



THE MARINE FIREMAN

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



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No. 12



*The officials,
Headquarters
and Welfare Office staff*

wish

Season's Greetings

and

Happy Holidays

*to all MFWO members,
families and friends*

Unalaska dredging project moving forward

The U.S. Army Corps of Engineers (USACE) is about to move forward with the Unalaska Channels dredging project, also known as the Dutch Harbor scheme. The proposed project calls for dredging at the entrance to Iliuliuk Bay that prevents deeper draft vessels from safely passing and accessing the Port of Dutch Harbor.

The planning and design stage of the project is 65 percent complete. USACE expects the work to be 95 percent finished in few weeks. Initially estimated to cost around \$30 million, USACE will have to do another calculation. Approximately two-thirds of the cost will be paid by the federal government, and the rest by the City of Unalaska. Feder-

al funds for this project could become available as soon as the end of this year.

The City of Unalaska is located in the Aleutian Islands, some 800 air miles from Anchorage. Dutch Harbor is a port facility on Amaknak Island within the city. Dutch Harbor is the only deep draft, year-round ice-free port along the 1,200-mile Aleutian Island chain.

Currently, a bar shallower than the surrounding bathymetry located at the entrance to Iliuliuk Bay limits access to Dutch Harbor. Based on the most recent bathymetry, the depth at the bar is -42 feet Mean Lower Low Water. This depth prevents deeper draft vessels from safely passing over the bar.

MFWO election underway

Balloting is underway in the current election of MFWO officials for the 2023-2025 term of office. Balloting commenced on Saturday, December 3, 2022, and will continue through Thursday, February 2, 2023. As per Article IV, Section IX of the MFWO Constitution, the following members are eligible to vote:

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

Ballots have been distributed to all Branches to be available to the membership. Any member desiring a ballot shall present his membership book and, upon written verification of the fact that the member is in good standing, a ballot shall be issued to the member and his book shall be stamped to evidence the fact that a ballot has been issued.

Upon written request to Headquarters or at any Branch, a member may have a ballot forwarded to his home or other address. Such request must be accompanied by submission of the membership book of the member to verify the fact that the member is in good standing and to permit stamping of his membership book to evidence the fact that a ballot has been issued to him.

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

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

Ballots must be returned in time to reach the address specified on the exterior ballot envelope prior to the counting of the ballots on Monday, February 6, 2023.

Halls to close — Holiday Schedule

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

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 MFWO holidays aboard APLMS and Matson vessels in Pacific Coast ports. For members working under the MFWO 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.

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Port of Oakland welcomes solutions to sea level rise

Port officials from around the country and overseas, gathered virtually last month to discuss the impacts of climate change and sea level rise, search for mitigations, and share best practices.

“The Port of Oakland as well as all California ports are literally on the frontline of mitigating the effects on sea level rise, not just on our seaport but also on our neighboring communities,” said Danny Wan, Executive Director of the Port of Oakland. The port has nearly 20 miles of waterfront for aviation, commercial real estate and maritime activities.

Wan delivered the welcoming remarks at The Storms, Flooding and Sea Level Defense Conference. The conference was hosted by The Propeller Club of Northern California in collaboration with the Society of American Military Engineers. In its fifth year, the conference is the brainchild of California ports, including the Ports of Oakland, San Francisco, Long Beach, and Los Angeles.

Participants included representatives from ports in California, Hawaii, Louisiana, Maryland, and Texas, the U.S. Army Corps of Engineers and private companies dedicated to delivering climate change solutions.

A project engineer at the Port of Rotterdam shared the Netherlands’ strate-

gies to combat climate change and rising sea levels. The Dutch are industry experts in becoming climate adaptive. Ninety percent of the City of Rotterdam is below sea level, making their port particularly susceptible to the impacts of rising waters. The Port of Rotterdam is Europe’s largest port.

According to the American Association of Port Authorities, cargo activity in the U.S. generates over \$5 trillion a year in economic activity, supporting 31 million domestic jobs. These figures are from 2018 and today’s numbers are likely higher.

The Port of Oakland and its business partners support 98,000 jobs in the region, more than a million jobs across the country and an annual economic impact of \$130 billion (pre-pandemic figure).

The Port of Oakland faces unique coastal challenges to defend against storm surge and sea level rise. Here are some of its projects:

- The Port of Oakland is planning to do a new study on sea level rise and ground water intrusion to better understand its vulnerability to future climate conditions. The port released a request for proposal for the study and launching it in 2023;
- The Port of Oakland completed its Oakland International Air-

port Perimeter Dike improvement project earlier this year, which protects our airport’s primary commercial runway. The dike crest has been designed to withstand projected storms through the year 2050;

- Also, at Oakland International Airport’s North Field, the port has been studying its vulnerability to water intrusion. The port has looked at more advanced modeling of the North Field to focus project improvements where they will have the greatest potential benefit to prevent flooding. The port expects to issue its draft report on the topic, along with a list of specific improvements by the end of this year; and

- The Port of Oakland is also working with its neighboring cities to cooperate on projects, studies and funding to address flooding and sea level rise. Flood vulnerabilities may exist off port property that could impact port facilities.

The Intergovernmental Panel on Climate Change (IPCC) has noted in a special report on extremes, that climate change has influenced variables that contribute to floods. According to the IPCC report, while global warming may not induce floods directly, it magnifies many of the factors that do.

Southern California port backlog crisis officially ended

The Marine Exchange of Southern California on November 24 announced that the backup of container ships that began in October of 2020 had officially ended, with the number of waiting cargo ships at the Ports of Los Angeles and Long Beach reaching zero.

