate on either conventional marine fuels or liquefied natural gas (LNG), as well as other green ship technology features, such as a fuel-efficient hull design and environmentally safe double hull fuel tanks and freshwater ballast systems. While the earlier ships require some modification to operate with LNG, the new ships will be delivered LNG-ready.

The 854-foot Aloha-class vessels are the largest containerships ever built in the U.S. and are designed to operate at speeds in excess of 23 knots in support

of Matson's service hallmark — timely delivery of goods. Philly Shipyard is a leading U.S. commercial shipyard constructing vessels for operation in the domestic Jones Act trade lanes. Prior to Matson's first two Aloha-class ships, the shipyard delivered four newly built Jones Act containerships for Matson between 2003 and 2006.

The three new Aloha-class ships will replace three vessels currently deployed in Matson's China-Long Beach Express service, which will in turn replace three older vessels currently deployed in its Alaska service, redeploy-

ing bigger and faster vessels into that trade lane.

Matson expects to finance the new vessels with cash currently in the Capital Construction Fund and through cash flows from operations, borrowings available under the Company's unsecured revolving credit facility and additional debt financings.

Matson has set corporate goals to achieve a 40 percent reduction in Scope 1 greenhouse gas (GHG) fleet emissions by 2030 and net-zero Scope 1GHG emissions by 2050.

DOT announces more than \$703 million to improve ports and strengthen supply chains

On October 28, the U.S. Department of Transportation announced more than \$703 million to fund 41 projects in 22 states and one territory that will improve port facilities through the Maritime Administration's Port Infrastructure Development Program. The funding, made possible by the Bipartisan Infrastructure Law and additional Congressional appropriations, will benefit coastal seaports, Great Lakes ports, and inland river ports, helping improve supply chain reliability through increased port capacity and resilience, more efficient operations, reduced port emissions, and new workforce opportunities. Together, these investments will help get goods to shelves faster and lower costs for American families.

Creating a stronger and more resilient supply chain for the nation has been a key focus for the President who issued an Executive Order on Supply Chains in February 2021 and stood up a Supply Chain Disruptions Task Force, co-chaired by Secretary Buttigieg in July 2021. The Administration, supported by Secretary Buttigieg and the Department of Transportation has engaged in near-term actions to address supply chain disruptions and now, with investments like this one, are working to create the infrastructure for a stronger, more resilient supply chain for the long term.

The Port Infrastructure Development Program (PIDP) supports efforts by ports and industry stakeholders to improve port and related freight infrastructure to meet the nation's freight transportation needs and ensure our port infrastructure can meet anticipated growth in freight volumes. The program provides planning, capital funding, and project management assistance to improve ports' capacity and efficiency. The PIDP provides funding to ports in both urban and rural areas for planning and capital projects. It also includes a statutory set-aside for small ports to continue to improve and expand their capacity to move freight reliably and efficiently and support local and regional economies.

More than 60 percent of the awards will be benefitting ports in historically disadvantaged communities and several of the projects will help reduce emissions at the ports through electrification. Additionally, more than \$150 million in awards in-

clude a focus on electrification of port equipment to reduce emissions and improve air quality. The awards also include nearly \$100 million for port projects that will advance offshore wind deployment — in support of President Biden's bold goal of deploying 30 gigawatts of offshore wind by 2030, which is enough to power 10 million homes with clean energy, support 77,000 jobs, and spur private investment up and down the supply chain. Select grants include:

The JAXPORT EXPRESS Project (\$23,518,000) — Jacksonville, Florida: The project includes five primary components: 1) installation of electrified refrigerated container stacks; 2) procurement of six hybrid-electric rubber-tired gantry cranes; 3) procurement of 16 battery-electric forklifts, ten battery-electric yard tractors, and seven Tier 4 diesel top picks; 4) installation of 15 high-power direct current fast charging stations and make-ready stub-outs; and 5) development of a replaceable and scalable plan for transitioning the port and local maritime industry to zero-emission technologies.

Salem Wind Port Project (\$33,835,953) — Salem, Massachusetts: The project will redevelop a vacant industrial facility into a marshalling area for offshore wind energy projects. The project includes construction of a 700-foot-long wharf and bulkhead that will be able to handle oversized and heavy cargoes and will be able to serve as a loadout and assembly location. The project also includes improvements to approximately 23 acres of adjacent uplands to create a laydown area adjacent to the loadout and assembly space.

Project Steel Wheel Columbus Dock Expansion (\$6,123,225) — Columbus, Mississippi: The project includes design, engineering, construction, and inspection of a new rail spur with approximately 10,000 linear feet of track and three transload docks that will provide direct rail access for transloading cargo between barges and railcars at the Lowndes County West Bank Port. The port does not currently have direct rail access and the new rail spur will connect the port terminal to an existing railroad line operated by Kansas City Southern.

Port of Camden Access and Infrastructure Resiliency Project (\$25,000,000) - Camden, New Jersey: The project will upgrade a functionally obsolete and structurally deficient truck route to improve access to the Port of Camden from I-676 by reconstructing nearly three miles of key roadway infrastructure. Project elements include truck turning radius improvements, pavement reconstruction, resurfacing and reconstruction of curbs and sidewalks, new stormwater drainage and green infrastructure, sewer repairs, ADA ramps, traffic calming, new traffic signals and crosswalks, improved street lighting, striping, and new signage.

Cleveland-Cuyahoga County Port Authority (\$27,223,711) — Cleveland, Ohio: The project consists of both development phase (planning, permitting, engineering, and design) and construction activities at the Port of Cleveland. It will modernize a 144,000-square-foot warehouse (Warehouse A); expand stormwater collection and treatment infrastructure; construct a modernized maintenance and repowering facility for terminal equipment; and install electric infrastructure to meet the power requirements of ship cold ironing and electrified cargo handling equipment.

