



# THE MARINE FIREMAN

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



Volume 79

SAN FRANCISCO, CALIFORNIA, MARCH 10, 2023



No. 3

## Maritime Trades Department, AFL-CIO Executive Board Meeting Lake Buena Vista, Florida • February 16-17, 2023

The 2023 Executive Board Meeting of the Maritime Trades Department (MTD), AFL-CIO was held at the Hilton Orlando Lake Buena Vista — Disney Springs Area on February 16 and 17. MTD President Michael Sacco called the meeting to order and gave opening remarks.



The first guest speaker was U.S. Maritime Administrator RADM Ann Phillips. She stated that the priorities of the Maritime Administration include the marine highway, port redevelopment, national security and maritime industry, seafight, COVID, recruiting and retaining mariners. She also discussed the Jones Act and waivers, national security and the merchant marine, mariner availability; safety, SASH and EMBARC; the Tanker Security Program, shipbuilding and national security vessels, and the seafight enterprise as the fourth arm of defense.

Other speakers included Export-Import Director Owen Herstadt, TOTE Chair and CEO Tim Nolan, USTRANSCOM Commander Gen. Jacqueline Van Ovost, Union Veterans Council Executive Director William Attig, K&L Gates Government Affairs Counselor Darrell Conner (on behalf of Bill Hanson from Great Lakes Dredging), AFL-CIO Secretary-Treasurer Fred Redmond, and ITF General Secretary Steve Cotton.

The Executive Board passed 12 resolutions:

- **Safe Workplaces** — The MTD remains committed to helping ensure safe workplaces for everyone, both at sea and ashore, regardless of occupation.
- **Support the Jones Act** — The MTD will remain vigilant and proactive in its defense of the Jones Act, whose integrity is essential to our members' livelihoods.
- **Export-Import Bank** — The MTD fully supports the Export-Import Bank and looks forward to its ongoing success.
- **Hurricane Relief for Puerto Rico and Florida** — The 2022 hurricane season will be remembered as one of the worst in recent history. The MTD was floored by the scope of the devastation. Working people all over the affected areas were without electricity, food, water, or medical care. The MTD did not stand idly by as the tragedy unfolded. Instead, our Port Maritime Councils made plans and leapt into action: collected aid, raised money, and put boots on the ground to distribute relief where the storms hit the hardest.
- **Legislative Wins for Maritime** — As in the past, through political action, the MTD will take measures to keep the U.S.-flag fleet vital for decades to come.
- **Support Our Troops and Veterans** — The MTD fully supports our nation's troops and veterans and will continue to prioritize — through the Union Veterans Council and other grassroots vehicles — the issues that matter most to them and their families.
- **America's Maritime Highways and Infrastructure** — Thanks to a pro-worker White House, America's infrastructure is on the mend supporting good paying union jobs.
- **Wind Energy** — The MTD will continue to urge Congress to make sure that the development and operation of offshore renewable energy facilities will benefit American workers and American companies constructing and servicing such facilities. With wind energy and mariners working side by side with the sisters and brothers in the various trades, the future is bright, clean, sustainable — and union made.
- **Labor Solidarity** — The MTD sees how so-called culture war issues have



From left to right: MFWO President/Secretary-Treasurer Anthony Poplawski, outgoing SIUNA, SIU-AGLIW and Maritime Trades Department President Michael Sacco, and SUP President/Secretary-Treasurer Dave Connolly at the MTD Executive Board meeting in Lake Buena Vista, Florida.

been used to erode the public support and bargaining power of workers such as government employers and teachers; and urges affiliates and members to think long and hard any time politicians or the media disparage working people before accepting those claims to be true.

- **Recruiting and Organizing** — The MTD believes that the way to move forward is to repair America's broken labor laws and organize more workers.
- **Protect the NLRB** — The MTD will apply maximum political pressure on Congress to ensure that the NLRB continues to receive much-needed funding to do its mandated job.
- **Support Cargo Preference** — The MTD salutes President Biden for his support and pledge to continue our fight to protect cargo preference and all associated components.

Near the end of the meeting, MTD President Michael Sacco announced his retirement. The final order of business was the appointment of David Heindel to the office of MTD President. Other vacancies were appointed: Chris Given to the MTD Eastern Area Executive Board and Mark Clemons to the office of MTD Executive Secretary-Treasurer.

## Big changes at SIU, MTD as Heindel takes helm

Following unanimous approval of the Seafarers International Union — Atlantic, Gulf, Lakes, Inland Waters (SIU-AGLIW) Executive Board, David Heindel became the union's fourth president, effective February 14, 2023. The board convened February 13 at Lake Buena Vista, Florida. SIU-AGLIW President Michael Sacco announced his retirement and then nominated Heindel as his successor. Executive Vice President Augie Tellez seconded the nomination; the unanimous vote followed.

Subsequently, the board unanimously approved the respective appointments of Tom Orzechowski as secretary-treasurer and Bryan Powell as vice president of the SIU's Great Lakes and Inland Waters sector. Orzechowski had served as Lakes vice president since 2003; Powell had been an assistant vice president since 2007.

Heindel began his career with the SIU in 1973, when he graduated from the pro-



gram for entry-level mariners conducted at the union's affiliated training facility in Piney Point, Maryland. He primarily sailed aboard deep-sea vessels as a member of the engine department before coming ashore in 1980 to work as a patrolman in his native New Orleans. Among the other jobs he has held with the union are patrolman at the SIU halls in Philadelphia and Baltimore, port agent at Philadelphia, and assistant vice president of the SIU's Gulf Coast region.

Heindel also formerly served as a vice president of the Pennsylvania State AFL-CIO and the Philadelphia Central Labor Council. He also was secretary-treasurer of the Delaware Valley and Vicinity Maritime Port Council of the AFL-CIO's Maritime Trades Department.

In August 2002, he was elected vice chairman of the International Transport Workers' Federation's (ITF's) Seafarers' Section.

Since then, he extensively has worked — both domestically and as part of U.S. delegations in international forums — with the U.S. Department of Homeland Security, the International Labor Organization and the International Maritime Organization on shipboard and port-security issues as well as the international project for a new Seafarers Identity Document. He helped protect mariners' rights under the International Ship and Port Facility Security Code (which took effect July 2004), and he helped secure a new agreement for tens of thousands of mariners worldwide under the ITF's International Bargaining Forum.

During the ITF Congress in August 2006, he was elected to a four-year term as first vice chair of the Seafarers' Section. At the ITF Congress in August 2010, he was elected chair of the ITF's Seafarers' Section, thereby becoming only the second American ever to hold that post. He was re-elected at the ITF Congress in August 2014, then re-elected again in October 2018.