A sudden increase of shipping trade in the second half of 2020 following a large lull caused by COVID-19 pandemic related restrictions, caused the initial logjam to begin in October 2020. However, a year later, this catchup on cargo was suddenly compounded by labor shortages, a lack of equipment, poor trucking regulations, outdated port rules and regulations, other supply chain problems and lingering after effects of the COVID-19 pandemic. Between October 2021 and January 2022, over 100 ships were in the Pacific Ocean waiting to get into one of those ports.

Governor Gavin Newsom signed an

Executive Order, followed by state and local actions passed and signed into law in late 2021 that helped create more cargo space, create better flow and ease of movement for all steps of the unloading and trucking processes, and identify the best routes for trucks to take helped alleviate the number of waiting cargo ships, with a new hiring spree reducing the number of waiting ships even further. Cargo companies began feeling the financial pinch as well with such actions such as charging the companies for cargo containers left uncollected for too long and diverting the cargo to other ports.

The number of waiting ships gradually fell throughout the year, with many being greeted by the new improvements to the ports designed to unload and turnaround ships very quickly. With the number finally hitting zero again this week, port officials were relieved at the

end of one of the largest cargo backups in history.

While some backups continue to exist at other U.S. ports, with the Port of Savannah in Georgia being especially hard hit with backups, shipping experts noted that the whole industry is now breathing easier with the SoCal ports now free of any backup.

“When we first had the backup in California, Trump was still President,” explained a Cleveland-based shipping consultant. “It took that long to clear it. That sort of thing just should not happen, but a lot of things not working out right did just that.”

“Still, all in all, no more backup is good news for Los Angeles and Long Beach, as many Asian countries will likely now move cargo back there, including China once all the lockdowns are done, which cause a significant bump in traffic.”

New president of CMA CGM America and APL appointed

The CMA CGM Group, led by Rodolphe Saadé, Chairman and Chief Executive Officer, on November 16 officially announced that Ed Aldridge, president of CMA CGM America and American President Lines (APL), will retire on December 6. Peter Levesque, an international global supply chain executive with more than 30 years of industry leadership experience, will assume the presidency of both CMA CGM America and APL upon his departure.

Under Aldridge’s leadership, the company has added differentiated ocean ser-

vices, expanded its logistics capability in North America and significantly grown ocean volumes and market shares. The CMA CGM Group is currently the United States’ top export carrier as well as the leader on the trans-Pacific trade.

Levesque is an accomplished international shipping executive who until 2021 was president of Ports America Group. Prior to Ports America, he spent 25 years based in Hong Kong and held leadership positions in international transportation, logistics and supply chain companies including CEO of

Modern Terminals Limited, CEVA Logistics and DHL.

“This is an exciting time for the CMA CGM Group here in North America, and I look forward to continuing the momentum generated by Ed Aldridge and his team over the last 14 years. We will continue to work closely with our associates, vendors and customers to achieve CMA CGM’s goal of becoming the industry’s number-one carrier and employer of choice,” Levesque said.

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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

2022 was another complex and eventful year at MFOW Headquarters with plenty of curve balls, unforeseen problems and pandemic-related nonsense through which to navigate. But officials and staff kept plugging away while maintaining a steady course and keeping the MFOW program on the right track. Listed below are some of the highlights of this past year and a couple of items moving forward.

CONTRACTS

The key components of the organization's success are the jobs under contract that pay good wages and generate man day contributions to the pension, health and welfare, and training funds. In the past year, we have maintained the number of vessels under contract and improved wages and benefits for all ships:

Watson-class LMSR Vessels — After a couple of years of protests, on January 18, 2022, the Union was notified by Patriot Contract Services (PCS) that a judge had finally denied the protests and that the successor contract for the operation and maintenance of the eight *Watson*-class large, medium-speed, roll-on/roll-off (LMSR) vessels would proceed with PCS as the operator. The ships are the *USNS Charlton*, *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Watkins* and *USNS Watson*. The effective start date of the new contract was April 1, 2022. The first total labor cost increase for these ships under the new contract will occur on April 1, 2023.

PCS Ready Reserve Force — In accordance with the Memorandum of Understanding (MOU) between PCS and the SIU-Pacific District Unions (SIU-PD), regarding the terms and conditions of employment for the operation and maintenance of Ready Reserve Force (RRF) vessels, effective January 27, 2022, there was a three and one-half (3.5) percent total labor cost increase (all wage and wage-related items and fringe benefit contributions). The PCS-operated RRF vessels include the *GTS Admiral Callaghan*, *MV Cape Orlando*, *MV Cape Taylor*, *MV Cape Texas*, *MV Cape Trinity*, *MV Cape Victory* and *MV Cape Vincent*.

Matson Ready Reserve Force — In accordance with the MOU between Matson Navigation Company and the SIU-PD, regarding the terms and conditions of employment for the operation and maintenance of RRF vessels, effective January 27, 2022, there was a three and one-half (3.5) percent total labor cost increase (all wage and wage-related items and fringe benefit contributions). The Matson-operated RRF vessels include the *MV Cape Henry*, *MV Cape Horn* and *MV Cape Hudson*.

Matson Commercial Fleet — In accordance with General Rules Section 36 of the Offshore Agreement between Matson Navigation Company and the SIU-PD, there was a three (3.0) percent increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2022. Also, a base pay-only cost-of-living increase was made on the basis of comparing the May Consumer Price Index for all Urban Consumers (CPI-U), as published by the Bureau of Labor Statistics of the U.S. Department of Labor, to the previous May Consumer Price Index. Under this provision, the base pay increase was elevated to five (5.0) percent. Under General Rules Section 29, there was a \$0.25 per manday increase in the MFOW Training Plan contribution effective July 1, 2022. Under Section 22 of the Maintenance Agreement between Matson and the MFOW, the economic benefits detailed above were applied to those working as Shore Mechanics under the agreement. Under Section 2 of the CV700 MOU between Matson and the SIU-PD, there was a three (3.0) percent increase on all rates of pay and wage-related items effective July 1, 2022, for unlicensed ratings working on the *CV Kamokuiki*.

