



THE MARINE FIREMAN

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



Volume 79

SAN FRANCISCO, CALIFORNIA, JULY 14, 2023



No. 7

San Pedro Bay ports receive state grant money

The Port of Los Angeles has been awarded \$233 million in grants from the State of California to complete essential infrastructure projects aimed at creating a more efficient and sustainable supply chain. The grants were among \$1.5 billion announced July 6 by California Transportation Secretary Toks Omishakin at a ceremony attended by officials from ports across Southern California. Port of Los Angeles infrastructure projects supported by the new state grants include:

- Maritime Support Facility (MSF) Improvement and Expansion Project — The MSF provides chassis and empty container storage for all 12 container terminals at the ports of Los Angeles and Long Beach, critical to facilitating goods movement throughout the complex. With this new funding, the area will be improved and expanded from 30 to 71 acres. Improvements will include utilities, drainage, sewage, power, water supply, as well as a paved perimeter roadway. The \$198.2 million total project amount includes \$149.3 million from CalSTA and \$48.4 million in matching funds from the Port of Los Angeles.

- Rail Mainline/Wilmington Community & Waterfront Pedestrian Grade Separation Bridge — In addition to demolition work and soil remediation, the project involves construction of a 400-foot dedicated pedestrian bridge over freight tracks, creating a safer connection between the Wilmington community, several local area schools and the Port of Los Angeles' Wilmington Waterfront area. The project will also include construction of retaining walls, storm drainage, electrical and utilities, sidewalks and landscaping. The total project cost of \$57.9 million includes \$42 million from CalSTA, \$5.62 million from the Port of Los Angeles and \$10.2 million from LA Metro.

- State Route 47/Seaside Avenue and Navy Way Interchange Improvements — This project will modify the intersection of Navy Way and Seaside Avenue to improve traffic operations, reduce collisions and improve safety. Improvements will add a

new westbound auxiliary lane, a new eastbound two-lane collector-distributor road, a new off-ramp terminal and eliminate a traffic signal, among other upgrades. Total project cost of \$62.98 million includes \$41.79 million from CalSTA and \$21.19 million in Port of Los Angeles funds.

Additionally, the Port of Los Angeles received a \$15 million grant from the California Transportation Commission for a four-lane grade separation on Terminal Island that will reduce truck delays and improve public safety.

Of the \$1.5 billion awarded by the California State Transportation Agency, approximately \$250 million is allocated for zero-emission infrastructure, locomotives, vehicles and vessels.

Southern California regional projects totaling \$191 million were among the grants announced. These include a \$100 million BNSF rail expansion project in the High Desert and another \$76.3 million zero-emission rail and drayage fleet support project by the South Coast Air Quality Management District, among others. These projects support the Port of Los Angeles by improving cargo movement throughout the region.

Meanwhile, California State Transportation Agency officials announced a \$383.35 million grant for the Port of Long Beach to complete a series of construction and clean-air technology projects aimed at accelerating the transformation to zero-emissions operations and enhancing the reliability and efficiency of cargo movement. As part of the state's Port and Freight Infrastructure Program, nearly \$225 million will fund a variety of zero-emissions cargo-moving equipment and supportive infrastructure projects across the Port of Long Beach, and include "top handlers" and other manually operated cargo-handling equipment, as well as tugboats and locomotives. The sum is the single largest grant the port has ever received to support the zero-emissions goals of the 2017 Clean Air Action Plan Update.

Additionally, \$158.4 million of the

state grant will go toward the planned Pier B On-Dock Rail Support Facility, which will shift more cargo from trucks to on-dock rail, where containers are taken to and from marine terminals by trains. The \$1.57 billion facility will be built in phases, with construction scheduled to begin in 2024 and be completed in 2032.

As part of its Clean Air Action Plan, or CAAP, the Port of Long Beach has set a goal of zero-emissions terminal operations by 2030, and zero-emissions trucking by 2035. The port has a long track record of air quality improvement projects that have dramatically lowered emissions since 2005.

Officials hailed the grant announcement as a major step forward in the effort to continue improving the port's

sustainability — especially when it comes to air quality — and to build rail facilities needed to speed cargo to its destination.

The 2022-2023 state budget sets aside \$2.3 billion for supply chain resilience, including one-time funding totaling \$1.2 billion for the Port and Freight Infrastructure Program to support goods movement networks affected by the pandemic-induced cargo surge that resulted in unprecedented congestion at California's seaports. The program's goal is to improve the capacity, safety, efficiency and resilience of goods movement through California's seaports, while also enhancing air quality and growing the state's economic competitiveness.

USTRANSCOM now DOD's sole fuel supply manager

The U.S. Transportation Command (USTRANSCOM) has officially taken on a new role as the sole manager for the management and delivery of all bulk fuel supplies for the U.S. Department of Defense. This responsibility was assigned to USTRANSCOM by Congress through the 2022 National Defense Authorization Act (NDAA).

The goal of this new role is to coordinate the efforts of various stakeholders in the Department of Defense's bulk fuel supply chain in order to ensure the requirements of regional combatant commands are met. As the manager, USTRANSCOM will address existing gaps in the joint petroleum enterprise, leading to improved processes for fuel movement and distribution before and during crises.

In April 2023, President Joe Biden signed the 2022 Unified Command Plan, which establishes the missions, responsibilities, and geographic areas of responsibility for the combat commands. In May, the Secretary of Defense officially designated USTRANSCOM as the Department of Defense's single manager for global bulk fuel management and delivery (GBFMD) through a memorandum. This new mission represents a significant departure from how commodities are traditionally handled within the Department of Defense Joint

Logistics Enterprise.

To fulfill its Integrated Materiel Management responsibility, USTRANSCOM collaborates closely with the Defense Logistics Agency (DLA) in tasks such as procuring, transporting, and storing bulk fuel until it reaches the point of sale, and will continue to do so in this new role.