In 2015, he was appointed to the U.S. Labor Advisory Committee for Trade Negotiations and Trade Policy. He was reappointed to that position in 2017.

Orzechowski graduated in 1991 from the trainee program in Piney Point. He

*Continued on page 5*

# The Marine Fireman

Published Monthly By

The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association

ORGANIZED 1883

Affiliated with the Seafarers International Union of North America, AFL-CIO

Yearly subscription rate: \$20 first class, \$25 overseas air

Postmaster: Send address changes to The Marine Fireman, 240 2nd Street, San Francisco, CA 94105

## Matson announces fourth quarter and full year 2022 results

On February 21, Matson reported net income of \$78 million for the quarter ended December 31, 2022. Net income for the quarter ended December 31, 2021 was \$394.5 million. Consolidated revenue for the fourth quarter 2022 was \$801.6 million compared with \$1,267.0 million for the fourth quarter 2021.

Container volume in the Hawaii service in the fourth quarter 2022 was 13 percent lower year-over-year. The decrease was primarily due to lower retail- and hospitality-related demand compared to elevated pandemic levels in the year ago period and one less week. During the quarter, the company saw retail customers continue to manage inventories to weaker consumer demand levels despite continued improvement in the Hawaii economy supported by a low unemployment rate and relatively strong tourist arrivals, including a modest improvement in international tourist trends. In the near-term, Matson expects economic growth in Hawaii supported by continued strength in tourism and a low unemployment rate, but there are negative trends as a result of higher inflation, higher interest rates and the end of the pandemic-era stimulus helping personal income that creates uncertainty in the economic growth trajectory.

In China, container volume in the fourth quarter 2022 decreased 47.2 percent year-over-year. The decrease was primarily due to lower demand for the CLX and CLX+ services, the discontinuation of the CCX service in the third quarter 2022, and one less week. Matson continued to realize a significant rate premium over the Shanghai Containerized Freight Index (SCFI) in the fourth quarter 2022 but achieved average freight rates that were lower than in the year ago period. Currently in the trans-Pacific marketplace, business conditions remain challenging as retailers continue to right-size inventories amid weakening consumer demand, increasing interest rates and

economic uncertainty. As such, the Matson expects its CLX and CLX+ services in the first quarter and first half of the year to reflect freight demand levels below normalized conditions with lower year-over-year volumes and a lower rate environment. Absent an economic "hard landing" in the U.S., Matson expects improved trade dynamics in the second half of 2023 as the trans-Pacific marketplace transitions to a more normalized level of demand. Regardless of the economic environment, Matson operates the two fastest and most reliable ocean services and, as a result expects to continue to earn a significant rate premium to the SCFI.

In Guam, container volume in the fourth quarter 2022 decreased 14 percent year-over-year primarily due to lower retail-related demand. In the near-term, the company expects continued improvement in the Guam economy with increasing tourism and a low unemployment rate, but there are negative trends as a result of higher inflation, higher interest rates and the end of the pandemic-era stimulus helping personal income that creates uncertainty in the economic growth trajectory.

In Alaska, container volume for the fourth quarter 2022 decreased 7.7 percent year-over-year due to lower northbound volume primarily due to one less sailing and one less week and lower southbound volume primarily due to lower domestic seafood volume, and one less week, partially offset by higher export seafood volume from Alaska-Asia Express. In the near-term, Matson expects the Alaska economy to benefit from low unemployment and increased energy-related exploration and production activity as a result of elevated oil prices, but there are negative trends as a result of higher inflation, higher interest rates and the end of the pandemic-era stimulus helping personal income that creates uncertainty in the economic growth trajectory.

## Big changes at SIU, MTD as Heindel takes helm

Continued from page 1

sailed in the deck department, both in the deep sea and inland divisions. He came ashore in 1996, when he was elected port agent at the SIU hall in St. Louis. Two years later, in 1998, he was elected vice president of the SIUNA-affiliated Seafarers Entertainment and Allied Trades Union (a position he still holds). In 2000, he was elected to the SIU executive board as vice president of the union's Lakes and Inland Waters sector. He was re-elected in all subsequent elections and also serves as a vice president on the Seafarers International Union of North America Executive Board. Additionally, for the past several years, he has served as acting vice president of the Paul Hall Center for Maritime Training and Education.

Powell launched his career with the SIU via the apprentice program in 1993. He then came ashore in 1999 to work as a union official. Since then, while actively working on organizing and start-up projects nationally, Powell has served in several locations, including Baltimore; St. Louis; Camp Springs, Maryland; Piney Point; Houston; Jacksonville, Florida; Wilmington/Los Angeles; Seattle/Tacoma; Oakland, California; Mobile, Alabama; Honolulu; and Algonac/Detroit.

David Heindel also became the sixth president in the history of the Maritime Trades Department, AFL-CIO when the MTD Executive Board unanimously elected him during its meeting February 17, in Florida. Heindel immediately took the oath of office after Michael Sacco informed the board of his retirement, effective upon the meeting's adjournment.

### 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

"Dave will do a great job and has my complete confidence," Sacco stated. "He has proven himself throughout his lifetime of service."

Sacco signed on with the SIU in 1958 after serving in the U.S. Air Force. He became a protégé of the late MTD and SIU President Paul Hall when he came ashore to work for the union in 1960. He also moved up the union's ranks as a patrolman, port agent and headquarters representative. In 1968, he became vice president of the Seafarers Harry Lundeberg School of Seamanship. In 1980, he moved to St. Louis as the union's Great Lakes and Inland Waters Vice President. There he helped rebuild the Greater St. Louis Area and Vicinity Port Council, which remains a vibrant part of that region's labor community.

The Brooklyn-born Sacco briefly served as the union's executive vice president before moving up to SIU President upon the death of Frank Drozak. He became the head of the MTD at the same time. He is the MTD's longest serving president. Sacco was elected to the AFL-CIO Executive Council during its 1991 convention. He is the most senior vice president of the council.

On March 7, the Seafarers International Union of North America (SIUNA) Executive Board voted to appoint Heindel as the International President to replace the retired Sacco. AFL-CIO President Elizabeth Shuler praised the work Sacco has done for mariners and the whole labor movement upon hearing of his retirement.

"Mike Sacco's distinguished career in trade unionism is an inspiration to all of us. Mike led his union with integrity and a fighting spirit that he learned as a rank-and-file member. It's been an honor to have him serve on the AFL-CIO Executive Council for more than three decades, always quick to offer sage advice and guidance about the future of our movement. We wish Mike nothing but the best in retirement and know he'll always be ready to take up any fight that boosts working people."