Shallow Draft Tankers — Effective August 3, 2022, there was a two (2.0) percent increase in total labor cost for all unlicensed engine ratings working aboard the PCS-operated shallow draft tanker *MT SLNC Pax*. Effective October 1, 2022, there was a one (1.0) percent increase in total labor cost for all unlicensed engine ratings working aboard the PCS-operated shallow draft tanker *MT Haina Patriot*.

APL Marine Services — On September 28, 2022, the SIU-PD reached a collective bargaining agreement with APL Marine Services (APLMS). Effective October 1, 2022, there was a seven and one-half percent (7.5) increase in wage and wage-related items for unlicensed ratings working aboard APLMS Maritime Security Program vessels and for those Shore Mechanics working under the APLMS-MFOW Maintenance Agreement. Also negotiated were the addition of Juneteenth National Independence Day as a contract holiday, an increase of \$125 per month to the maximum SIU-PD Pension Plan benefit, and increases to welfare and training plan contributions.

NOTABLE OPERATIONS

In 2022, MFOW members served above and beyond the call of duty in support of several U.S. military exercises across the globe:

Exercise Cold Response — In early 2022, the *USNS Sisler* sailed from Diego Garcia in the Indian Ocean and arrived in Norway to participate in a multi-national sea-lift exercise after a brief logistic stop in Rota, Spain. The vessel moored at Hammerne-sodden, Norway in support of Exercise Cold Response 2022. Exercise Cold Response is a biennial Norwegian national readiness and defense exercise. The *Sisler* provided equipment to sustain a U.S. Marine Air-Ground Task Force for up to 30 days.

Exercise Cope North — Mariners aboard the *USNS Dahl* helped train U.S. Air Force crews while underway in the Philippine Sea, as a part of Exercise Cope North

(CN22), a humanitarian assistance and disaster relief (HA/DR) exercise that included Australian, Japanese and U.S. forces. Training events occurred in Guam, Saipan, Tinian, Palau, and the Federated States of Micronesia — and aboard the *USNS Dahl*. While CN22 enhanced the combined interoperability of the three nations so they are ready to respond together to a natural disaster in the Indo-Pacific Region, the exercise also increased the joint capabilities of the *Dahl* and the U.S. Air Force. The ship's master said that the *Dahl* flight deck provided a platform of opportunity for Air Force pilots to gain their deck landing qualifications. The critical training had a direct impact on joint responses in support of the region. As part of Maritime Prepositioning Ships Squadron 3, the *Dahl* strategically places containerized and palletized cargo throughout the region for all U.S. Armed Services, including the Air Force. This capability ensures critical supplies are delivered where and when needed and enables U.S. forces to rapidly respond to HA/DR efforts. Air Force crews and mariners benefited from the exercise.

Tabletop Breakout Exercise 2022 — On March 23, 2022, the Union was notified that Maritime Administration (MARAD) Command Post Exercise (CPX) 2022, would commence in April. The purpose of the exercise was to test MARAD ship manager and Military Sealift Command (MSC) operating capability to fully crew all strategic sealift ships during a simulated full-scale, simultaneous activation scenario of the MARAD Ready Reserve Force (RRF) and MSC surge fleet; validate the assignment, by billet and qualification, of mariners assigned; test the capacity of the ABS to notionally deploy adequate numbers of surveyors to RRF and MSC ships; determine the number of USCG Marine Inspectors to notionally deploy to RRF and MSC ships; determine whether the Navy has adequate numbers of strategic sealift officers for mobilization to active duty to crew unfilled RRF billets on RRF ships; and determine whether the Navy has adequate numbers of tactical advisors. Vice President Deyne Umphress was the MFOW coordinator for the exercise. The Union identified a mariner for each full operating status billet on every contracted MARAD RRF and MSC surge fleet ship participating in the exercise; and verified that mariners were qualified, by documentation, and available.

Exercise Balikpapan 22 — Also in April 2022, after successful completion of Balikpapan 22, military vehicles assigned to the 402nd Army Field Support Brigade, from Army Prepositioned Stock 3, were successfully loaded to the *USNS Red Cloud* at Subic Bay, Philippines. Balikpapan is a longstanding bilateral exercise highlighting the deep-rooted partnership between the Philippines and the United States. Nearly 9,000 participants from the Armed Forces of the Philippines and the U.S. military trained from the northern coast of Luzon to Palawan, focusing on maritime security, amphibious operations, live-fire training, urban operations, aviation operations, counterterrorism, and humanitarian assistance and disaster relief.

Exercise Turbo Distribution — This past summer, the *USNS Pomeroy* took center stage as Army units from Military Surface Deployment and Distribution Command (SDDC) and Navy units from MSC and Navy Cargo Handling Battalion One (NCHB-1) came together to train in U.S. Transportation Command's Field Training Exercise Turbo Distribution 22-4 (TD 22-4). The exercise was designed to overlap the real-world maintenance cycle of Army prepositioned stock, stowed in *USNS Pomeroy* to provide the training audience with real-world military cargo and maximize training value. The exercise training audience consisted of SDDC's 832nd Transportation Battalion, 597th Transportation Brigade, 690th Rapid Port Opening Element, and contracted stevedores, MSC Expeditionary Port Units, NCHB-1 and Army Materiel Command's contracted longshoremen. The *USNS Pomeroy* provided the model platform for the various partners to come together and work.

Exercise Resolute Dragon — The *USNS Dahl* supported U.S. Marines and members of the Japan Ground Self-Defense Force during Exercise Resolute Dragon, in October 2022. 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. 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.