The establishment of USTRANSCOM's new role leverages the strengths of both USTRANSCOM and the DLA to ensure the Defense Department's global fuel delivery capability, particularly in contested environments. USTRANSCOM's greater responsibility is in response to the reality of potential of high-intensity conflicts and the challenges they pose to logistics.

While the DLA has effectively managed bulk fuel in day-to-day operations, the changing nature of warfare necessitates new concepts of operation that have yet to be tested in conflict. The establishment of USTRANSCOM's new role leverages the strengths of both USTRANSCOM and the DLA to ensure the DOD's global fuel delivery capability, particularly in contested environments. The Pentagon hopes that by enhancing the distribution of fuel, it can increase deterrence and support during crises, and bolster overall warfighting readiness.



Pictured is the Patriot Contract Services-operated shallow draft tanker – *Haina Patriot* – departing Busan, South Korea on first day of a new five-year Military Sealift Command charter.



In June, the Patriot Contract Services-operated *USNS Pomeroy* successfully entered the Port of Incheon, South Korea, using the Incheon Inner Lock. Incheon is comprised of busy shipping channels that allowed the crew to train in congested waterways. The *USNS Pomeroy* is one of the Military Sealift Command's large, medium-speed roll-on/roll-off (LMSR) ships and carries U.S. Army prepositioned stock.

Halls to close

Labor Day — The MFOW hiring halls will be closed Monday, September 4, 2023, in observance of Labor Day, which is a contract holiday.

Harry Bridges' Birthday — The MFOW hiring halls on the West Coast will be closed on Friday, July 28, 2023, in observance of Harry Bridges' Birthday, which is a longshore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels (except RRF vessels and the *Kamokuiki*) in West Coast ports. It is not a holiday at sea. For members working under the MFOW Maintenance Agreements, this holiday shall be observed in accordance with local custom and practice.

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

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Matson Navigation Company Wage Rates — Effective July 1, 2023

Motor Vessels

Rating	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Base Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily
Electrician/Reefer/Junior	\$7,325.51	\$244.18	\$7,778.46	\$4,407.60	\$146.92
Reefer/Electrician/Junior	\$6,973.68	\$232.46	\$7,562.02	\$4,284.90	\$142.83
Day Junior/Utility	\$6,330.82	\$211.03	\$6,734.05	\$3,815.70	\$127.19
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$4,283.28	\$142.78	\$4,850.38	\$2,748.60	\$91.62
Advancement Program Wiper	\$3,718.56	\$123.95	\$3,647.72	\$912.00	\$30.40

Overtime Rates	ST	OT	Money Purchase	Dirty Work -
	Hourly	Hourly	Daily	All Ratings Except APW
Electrician/Reefer/Junior	\$42.31	\$63.51	\$27.00	ST Hourly = \$26.33
Reefer/Electrician/Junior	\$40.34	\$60.54	\$27.00	OT Hourly = \$43.36
Day Junior/Utility	\$36.68	\$55.05	\$27.00	
Wiper	\$25.10	\$37.60	\$27.00	
Advancement Program Wiper	\$15.65	\$23.48	\$10.00	

CV700 Vessel — MV Kamokuiki

Rating	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Daily	ST Hourly	OT Hourly	MPPP Daily
Electrician/Reefer/Oiler	\$6,018.03	\$200.60	\$69.01	\$33.44	\$50.16	\$27.00
Oiler/Utility	\$4,298.58	\$143.29	\$49.29	\$20.30	\$30.46	\$27.00

Maintenance and Standby

Rating	Base Wage		Supplemental Benefit		Money Purchase	
	Daily	Daily	Dirty ST	Dirty OT	Daily	Daily
Shore Maintenance Mechanic	\$409.60	\$63.14				
Rating	ST Hourly	OT Hourly	Dirty Hourly	Dirty Hourly	Money Purchase Daily	Money Purchase Daily
Shore Maintenance Mechanic	\$51.20	\$76.80	\$77.53	\$103.13	\$30.00	\$30.00
Standby Electrician/Reefer	\$47.86	\$70.43	\$58.70	\$70.43	\$27.00	\$27.00
Standby Junior Engineer	\$44.35	\$65.27	\$54.39	\$65.27	\$27.00	\$27.00
Standby Wiper	\$42.09	\$61.94	\$51.64	\$61.94	\$27.00	\$27.00

President Biden signs Great Lakes Maritime Academy legislation

President Biden signed into law S. 467, the CADETS Act, the House companion bill of which was introduced by Representative Jack Bergman, who represents the Great Lakes Maritime Academy in Traverse City, Michigan. The CADETS Act was introduced earlier this year by a bipartisan group of Senators led by Senator Peters of Michigan, and companion legislation was led by Rep. Bergman in the House. S. 467 passed with bipartisan support and was then sent to the desk of President Biden to be signed into law.

Formerly, cadets who attend one of the six state maritime academies were prohibited from receiving financial assistance under the Student Incentive Payment Program if they are over the age of 25. The financial incentive extends up to \$32,000 in payments over four years to help offset the cost of tuition and other education expenses for those who qualify. S. 467, will encourage Americans to serve in critical defense roles by making those older than 25 eligible for the program.

After the bill was signed into law, Rep. Bergman stated, "The CADETS Act will help solve a problem our nation faces in recruiting qualified mariners to serve in the Navy Reserve and crew our strategic sealift vessels. This is a good bipartisan step in the right direction, which will help our Veterans transition to well-paying jobs, support the great work done by our state maritime academies, and fill critical national security vacancies."