### Marine Firemen's Union Directory

[www.mfoww.org](http://www.mfoww.org)

#### HEADQUARTERS

240 2nd Street  
San Francisco, CA 94105  
Tel: (415) 362-4592/4593/4594  
Fax: (415) 348-8864  
Dispatcher-Tel: (415) 362-7593  
Dispatcher-Fax: (415) 348-8896

General Email: [headquarters@mfoww.org](mailto:headquarters@mfoww.org)

#### Anthony Poplawski

President/Secretary-Treasurer

Email: [mfow\\_president@yahoo.com](mailto:mfow_president@yahoo.com)

#### Deyne Umphress

Vice President

Email: [mfowvp@mfoww.org](mailto:mfowvp@mfoww.org)

#### Robert Baca

Business Agent

Email: [robchili510@yahoo.com](mailto:robchili510@yahoo.com)

#### Manita Li, Controller

Email: [MLi@mfoww.org](mailto:MLi@mfoww.org)

#### Kasia Grzelak, Secretary/Training

Email: [kasia@mfoww.org](mailto:kasia@mfoww.org)

#### MFOW TRUST FUNDS

240 2nd Street  
San Francisco, CA 94105  
Tel: (415) 986-1028 / 986-5720  
Fax: (415) 546-7340

Optical/Death Benefits/

Accounts Payable

General Email: [welfare@mfoww.org](mailto:welfare@mfoww.org)

#### Esther Hernandez

Medical/Dental Coverage:

Active Members

Email: [EHernandez@mfoww.org](mailto:EHernandez@mfoww.org)

#### Amanda Salinas

Medical Claims:

Dependents and Pensioners

Email: [ASalinas@mfoww.org](mailto:ASalinas@mfoww.org)

#### Stacy Bobu

Money Purchase & Pension Benefits

Tel: (415) 362-1653

Fax: (415) 348-8864

General Email: [pension@mfoww.org](mailto:pension@mfoww.org)

Email: [SBobu@mfoww.org](mailto:SBobu@mfoww.org)

#### WILMINGTON BRANCH

533-B Marine Avenue  
Wilmington, CA 90744  
Tel: (310) 830-0470  
Fax: (310) 835-9367

#### H. "Sonny" Gage, Port Agent

Email: [HGage@mfoww.org](mailto:HGage@mfoww.org)

#### HONOLULU BRANCH

707 Alakea Street  
Honolulu, HI 96813  
Tel: (808) 538-6077  
Fax: (808) 531-3058

#### Mario Higa, Port Agent

Email: [MHiga@mfoww.org](mailto:MHiga@mfoww.org)

#### PORT SERVICED — SEATTLE

4005 - 20th Avenue West, Suite 115  
Seattle, WA 98199  
Tel: (206) 467-7944  
Fax: (206) 467-8119

#### Brendan Bohannon, Representative

Email: [seattle@sailors.org](mailto:seattle@sailors.org)

# MV Cape Henry delivers for Cobra Gold 2023

Thai and U.S. officials officially opened annual Cobra Gold multinational military exercises on February 28, now restored to one of the world's largest following three years of sharp pandemic cutbacks, reinforcing the security alliances of the United States and six Asian nations. Singapore, Japan, Indonesia, South Korea and Malaysia were full participants in the two-week planning and field exercises, co-hosted by the Royal Thai Armed Forces and the U.S. Indo-Pacific Command.

More than 3,800 U.S. troops and 3,000 Thai personnel participated. Twenty-three other countries joined as exercise partners or observers for a total of 7,394 personnel participating in a variety of security and humanitarian drills. The bulk of U.S. ground forces for the exercise were drawn from the Army's 7th Infantry Division and 25th Combat Aviation Brigade, though the 13th Marine Expeditionary Unit carried out the amphibious assault phase.

Cobra Gold began as a joint Thai-U.S. maritime exercise in 1982 and has evolved into a much larger operation. It consists of three parts: field training, a command post staff exercise, and disaster relief and humanitarian exercises.

For the first time this year, the command post exercise included training on possible space disasters to foster understanding of the impacts of aerial phenomenon, such as solar storms, on military operations, communication systems, and satellites, which helped

the staff to prepare for these phenomena. The humanitarian exercises included the construction of school buildings at six sites, a tabletop exercise to practice coordination in case of natural disasters, and live search and rescue, emergency response, medical evacuation, chemical leak, and firefighting drills. Field training consisted of an amphibious exercise, a strategic airborne operation, noncombatant evacuation, and a combined arms live-fire exercise.

China, India and Australia took part in the humanitarian assistance exercise. Bangladesh, Canada, France, Mongolia, Nepal, New Zealand, the Philippines, Fiji, the United Kingdom and Brunei took part in planning and executing multinational operations in response to small-scale contingencies other than war. Observers attended from Cambodia, Laos, Brazil, Pakistan, Vietnam, Germany, Sweden, Greece, Kuwait, and Sri Lanka.

The *MV Cape Henry*, a Ready Reserve Force ship operated by Matson Navigation Company, with MFOW members in the unlicensed engine department, arrived several days earlier to offload U.S. Army and Marine Corps cargo for the exercise. Distinguished MFOW members aboard the vessel are Electrician Daniel Daligcon, JM-5359; Oiler Aaron Jones, #3944; Oiler Eddie Coloma, JM-5243; Oiler Jogene Cerezo, JM-5350; and Wiper Charles Castro, JM-5443.



The Matson-operated *MV Cape Henry*, a roll-on/roll-off cargo transport ship with MFOW members in the unlicensed engine department, arrived at Chuck Samet Port, Thailand, to begin offload operations of U.S. Army and Marine Corps military equipment in preparation for Cobra Gold on February 23, 2023. (U.S. Army photo by Staff Sgt. Cayce Watson).



A Thai military guard stands watch as the *Cape Henry* prepares to deliver cargo via its stern ramp.

## MLS Players Association becomes AFL-CIO affiliate

The Major League Soccer Players Association (MLSPA) recently announced that it has become an affiliate of the American Federation of Labor and Congress of Industrial Organizations (AFL-CIO). MLSPA members will join the more than 12.5 million workers that make up the unions of the AFL-CIO. The players associations of MLB, NFL, NWSL, WNBA and the USWNT are all AFL-CIO members. The affiliation was unanimously approved by the MLSPA executive board and then also approved at the AFL-CIO's Winter Executive Council meeting in early February.

"From locker rooms and classrooms to coffee shops and warehouses, workers all over the United States are demonstrating the power of organizing on a daily basis," MLSPA executive director Bob Foose said in a statement.

"Over the past twenty years, our players have fought to improve the working conditions and rights of athletes in Major League Soccer. We look forward to working with the AFL-CIO and standing beside its member unions as we fight for every worker, whether it be an athlete or a stadium employee, with one collective voice."