The operations detailed above underscore the importance of the U.S. Merchant Marine and how civilian mariners, including MFOW members, remain essential to the U.S. economy and to the defense of the nation and our allies. Urge all hands to get the required training and throw in for a tour on a gray ship.

POLITICAL ACTION

The MFOW was active on the political front again this past year:

USVI Registry — In February 2022, the MFOW joined maritime labor in opposition to the creation of an anti-Jones Act open-registry flag in the U.S. Virgin Islands (USVI). The USVI flag would be the fourth U.S.-managed open registry after Liberia, the Marshall Islands and Dominica. The plan would see the USVI set up its own flag, open to vessels of all nations. In a joint statement, maritime labor said that they oppose the plan "in the strongest possible terms" and that "at its core, the proposal, allowing for the operation of vessels with foreign mariners under a United States open registry, is an affront to the American mariners who have always put themselves in harm's way whenever called upon by our nation."

Howard Terminal — As part of the East Oakland Stadium Alliance, a coalition of transportation and labor stakeholders, the MFOW continued to urge local government leaders to consider how the proposed Oakland A's baseball stadium and luxury condo development at Howard Terminal would negatively impact the maritime industry in Oakland.

Cargo Preference and Cabotage — The MFOW, in concert with the rest of U.S.-flag maritime labor, rose in opposition to waivers of the Jones Act and waivers to the cargo preference requirements of the Food for Peace Program (PL-480), and called for Congressional affirmation of the nation's Merchant Marine and the underlying cabotage laws that connect American prosperity and charity programs with good jobs for American mariners and maritime workers.

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MORE PRESIDENT'S REPORT

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Wind Energy — The MFOW, along with maritime labor, reaffirmed our strong commitment to the goals and objectives of the Biden Administration's wind energy program, to ensure that the jobs created aboard vessels serving the industry are filled by American licensed and unlicensed merchant mariners.

A couple of recent and current items:

MATSON NAVIGATION

Aloha-class new-builds — Last month, Matson announced that it had signed a contract with Kvaerner Philly Shipyard to build three new *Aloha*-class ships. Modeled on the previously built *Daniel K. Inouye* and *Kaimana Hila*, the three ships will be dual-fuel capable but built to run on LNG. They are being built with tax protected funds from Matson's Capital Construction Fund for the Hawaiian, mainland domestic, and foreign trades. The existing collective bargaining agreement with Matson covers the *Aloha*-class vessels with the MFOW in the unlicensed engine ratings.

LNG conversions — Also last month, the Union was informed that Matson had embarked on a power conversion project to switch to LNG fuel in some of its ships. First up will be the *Aloha*-class *Daniel K. Inouye*. MAN Energy Solutions is heading up the conversion and say the MAN B&W 7S90ME-GI will be capable of operating on LNG and fuel oil. C-LNG Solutions has contracted TMC Compressors to deliver boil-off gas compressors to the vessel; and is providing its LNG fuel gas supply system to the *Inouye*. Under the contract, they will supply three 1350-cubic meter type C LNG fuel tanks with in-tank pumps and tank gauging system, low-pressure vaporizer and buffer tank, glycol-water system, and N2 system.

Because the conversion work will be done in a Chinese yard, with crew departing on arrival, a Chinese visa will be needed. All Chinese visas issued prior to the pandemic are not valid. Since there is a four to six-week minimum processing time on crew visas, any open jobs must be called in advance. Urge all hands to finish out their assignments and help the Union avoid the difficulty of last-minute dispatching. In any case, the membership is advised that some significant disruption to normal Matson shipping is likely in the months ahead due to this project.

After the *Inouye* conversion, next up will be the *Kaimana Hila*, then CV2600 *Manukai*, and *Kanaloa*-class *Lurline* and *Matsonia*.

RTS JAPAN

Over a month ago, the Union learned of the reported lifting of certain COVID-19 entry restrictions for travelers to Japan. Applying mainly to tourists, the new rules allow visitor entry with proof of the initial vaccination and at least one booster.

The Unions contacted APL and Matson for more information and documentation which painted a different picture for seamen than the simple and somewhat promotional "open door" for tourists. In Naha, Japanese port officials disclosed procedural and personnel deficiencies that made shore leave nominally available but actually impossible. In Yokohama, the shore-leave provisions were also advertised but contradictory or ambiguous rules of compliance made it unfeasible. The theory is one thing, but translated emails showed nothing about the timing of boosters, inspection of records, and the process for granting or denying clearances for shore leave. Such a process is necessary to rationally determine Company responsibility for restriction and here it was out of reach of the Unions to either dictate or determine. Both APL and Matson did recognize the ongoing hardship, and both had agreed to ensure that the increased internet and wi-fi capability in all ships was made effective.

On November 11, the Japanese government agency in Naha informed Matson that beginning November 14 they will unequivocally reinstate shore leave and had the personnel and procedures to deliver on that promise. Matson, however, declined to lift its restriction to avoid service disruptions related to China's ongoing COVID-zero policy. The Company did agree however to pay all legitimate claims as per Section 18 in Naha. Claims prior to November 14 are no good.

APL claims are still being analyzed. Matson expects the restriction-to-ship to last through the holidays and the usual winter surge of COVID cases but will continuously reevaluate.

OFFICIALS PAY INCREASE

For several years, the MFOW Board of Trustees have recommended, subject to membership approval, a salary increase for the officials and Headquarters custodian based on the average pay increase per billet under the commercial fleet and shore maintenance contracts. The average pay increase for commercial fleet and shore maintenance billets in 2022 was approximately six (6.0) percent. I recommend a six (6.0) percent salary increase for the officials and Headquarters custodian effective on the payroll period that begins on Thursday, January 5, 2023.