Superintendent of the Great Lakes Maritime Academy, RADM Jerry Achenbach stated, "The Great Lakes Maritime Academy, a division of Northwestern Michigan College greatly appreciates General Bergman's efforts to ensure passage of the CADETS Act by the U.S. House of Representatives. His leadership ensures our non-traditional students, including many military veterans, will be eligible to receive \$32,000 while enrolled at the Academy in exchange for a commitment to serve their nation as seagoing officers in the U.S. Merchant Marine and as commissioned officers in the U.S. Navy's Strategic Sealift Program. The General's work will not only benefit these students, it also addresses the current mariner shortage."

Legislation to assist Coos Bay intermodal terminal advances

Last month, the Oregon Senate passed House Bill 3382 B which allows the local government to adopt limited land use exceptions within the jurisdiction of the International Port of Coos Bay for channel improvements. HB 3382 is critical to having a streamlined clear process to allow the Port of Coos Bay to alter its federal navigation channels to accommodate ships and attract both public and private investment.

Maintaining a deep-water port re-

quires periodic maintenance to ensure that a minimum depth is provided for shipping vessels. House Bill 3382 B outlines circumstances under which a local government may adopt an exception to land use planning goals related to estuarine resources for the International Port of Coos Bay. The potential Pacific Coast Intermodal Terminal at the Port of Coos Bay would bring billions in investments and thousands of jobs to southwest Oregon.

Memorandum of Understanding — CV700 - Kamokuiki

THIS AGREEMENT is entered into as of June 28, 2023 by and between the SEAFARERS INTERNATIONAL UNION-PACIFIC DISTRICT (SIU-PD), comprised of the MARINE FIREMEN'S UNION (MFU), the SAILORS' UNION OF THE PACIFIC (SUP), and the SEAFARERS INTERNATIONAL UNION-ATLANTIC, GULF, LAKES AND INLAND WATERS, AFL-CIO (SIU-AGLIW) hereinafter referred to as the "Union," and MATSON NAVIGATION COMPANY, hereinafter referred to as the "Company".

WHEREAS, the parties hereto have a collective bargaining agreement covering ocean going, dry cargo and passenger vessels, as amended and supplemented from time to time by agreement and/or arbitration awards, of which the expiration date is June 30, 2023 and

NOW, THEREFORE, the parties hereto agree as follows:

1. TERM OF THE AGREEMENT

The term of this Agreement shall be extended through and including June 30, 2026. It shall thereafter continue from year to year unless either party hereto shall give written notice of its desire to amend the Agreement or notice of its desire to terminate same, which notice shall be given at least sixty (60) days, but no sooner than ninety (90) days, prior to the expiration or anniversary date.

2. WAGE INCREASES

The following increases shall apply to the CV 700:

- a) There will be a 3.0% increase in the Wages and Wage Related Items (herein "W&WRI") on July 1, 2023.
- b) There will be a 4.0% increase in the Wages and Wage Related Items (herein "W&WRI") on July 1, 2024.
- c) There will be a 3.0% increase in the Wages and Wage Related Items (herein "W&WRI") on July 1, 2025.

3. MONETARY MATTERS

a) Manning, compensation, and work rules shall be as specified in Appendix A (applicable to the SUP only), Appendix B (applicable to the MFOW only), and Appendix C, D, E (applicable to the SIU-AGLIW only).

b) All ratings covered under this MOU shall receive eleven (11) days of supplemental benefit wages for each thirty (30) days worked, or pro rata. One (1) additional vacation day 1/30 = 3.3% increase to the current supplemental benefit wage contribution rate.

c) In the event that ships operated under this Agreement become participants in the Maritime Security Program (MSP) all wages, wage related items, and benefits shall revert to standard APL Marine Services MSP rates.

4. HOLIDAYS

There will be eleven (11) paid holidays:

- New Year's Day
- Martin Luther King's Birthday
- Presidents' Day
- Memorial Day
- Juneteenth
- Independence Day
- Labor Day
- Columbus Day
- Veterans' Day
- Thanksgiving Day
- Christmas Day

Holidays shall be observed on the day proclaimed by the Federal Government.

5. RIGHT TO ALLOCATE

The Union shall reserve the right to allocate the above W&WRI increases to fringe benefit plans.

6. INTERNET SERVICE

In accordance with the General Rules, Section 11 (p) the Company will provide a computer terminal for the use of email or other personal electronic communications. Furthermore, the Company agrees to install in the CV700 equipment providing continuously connected broadband satellite network service for crew communications including phone call, in addition to appropriate LAN networks, subject to operating considerations.

Inappropriate or unsafe websites will not be allowed. The Internet will be provided at no cost to the crew members. The Company is not responsible or liable for the security of crew members personal devices or data when connected to the internet; use of internet access is "at your own risk." All internet usage shall comply with Matson crew personal Wi-Fi/internet usage policy and guidelines, including file size limits.

7. QUARTERS

There shall be no lodging or compensation claims payable for linens, washcloths, towels, blankets or other accommodation space sanitary items while the vessel is carrying a two (2) man steward department.

8. WORK BOOT REIMBURSEMENT

Unlicensed crew members covered under this agreement shall be reimbursed up to one hundred and twenty-five dollars (\$125.00) per year for the purchase of appropriate work shoes or boots upon presentation of receipt. Receipt for work shoes or boots shall meet Matson SMS procedure C-01-020 safety shoe standards defined as hard toed safety shoes, with either a non-metallic polycarbonate or steel safety meeting ASTM F-2413-05 standards (class 75 rating), with slip-resistant outsoles. Alternatively, crew members covered under this agreement may request a Red Wing safety shoe voucher from the crewing dept at the time of dispatch or upon joining the vessel. The Red Wing safety shoe voucher shall be valid for one hundred and twenty-five dollars (\$125.00) redeemable at any Red Wing store up to one (1) year after the date of issue.