The MLSPA is the 60th affiliate of the AFL-CIO, following in the footsteps of several other unions in the world of sports, including the NFL Players Association (NFLPA), the United Football Players Association-USW, the NWSL Players Association (NWSLPA), the USWNT Players Association (USWNT-PA), the USL Players Association-CWA (USLPA-CWA), the Major League Baseball Players Association (MLBPA) and the Women's National Basketball Players Association (WNBP). In conjunc-

tion with these unions, the MLSPA will participate in the AFL-CIO's Sports Council, which was formed in 2022 so those organizations could share their experiences.

"We're thrilled to welcome the MLS Players into the AFL-CIO. This historic moment builds additional power to our collective commitment to raising standards for all working people and the communities where we live, work and play," said AFL-CIO president Liz Shuler.

## \$12 million in funding for the U.S. Marine Highway Program announced

On March 1, the U.S. Department of Transportation's Maritime Administration (MARAD) announced a Notice of Funding Opportunity making \$12,423,000 available in Fiscal Year 2023 funds through the United States Marine Highway Program (USMHP), previously named America's Marine Highway Program.

"America's waterways serve as critical links in our nation's supply chains," said U.S. Transportation Secretary Pete Buttigieg. "These investments in our marine highways will help to strengthen our supply chains, reduce emissions, and create jobs across the country."

The USMHP seeks to increase the use of America's navigable waterways, especially where water-based transport is the most efficient, effective, and sustainable option. The USMHP helps to create maritime jobs, strengthen the nation's supply chains, reduce emissions, and lower maintenance costs.

"Since the establishment of the marine highways program, MARAD has awarded more than \$91.6 million in competitive grants to eligible organizations for marine highway services," said Maritime Administrator Ann Phillips. "These grants have supported the development and expansion of marine highways, vessels, and landside ports and infrastructure, which are critical to building supply chain resilience."

The Department will evaluate projects using criteria including the effect on movement of goods, level of non-federal funding investment, use of domestic preference, consideration of equity, and environmental justice. The Department will also consider geographic diversity when selecting grant recipients, as well as how the project addresses challenges faced by rural areas.

Applications must be submitted by April 28, 2023.

## Los Angeles remained top U.S. box port in 2022

For a brief period in 2022 the Port of New York and New Jersey became the busiest container port in the United States, dethroning the long-standing volume leader, the Port of Los Angeles. Though the East Coast port only kept the top spot for a few months — falling back to the number two spot by December — its gains over the years made it the second-largest port in the nation, outpacing the Port of Long Beach in 2022.

The Port of New York and New Jersey has been gaining market share since the pandemic, growing its volumes by more than two million TEU in the past five years. Gains at the top of the ranking reflect a broader trend of rising volumes for U.S. ports. The full ranking of U.S. container ports that handled more than a million TEU in 2022 are listed below.

### Top 12 U.S. container ports as of 2022, ranked by annual TEU

Rank	Port	TEU (in millions)
1.	Port of Los Angeles .....	9.9
2.	Port of New York and New Jersey .....	9.5
3.	Port of Long Beach.....	9.1
4.	Georgia Ports .....	5.9
5.	Port of Houston .....	4.0
6.	Port of Virginia .....	3.7
7.	The Northwest Seaport Alliance.....	3.4
8.	South Carolina Ports .....	2.8
9.	Port of Oakland .....	2.3
10.	Port of Jacksonville.....	1.3
11.	Port of Miami.....	1.2
12.	Port Everglades .....	1.1

# MFOW PRESIDENT'S REPORT



By Anthony Poplawski

## MFOW ELECTION

The Marine Firemen's Union Coastwise Balloting Committee convened at Headquarters on February 6. Following the provisions of Article V, Section XV of the MFOW Constitution, the Committee visited the neutral depository in San Francisco to remove the ballots mailed in by the membership. The Committee checked the eligibility of all members who exercised their right to vote and concluded the count in one day. The Committee certified the results of the ballot count on the same day. The complete report of the Balloting Committee will be submitted for membership approval under "Committee Reports" at the March Headquarters and Branch meetings. The new term of office will begin on March 9.

## HAINA PATRIOT

On February 9, the Union was informed by Patriot Contract Services (PCS) that the *MT Haina Patriot* had completed a ship repair and Certificate of Inspection period; and was off hire and idle. The ship was laid up on February 11 at Busan, South Korea and the crew was repatriated.

## MTD AFL-CIO

On February 16 and 17, I attended the 2023 Executive Board Meeting of the Maritime Trades Department (MTD), AFL-CIO held at the Hilton Orlando Lake Buena Vista — Disney Springs Area. As usual, this was a well-organized and informative event. At the event, longtime MTD President Michael Sacco announced his retire-

ment and the MTD Executive Board appointed David Heindel to the office of MTD President.

## SIU CHANGES

In connection with the MTD leadership change, on February 13, the Seafarers International Union — Atlantic, Gulf, Lakes, Inland Waters (SIU-AGLIW) Executive Board voted to appoint Heindel to the office of SIU-AGLIW President to replace Sacco. Our international union — the Seafarers International Union of North America (SIUNA) — took the same action on March 7.

## LNG TRAINING

The first two LNG classes (Basic IGF Code Operations) were completed last month in Oakland and Long Beach. Discussions on additional company-sponsored classes in Long Beach and Honolulu are ongoing, as is the long-term plan of regular classes at our contracted training facility in San Diego.

For those who have completed the training, you must submit your certification to the National Maritime Center (NMC) to get the Coast Guard endorsement placed on your Merchant Mariner Credential (MMC). The certificate is only valid for one year from the date of completion. When the certification is submitted to NMC for the Coast Guard endorsement, the certification will remain valid for the duration of the MMC expiration date (five years from the issue date of the MMC).

The requirements to submit an application for LNG Basic certification to NMC are as follows:

### General Requirements

- CG-719B Application
- Must have U.S. Citizenship
- No corresponding national endorsement is required.
- No chemical (drug) test, medical certificate or fees are associated with this endorsement.
- If other endorsements are sought, see appropriate checklist.

### Basic IGF Code Operations Original Submission (STCW V/3-1)

1. Satisfactorily complete an approved or accepted training in Basic IGF Code Operations that also meets Table A-V/3-1 of the STCW Code (Does not have to be within the previous five years); **OR** hold either Advanced Liquefied Gas Tanker Cargo Operations **OR** Basic Liquefied Gas Tanker Cargo Operations, without limitation to non-self-propelled vessels or maintenance and repair of cargo equipment; **AND**
  2. Hold STCW endorsement for Basic Training (BT).