On behalf of the MFOW officials and staff, I wish to take this opportunity to extend Season's Greetings to all members of the Union and their families.

Your Right to Union Representation

"If this discussion could in any way lead to my being disciplined or terminated, or affect my personal working conditions, I respectfully request that my union representative, officer, or steward be present at the meeting. Without union representation, I choose not to answer questions."

This is your right under the
1975 U.S. Supreme Court Weingarten Decision.

VICE PRESIDENT'S REPORT

The *Haina Patriot* operated by Patriot Contract Services has had some bad press since being put into service. However, the most recent crew were nicely compensated with bonuses which led to one member returning. Don't be surprised if this vessel becomes a favorite among the membership. Two-to-three months on with a \$100/day retention bonus while off sounds like a sweet gig.

The additional Electrician billets on the *Watson*-class vessels are also back. I believe only the *Watkins* billet has been left unfilled. Between these jobs and the fairly consistent additional reefer jobs being called for APL, there is no excuse to be taking anything less if you have all of your endorsements. These are great opportunities that offer all of the pay while sharing the responsibility of a more technical rating with a fellow member. We need membership to step up and this is your chance.

Rumor is that the *Cape Henry* will go on a mission next month. If you're a fan of the MARAD mission break outs, give us a call and have your docs in order. I've never been on one of these particular mission break outs but they sound like fun jobs that pay well. With the pandemic nonsense finally dissipating, shore leave in some of the legendary ports seems like a strong possibility.

Don't forget our holiday party is around the corner. Sadly, I have yet to see one as a union official here in SF and that tradition will continue this year. I'll be Wilmington providing a much needed and overdue relief to Sonny Gage.

Ballots are also being handed out so make sure your dues are paid up and have your membership book ready to be stamped. Pick your favorites for Honolulu Port Agent and the Board of Trustees. You're stuck with the rest of us for better or for worse.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for November 2022:

Matson Navigation Company

On the Pacific Southwest triangle run: *MV Matsonia* — delegate REJ Wendelyn Sugui, #3863, no beefs. *MV Lurline* — delegate REJ Scanlon Henneberry, #3707, no beefs. Shipped a Wiper for time up.

On the Pacific Northwest triangle run: *MV Manoa* — delegate ERJ Baldev Singh, #3782, no beefs. Shipped an additional REJ to assist with reefer cargo "Christmas Tree Run". *MV Cape Henry* — delegate Electrician Daniel Daligcon, JM-5359, no beefs.

APL Marine Services

On the EX1 run: *MV President Cleveland* — delegate ERJ Randy Flores, #3962, no beefs. Shipped an additional REJ to assist with reefer cargo and maintenance. *MV President Kennedy* — delegate REJ Ezra Dhillon, #3751, no beefs. *MV President F.D. Roosevelt* — delegate DJU Rey Farinas, #3871, no beefs.

Patriot Contract Services

USNS Dahl — shipped an additional Electrician. *USNS Watson* - shipped an Electrician for time up. *SLNC Pax* - shipped an Oiler. *Admiral Callaghan* — shipped an Electrician. Delegate Lakhbir Pooni, no beefs.

With holiday season approaching, safe travels and enjoy.

Port of Savannah Ocean Terminal to be transformed into all-container operation

The Georgia Ports Authority (GPA) Board has approved a plan to renovate and realign the docks at the Port of Savannah's Ocean Terminal to better accommodate its expanding container operation. For nearly 40 years, Ocean Terminal has been handling a mix of container ships and breakbulk vessels. The realignment is part of a broader effort to transform the terminal into an all-container operation, shifting most breakbulk cargo to the Port of Brunswick.

The 200-acre Ocean Terminal facility will be modified in two phases. Work will begin with rebuilding the docks to provide 2,800 linear feet of berth space, capable of serving two big ships simultaneously. The docks will be served by new ship-to-shore cranes. As the dock construction progresses, GPA will continue to operate container ships at Ocean Terminal. The work will

be conducted alongside container and breakbulk operations.

Apart from new cranes and berth enhancements, the overall project will bring expanded gate facilities and paving to allow for 1.5 million TEU of annual capacity. Wharf renovations are slated to start in January 2023, with completion of the entire terminal redevelopment expected in 2026.

Breakbulk cargo will shift to Colonel's Island Terminal in Brunswick. Construction has started on 360,000 square feet of dockside warehousing that will serve auto processing, as well as three additional buildings and 85 acres of auto storage space on the south side of the island.

Over the past year, the GPA Board has approved \$1.17 billion in infrastructure advancements, including expansions to berth, container yard and rail infrastructure.

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 TRAINING PROGRAM — 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).

January 23-27, 2023 February 13-17, 2023 March 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 March 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 March 6-10, 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 March 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

STCW BASIC TRAINING

ALL BASIC TRAINING CERTIFICATES HOLD A ONE-YEAR VALIDATION WHEN USED FOR MARINER DOCUMENT RENEWAL.

STCW Basic Training Revalidation

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: January 27, February 3, February 17, March 10, March 24

TRLMI, Honolulu, HI: February 10, June 9

Cal Maritime Academy, Vallejo, CA: pending

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

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

STCW 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: January 18-20, February 22-24, March 15-1

Cal Maritime Academy, Vallejo, CA: pending

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

MITAGS-PMI, Seattle, WA: returning in 2023

Summary Annual Report For MFOW Welfare Fund

This is a summary of the annual report of the MFOW Welfare Fund, EIN 94-1254186, Plan 501, for the plan year ended January 31, 2022. 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 MFOW Welfare Fund has committed itself to pay certain health, dental, prescription, vision, death and burial claims incurred under the terms of the plan.