Grays Harbor Terminal 4 Expansion & Redevelopment Project (\$25,500,000) — Aberdeen, Washington: The project includes the construction of an additional 50,000 feet of rail to accommodate unit trains; railcar storage; the repurposing of a 50-acre brownfield site into a breakbulk cargo handling and laydown area; access and roadway improvements; replacement of marine terminal fendering systems; and related site improvements.

Port of Green Bay Site Development Project (\$10,134,800) — Green Bay, Wisconsin: The project funds the first phase of redevelopment of a former power plant site into a new port terminal. The project includes the following components: engineering services; clearing and clean-up of the existing brownfield site; construction of new dock walls and bulkheads; dredging; placement of fill behind dock wall and bulkheads; construction of stormwater collection and treatment facilities; installation of bollards and crane pads; asphalt resurfacing; new roads and utilities; truck scales; construction of an office building; and repair and extension of a rail spur with installation of three switches.



MFOW, SUP and MEBA crew members suited up aboard the MV Daniel K. Inouye during Coast Guard drills and inspection at Honolulu Harbor.

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Congressional transportation leaders question Jones Act waiver

Congressional transportation leaders recently raised concerns over the Biden administration's temporary waiver of the Jones Act during emergency relief efforts in Puerto Rico. At a time when Congress and the White House are focused on improving the flow of freight nationwide, the lawmakers argued waiving the law could weaken the domestic maritime supply chain.

Sen. Roger Wicker (R-Mississippi), ranking member on the Commerce Committee on trucking policy, was among those who criticized the Department of Homeland Security's waiver specific to petroleum products shipped to the U.S. territory soon after Hurricane Fiona.

"These waivers were unlawful, unnecessary and in direct contradiction to the government's long-standing expressed interest in protecting American industry," Wicker wrote Homeland Security Secretary Alejandro Mayorkas on October 28.

"Both waivers were issued for vessels that had already left port and were enroute to Puerto Rico, sending a direct signal to foreign companies that our current political leadership is willing to suspend traditional norms and bipartisan support for the American maritime industry during times of crisis," the senator continued.

On the House side, the bipartisan leadership of the Transportation and Infrastructure Committee echoed

Wicker's sentiment. Committee Chairman Peter DeFazio (D-Oregon), ranking member Rep. Sam Graves (R-Missouri), as well as their colleagues, questioned the administration's move.

"We write to express our concerns and disappointment with your recent decision to grant Jones Act waivers for the delivery of fuel to Puerto Rico including to allow the delivery of diesel that was sourced from the mainland United States by British Petroleum Products North America to Puerto Rico on a foreign vessel," the House lawmakers wrote to Mayorkas and Transportation Secretary Pete Buttigieg.

"We concur with the Maritime Administration," they continued, "that consideration of a waiver while a vessel is already underway is 'novel and problematic' and would like to better understand the reasoning for your decision to issue a waiver for a company that appeared to be gaming the Jones Act waiver process."

Joining DeFazio and Graves on the letter to the secretaries were Reps. Salud Carbajal (D-California) and Bob Gibbs (R-Ohio), chairman and ranking member, respectively, of the Coast Guard and Maritime Transportation Subcommittee. They added: "We are concerned that this waiver was sought to take advantage of the vulnerable people of Puerto Rico."

On September 28, Mayorkas announced the department's approval of a Jones Act waiver. The waiver, the sec-

retary indicated, served as an aspect of Puerto Rico's emergency response soon after Hurricane Fiona.

"In response to urgent and immediate needs of the Puerto Rican people in the aftermath of Hurricane Fiona, I have approved a temporary and targeted Jones Act waiver to ensure that the people of Puerto Rico have sufficient diesel to run generators needed for electricity and the functioning of critical facilities as they recover from Hurricane Fiona," the secretary said. "The decision to approve the waiver was made in consultation with the departments of transportation, energy and defense 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."

In further outlining its hurricane recovery response in September, the White House explained the Jones Act waiver was designed to allow 300,000 gallons of "much-needed diesel fuel to be discharged to Puerto Rico."

"The administration continues to urge all petroleum refiners to help ensure Puerto Rico has adequate fuels supplies, and to use Jones Act compliant vessels whenever possible," according to the White House.

Hurricane Fiona affected U.S. territories in the Caribbean in mid-September. The Jones Act, a 1920 law, requires American vessels to be used in the transport of goods between U.S. ports.

Port of New Orleans making progress on new container terminal

The Port of New Orleans says major progress is being made on the planned \$1.5 billion container facility that will be built in St. Bernard Parish, and released updated designs based upon input gathered from the community. The Louisiana International Terminal eventually is expected to create more than 17,000 direct and indirect jobs and generate \$1 billion in new tax revenue for the state and \$470 million for St. Bernard Parish.

The port and GNO Inc. said Louisiana needs the facility to accommodate newer and bigger container vessels that cannot navigate under the Crescent City Connection bridge. Without it, they say Louisiana will lose shipping business to Texas and Alabama. A recent economic study found that nearly 10,000 existing jobs in Louisiana and over a billion in output in the state would be lost in just

a decade if the port does not build the Louisiana International Terminal.

The port said it has been listening to community input, especially from residents of Violet and surrounding areas. It announced a new roadway, the St. Bernard Transportation Corridor, connecting Violet with the interstate and potentially alleviating traffic concerns. The new terminal is expected to put three to four thousand trucks on St. Bernard roads daily.

Local residents fear that traffic from the facility will go right through St. Bernard Parish neighborhoods putting our residents at harm. Port officials say they have received approval from the Louisiana legislature for \$50 million in funding to build a new roadway, and that so far \$2 million has been released in order to conduct a feasibility study.

The community has gathered more

than 10 thousand signatures opposing the project, and have several points of contention with the new terminal, from traffic to environmental to quality of life, starting with the selection of Violet as the location for the proposed project. There are also concerns surrounding flood mitigation provided by wetlands that will ultimately be wiped out by the project.