## UNION-MADE-IN-THE-USA THOROGOOD WORK BOOTS

UFCW Locals 688 & 717 make Union-Made-in-the-USA Thorogood Boots at the Weinbrenner Company in Wisconsin. Visit our website to find more union-made products and services at [www.unionlabel.org](http://www.unionlabel.org)



## VICE PRESIDENT'S REPORT

I'm not sure if I've become numb to ongoing and rapid change or the previous month has been rather uneventful in my eyes. Perhaps my focus is on this empty job board that I've been ruminating and lamenting over the past 3 years. Congratulations and a job well done to our membership for making that happen. Whether you were one of the members acknowledging and fulfilling your duty or on the sidelines providing commentary, pat yourself on the back all the same.

Members have completed the first sessions of the new LNG training. If you're interested in sailing on Matson vessels in the near future, I would strongly recommend attending the next

available course.

I have a few meetings and events scheduled for March. Sad to say my fitted suits don't fit the way I remember. The pandemic years in tandem with transitioning to an office job haven't been kind to the waistline. A little maintenance is in order there. Health before wealth folks, be sure to take care of yourselves and monitor your personal health.

That's all I have for this month. Again, congratulations and a job well done to the membership. Thank you for stepping up. Let's do our best to maintain.

Fraternally,  
**Deyne Umphress**

## BUSINESS AGENT'S REPORT

Here is the vessel rundown for February 2023:

### Matson Navigation Company

On the Pacific Southwest triangle run: *MV Matsonia* — delegate REJ Europa Demont, #3865, no beefs.

On the Pacific Northwest triangle run: *MV Manoa* — delegate ERJ Jeffrey Baumgarten, #3745, no beefs. *MV R.J. Pfeiffer* no beefs. *MV Cape Hudson* — Electrician Mario Bolanos, #3893, no beefs.

### APL Maritime Services

On the EX1 run: *MV President Truman* — delegate ERJ Ramonchito Cruz, #3904, no beefs, shipped an additional

REJ, DJU and Wiper for time up. *MV President Kennedy* — delegate off going REJ Ezra Dhillon, #3751, mentioned one trip is now approximately 48 day's no beefs, shipped an ERJ, REJ and DJU for time up. *MV President Cleveland* — delegate REJ Thomas Davis, JM-5156, no beefs, his first trip aboard also ERJ, DJU additional REJ and Wiper.

On the JMX run: *APL Gulf Express* shipped an REJ for time up, awaiting fly out.

### Patriot Contract Services

*USNS Sisler* shipped two Oilers. *USNS Watkins* shipped an Oiler. *SLNC Pax* shipped an Oiler awaiting flyout.

Fraternally, **Bobby Baca**

## West Coast port labor talks ongoing, union and employers say

Labor talks covering more than 22,000 workers at U.S. seaports stretching from California to Washington State are ongoing, the union and employer group said in a joint statement on February 23. Workers at those ports, including the nation's busiest ocean trade gateway at Los Angeles and Long Beach, have been working without a contract since the previous one expired on July 1. The Pacific Maritime Association (PMA), which represents employers, and the International Longshore and Warehouse Union (ILWU) started talks in May.

Major retailers and other shippers have been shifting cargo to East and Gulf Coast ports to avoid potential labor disruptions at West Coast ports, resulting in market-share losses for the latter. The ILWU and PMA said they have reached a tentative agreement on key issues such as health benefits and remain committed to resolving remaining issues as expeditiously as possible.

## Container shipping rebounds at Port of Portland

Container traffic through the Port of Portland, Oregon has made a comeback over the past three years. Portland's container volume was at its highest point since 2013, according to port figures, with 171,000 twenty-foot equivalent units (TEU) handled last year. That is about half of the peak activity Portland recorded in the 1990s.

The return of container shipping in Portland is good news for dozens of longshore workers employed as crane operators, lashers, drivers and clerks. And it is good news for importers and exporters throughout the region.

Terminal 6, the North Portland container terminal along the Columbia River, was essentially idle for four years. That meant fewer jobs at the port and it forced Northwest companies to send their products by road or rail to other ports.

Portland's comeback resulted from growing congestion at other West Coast ports, which prompted shippers to seek alternatives. Consumer demand for goods soared during the COVID-19 pandemic. The supply-chain problems resulted in an enormous backlog at the main U.S. ports. At times in 2021, doz-

ens of container ships were stuck off the coast of Los Angeles, waiting days or weeks for a berth to open up for unloading.

That sent shippers scrambling to find other ports to move their goods, and some began reconsidering Portland. Terminal 6 now employs 50 more longshore workers each day than in 2020, and regional businesses have another shipping option close to home.

The Port of Portland remains a small operator compared to its West Coast peers. Terminals in Seattle and Tacoma regularly handle more than a million containers a year, and the giant container yards in Long Beach and Los Angeles each handled over nine million in 2022.

Most of the container traffic arriving in Portland is destined for somewhere in the Northwest, but about a quarter of the containers are shipped by rail to Chicago, Kansas City or Memphis. Empty containers come back, which Northwest businesses can fill with their own products destined for Asia — alleviating a regional container shortage that had limited their capacity to send their own products across the Pacific.

## USACE receives funding for Unalaska dredging project

The U.S. Army Corps of Engineers said it had received funding approval for the Unalaska Bay dredging project, which aims to clear a channel through an underwater shoal at the entrance to Iliuliuk Bay, just outside Dutch Harbor and the Unalaska Spit. In a meeting with the Unalaska City Council, a project manager says dredging the bar will make it easier for larger, deep-draft vessels to get in and out of the bay. The goal is to increase the efficiency of the fleet of ships and of the port itself, as well as create a safer environment for those who are coming in to seek refuge or to transfer cargo and commodities.

The project has been in the works since 2016, and an analysis a few years later pegged the cost at about \$35 million, but the final price tag will likely be less. The federal government is responsible for 75 percent of that cost, in part due to the infrastructure package

passed last year. The city will still need to fund the remainder.

A city councilman asked the Corps representatives at the meeting if creating a channel in the bar would create the risk of erosion by allowing more water to pass through to the shore — namely on Front Beach, a concern that local residents have raised since the project's inception.

Corps officials say they've run models to try to anticipate erosion impacts, and they do not believe dredging will cause problems.

Explosives pose another potential threat. The military left behind lots of unexploded ordnance after World War II. A team of specialists analyzed the area to gauge the risk of encountering undetonated munitions and explosives. They expect a low probability of encountering any munitions in the bay.

## AFL-CIO applauds nomination of Julie Su to become next Secretary of Labor

*Statement from AFL-CIO President Liz Shuler on President Biden's nomination of Julie Su as U.S. secretary of labor. February 28, 2023*

Simply put: There's no one more dedicated and qualified to defend the fundamental rights of working people than Julie Su. It's her life's work. The AFL-CIO is thrilled with her historic nomination to become our nation's next secretary of labor.