Insurance Information

The plan has contracts with Metropolitan Life Insurance Company, United Health Care Insurance Company, Dental Health Services of Washington, Health Net, Kaiser Foundation Health Plan of Hawaii, Kaiser Foundation Health Plan, Inc., Kaiser Foundation Health Plan of Washington, Kaiser Foundation Health Plan of the Northwest, and Anthem Blue Cross Life and Health Insurance Company to pay certain medical, dental, vision, life, and accidental death and dismemberment claims incurred under the terms of the plan. The total premiums paid for the plan year ending January 31, 2022 were \$3,210,539.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$14,243,756 as of January 31, 2022, compared to \$14,496,389 as of February 1, 2021. During the plan year the plan experienced a decrease in its net assets of \$252,633. This decrease includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$5,441,686, including employer contributions of \$5,457,059, realized loss of \$95,728 from the sale of assets, losses from investments of \$71,892 and other income of \$152,247.

Plan expenses were \$5,694,319. These expenses included \$790,745 in administrative expenses and \$4,903,574 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

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

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment;
4. Transactions in excess of 5% of plan assets; and
5. Insurance information including sales commissions paid by insurance carriers.

To obtain a copy of the full annual report, or any part thereof, write or call the Trust Fund Office of MFOW Welfare Fund, who is the plan administrator, at 240 Second Street, San Francisco, California 94015. The charge to cover copying costs will be \$42.50 for the full annual report, or \$.25 per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan at 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

730 Harrison Street, Suite 400 - San Francisco, CA 94107

Tel. #415 764-4990 - Fax #415 495-6110

November 2022

ANNUAL FUNDING NOTICE

for

SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the "Plan"). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation ("PBGC"), a federal insurance agency. All traditional pension plans (called "defined benefit pension plans") must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2021 and ending July 31, 2022 (the "2021 Plan Year").

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the "funded percentage." The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan's funded percentage for the 2021 Plan Year and each of the two preceding Plan Years is shown in the chart below. The chart also states the value of the Plan's assets and liabilities for the same period.

Funded Percentage

	2021 Plan Year	2020 Plan Year	2019 Plan Year
Valuation Date	August 1, 2021	August 1, 2020	August 1, 2019
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$111,300,133	\$106,834,294	\$106,530,327
Value of Liabilities	\$105,199,118	\$102,467,876	\$ 99,134,084

Year-End Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are "actuarial values." Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan's funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of each plan year. The chart also includes the year-end market value of the Plan's assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2022 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan's assets will be reported on the Plan's 2021 annual report filed with the Department of Labor in May 2023.

	July 31, 2021	July 31, 2021	July 31, 2020
Fair Market Value of Assets	\$110,134,839	\$119,994,941	\$101,823,920

Endangered, Critical, or Critical and Declining Status

Under federal pension law, a plan generally is in "endangered" status if its funded percentage is less than 80 percent. A plan is in "critical" status if the funded percentage is less than 65 percent (other factors may also apply). A plan is in "critical and declining" status if it is in critical status and is projected to become insolvent (run out of money to pay benefits) within 15 years (or within 20 years if a special rule applies). If a pension plan enters endangered status, the trustees of the plan are required to adopt a funding improvement plan. Similarly, if a pension plan enters critical status or critical and declining status, the trustees of the plan are required to adopt a rehabilitation plan. Funding improvement and rehabilitation plans establish steps and benchmarks for pension plans to improve their funding status over a specified period of time. The plan sponsor of a plan in critical and declining status may apply for approval to amend the plan to reduce current and future payment obligations to participants and beneficiaries.

The Plan was not in endangered, critical, or critical and declining status in the 2021 Plan Year.

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 2,050. Of this number, 785 were current employees, 862 were retired and receiving benefits, and 403 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

Every pension plan must have a procedure to establish a funding policy for plan objectives. A funding policy relates to how much money is needed to pay promised benefits. Plan benefits are funded by employer contributions and investment returns on those contributions. Commencing January 1, 2016, the shipping companies have agreed to make contributions to the Plan and may agree through collective bargaining in the future to make additional contributions as necessary to satisfy the minimum funding standards of the Employee Retirement Income Security Act of 1974 ("ERISA") and the Internal Revenue Code ("Code"). The Plan's funding policy is to continue to fund Plan benefits in this manner in accordance with the minimum funding standards of ERISA and the Code.

Pension plans also have investment policies. These generally are written guidelines or general instructions for making investment management decisions. The investment policy of the Plan is to maintain a portfolio of investments which is conservative in nature. The Trustees, working with experienced investment consultants, monitor and make appropriate changes to the Plan's investments, seeking to achieve positive investment results over the long term.

Under the Plan's investment policy, the Plan's assets were allocated among the following categories of investments, as of the end of the 2021 Plan Year. These allocations are percentages of total assets:

Asset Allocations Percentage

1. Cash (Interest bearing and non-interest bearing)	2.9%
2. U.S. Government securities	0.0%
3. Corporate debt instruments	0.0%
4. Corporate stocks (other than employer securities):	22.2%
5. Real estate (other than employer real property):	8.5%
6. Value of interest in registered investment companies (e.g., mutual funds)	62.3%
7. Other	4.1%

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the "Form 5500." These reports contain financial and other information. You may obtain an electronic copy of your Plan's annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration's Public Disclosure Room at 200 Constitution Avenue, NW, Room N- 1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan's annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2019 Plan Year and earlier plan years are available now. The annual report for the 2020 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2022. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

Summary of Rules Governing Insolvent Plans

Federal law has a number of special rules that apply to financially troubled multiemployer plans that become insolvent, either as ongoing plans or plans terminated by mass withdrawal. The plan administrator is required by law to include a summary of these rules in the annual funding notice. A plan is insolvent for a plan year if its available financial resources are not sufficient to pay benefits when due for that plan year. An insolvent plan must reduce benefit payments to the highest level that can be paid from the plan's available resources. If such resources are not enough to pay benefits at the level specified by law (see Benefit Payments Guaranteed by the PBGC, below), the plan must apply to the PBGC for financial assistance. The PBGC will loan the plan the amount necessary to pay benefits at the guaranteed level. Reduced benefits may be restored if the plan's financial condition improves.