The port said it has implemented several changes to the plan after hearing community feedback, including buffers separating nearby residences, an overpass for cars to avoid railroad crossings and a drainage plan that includes a system of pumps, canals, and an onsite pumping station that will be managed by the port. The port said that container ships deliver the goods consumers count on, and that it will be necessary going forward into the future if the New Orleans region wants to stay competitive.

The port says the project is at the beginning of a federal permitting process. Construction is expected to begin in 20-25 months.

Marine Firemen's Union Directory

www.mfoww.org

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Email: seattle@sailors.org

Active MFOW members

Retain your Welfare Fund eligibility.

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

MFOW Welfare Fund, 240 Second Street, San Francisco, CA 94105

Candidates for 2023-2025 Term of Office

President/Secretary-Treasurer

Anthony G. Poplawski



Vice President

Deyne Umphress



San Francisco Business Agent

Robert "Bobby" Baca



Wilmington Port Agent

Harold Hayoshi "Sonny" Gage



Honolulu Port Agent

Mario Higa



Stuart W. Melendy



Colby Sims



Board of Trustees

Robert "Bobby" Baca

Harold Hayoshi "Sonny" Gage

Mario Higa

Stuart W. Melendy

Candidate Statement — Stuart W. Melendy

As elected Port Agent of Honolulu and Board of Trustee, I will advocate and encourage fellow union officials to pursue and attain the option for our members to participate in 401k and IRA programs.

Candidate Statement — Colby Sims

I would be humbled and honored with the opportunity to serve my Union Brothers and Sisters as Honolulu Port Agent. If elected, I promise to put in my greatest effort and exceed the expectations of a Port Agent in order to ensure the best possible outcome in every situation that presents itself. I promise to uphold the best interest of each Union Member that counts on me for continued guidance and support.

PROPOSED AMENDMENT TO MFWO CONSTITUTION AND BY-LAWS

The membership at regular meetings at Headquarters and Branches has voted to place the following proposed amendment to the MFWO Constitution on this ballot:

PROPOSITION A

Amend **ARTICLE V, SECTION VIII**. Written Acceptances, to read:

Any nominee desiring to run must send in a written acceptance. All such acceptances shall be emailed to an email address as specified by the Union and must be received at the email address by 10 a.m. on the 10th day of October. 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.

Reason: The archaic method of sending acceptances via postal service to a neutral address oftentimes results in late deliveries; unnecessary mailing costs for nominees (certified, registered, return receipt requested, priority mail, etc.); and unnecessary PO Box rental cost for the Union. The proposed amendment will also allow for rapid acknowledgement and verification to nominees that their acceptance has been received.

DO YOU FAVOR THIS PROPOSITION?

YES

NO

To all Officials and Elected Employees of the Marine Firemen's Union Notice Regarding Election

Pursuant to the provisions of Article III, Section VIII, sub-paragraph D of the Constitution, which provides: "The Board of Trustees shall issue such regulations for the conduct of elections as may be required to comply with any Federal law not otherwise provided for in any lawful provision of this Constitution and By-Laws." The Board of Trustees hereby issues the following regulations to be applicable to all officials of this Union.

No official of this Union shall on Union time, campaign, distribute literature, or hold meetings of supporters. Further, whether on Union or not on Union time, no official of this Union shall use Union facilities to further his own candidacy. This shall be interpreted to preclude the use of the official offices of the Union not accessible to any and all candidates to campaign or hold meetings of supporters. The use of the Union telephone for the purpose of furthering the candidacy of any official is similarly prohibited. The above regulations shall not be interpreted to preclude a candidate, whether an official or not, from campaigning on his own time, either on vacations, non-work days, after working hours or on unpaid official leave of absence. Nor shall the above regulations be interpreted to preclude an incumbent official while not on Union time from meeting with his supporters in public portions of Union build-

ings where the same opportunities are available to any candidate, whether an official or not. Further, the above regulations shall not be interpreted to preclude any official candidate from answering any inquiry initiated by any member as to his position on the election substantially as follows:

"I am not permitted by the Landrum-Griffin law to engage in political activities on Union time or with Union facilities. I may wish to talk to you or you may contact any of my supporters for my position on any matter, but if you wish to contact me you should contact me during non-working hours."

Any member who has knowledge of a violation of the above rules and regulations should promptly communicate the same to Headquarters so that corrective action may be taken. The above rules and regulations should be posted in each Branch so that they may be read by all members. No candidate shall be permitted to use the Union for campaign purposes. This shall not preclude factual notices on matters of interest to the membership not relating to the election or the candidacy of any person. These regulations are effective immediately.

MFWO BOARD OF TRUSTEES

MFOW PRESIDENT'S REPORT

APLMS RATIFICATION

As reported in the October issue of *The Marine Fireman*, last month the membership completed its ratification process and voted to accept the 2022-2024 Offshore Agreement between the SIU-PD (MFOW, SUP and SIU-AGLIW) and APL Marine Services (APLMS), and the 2022-2024 Maintenance Agreement between the MFOW 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, 91 percent of the membership voted in favor of ratification and nine percent voted against.

CREDENTIALS COMMITTEE

Nominations to elect officers of the Marine Firemen's Union for the 2023-2025 term of office opened on September 1 and concluded on September 30. Nomination lists were forwarded to all halls for posting.

The Credentials Committee convened on Tuesday, October 11, 2022, to receive candidate acceptances from the neutral depository and determine the eligibility of all candidates. Not all offices received acceptances, so as provided under ARTICLE V, SECTION XI of the MFOW Constitution, the Committee announced a further period of ten days for nominations and acceptances.