From her beginnings protecting immigrants and other vulnerable workers, to fiercely combatting wage theft and the abuse of low-wage workers in California, to her leadership of the U.S. Department of Labor with Secretary Marty Walsh, Su has distinguished herself as a principled fighter for the basic rights of every worker, no matter where we're from or what kind of work we do. At this pivotal moment in history, that's precisely the leadership America's working people need in their next secretary of labor.

We commend President Joe Biden on this hugely important nomination. Biden realizes the challenges working people face, the opportunities before us and the critical need for the kind of deep expertise and creativity Deputy Secretary Su brings to his cabinet. This nomination was driven by the administration's desire to do everything in its power to strengthen workers' rights, including the freedom to form and join unions.

Julie Su is the right woman, at the right time, for this job. We thank Secretary Walsh for his service to workers and look forward to Su building on his success as secretary of labor.

In 2021, the Senate confirmed Su to serve as deputy secretary by a vote of 50-47. We urge the Senate to swiftly confirm her for this new role so she can continue, without interruption, the vital work of defending our nation's working people.

## 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.**

## 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 [mfow.org](http://mfow.org) or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential.

(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.

Medical Center and are fit for duty.

(b) Non-seniority applicants:

(1) 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 Course

This four-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.

April 17-20

May 15-18

June 12-16

#### Military Sealift Command (MSC) Readiness Refresher

This two-day course renews the following government vessel segments: Helo Firefighting; Environmental Protection; Damage Control; and Chemical, Biological and Radiological Defense. The full versions of these segments must have been completed within 5 years of taking the Readiness Refresher course.

April 6-7

May 4-5

June 1-2

#### High Voltage Safety

This five-day course is open to members who have electrical equipment background and training. Each student should:

- Have the requisite skills (knowledge and techniques) to distinguish exposed energized electrical conductors and circuit parts from other parts of electrical equipment, capability to determine nominal system voltages
- Have the ability and be capable of providing first aid, including resuscitation, CPR and AED (where provided)
- Be capable of determining the proper use of personnel protective equipment to protect against shock and arc flash.

**Prerequisites:** Electrician-Refrigerating Engineer/Junior Engineer/RF-PEW and Able Seafarer-Engine endorsements.

April 17-21

May 15-19

June 12-16

#### 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.

Contact Training Coordinator

#### 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/Watertender and Oiler course. It is recommended that eligible candidates schedule the QMED Fireman/Watertender and Oiler and RFPEW courses back-to-back for a five-week combined training session.

Contact Training Coordinator

#### 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.

May 1-June 9

July 10-August 18

September 11-October 20

#### 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.

April 10-14

June 12-16

August 21-25

#### 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.

Marine Institute, San Diego, CA: May 5, May 19, June 2, June 23, June 30

Marine Institute, Honolulu, HI: JApril 14, June 9, July 7, August 25, October 13, December 8

Cal Maritime Academy, Vallejo, CA: March 21-22, May 15-16, June 12-13, August 14-15

Compass Courses, Edmonds, WA: March 21-22, April 18-19, May 16-17, June 20-21

MITAGS-PMI, Seattle, WA: April 10-11, May 20-21, June 12-13, July 5-6

#### STCW Basic Training Refresher (three days)

The BT Refresher course 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.

Marine Institute, San Diego, CA: April 12-14, May 24-26, June 14-16, August 23-25

Cal Maritime Academy, Vallejo, CA: April 10-12, July 17-19

Compass Courses, Edmonds, WA: April 18-20, May 16-18, June 20-22

MITAGS-PMI, Seattle, WA: May 20-22, December 9-11

Like us on  
facebook



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

Marine-Firemens-Union-121622254577986/

## Mass Maritime creates School of Engineering

Massachusetts Maritime Academy is in the process of restructuring its former Engineering Department with the formation of the School of Engineering. To be headed by an Associate Dean, the School of Engineering will be composed of the Departments of Marine Engineering, Facilities Engineering, and Energy Systems Engineering. Each department will have a Department Chair reporting directly to the new Associate Dean

of Engineering, who in turn will report to the Dean of Undergraduate Studies.

Currently, the Engineering Department stands as the largest department at the Academy and includes 25 full-time faculty members covering a diversity of engineering sub-specialties. As such, the current Department Chair is tasked with a considerable workload, managing a large number of faculty, students, and courses with differing needs.

## Michigan college teaches students to be seagoing chefs

Starting this fall, Northwestern Michigan College (NMC) will offer a new culinary arts certificate with a maritime emphasis. In other words, the college will train students to be cooks on ships. The certificate requires one extra class that shore-based culinary students do not take: a new course called galley cooking. The course will train students for the many realities of cooking on ships.

Other differences students will pre-

pare for include working with less up-to-date equipment, preparing food with less kitchen space, cooking cafeteria-style meals and managing supplies until the next shipment of food arrives.

NMC has had an unofficial culinary-maritime partnership in recent years. Culinary students have had summer internships on the Great Lakes Maritime Academy's training ship, named the *State of Michigan*.

## Port of South Louisiana cuts ribbon on new \$11.6 million headquarters

The Port of South Louisiana's CEO, Paul Matthews, recently cut the ribbon on a new \$11.6 million headquarters and unveiled a new logo and company catchphrase, saying they are further signs of the port's newly aggressive growth strategy. Matthews took over early last year with a mandate from his board of commissioners and local politicians to try and establish Port of South Louisiana as the regional leader.

The completion of the new 30,000 square foot building is the first time that all of the port's staff have been housed in one venue. Previously, the main administration and executive building was in LaPlace, while other functions were spread in various buildings at the Globalplex multi-modal complex in Reserve, by the Mississippi River. The building sits next to the historic 1911 Godchaux-Henderson sugar refinery guest house, which is now owned by the port and used as a guest house for visiting dignitaries and clients,

A new slogan – *A better way to cargo* – was developed together with a four-quadrant logo depicting rail, river, air-

ways and road. It represents the fact that the port has access to all four modes of transport, which rivals Port of New Orleans' multi-modal setup.

Matthews played down rivalry with Port of New Orleans and other regional ports but said he is happy for Port of South Louisiana to take the lead for the state to catch up with ground lost to other Gulf South rivals, especially Houston and Mobile. The port said in its official announcement that 2022 was the first year that net tonnage increased since 2017. Last year saw almost 240 million tons of volume move through the port compared to about 230 million tons the year before.

Though Port of South Louisiana is the biggest in western hemisphere in terms of tonnage, the volume is mostly due to the dozens of private companies that move oil, bulk commodities and energy products from their private facilities. The port itself is relatively small in terms of its own operations and is dwarfed by New Orleans, which has income from port and rail operations that are about 10 times larger.