9. MARITIME LABOR CONVENTION COMPLIANCE

To the extent provided by law and regulation, the parties agree that, where applicable, this collective bargaining agreement sets the terms and conditions of employment at standards no less favorable than those laid out in the Maritime Labor Convention of 2006 (MLC). The parties understand that this agreement gives effect to and is conducive to the full achievement of the general object and purpose of the provisions of Part A of the MLC, where applicable. In particular, hours of work and rest stipulated by this agreement and established by safe work practices are hereby deemed to be substantially equivalent to the MLC, or provide for reasonable exceptions that, as far as possible, follow the provisions of Standard A 2.3 of the MLC.

The following piracy and armed robbery-related Amendments to the Code of the

MLC, 2006, relating to

- Regulation 2.1, shall apply:
- Standard A2.1 – Seafarers' employment agreements
- Standard A2.2 – Wages
- Standard B2.5.1 – Entitlement

10. GENERAL PROVISIONS

1. Except as expressly modified by this MOU, all other terms and conditions of employment of the General Rules and Work Rules of the Offshore Matson collective bargaining agreement, presently in effect shall remain in effect to CV700.

2. The terms and conditions of this MOU is subject to the ratification by each Union and only in effect when notice of such ratification is made in writing to employer by each constituent Union. Wages shall be retroactive to effective date or in effect of ratification.

June 30, 2023

Matson Navigation Company

/s/ Danny Defanti, Director, Offshore Labor Relations & Marine Operations

Sailors' Union of the Pacific

/s/ Dave Connolly, President/Secretary-Treasurer

Marine Firemen's Union

/s/ Anthony Poplawski, President/Secretary Treasurer

SIU-AGLIW

/s/ Nick Marrone, West Coast Vice President

APPENDIX B

to the

MATSON – SIU PACIFIC DISTRICT

Memorandum of Understanding Covering the CV 700 - KAMOKUIKI (Applicable to the Marine Firemen's Union)

1. WAGES AND BENEFITS

a. Wage and wage-related items

Rating	Base Wage Monthly	Base Wage Daily	Suppl. Wage Daily	Overtime Rate Hourly	Penalty Rate Hourly
Electrician/Reefer/Oiler	\$6,018.03	\$200.60	\$69.01	\$50.16	\$33.44
Oiler/Utility	\$4,298.58	\$143.29	\$49.29	\$30.46	\$20.30

a. Both ratings shall receive eleven (11) days of supplemental benefit wages for each thirty (30) days' worked, or pro rata.

b. The hourly overtime rates above shall be paid in accordance with the Agreement.

c. The manday contributions for each rating shall be as follows:

Rating	SIU-PD Pension	SIU-PD Suppl. Benefit Admin	SIU-PD Medical Center	MFOW H & W	MFOW Money Purchase	MFOW Training	MFOW JEC	MFOW Suppl. Pension Plan
All Ratings	\$20.00	\$2.12	\$2.00	\$25.68	\$27.00	\$3.00	\$3.00	\$4.50

2. MANNING AND DECK DUTIES

a. Unlicensed engine department manning shall be one (1) Electrician/Reefer/Oiler and one (1) Oiler/Utility.

b. Both ratings shall also possess the U.S. Coast Guard national rating endorsement of Ordinary Seaman.

c. The Electrician/Reefer/Oiler and Oiler/Utility shall be turned-to on deck to assist with vessel mooring and unmooring operations (tie-up and let-go only). They shall not be assigned port preparation duties, rigging or stowing of pilot ladder, or gangway operations.

3. WORK RULES — ELECTRICIAN/REEFER/OILER

a. The Electrician/Reefer/Oiler shall work as directed to perform electrical and mechanical maintenance and repairs to engine department systems and auxiliaries, as described in the Matson-MFOW Offshore Work Rules covering Electricians and Oilers.

b. If refrigerated containers are carried aboard the vessel, the Electrician/Reefer/Oiler shall be assigned to plug and unplug, monitor and repair the refrigerated containers in addition to his regular duties.

c. The Electrician/Reefer/Oiler shall not be assigned general cleaning, polishing and painting duties (Wiper's work) without the payment of penalty time.

4. WORK RULES — OILER/UTILITY

a. The Oiler/Utility shall work as directed to assist the licensed engineers in maintenance and repair work in the engine department, as described in the Matson-MFOW Offshore Work Rules covering Oilers; and shall perform Wiper's work as part of his regular duties, as described in the Matson-MFOW Offshore Work Rules covering Wipers.

b. The Dirty Work provisions of the Matson-MFOW Offshore Work Rules shall not apply to this Agreement.

5. SANITARY DUTIES

Notwithstanding Section 30 (i) Cleaning Unlicensed Engine Room Quarters, of the MFOW Work Rules; and Section 17 Freighters — Sanitary Work, of the SUP Work Rules; and based on the spirit of cooperation between the unlicensed unions and past practice, the parties agree to develop a plan for common space daily sanitary duties during the initial voyage(s) of the CV700-class vessel.

Date: June 30, 2023

Matson Navigation Company

/s/ Danny Defanti, Director, Offshore Labor Relations & Marine Operations

Marine Firemen's Union

/s/ Anthony Poplawski, President/Secretary-Treasurer



APL Marine Services

On June 13, the Union was notified by APL Marine Services that the company would rename two of its Maritime Security Program vessels, as follows:

Vessel	New Name	Effective Date
CMA CGM Herodote	APL Islander	June 19, 2023
CMA CGM Dakar	APL Oceania	June 24, 2023

Matson Navigation Company

Matson Offshore — In accordance with General Rules Section 36 of the Agreement between Matson Navigation Company and the SIU Pacific District, there shall be a three (3.0) percent increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2023.

Also, a cost-of-living increase shall be 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. An increase in this index above four (4.00) percent, not to exceed five (5.00) percent, shall be added to the base wage effective July 1, 2023.