A plan that becomes insolvent must provide prompt notice of its status to participants and beneficiaries, contributing employers, labor unions representing participants, and PBGC. In addition, participants and beneficiaries also must receive information regarding whether, and how, their benefits will be reduced or affected, including loss of a lump sum option.

This Plan is **not** insolvent and is over 100% funded.

Benefit Payments Guaranteed by the PBGC

The maximum benefit that the PBGC guarantees is set by law. Only benefits that you have earned a right to receive and that cannot be forfeited (called vested benefits) are guaranteed. There are separate insurance programs with different benefit guarantees and other provisions for single-employer plans and multiemployer plans. Your Plan is covered by PBGC's multiemployer program. Specifically, the PBGC guarantees a monthly benefit payment equal to 100 percent of the first \$11 of the Plan's monthly benefit accrual rate, plus 75 percent of the next \$33 of the accrual rate, times each year of credited service. The PBGC's maximum guarantee, therefore, is \$35.75 per month times a participant's years of credited service.

Example 1: If a participant with 10 years of credited service has an accrued monthly benefit of \$600, the accrual rate for purposes of determining the PBGC guarantee would be determined by dividing the monthly benefit by the participant's years of service (\$600/10), which equals \$60. The guaranteed amount for a \$60 monthly accrual rate is equal to the sum of \$11 plus \$24.75 (.75 x \$33), or \$35.75. Thus, the participant's guaranteed monthly benefit is \$357.50 (\$35.75 x 10).

Example 2: If the participant in Example 1 has an accrued monthly benefit of \$200, the accrual rate for purposes of determining the guarantee would be \$20 (or \$200/10). The guaranteed amount for a \$20 monthly accrual rate is equal to the sum of \$11 plus \$6.75 (.75 x \$9), or \$17.75. Thus, the participant's guaranteed monthly benefit would be \$177.50 (\$17.75 x 10).

The PBGC guarantees pension benefits payable at normal retirement age and some early retirement benefits. In addition, the PBGC guarantees qualified preretirement survivor benefits (which are preretirement death benefits payable to the surviving spouse of a participant who dies before starting to receive benefit payments). In calculating a person's monthly payment, the PBGC will disregard any benefit increases that were made under a plan within 60 months before the earlier of the plan's termination or insolvency (or benefits that were in effect for less than 60 months at the time of termination or insolvency). Similarly, the PBGC does not guarantee benefits above the normal retirement benefit, disability benefits not in pay status, or non-pension benefits, such as health insurance, life insurance, death benefits, vacation pay, or severance pay.

For additional information about the PBGC and the pension insurance program guarantees, go to the Multiemployer Page on PBGC's website at www.pbgc.gov/prac/multiemployer. Please contact your employer or fund administrator for specific information about your pension plan or pension benefit. PBGC does not have that information. See "Where to Get More Information about Your Plan," below.

Where to Get More Information

For more information about this notice, you may contact Ms. Michelle Chang, Administrator, SIU Pacific District Pension Plan, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, 415-764-4993. For identification purposes, the official plan number is 001, the plan sponsor is the Board of Trustees of the SIU Pacific District Pension Plan, and the employer identification number or "EIN" is 94-6061923.

Governor announces Louisiana port expansion project

Governor John Bel Edwards announced a public-private partnership between the state of Louisiana, the Port of New Orleans and two global maritime industry leaders to build a \$1.8 billion container facility on the Lower Mississippi River. The Louisiana International Terminal (LIT) in St. Bernard Parish will be able to serve vessels of all sizes, increasing Louisiana's import and export capacity and stimulating the creation of an estimated 17,000 new jobs statewide by 2050.

The project is currently in the design and permitting phase of the U.S. Army Corps of Engineers' environmental review process. Port of New Orleans leaders are hopeful that construction will begin in 2025 and the first berth will open in 2028.

New Jersey-based Ports America and Geneva, Switzerland-based Mediterranean Shipping Company, through its terminal development and investment arm Terminal Investment Limited, have committed \$800 million toward the project. In addition to the partners' investment, the construction of the terminal will be supported by a substantial commitment from the port, as well as state and federal funding sources. The joint venture will also operate the terminal once construction is complete.

According to the port, LIT will be able to handle two million TEU (twenty-foot equivalent units) annually, taking

advantage of the deeper 50-foot Lower Mississippi River Ship Channel and eliminating any height restrictions from Mississippi River bridges. This new terminal will also strengthen Louisiana's ability to attract distribution centers, logistics services and value-added services through Port NOLA's multimodal connectivity.

Following a site selection process and feasibility studies, the port purchased 1,200 acres of land in Violet in 2020, sufficient to accommodate the terminal, value-added services and warehousing facilities, and provide a natural buffer for the nearby community. The latest design incorporates community feedback gathered over the last two years regarding traffic, drainage and other impacts on nearby homes and businesses.

While bulk grains, grain products, and edible oils are exported through the port, the dominant product is poultry. Poultry is one of the largest agricultural enterprises in Louisiana, contributing over \$1 billion to the state's economy. The project will only further the success of Louisiana agriculture exporters and the many products they have to offer the global market.

HONOLULU NOTES

In the month of November, the Honolulu Hall dispatched 68 jobs. It was a little light on the number of standby jobs but a normal amount of change outs on the rotary jobs. We did fill two open board jobs: a Red Cloud Oiler and the CMA CGM Dakar Electrician job.