## Jones Act-compliant wind turbine installation concept wins ABS approval

Bleutec Industries Offshore Wind Services LLC (Bleutec) has recently received approval for its Binary Marine Installation Solution (BMIS) from the American Bureau of Shipping (ABS). The design is specifically tailored for the U.S. offshore wind market and is compliant with the Jones Act.

The BMIS platform is described as an alternative to more expensive wind turbine installation vessels, consisting of a Pile Installation Vessel, Wind Turbine Installation Vessel Light, and Service Operations Vessels. The vessels will be capable of installing turbines up to 22 megawatts and monopiles up to 4500 metric tons with a 15-meter diameter at U.S. offshore wind farms.

The BMIS utilizes innovative heavy lifting solutions, energy efficiency technologies, and a state-of-the-art dynamic positioning to ensure the safe and cost-ef-

ficient transportation and installation of offshore wind turbines.

The Jones Act, also known as the Merchant Marine Act of 1920, requires all vessels transporting goods between two U.S. ports to be built and owned by U.S. citizens, as well as crewed by U.S. citizens. The Jones Act is crucial for the development of the U.S. maritime industry, but it has posed a challenge for the offshore wind industry as there were no vessels designed specifically for the U.S. market.

Bleutec's BMIS offers a solution that is compliant with the Jones Act and designed specifically for the U.S. offshore wind market. Its modular design facilitates construction in U.S. shipyards, supporting U.S. maritime industry and the development of renewable energy sources.

Bleutec said that it expects the BMIS platform to be available for operations starting the early part of 2026.

## U.S. and Fiji working on establishing green shipping corridor

The United States of America, the Republic of Fiji, and the Pacific Blue Shipping Partnership have announced the intent to engage in technical cooperation to help facilitate the establishment of a green shipping corridor. Together, they intend to undertake a feasibility study to explore the potential of creating a green shipping corridor in the region, which can work to expand access to new fuels and technologies. Upon its completion, the partners will initiate discussions on the next steps among key stakeholders.

Fiji is also joining the Green Shipping Challenge, an initiative that catalyzes actions from countries and non-state actors to advance the transition to a 1.5-aligned shipping sector. For its part, the United States is pursuing this

technical cooperation under the Green Shipping Corridor Initiation Project, announced under the Green Shipping Challenge at COP27.

As part of the Green Shipping Challenge, governments around the world are creating green shipping corridors that will help put the shipping sector on a pathway to align with the 1.5-degree goal this decade. Green shipping corridors are specific maritime routes decarbonized from end to end, including both land-side infrastructure and vessels. Setting up such routes involves using zero-emission fuel or energy, putting in place refueling or recharging infrastructure at ports, and deploying zero-emission capable vessels to demonstrate cleaner, more environmentally-friendly shipping on a given route.



### U.S. Department of State Passport Services

#### UPDATED NOTICE TO MARINERS WITH INTERNATIONAL VOYAGES Effective January 22, 2023

To ensure timely service for mariners, Passport Services provides the following streamlined passport renewal provisions. These provisions are subject to change.

##### Qualifications

- Be a credentialed merchant mariner;
- Be eligible to apply on a DS-82 application for passport renewal. (Check eligibility at [https://travel.state.gov/content/travel/en/passports/have\\_passport/new.html](https://travel.state.gov/content/travel/en/passports/have_passport/new.html)); and
- Have a current passport that is expired or expiring in 7 months or less.

##### Application and Mailing Instructions

1. Applicants must submit the following:

- DS-82 application completed, signed, and dated. Please use the online form filler tool to fill out and print your form: <https://pptform.state.gov>. This tool produces a barcode to help us process your application faster;
- Passport photograph taken within the past six months;
- Current passport;
- Copy of Merchant Mariner Credential (MCC), front and back.

A check or money order in the amount of \$209.53 made payable to U.S. Department of State if applying for a passport book only. If applying for both the passport book and card, the total fee is \$239.53. This amount includes the passport fee, expedite fee, and 1-2 day delivery fee (for information regarding passport fees, please visit [travel.state.gov](https://travel.state.gov)).

- Letter from supervisor on company letterhead or your U.S. mariner's union.

2. The supervisor letter should include the following details:

- Applicant's full name;
- Printed name and title of applicant's supervisor or mariners' union representative;
- Supervisor's or union representative's signature; and
- Date the letter was issued.

3. Applications must be sent by traceable overnight delivery service to:

El Paso Passport Agency (PPT/EP)  
44132 MERCURE CIR PO Box 1073  
STERLING VA 20166 – 1073  
Attention: Mariner Program

##### Service Expectations

Completed passports will be mailed using a 1-2 day delivery service. **Please be sure the application includes a physical U.S. mailing address and not a P.O. Box.**

Every effort will be made to process the passport application in about one week of receipt. For instance, applications received on Monday may be completed and sent out by Friday of the same week.

##### Requesting a Second Passport

Mariners may wish to apply for a second limited validity passport (4 years). Second passports provide greater flexibility, particularly if mariners need to apply for visas when traveling domestically and overseas. For more information, please see: [https://travel.state.gov/content/travel/en/passports/have\\_passport/second\\_passport\\_book.html](https://travel.state.gov/content/travel/en/passports/have_passport/second_passport_book.html).

Below are the two options for applying for a second passport.

##### Option 1: Requesting a Second Passport when Renewing a Passport

To apply for a second passport, applicants must also include:

- A second DS-82 application (with photograph) completed, signed, and dated;
- Signed statement describing the need for a second passport. (This is required in addition to the company letter authorizing use of these special procedures); and
- Include payment for both applications in a single check totaling \$419.06 (\$209.53 per application).

##### Option 2: Requesting a Second Passport without Submitting a Current Valid Passport

If mariners need to use their current (10-year) passport while applying for their second passport, they can apply at a passport acceptance facility using a DS-11 form. They can expect to receive the second passport within the expedited timeframe posted at [travel.state.gov](https://travel.state.gov). To apply at a passport acceptance facility, applicants need:

- Completed (not signed) DS-11 application;
- Passport photograph;
- Photocopy of their 10-year passport data page;
- Signed statement of need for a second passport as outlined on our website;
- Payment of \$209.53 to the U.S. Department of State, which includes \$60 for expedite service and the additional \$19.53 for 1-2-day return delivery; and
- Additional payment of \$35 to the passport acceptance facility to execute the application.

To locate the nearest passport acceptance facility, see <https://iafdb.travel.state.gov>. Please note that many passport acceptance facilities require customers to schedule an appointment ahead of their visit.