The publishing date for the May 2023 CPI was June 13, 2023. Unfortunately, the published CPI was exactly 4.0 percent, not above 4.0 percent, which negated the CPI increase.

Under General Rules Section 29, a \$0.25 per manday increase in the MFOW Training Plan contribution became effective July 1, 2023.

Matson Maintenance — Under Section 22 of the Maintenance Agreement between Matson Navigation Company and the Marine Firemen's Union, the economic benefits detailed above shall apply to those working as Shore Mechanics under the agreement.

Washington Cares Tax — On June 30, Matson notified the Union of a new Washington State tax. Starting July 1, 2023, the new tax withholding requirement went into effect for Washington State employees. The tax will support the Washington Cares Fund, which is a mandatory long-term care insurance benefit. The benefit can be used to purchase various long-term care services, such as professional care, equipment, home safety evaluations, and/or compensation for family members who provide care.

The tax withholding has been set by state law at 0.58 percent of gross wages, or \$0.58 per \$100. Employee payroll deductions begin July 1, 2023. This means that all Matson Tacoma standby personnel will be taxed 58 cents for each \$100 on their payoff.

Matson CV700 — The 2017 Memorandum of Understanding between Matson Navigation Company and the SIU Pacific District unions, covering the operation of the CV700-class vessel – *CV Kamokuiki* – expired on June 30, 2023. Matson labor relations notified the SIU Pacific District of their desire to amend the agreement to cover a new term beginning July 1, 2023. The parties met on June 27 and came to the following agreement, pending union membership ratification:

- Three-year term of agreement from July 1, 2023, through June 30, 2026.
- Increase in wages and wage-related items of three (3.0) percent, four (4.0) percent and three (3.0) percent on July 1, 2023; 2024, and 2025 respectively.
- Increase in supplemental wages from 10 for 30 to 11 for 30. The increase shall be applied by adding 3.3 percent to the daily supplemental wage rate.
- Addition of Juneteenth National Independence holiday.
- Improvement of internet service and crew access to internet aboard vessel.
- Work boot reimbursement or Red Wing safety shoe voucher of \$125 per year.
- Addition of Maritime Labor Convention 2006 (MLC) compliance language. This is the same language in the Offshore General Rules.
- Increase Steward Department manning from one to two personnel. There shall be no lodging or compensation claims payable for linens, washcloths, towels, blankets or other accommodation space sanitary items while the vessel is carrying a two-man Steward Department.

I recommend membership approval of the new Memorandum of Understanding covering the CV700 vessel – *CV Kamokuiki*.

Patriot Contract Services

Ready Reserve Force — As previously reported, the Ready Reserve Force (RRF) contracts are scheduled to expire on July 26, 2024. On January 23, the Union was notified by Patriot Contract Services (PCS) that the successor RRF Ship Management Services request-for-proposal (RFP) No. 693JF722R000009 had been published by the Maritime Administration

(MARAD) on December 21, 2022. The period of performance for the new contract, beginning in 2024, will be a base period of five years with one five-year option for a total contract period of 10 years.

On March 31, 2023, MARAD amended the RFP to move the proposal submission date for interested bidders from May 3 to May 12. The Union submitted wage and benefit scales to the company prior to the deadline.

In June, MARAD notified bidders, including PCS, that submissions were not compatible with the wage determination of the Service Contract Act, as published by the U.S. Department of Labor. On July 3, I submitted a Service Contract Act-compliant wage and benefit package to the company.

Trust Funds

The trustees of the various MFOW plans met in the Conference Room at Head-

quarters on June 21. The trustees of the various SIU Pacific District plans met in the Conference Room at the SIU-PD Plan offices on Harrison Street in San Francisco on June 22.

SIU-PD Pension — The trustees received the plan actuarial valuation report as of August 1, 2022. The plan was certified to be in the Green Zone on October 27, 2022, based on the estimated funding percentage of 104.4 percent and a positive credit balance for the next seven years. The fund experienced an actuarial loss of \$659,338 for the plan year. However, because of an accumulated actuarial gain from prior years of \$1,310,061, that was not used for benefit improvements, there was a gain of \$650,723 available for benefit improvements pursuant to Section 30 (e) of the General Rules (\$1,310,061 - \$659,338 = \$650,723).

The Pacific District unions proposed a modest \$25 per month increase in the maximum pension benefit. The companies evaluated the proposal and determined the increase will not have any significant adverse impact on the Pension Protection Act projections that could endanger the plan. On June 30, the Unions were notified that companies would agree with the \$25 increase in the maximum pension, with corresponding proportional increases for lower benefit levels.

• **MFOW Welfare Fund** — Health care costs continue to surge with no end in sight. Nonetheless, the trustees received and approved premium renewal quotes for the various HMO and PPO plans as follows:

• **Kaiser Foundation Health Plan California** — Kaiser provided notification of a premium increase of 14.1 percent for the California group effective October 1, 2023. The current premium per capita rate of \$807.64 will increase to \$921.52. Based on projected monthly enrollment of 170 participants, the renewal represents an annual increase in premium of \$232,000.

• **Kaiser Foundation Health Plan Hawaii** — Kaiser provided notification of a premium increase of 3.2 percent for the Hawaii group effective October 1, 2023. The current medical and prescription drug premium per capita rate of \$533.19 will increase to \$550.35. The current dental plan per capita rate will remain unchanged at \$39.67. Based on projected monthly enrollment of 61 participants, the renewal represents an annual increase in premium of \$12,600.

• **Kaiser Foundation Health Plan Washington** — Kaiser provided notification of a premium increase of 12.0 percent for the Washington group effective October 1, 2023. The current premium per capita rate of \$748.39 will increase to \$838.43. Based on projected monthly enrollment of 37 participants, the renewal represents an annual increase in premium of \$40,000.