The Committee reconvened on Tuesday, October 25, 2022, and finalized the Credentials Committee report. There is one qualified candidate each for the offices of President/Secretary-Treasurer, Vice President, San Francisco Business Agent and Wilmington Port Agent. There are three qualified candidates for Honolulu Port Agent and five qualified candidates for Board of Trustees. Since one of the Board of Trustees candidates is also the only candidate for Vice President, and the Vice President is Vice Chairman of the Board of Trustees by virtue of office, the ballot will list four candidates for the three elected Board of Trustee positions. Balloting will commence on Saturday, December 3, 2022, and conclude on Monday, February 6, 2023.

As per past practice, candidates for office are entitled to submit a photograph and a statement of 100 words or less for publication in the November, December and January issues of *The Marine Fireman*. The photographs and statements should be sent to Editor, *The Marine Fireman*, 240 2nd Street, San Francisco, CA 94105, prior to November 9 for inclusion in the November issue. 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*.

CONSTITUTIONAL AMENDMENT

At the aforementioned special meeting at the port serviced in Seattle, discussion took place on the nomination and acceptance procedure while conducting MFOW elections. The membership proposed the following amendment to the MFOW Constitution and By-Laws:

Strikethrough (~~strikethrough~~) language to be deleted. Boldface (**boldface**) language to be added.

Port of San Francisco, Army Corps of Engineers planning for rising waters

The Port of San Francisco and the U.S. Army Corps of Engineers are undertaking a multi-year effort to study and plan for sea-level rise in San Francisco, where the city's bay shoreline is expected to rise as much as seven feet. The study is a component of the Port of San Francisco's Waterfront Resilience Program, which plans on a 100-year timeline for 7.5 miles of the shoreline, from Fisherman's Wharf south to the Hunters Point shipyard.

Some ideas in the plan include locks on Mission Creek, and letting industri-

al land near the southern waterfront revert to natural conditions. To draw up a potential plan, seven different response scenarios must be sorted through by the Army Corps and a half dozen city agencies. The final product would seek to protect inland resources while maintaining or improving public access to the bay.

The Port of San Francisco is already working to reinforce the city's shoreline from rising bay waters, with the Embarcadero Seawall Program — another component of the Waterfront Resilience Program.

Amend ARTICLE V, SECTION VIII. **Written Acceptances**, as follows:

Any nominee desiring to run must send in a written acceptance. All such acceptances shall be **mailed emailed** to a **neutral an email** address as specified by the Union and must be received at the **neutral email** 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~~.

To read:

Any nominee desiring to run must send in a written acceptance. All such acceptances shall be **emailed to an email** address as specified by the Union and must be received at the **email** address by 10 a.m. on the 10th day of October. 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.

Reason: The archaic method of sending acceptances via postal service to a neutral address oftentimes results in late deliveries; unnecessary mailing costs for nominees (certified, registered, return receipt requested, priority mail, etc.); and unnecessary PO Box rental cost for the Union. The proposed amendment will also allow for rapid acknowledgement and verification to nominees that their acceptance has been received.

* * * * *

After full discussion it was motioned, seconded and carried to forward the proposed amendment to Headquarters and Branches for further action, as provided under ARTICLE XII AMENDMENTS of the MFOW Constitution.

OPEIU NEGOTIATIONS

On October 24, the Union and the MFOW Welfare Fund (acting as the employers) negotiated a four-year agreement with OPEIU Local 29, covering wages, benefits and conditions applicable to Union and Welfare Fund staff.

EMBARC

On October 25, at the invitation of the U.S. Maritime Administrator I joined, via teleconference, the quarterly EMBARC meeting held at the Department of Transportation in Washington D.C. The Maritime Administration is committed to ongoing evaluation and improvement of the United States Merchant Marine Academy Sea Year program and the *Every Mariner Builds a Respectful Culture* (EMBARC) standards. The meeting proactively addressed issues related to the implementation of the EMBARC standards and provided a forum for open discussions about strengthening the EMBARC program.

SIU-PD PENSION PLAN

On October 28, the Union was notified that the benefit improvements recently approved by the parties under Section 30(e) of the SIU-PD Pension Plan Collective Bargaining Agreement have been implemented with the November 1, 2022 pension benefit run. The improvements are retroactive to July 1, 2022 and inclusive of the \$125 increase in the maximum benefit with corresponding proportional increases for lower benefit levels and a two percent cost-of-living adjustment for current pensioners who retired at age 55 or beyond with 20 or more qualifying years of service.

HOLIDAY BENEFIT

After a two-year COVID hiatus the MFOW and SUP Welfare Plans will co-sponsor a holiday luncheon in San Francisco for plan participants and invited guests. The holiday luncheon is scheduled as follows:

Date:	Thursday, December 15
Time:	11:30 a.m. to 2:30 p.m.
Location:	MFOW Headquarters 240 2nd Street San Francisco, CA 94105

Navy brass inspects USNS Pomeroy at Bayonne Dry-Dock

U.S. Navy Rear Admiral Michael Wettlaufer visited the Bayonne Dry-Dock on October 28, inspecting the *USNS Pomeroy*. The *Pomeroy* is part of the U.S. Navy's Military Sealift Command, which is nearing completion of a \$27 million overhaul before returning to sea duty.

RADM Wettlaufer, who has led the Military Sealift Command since 2019, toured the ship and visited with both the ship's crew and dockworkers. He also took time to facilitate a small-group discussion with the leadership teams from Bayonne Dry-Dock and the Port Authority of New York and New Jersey.

Throughout his visit, he stressed the importance of the facility's work to National Defense and the U.S. Navy's overall mission. Bayonne Dry-Dock has completed twenty similar overhauls for the Navy since 2015. The Bayonne Dry-Dock facility is New York harbor's largest dry-dock facility, serving both the military and the commercial shipping industry with a full range of services.