Training Resources Maritime Institute opened their Honolulu campus earlier this year and has been offering our members STCW revalidation courses since their opening. Now they have started two more classes, the five-day Basic Training and the Vessel Personnel with Designated Security Duties courses. This is welcome news for all applicants because now they'll save on travel expenses to San Diego.

The USCG Regional Exam Center in Honolulu is officially open. I heard news earlier that it was open but then heard news that it wasn't. Their opening hours

for counter service are from 7:00 to 10:30 and 11:30 to 3:00, Monday through Friday (excluding all federal holidays). It's suggested that you schedule an appointment by calling the NMC contact center at 1-888-IASKNMC (427-5662) or send an email request to REC Honolulu at RECHONOLULU@USCG.MIL or calling REC Honolulu 808-522-8274.

I heard from the shore gang that Matson will be scrapping the inter-Island barge Waialeale. They are in transition to have all flat barges in the inter-Island fleet.

The new docking piers for Pasha Hawaii is shaping up, but it'll still be a few more years before it's all done, but when it's finished Matson will be taking all the docking/container yard space on Sand Island.

Happy Holidays to you all as we end this 2022 year.

SEATTLE NOTES

During the month of November Seattle shipped two Electricians, eight Standby Reefer/Electricians, and five Standby Wipers. Seattle currently has 13A-, two B-, and five C-seniority members registered for shipping.

Is it me, or have drivers and traffic in Washington gotten worse since COVID? With the snow, forget it. If snow is forecast in the Western Washington region, I will be moving job call to noon on those days to help accommodate the traffic challenges and make it a safe

er commute for all. One more thing to raise the blood pressure before a sign-on physical is not needed. I will be checking the area forecast daily but please call and let me know if you have snow in your area so I can adjust and keep things above board.

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

Fraternally,
Brendon Bohannon, Representative

HONOR ROLL

Voluntary donation to General Treasury — November 2022:
Edgardo Guzman, #3905.....\$50.00
Lakhbir Pooni, JM-5448.....\$20.00
Eric White, #3925.....\$100.00
Robert Senecharles, JM-5430.....\$10.00

Benefits paid during November

Death Benefits
None

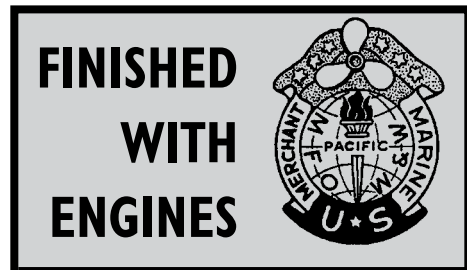
Burial Benefits
None

Excess Medical \$1,932.94

Glasses and Examinations \$600.00
Barrios, Denis - JM-5414 \$200.00
Camba, Bryan - JM-5193 \$200.00
Jackson Jr., Waymon - #3917 \$200.00

POLITICAL ACTION FUND

Voluntary donations for November 2022:
Benito Cay-an, #3973.....\$45.00
Anthony Kimbrell, JM-5386.....\$5.00



Auzin, Edward #2668/P-1703.
Born June 13, 1930, New York, New York. Joined MFOW January 18, 1952. Pensioned September 1, 2015. Died December 27, 2021, New York, New York.

De Los Reyes, Armando #2231/P-2541. Born February 6, 1928, California. Joined MFOW May 12, 1949. Pensioned April 1, 1993. Died October 27, 2022.

Regular membership meeting dates 2023		
January	4	S. F. Headquarters
	10	Honolulu
	11	Wilmington
February	1	S. F. Headquarters
	7	Honolulu
	8	Wilmington
March	1	S. F. Headquarters
	7	Honolulu
	8	Wilmington
April	5	S. F. Headquarters
	11	Honolulu
	12	Wilmington
May	3	S. F. Headquarters
	9	Honolulu
	10	Wilmington
June	7	S. F. Headquarters
	13	Honolulu
	14	Wilmington
July	5	S. F. Headquarters
	11	Honolulu
	12	Wilmington
August	2	S. F. Headquarters
	8	Honolulu
	9	Wilmington
September	6	S. F. Headquarters
	12	Honolulu
	13	Wilmington
October	4	S. F. Headquarters
	10	Honolulu
	11	Wilmington
November	1	S. F. Headquarters
	7	Honolulu
	8	Wilmington
December	6	S. F. Headquarters
	12	Honolulu
	13	Wilmington

HOWZ SHIPPING? November 2022

San Francisco	Wilmington
Electrician..... 3	Electrician..... 5
Electrician/Reefer/Jr. Engineer..... 2	Reefer/Electrician/Jr. Engineer..... 4
Reefer/Electrician/Jr. Engineer..... 2	Junior Engineer 3
Pumpman 1	Oiler 2
Oiler..... 3	Shore Mechanic..... 6
Wiper..... 1	Wiper..... 3
Special Project Electrician 2	Standby Electrician/Reefer 17
Standby Electrician/Reefer 14	Standby Wiper 44
Standby Wiper..... 25	TOTAL 84
TOTAL 53	
Seattle	Honolulu
Electrician..... 2	Electrician/Reefer/Jr. Engineer..... 2
Standby Reefer/Electrician..... 8	Reefer/Electrician/Jr. Engineer..... 3
Standby Wiper..... 5	Junior Engineer 2
TOTAL 15	Oiler 1
	Shore Mechanic..... 2
	Standby Electrician/Reefer 27
	Standby Wiper..... 31
	TOTAL 68

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

MFOW member pensioned				
Name	Book Number	Pension Type	Sea Time	Effective
Ron Black	3867	SIU PD Only Basic L/T H&W	28.635	11/1/2022