• **Kaiser Foundation Health Plan Oregon** — Kaiser provided notification of a premium increase of 15.0 percent for the Oregon group effective October 1, 2023. The current medical and prescription drug premium per capita rate of \$841.63 will increase to \$967.88. The current dental premium per capita rate will remain unchanged at \$74.84. Based on projected monthly enrollment of eight participants, the medical and dental renewals represent an increase in the annual premium of \$12,000.

• **Health Net HMO and PPO Plans** — Health Net requested a 5.96 percent increase for the HMO and PPO plans effective October 1, 2023.

Plan	Current Rate	Renewal Rate	Enrollment
HMO	\$1,432.68	\$1,518.07	26
PPO California	\$1,618.10	\$1,714.54	1
PPO Outside California	\$1,823.21	\$1,931.88	2
Monthly Premium	\$42,500.00	\$45,000.00	29

The premiums requested represent an annual increase in cost of approximately \$30,000.

On average, the October 1, 2023 premium renewal increases for the Kaiser California, Kaiser Hawaii, Kaiser Washington, Kaiser Oregon, and the California Health Net Plans represent an overall increase of 11.1 percent in monthly premiums.

National Maritime Center

Keep 'em Safe, Keep 'em Sailing



(UPDATE) National Maritime Center Credential Production Delays Resolved

On April 7, 2023, the National Maritime Center (NMC) reported on technical difficulties with our credential production equipment. These equipment issues led to delays in issuing Merchant Mariner Credentials (MMCs).

These issues have been resolved, and we are pleased to announce that production and issuance times have returned to normal. Mariners who are approved to print can expect their credential to be produced and issued within **2-3 business days**.

As always, mariners can expect to receive a status update e-mail at each stage of the application, including upon issuance of their credentials. To check your status and get the most up-to-date status information, use our [online status tool](#), or contact us via [Live Chat](#) (scan the QR code below to open the chat website) or by calling 1-888-IASKNMC (427-5662).

If necessary, mariners can request expedited mailing of their MMC or medical certificate, which includes the ability to track the package. Full instructions detailing the expedited mailing process are provided on the [NMC website](#).

For a complete list of important announcements, see the NMC Announcements on the [NMC Home Page](#).

Sincerely,

Bradley W. Clare
Captain, U.S. Coast Guard
Commanding Officer

6/21/2023

VICE PRESIDENT'S REPORT

If you're reading this without a bandaged hand, congratulations for making it through the 4th of July and knowing when to let go. If you think y'all have it good with the holidays, I've seen a few offices in town shut it down for the entire week. A week off in the summer months may be quite attractive but I wouldn't say it's worth trading in your seabag and freedom to be condemned to a cubicle. Take it from the guy who embodied the Ricky Nelson "Travelin' Man" track and traded it for an office job. You're welcome.

We're starting to look thin again. I'm not sure if it's due to this being the most normal summer we've seen in a long time and people want to enjoy it or continuing labor shortages. If you hold endorsements for a posted job and we need it filled, you take it. End of story. The old guard taught me this. This is the mentality that has carried our organiza-

tion to the present. I don't always agree with the old ways, but this is one I lived by as a rank-and-file member. I expect the same from all of you. Having to take your imaginary cousin's dog to the dentist isn't an excuse to skirt responsibility.

I'm a bit overdue for a visit to the Wilmington branch to deliver the computer that I refurbished for the office. I'd like to make it down there in the next month if possible. Maybe I'll fill in for the Port Agent if Sonny wants to go fishing. Give the branch a makeover, grab some tacos, talk trash to the shore gang and familiar faces. Sounds like a good time.

That's all I got. Keep the jobs filled and job board clean. Stay safe and enjoy your summer.

Fraternally, Deyne Umphress

Fraternally,
Deyne Umphress

Port of Oakland receives \$119 million from State of California

The Port of Oakland was awarded \$119 million in grant funding from the State of California as part of the Port's Freight Infrastructure Program (PFIP). The grant award is part of the \$1.2 billion state-funded program that will support the port in making critical infrastructure improvements at its maritime facilities and roadways that surround the port, and to electrify port cargo handling equipment.

The \$119 million in grant funds will support the delivery of marine terminal modernization and arterial roadway improvement projects. The projects are

designed to expand green infrastructure and reduce port congestion which in turn, will reduce diesel emission impacts.

PFIP grants support the congestion reduction efforts underway at California's ports and increase the reliability and competitiveness of the state's supply chain. The program seeks to improve the capacity, safety, efficiency and resilience of goods movement through California's maritime ports, while also reducing greenhouse gas emissions and impacts to communities adjacent to the corridors and facilities used for freight transport.

Mexico port investment drought ended

Three port projects will end a period in Mexico with no major private investment in the sector since President Andrés Manuel López Obrador came to power in 2018. The most recent involves the \$213 million modernization and expansion of Progreso port in Yucatán state, which moved to the tendering stage. The others are from Chinese giant Hutchison Ports, who last month confirmed a major investment in Baja California to expand its terminal in Ensenada, and Caxcor Group, who is in charge of the \$3.3 billion T-MEC rail corridor that includes a new floating port in Mazatlán, Sinaloa state.

López Obrador's administration has not implemented any major port projects with private sector investment in its almost five years in power. A few private investments in the sector were made in 2019 when the government presented the 2019-24 national infrastructure program, but were excluded after it restructured the program at the end of 2020. Navy ministry Semar, which became the country's main port authority in 2021, has carried out some projects at Salina Cruz port in Oaxaca state and Coatzacoalcos in Veracruz, which are part of the Tehuantepec isthmus rail corridor.