The 951-foot-long *Pomeroy*, one of the *Watson*-class large medium-speed

roll-on/roll-off ships, is designed to carry an entire U.S. Army Task Force including 58 tanks, 48 other tracked vehicles, including more than 900 trucks and other wheeled vehicles. With a cargo-carrying capacity of 380,000 square feet (the equivalent of almost eight football fields), the *Pomeroy* can accommodate up to 45 civilians, and up to 50 active-duty personnel.

Bayonne Dry-Dock personnel and subcontractors performed a wide array of upgrades and maintenance to the ship, including cargo gear and fan venting system overhauls, saltwater piping system replacement, tail shaft and main strut bearing service, and blasting and repainting the hull and topside weather decks, freeboard and superstructure. There were approximately 225 employees that are contributing to the project's completion, including both direct employees of Bayonne Dry-Dock and 30 subcontractors. The *Pomeroy* was brought to Bayonne Dry-Dock on August 16, 2022, and the project is scheduled for an on-time delivery in mid-February of 2023.

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VICE PRESIDENT'S REPORT

Last month I was tasked with visiting the Wilmington and Honolulu branches for our APL contract ratification. I wish I could have stayed longer and enjoyed my time there a bit more but I was needed elsewhere. It was good to see familiar faces and hear the concerns of our membership. I need to make it a point to visit our other branches more often. I got a few ideas for projects during my visits so I'll be working on that in my downtime.

For those of you paying attention to our upcoming election, it looks like I'll be remaining here at HQ. The idea of go-

ing home sounds great however I can't leave the VP position vacant. I believe in setting a good example for the membership as well as leading by example. If I can re-up for another 3 years here, I'm sure the rest of you can cover a job or two. Stop quitting without reliefs and get this damn job board clean.

Not much else to say for this one. Holidays are coming up. Whether that means spending time with your loved ones or collecting that sweet holiday overtime, please enjoy. Stay safe, work safe, help us keep all the nice things we currently have.



MARINE FIREMEN'S UNION HEADQUARTERS

240 2nd Street

San Francisco, California 94105

REPORT OF CREDENTIALS COMMITTEE

October 11, 2022

TO: The Membership of the Marine Firemen's Union

We, the duly elected undersigned Credentials Committee, hereby submit the following report.

The Committee convened in the Headquarters Conference Room at **12:30 PM on October 11, 2022**, and received from UniElect Election Management Services all communications, parcels, etc. that were addressed to MFOW CREDENTIALS COMMITTEE, C/O UNILECT ELECTION SERVICES, PO BOX 171, PACIFIC PALISADES, CA 90272.

In strict accordance with the provisions of the Union Constitution, we have carefully checked the eligibility requirements of all members who mailed in an acceptance in seeking to become a candidate for office in the current election being conducted for the 2023-2025 term of office.

We find the following members meet all Constitutional requirements and are qualified to become a candidate on the Union's referendum ballot:

PRESIDENT/SECRETARY-TREASURER

Anthony G. Poplawski, #3596

VICE PRESIDENT

None Accepted

SAN FRANCISCO BUSINESS AGENT

None Accepted

WILMINGTON PORT AGENT

None Accepted

HONOLULU PORT AGENT

Mario Higa, #3738

Colby Sims, JM-5254

Deyne Umphress, #3899

BOARD OF TRUSTEES

Harold Hiroshi Gage, #3734

Mario Higa, #3738

Stuart Melendy, #3671

Deyne Umphress, #3899

ARTICLE V, SECTION XI of the MFOW Constitution states that "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."

Your Committee recommends that the nomination and acceptance period for the offices of Vice President, San Francisco Business Agent and Wilmington Port Agent be extended to 10:00 a.m. on Tuesday, October 25, 2022.

Your Committee would like to emphasize to future candidates for office to familiarize themselves on qualifications to become a candidate for office. The Union published in *The Marine Fireman* and in a Special Newsletter posted at Headquarters and branches the full details in simple language as to how any member can qualify to become a candidate for office.

Respectfully submitted,

/s/ Mario Bolanos, #3893 (Committee)

/s/ Ernesto Salazar, #3842 (Committee)

/s/ Ronnie Ting, #3916 (Observer)

BUSINESS AGENT'S REPORT

Here is the vessel rundown for October 2022:

MATSON NAVIGATION COMPANY

On the Pacific Southwest triangle run: *MV Mokihana* went into lay up in early October, REJ Edward Tokarz #3770 no beefs. *MV Matsonia* — delegate REJ Wendelyn Sugui #3863 no beefs. *MV Lurline* — ERJ Luke Gomes #3801 no beefs.

On the Pacific Northwest triangle run: *MV Manoa* — delegate ERJ Stephen Villa #3811, no beefs. New first year mechanic Ahmed Munassar #3934 no beefs.

APL MARINE SERVICES

On the EX1 run: *MV President F.D. Roosevelt* — delegate DJU Rey Farinas #3871 no beefs. *MV President Wilson* — delegate ERJ Danilo Datuin #3907 no beefs. *MV President Truman* — delegate ERJ Ramonchito Cruz #3904 no beefs. *MV President Eisenhower* — delegate REJ Reynato Llona #3901 no beefs.

PATRIOT CONTRACT SERVICES

USNS Solderman — one Oiler shipped for time up. *USNS Dahl* — one Electrician and one Wiper shipped for time up. *Admiral Callaghan* — shipped one Electrician.



MARINE FIREMEN'S UNION HEADQUARTERS

240 2nd Street

San Francisco, California 94105

REPORT OF CREDENTIALS COMMITTEE

October 25, 2022

TO: The Membership of the Marine Firemen's Union

We, the duly elected undersigned Credentials Committee, hereby submit the following report. The Committee re-convened in the Headquarters Conference Room at **12:30 PM on October 25, 2022**, and received from UniElect Election Management Services all communications, parcels, etc. that were addressed to MFOW CREDENTIALS COMMITTEE, C/O UNILECT ELECTION SERVICES, PO BOX 171, PACIFIC PALISADES, CA 90272.