### 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](mailto:EHernandez@mfoww.org)

# HONOLULU NOTES

I know February is a short month, but it seems to have gone by very quickly. It really wasn't a slow month, there was plenty to keep me busy, but our dispatches tanked. I only had 51 total dispatches for the month. Matson has been tightening their belt with a drop in container volume and lower freight rates. Hopefully the financial forecaster will prove correct and by year end it'll all be looking better. The rotary jobs dispatched in the month were average, but our standby jobs fell by 33 percent.

Presently the Honolulu registration list has 20 A-, nine B-, and 10 C-seniority members.

# SEATTLE NOTES

During the month of February Seattle shipped eight Standby Reefer/Electricians. Seattle currently has 11 A-, three B-, and five C-seniority members registered for shipping.

Seattle shipping slowed down to a trickle this month. Matson screwed down on standby work and in the last two weeks only two MFOW Standby Reefer/Electricians were ordered with no Standby Wipers or Standby ABs. This is unfortunate since agents in all ports made an aggressive recruiting effort over the past year that seems to be finally paying off as processed MMCs are arriving to new applicant members. Now there is limited standby work to bolster retention while they look for a steady job.

The *Watson*-class vessels are still making their way through the shipyard, and that will continue to reduce available billets. So I recommend that jobs on the board are taken as they come and find the dream job next time around.

Respectfully,  
**Brendon Bohannon**, Representative

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

Honolulu's applicants list has grown a lot since last year count of zero and with the ongoing efforts of attending career expos we shouldn't ever see this list disappear again.

I represented the MFOW at my usual meetings with the Honolulu Sailor's Home board and the Honolulu Maritime Port Council board.

It's with a heavy heart to report our brother Norval Ayers passed away on February 13. He had a long battle with cancer. I've talked with his sister who has mentioned to me that Norval's wishes is to be buried at sea. His ashes will be sent to the Honolulu Hall and will be put on a Matson ship for services. If you ever wanted to meet a real good union man and an awesome shipmate, it was Norval.

Aloha,  
**Mario Higa**, Port Agent

## HOWZ SHIPPING?

February 2023

### San Francisco

Electrician/Reefer/Jr. Engineer .....	1
Reefer/Electrician/Jr. Engineer .....	2
Junior Engineer .....	2
Oiler .....	3
Wiper .....	2
Standby Electrician/Reefer .....	13
Standby Wiper .....	1
<b>TOTAL .....</b>	<b>24</b>

### Wilmington

Electrician.....	1
Electrician/Reefer/Jr. Engineer .....	2
Reefer/Electrician/Jr. Engineer .....	4
Junior Engineer .....	4
Shore Mechanic.....	8
Wiper.....	3
Standby Electrician/Reefer .....	20
Standby Wiper.....	19
<b>TOTAL .....</b>	<b>61</b>


### Seattle

Standby Reefer/Electrician.....	8
<b>TOTAL .....</b>	<b>8</b>

### Honolulu

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer.....	1
Oiler .....	4
Wiper .....	1
Standby Electrician/Reefer .....	22
Standby Wiper .....	20
<b>TOTAL .....</b>	<b>51</b>

**FINISHED WITH ENGINES**



**Donald Jung, P2086/#1690.**  
Born September 23, 1927, Oakland, California. Joined MFOW October 4, 1946. Pensioned September 1, 1980. Died January 8, 2023.

**Norval Ayers, P2665/#3440.**  
Born February 4, 1942, Indiana. Joined MFOW May 23, 1972. Pensioned September 1, 2004. Died February 13, 2023, Maui.

**Dennis Barrios, JM-5415.**  
Born January 29, 1964, Philippines. Joined MFOW July 25, 2021. Died January 17, 2023, Philippines.

# NLRB strikes down anti-union election rule

The U.S. National Labor Relations Board (NLRB) recently withdrew key parts of a Trump-era rule that made changes to the union election process and had been heavily criticized by unions. The board said the move was necessary after the U.S. Court of Appeals for the D.C. Circuit in January found that the four provisions of the 2019 rule were improperly adopted by the NLRB without first seeking public input.

The rule, which had been adopted when the board had a Republican majority, replaced a sweeping Obama-era regulation that was designed to speed up union elections. A quicker process is generally seen as favoring unions. Business groups had claimed that the 2014 rule made it more difficult for employers to discuss unionizing with workers. The board said the withdrawal of the provisions reinstates the previous regulations.

The withdrawn provisions, which never took effect after they were chal-

lenged in court, would have given businesses more time to provide unions with lists of eligible voters ahead of an election and required that elections be held and ballots be impounded pending the outcome of related cases alleging unfair labor practices. Prior to the 2019 rule, the board would put off union elections while related board cases were pending.

The NLRB said two remaining provisions of the rule will take effect on September 10, pending the outcome of the remainder of the legal challenge that had gone to the D.C. Circuit.

Those include provisions allowing disputes over voter eligibility to be litigated prior to an election, rather than after, and barring board staff from scheduling an election less than 20 days after deciding one should be held.

The D.C. Circuit had held that those provisions did not require the board to seek public comment but said a federal judge in Washington, D.C., must now take up claims by unions that they are invalid on other grounds.

## SF waterfront study team meets

The U.S. Army Corps of Engineers (USACE) is working in partnership with the Port of San Francisco on the San Francisco Waterfront Study. The purpose of the study is to preserve and fortify the Embarcadero Seawall, a 100-year-old structure that over time has deteriorated and is subject to flood and seismic risk, and sea level rise. Members of a USACE Project Delivery Team met with members of the Port of San Francisco Port on February 27 through March 3 at a workshop to review several alternative plans for improving the bay-side waterfront. Next, the team will decide on a Tentatively Selected Plan and

submit it by mid-summer 2023 for approval. The USACE team is comprised of members from the Great Lakes and Ohio River Division, the Mississippi Valley Division, the North Atlantic Division, the South Pacific Division, and the Southwestern Division.

### Halls to close

**Harry Bridges' Memorial Day in Honolulu** – The Honolulu Hall will be closed on Thursday, March 30, 2023, in observance of Harry Bridges' Memorial Day, which is an ILWU Local 142 holiday.

**Cesar Chavez' Birthday** – The San Francisco, Seattle and Wilmington Halls will be closed on Friday, March 31, 2023, in observance of Cesar Chavez' Birthday, which is a long-shore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels in West Coast ports; it is not a holiday at sea.

For members working under the MFOW Maintenance Agreements, these holidays shall be observed in accordance with local custom and practice.

## HONOR ROLL

**Voluntary donation to General Treasury – February 2023:**  
Patrick Morrison, P-2748.....\$75.00  
Anthony Lefebre, #3750.....\$100.00  
Eric White, #3925.....\$100.00

## POLITICAL ACTION FUND

**Voluntary donations for February 2023:**  
Sony Arandia, JM-5250.....\$50.00

**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