Progreso — The Yucatán legislature

recently approved financing as part of the process to put the project out to tender. The proposal had been submitted by governor Mauricio Vila. The project involves building and equipping a new terminal and increasing the depth of the navigation channel and dock to receive larger vessels. Currently, it can receive ships with loads of 36,000-40,000 tons, which will be brought up to 100,000 tons.

Ensenada — Hutchison Ports said in May that it had allocated funds to expand the Ensenada terminal's dock by 300 meters, its container patio by four hectares and to erect a deflecting wall of 80 meters. Work started at the end of 2022 and will last 22 months. The decision came after container handling rose from 145,000 TEU in 2014 to 444,000 TEU in 2022.

Hutchison operates seven terminals in Mexico.

Mazatlán — The floating port in Mazatlán will demand an investment of \$750 million. It will be part of a rail corridor that will link Sinaloa with Winnipeg in Canada through the U.S. Caxcor presented the T-MEC corridor project in 2021 with the aim of starting operations in 2027. The group was planning to kick off construction in 2022 but permitting issues halted the start of work.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for June 2023:

Matson Navigation Company

On the Pacific Southwest triangle run: *MV Lurline* — delegate REJ Dale Cunningham, #3597, no beefs, shipped a REJ and Wiper. *MV Mahimahi* — delegate REJ Baldev Singh, #3782, no beefs. *MV Mokihana* — delegate REJ Scanlon Henneberry, #3717, no beefs.

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer* — delegate REJ Travis Kehoe, #3922, no beefs. *MV Manulani* — ERJ Steve Mohlin, #3831, shipped a one trip relief REJ, in July the ship will lay up in Tacoma for maintenance/repairs. *MV Maunawili* — ERJ Albert Pastor, #3926 no beefs. *Cape Hudson* — Electrician Mario Bolanos, #3893, reshipped for one year.

APL Maritime Services

On the EX1 run: *MV President Truman* — delegate REJ Tucker Latimer, #3638, no beefs. *MV President Cleveland* — delegate REJ Thomas Davis, JM—5156, no beefs, shipped an additional REJ. *MV President F.D. Roosevelt* — delegate REJ Randy Fogle, JM—5133, no beefs. *MV President Eisenhower* — delegate ERJ Kevin Haymer, #3958, no beefs, shipped an REJ and DJU for time up.

On the JMX Run: *APL Eagle*, shipped an REJ for time up.

Patriot Contract Services

USNS Sisler — shipped an Electrician. Fraternaly, **Bobby Baca**

CMA CGM absorbs Containerships into its own brand

Number-three ocean carrier CMA CGM has retired the Containerships name, ending a nearly 60-year run for the Finnish brand of intra-European shortsea container freight. CMA CGM acquired Containerships in 2018, adding the firm's network in the Baltic markets, Russia, Northern Europe, North Africa and Turkey to its existing routes. CMA CGM had also recently acquired the venerable Scottish line MacAndrews, another European shortsea brand, and it viewed Containerships as a complementary acquisition.

CMA CGM folded the two companies together under the Containerships brand in 2019, bringing together 26 maritime service routes and eight inland routes — and bringing an end to the 250-year-old MacAndrews brand.

The absorption of Containerships is part of a long-running trend of industry consolidation, but it comes at the price of historical continuity. Containerships was founded in 1966, 12 years before

CMA CGM. At the time, the concept of containerized freight (in its modern form) was only 10 years old, and it was still new in many parts of the world. The former MacAndrews brand was founded in 1770, decades before the first commercially successful steamship.

CMA CGM has been absorbing its subsidiary brand names for a long time. In 2016, after acquiring APL parent company NOL, it consolidated its ANL and US Lines brands, ended the NOL brand and brought all trans-Pacific commercial cargo under the CMA CGM brand. APL was retained as a separate name for its U.S.-government/U.S.-flag shipping contracts.

Competitor Maersk is also bringing its smaller lines in under one umbrella. In January, Maersk announced that its Sealand division — which launched the industry as the world's first container company — will transition into the Maersk fold and cease using its historic name.

NOAA awards \$625 million contract for two research ships

The National Oceanic and Atmospheric Administration (NOAA) recently announced that it has awarded a \$625 million contract to Thoma-Sea Marine Constructors LLC, of Houma, Louisiana, for the design and construction of two cutting-edge research vessels. The contract includes an option to purchase two more ships. The first two ships will be built at Thoma-Sea's Houma shipyard with an expected delivery date of 2027 and 2028.

Thoma-Sea is already busy building two research vessels for NOAA under a \$178 million contract awarded on December 31, 2020. The first vessel, the *Oceanographer*, is expected to join the NOAA fleet in 2025, and its sistership, the *Discoverer*, in 2026.

The new ships will focus primarily on ocean mapping and nautical charting as part of NOAA's mission to deliver tools and information to help mariners safely navigate the nation's ports and harbors. Ships from around the world move \$1.5 trillion worth of products in and out of U.S. ports every year and rely on navigation charts to do so safely. The new vessels will have additional capabilities to help assess and manage living marine resources and collect data

for oceanographic monitoring, research and modeling activities.

The ships will be designed to coordinate, acquire and process large data sets like those gathered from mapping the seafloor and characterizing marine habitats. They will also have the ability to deploy crewed survey work boats, scientific equipment and uncrewed systems, which enhance the work the ship does.

The shipbuilding contract was awarded following a request for proposals that was open from June to October 2022. The design and construction of these new ships is funded in part by the Inflation Reduction Act.

The research and survey ships operated, managed and maintained by NOAA Marine and Aviation Operations comprise the largest fleet of federal research ships in the nation. Ranging from large oceanographic research vessels capable of exploring the world's deepest ocean, to smaller ships responsible for charting the shallow bays and inlets of the U.S. The fleet supports a wide range of marine activities, including fisheries surveys, nautical charting and ocean and climate studies. NOAA ships are operated by NOAA Corps officers and civilian professional mariners.