In strict accordance with the provisions of the Union Constitution, we have carefully checked the eligibility requirements of all members who mailed in an acceptance in seeking to become a candidate for office in the current election being conducted for the 2023-2025 term of office.

We find the following members meet all Constitutional requirements and are qualified to become a candidate on the Union's referendum ballot:

PRESIDENT/SECRETARY-TREASURER

Anthony G. Poplawski, #3596

VICE PRESIDENT

Deyne Umphress, #3899

SAN FRANCISCO BUSINESS AGENT

Robert Baca, #3776

WILMINGTON PORT AGENT

Harold Hiroshi Gage, #3734

HONOLULU PORT AGENT

Mario Higa, #3738

Stuart Melendy, #3671

Colby Sims, JM-5254

BOARD OF TRUSTEES

Robert Baca, #3776

Harold Hiroshi Gage, #3734

Mario Higa, #3738

Stuart Melendy, #3671

Deyne Umphress, #3899

Your Committee wishes to report that Stuart Melendy, #3671, had properly submitted an acceptance for Honolulu Port Agent prior to the October 11, 2022 deadline. This was mistakenly

omitted on the October 11, 2022, Credentials Committee report.

Upon investigation, it was determined that Robert Baca, #3776, had submitted acceptances for

San Francisco Business Agent and Board of Trustees prior to the October 11, 2022, deadline. The U.S. Post Office verified the package was delivered to the neutral address but the election service could not locate it.

Your Committee notes that Deyne Umphress, #3899, had originally accepted the nomination for Honolulu Port Agent. However, due to no qualified candidates accepting nomination for Vice President, Brother Umphress rescinded his acceptance for Honolulu Port Agent and accepted nomination to the office of Vice President.

Your Committee would like to emphasize to future candidates for office to familiarize themselves on qualifications to become a candidate for office. The Union published in *The Marine Fireman* and in a Special Newsletter posted at Headquarters and branches the full details in simple language as to how any member can qualify to become a candidate for office.

Respectfully submitted,

/s/ Mario Bolanos, #3893 (Committee)

/s/ Ernesto Salazar, #3842 (Committee)

/s/ Ronnie Ting, #3916 (Observer)

Moved recently?

Please send change of address information to:

MFOW WELFARE FUND, Attention: Esther Hernandez

240 2nd Street, San Francisco, CA 94105

(415) 986-1028/ (415) 986-5720 Email: EHernandez@mfoww.org

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2022–2023

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).

December 12-16 January 23-27, 2023 February 13-17, 2023

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.

January 12-13, 2023 February 2-3, 2023

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.

January 9-13, 2023 February 20-24, 2023

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.*

February 6-10, 2023 February 27-31, 2023

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 February 27 – April 7, 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): December 2, December 16

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

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: January 24-25, 2023

MITAGS-PMI, Seattle, WA: February 20-21, 2023

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: December 21-23

Cal Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: January 24-26, 2023

MITAGS-PMI, Seattle, WA: returning in 2023

Reefer claims spike during pandemic

A new report from Sweden has identified a 270 percent increase in refrigerated container claims during the pandemic with temperature variation, poor monitoring and mechanical failure being major issues. The report from marine insurance company The Swedish Club blamed the pandemic peak on disruptions in the supply chain, with a high number of reefer containers being delayed either in port or during transportation to and from port via road or rail.

Between 2021 and 2022 the Club saw an increase in reefer container claims of 270 percent, with 4.1 percent of all container vessels having a reefer claim in 2020 compared with 11.4 percent in 2021. Reefer containers are the main cause of all container claims with 30 percent of the Club's total container claims being due to refrigerated cargo damage over the last five years.

"Reefer containers are very sensitive to fluctuations in temperature. During the pandemic, we saw disruptions during the many regional lockdowns — the majority of the

claims were from China, but the situation was widespread," said a senior loss prevention officer and author of the report.

"This emphasizes the importance of monitoring cargoes properly and keeping correct records. If goods have already been damaged down the supply chain, then the onus is on the crew to demonstrate they have taken proper care of the container, from the moment it is on board until it leaves the vessel," he said.

Over the last five years temperature variation (18 percent), poor monitoring of the reefer unit (seven percent) and reefer mechanical failure (five percent) have in total contributed to 30 percent of total container claims. This compares with wet damage at 27 percent and physical damage at 19 percent.

The report, *Container Claims — Refrigerated Containers*, provides loss prevention advice, demonstrates the Club's findings through statistics, and presents a series of case studies identifying real-life common mistakes made when dealing with reefer containers on board ship.

Port of Guam receives port security grant

The Jose D. Leon Guerrero Commercial Port also known as the Port of Guam is among several Western Pacific entities receiving federal grant money through the 2022 Port Security Grant Program (PSGP) to ensure supply chain resiliency within Guam and the Mariana Islands. Guam will receive \$564,218 from the PSGP. The PSGP is one of four grant programs under the Department of Homeland Security's Federal Emergency Management Agency that focuses on strengthening the nation's critical transportation security infrastructure.

The purpose of the PSGP is to provide the necessary funds for not only state partners but local, territorial, and private sector partners to enhance security measures and resilience to critical maritime infrastructure and build threat readiness.

The U.S. Department of Transportation's Maritime Administration also awarded Guam \$5.7 million in grants under the America's Marine Highway Program in early October. The Jose D. Leon Guerrero Commercial Port is Guam's only deep-water port and receives about 90 percent of the island's imports. It offers facilities and services to ships of all registries and is striving to develop into the world-class container terminal port of the Western Pacific Region.

The PSGP is vital to maintaining a modernized and secure port supporting

the uninterrupted flow of commerce. Regional health, safety, and prosperity inextricably link to the maritime-enabled flow of goods and services, especially realized within the Pacific Islands. This program is one of the ways the U.S. Coast Guard works with private and public sector partners to secure the regional maritime transportation system from disruption, cyber-enabled or otherwise.

At the end of September, members from U.S. Coast Guard Forces Micro-nesia/Sector Guam, the Government of Guam, and industry partners conducted a successful annual full-scale maritime security training exercise at the port of Guam. This exercise prepares federal, territorial, and industry Area Maritime Security Committee partners to respond to security threats affecting Guam's marine transportation system and surrounding critical infrastructure. The scenarios included:

- Simultaneous cyber incidents at several port facilities.
- Coordination of response efforts during an island-wide loss of communications.
- Simulated response to suspected terrorist activity.
- Changes to the maritime security level.
- Establishment of a Unified Command to manage the various response efforts.

Port of Long Beach Clean Air Project receives DOT grant

The Port of Long Beach recently announced it will receive a \$30.1 million grant from the U.S. Department of Transportation to deploy the nation's largest fleet of manually operated, zero-emissions cargo handling equipment at a single marine terminal. The project will bring approximately 60 electric, human-operated yard tractors to Long Beach Container Terminal.

Funding for the new clean air project comes from the 2022 Port Infrastructure Development Program, administered by the U.S. Maritime Administration. The project will replace diesel yard tractors at Long Beach Container Terminal with approximately 60 electric, human-operated yard tractors. The project at LBCT — which can move 3.3 million cargo container units annually, more than most U.S. ports — also includes construction of electric equipment charging stations with energy efficiency-enhancing software, training for operators and maintenance personnel, and installation of software equipment to streamline cargo-handling operations within the terminal.

The Port of Long Beach is known internationally as an industry leader in advancing cleaner cargo movement. In order to tackle greenhouse gases and criteria pollutants, the port has set a goal of all zero-emissions cargo-handling equipment by 2030 and a zero-emissions drayage truck fleet by 2035. About 17 percent of the cargo-handling equipment at the port is electric powered, the largest such fleet in the United States. As a signal of that progress,

in September, the port announced that a trucking company partner will convert to fully-zero emissions by 2025 — 10 years before the 2035 goal.

Compared to 2005, the year before the Clean Air Action Plan was adopted, the port has reduced emissions of diesel particulate matter by 88 percent, nitrogen oxides by 49 percent, and sulfur oxides by 96 percent. Since 2021, the port has put in place a number of initiatives to further reduce air pollution and build a technological and operational bridge to a zero-emissions future. These include:

- Launching the clean truck fund rate, which is generating funding for zero emissions trucks.
- Managing \$150 million in zero-emissions and near zero-emissions demonstration projects inside the port and on Southern California roads. To date, \$70 million in grant funding has been secured for these projects.
- Adopting an updated green ship incentive program that provides the largest incentive for Tier III vessels, which are the cleanest vessels available today. Last August, the Port of Long Beach became the first seaport on the West Coast to refuel an LNG-powered ship, the cleanest commercially available cargo ship.
- Funding demonstrations of vessel technologies capable of reducing ship-related emissions through the port's technology advancement program.

Summary Annual Report For MFU Training Plan

This is a summary of the annual report of MFU Training Plan, EIN 94-3058922, Plan 575 for the year ended December 31, 2021. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of the MFU Training Plan has committed itself to pay apprenticeship and training claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$367,498 as of December 31, 2021, compared to \$418,933 as of January 1, 2021. During the plan year the plan experienced a decrease in its net assets of \$51,435. During the plan year, the plan had total income of \$513,182, including employer contributions of \$513,146 and earnings from investments of \$36.

Plan expenses were \$564,617. These expenses included \$35,534 in administrative expenses and \$529,083 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of MFU Training Plan at 240 Second Street, San Francisco, CA 94105, telephone (415) 362-4592. The charge to cover copying costs will be \$1.75 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 240 Second Street, San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

SIU Pacific District Pension Plan Summary of Plan Improvements Active Members - Effective July 1, 2022

<u>Pension Type</u>	<u>Monthly Benefit (USD)</u>
I - Long Service Benefit (25YQT)	
(1) Retiring at age 60 or older	2,645.00
(2) Eligible for Social Security Disability, any age	2,645.00
(3) Retiring between ages 55 and 60	2,209.35
(4) Retiring under age 55	300.00
II - Basic Service Benefit (20YQT)	
(1) Retiring at age 60 or older	2,116.00
(2) Eligible for Social Security Disability, any age	2,116.00
(3) Retiring between ages 55 and 60	1,905.95
(4) Retiring under age 55	250.00
III - Reduced Service Benefit	
(1) 15YQT	1,190.25
(2) 16YQT	1,269.60
(3) 17YQT	1,348.95
(4) 18YQT	1,428.30
(5) 19YQT	1,507.65
IV - Disability Retirement Benefit	
(1) 25YQT-retiring at age 60 or older	2,645.00
(2) 25YQT- retiring at ages 55-59	2,209.35
(3) 25YQT, retiring under age 55	300.00
(4) 20YQT-24YQT, retiring at age 60 or older	2,116.00
(5) 20YQT-24YQT, retiring at ages 55-59	1,905.95
(6) 20YQT-24YQT, retiring under age 55	250.00
(7) 15YQT-19YQT	187.50
(8) 15YQT-19YQT and eligible for SSD	218.75
(9) 10YQT-14YQT	125.00
V - Dependent Child Benefit	
(1) Per child under age 18	25.00
VI - Deferred Vested Benefit per Year of Qualifying Time	
(1) 200 or more Qualifying Days	79.35
(2) 125 to 200 Qualifying Days	Pro Rata
(3) Less than 125 Qualifying	0.00

WILMINGTON NOTES

All halls are actively recruiting new mariners. Interested applicants should email one of the port agents and inquire about the proper documents required for employment through the union.

Most ships have been arriving on time. Commercial companies are rotating crew in and out of dry-dock in Singapore or China. Plan accordingly. Matson ships are restricting crews at all ports. This is payable for U.S. ports and anywhere where the ship calls unless restricted by local government.

Job calls are still at 1030 and 1400 in the parking lot. I advise all to adhere to the best social practices as possible to minimize any possible transmission of the COVID-19 virus and variants. Wear a mask if you plan on making the hall here.

Several MFOW members attended a five-day basic Carrier class held in Long

Beach.

If any class is held in your locale, I recommend that you take it as the class is a prerequisite to the advanced class conducted by Carrier. I will be checking on availability on Daikin classes and will advise members on this in the near future.

The Wilmington Branch will be hosting the holiday benefit this year on December 10 at noon. Hope to see you there. Take care and work safely.

HONOR ROLL

Voluntary donation to General Treasury — October 2022:
 Edward Tokarz, #3770.....\$100.00
 Eric White, #3925\$100.00
 Dale Cunningham, #3597\$100.00

HOWZ SHIPPING?

October 2022
 San Francisco

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	2
Oiler.....	1
Wiper.....	2
Shore Mechanic.....	1
Standby Electrician/Reefer.....	16
Standby Wiper.....	24
TOTAL.....	49

Wilmington

Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	3
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer.....	2
Oiler.....	4
Shore Mechanic.....	9
Wiper.....	3
Standby Electrician/Reefer.....	16
Standby Wiper.....	40
TOTAL.....	81

Seattle

Reefer/Electrician/Jr. Engineer.....	1
Standby Reefer/Electrician.....	12
Standby Wiper.....	11
TOTAL.....	24

Honolulu

Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer.....	2
Oiler.....	1
Wiper.....	4
Standby Electrician/Reefer.....	31
Standby Wiper.....	29
TOTAL.....	71

POLITICAL ACTION FUND

Voluntary donations for October 2022:
 Dariusz Mroczek, #3967.....\$60.00
 Dale Cunningham, #3597.....\$100.00
 Anthony Lefebre, #3750.....\$100.00

FINISHED WITH ENGINES



Raymond Seden, Jr., #2877/P-2464. Born April 2, 1931, Honolulu, Hawaii. Joined MFOW December 17, 1956. Pensioned December 1, 2000. Died October 23, 2022, Mililani, Hawaii.

HONOLULU NOTES

Honolulu dispatched 11 rotary jobs: three Electricians, one Reefer, two Junior Engineers, one Oiler and four Wipers. We had 60 standby jobs: 31 Electrician/Reefers and 29 Wipers. Our registration list has 19 A-, seven B-, and six C-seniority members.

I represented the MFOW at the Hawaii Port Council monthly meeting and attended the Honolulu Sailor's Home Board meeting. All through October the NUHW members have been holding picketing and rallying events against Kaiser Hawaii in Oahu and on the outer Islands. The unit includes psychologists, substance abuse counselors, and social workers who provide therapy and staff Kaiser's mental health call center.

Many thanks to MFOW Vice President Deyne Umphress for attending our monthly meeting and informing us about the APL contract talks. Mahalo

Deyne. Also, thank you to the Credential Committee: Mario Bolanos, Ernesto Salazar, and Ronnie Ting for your time spent working on the nomination list and referendum ballot.

Pensioner Ray Seden, #2877, passed away in October from a battle with cancer. Ray first shipped back in 1956. I never got to sail with Ray but earlier this year I did talk with him on the phone, he was in good spirits and clear mind. He even recalled talking to Bonny Coloma (Honolulu Port Agent) about attending church, which Bonny still attends to this day. I heard from his wife Gladys (62 years married) and son Fabian that Ray got to go on one last cruise adventure to Alaska earlier this year. The whole family went and had a very good time. Ray even did the two-mile hike to a glacier. May the Lord bless you with fair winds and following seas as you embark on this voyage.

SEATTLE NOTES

During the month of October, Seattle shipped one REJ, 12 Standby Reefer/Electricians and 11 eleven Standby Wipers. Seattle currently has eleven A-, three B- and five C-seniority members registered for shipping.

The *R.J. Pfeiffer* finished her turn in the Alaska trade and is back on the Northwest Triangle run. The gang is pleased to have missed the brunt of winter in the Bering Sea and is looking for-

ward to Hawaii.

SUP members continue to cover Standby Wiper work with only five of the ordered jobs filled by MFOW members.

Masks are required in the hall, job call is still outside, and vaccination continues to be required on our contracted ships.

Respectfully,

Brendon Bohannon, Representative

MFOW members pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Darrell O'Connor	3726	SIU PD Only Deferred Vested	9.000	11/1/2022
Franklin Selvidge	3746	SIU PD Only Basic L/T	25.155	11/1/2022

Halls to close — Holiday Schedule

The MFOW hiring halls will be closed in observance of the following contract holidays:

- Thanksgiving Day — Thursday, November 24**
- Christmas Eve* — Saturday, December 24**
- Christmas Day (December 25) — Monday, December 26 (observed)**
- New Year's Eve* — Saturday, December 31**

New Year's Day (January 1) — Monday, January 2, 2023 (observed)
January 2 is also Jack Hall Day, an ILWU Local 42 holiday in Hawaii and shall be observed in accordance with local custom and practice.

*Christmas Eve and New Year's Eve are ILWU holidays on the West Coast and therefore recognized MFOW holidays aboard APLMS and Matson vessels in Pacific Coast ports. For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

Members are reminded that no shipping cards will be stamped at the regular business meetings immediately preceding and following the holidays.

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

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

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

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

Benefits paid during October

Death Benefits

Anthony Petrovich, P-2633 \$750.00

Burial Benefits

None

Excess Medical \$2,519.10

Glasses and Examinations \$400.00

Gavina, German JM-5270 \$200.00

Taitano, Perry JM-5314 \$200.00