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.

(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.

Maritime Institute

Courses are conducted at 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.

August 14-17 September 18-21 October 16-19

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.

August 3-4 September 7-8 October 5-6

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.

July 31-August 4 August 28-September 1 September 11-15

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.

November 27-December 1

QMED Electrician/Refrigerating Engineer

A member who successfully completes the 240-hour QMED Electrician/Refrigerating Engineer course will satisfy the requirements needed for the national endorsement as QMED Electrician/Refrigerating Engineer, provided all other requirements, including sea service, are also met. **Prerequisites:** Endorsements as QMED Fireman/Watertender, QMED Oiler, and RFPEW; PLUS 180 days of MFOW-contracted sea time while qualified as RFPEW.

September 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.

August 21-25

October 23-27

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.

Maritime Institute, San Diego, CA: July 21, August 4, August 18, September 1

Maritime Institute, Honolulu, HI: July 7, August 25, October 13, December 8

Cal Maritime Academy, Vallejo, CA: August 14-15

Compass Courses, Edmonds, WA: August 22-23, September 19-20

MITAGS-PMI, Seattle, WA: August 14-15, September 5-6, October 2-3

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.

Maritime Institute, San Diego, CA: August 23-25, September 6-8

Cal Maritime Academy, Vallejo, CA: July 24-26

Compass Courses, Edmonds, WA: August 22-24, September 19-21

MITAGS-PMI, Seattle, WA: December 9-11

Marine Firemen's Union Training Plan Tuition Reimbursement Policy

The Marine Firemen's Union Training Plan reimburses tuition costs (not lodging, subsistence or transportation) for certain types of training taken by a participant on his own.

However, preapproval of the training must be given by the Marine Firemen's Union Training Plan prior to taking the course.

Any request for reimbursement without preapproval from the Marine Firemen's Union Training Plan will be denied.

LOI approved for \$500 million Tinian port project

The Commonwealth of the Northern Mariana Islands Ports Authority (CPA) has approved a U.S. Department of Defense (DOD) request for a letter of intent (LOI) for its \$500-million project to improve the Tinian harbor. During a special meeting, CPA's board of directors adopted a resolution and a letter of intent for DOD's Tinian Port Joint Area Development Project, which would cover port construction, repair, and maintenance of the Tinian harbor. Governor Arnold I. Palacios described the project as a once-in-a-lifetime deal.

"This project comes one time in our lives: a major infrastructure project in partnership with the United States and our military. A rebuilt Tinian Port is a stronger support facility consistent

with the vision of our Covenant," he said.

The LOI provides DOD with the initial support and commitment it needs in order to secure congressional defense authorization for the project, which is expected to start in fiscal year 2025. CPA says the approval for an LOI only starts the process for discussions toward an agreement and allows DOD to first secure the funding for the project. Currently, CPA has merely reviewed the project proposal and has even conducted a town hall discussion on Tinian and met with the CNMI and Tinian leadership. If it pushes through, DOD's joint area development project for the Tinian harbor will allow CPA and DOD to develop the port together for civilian,

commercial, and military purposes.

Back on July 3, DOD submitted a request for a Letter of Intent to CPA, requesting its support for the project to repair, improve, and develop the Tinian harbor. The project concept includes two warehouse facilities; hardening

and repairs to the four berths; dredging the harbor to 28 feet; removal of Finger Pier A and installing two mooring buoys outside the harbor. The most substantial aspect of the project concept is the repair of the entire breakwater structure to protect the port area.

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SIU Pacific District Pension Plan

Summary of Plan Improvements — Active Members

	Monthly Benefit Effective July 1, 2023
I – Long Service Benefit (25YQT)	
(1) - Retiring at age 60 or older	\$2,670.00
(2) - Eligible for Social Security Disability, any age	\$2,670.00
(3) - Retiring between ages 55 and 60	\$2,230.23
(4) - Retiring under age 55	\$300.00
II – Basic Service Benefit (20YQT)	
(1) - Retiring at age 60 or older	\$2,136.00
(2) - Eligible for Social Security Disability, any age	\$2,136.00
(3) - Retiring between ages 55 and 60	\$1,923.96
(4) - Retiring under age 55	\$250.00
III – Reduced Service Benefit	
(1) - 15YQT	\$1,201.50
(2) - 16YQT	\$1,281.60
(3) - 17YQT	\$1,361.70
(4) - 18YQT	\$1,441.80
(5) - 19YQT	\$1,521.90
IV – Disability Retirement Benefit	
(1) - 25YQT - retiring at age 60 or older	\$2,670.00
(2) - 25YQT - retiring at ages 55-59	\$2,230.23
(3) - 25YQT - retiring under age 55	\$300.00
(4) - 20YQT - 24YQT, retiring at age 60 or older	\$2,136.00
(5) - 20YQT - 24YQT, retiring at ages 55-59	\$1,923.96
(6) - 20YQT - 24YQT, retiring under age 55	\$250.00
(7) - 15YQT - 19YQT	\$187.50
(8) - 15YQT - 19YQT and eligible for Soc. Sec. Dis.	\$218.75
(9) - 10YQT - 14YQT	\$125.00
V – Dependent Child Benefit	
(1) - Per child under age 18	\$25.00
VI – Deferred Vested Benefit per Year of Qualifying Time	
(1) - 200 or more Qualifying Days	\$80.10
(2) - 125 to 200 Qualifying Days	Pro Rata
(3) - Less than 125 Qualifying Days	\$0.00



Update on the Falls of Clyde

The Hawaii Department of Transportation (HDOT) is working to redevelop Pier 7 at Honolulu Harbor which has been vacant and inactive for the last 14 years, after Bishop Museum closed the Hawaii Maritime Center. One of the challenges to redevelopment has been the disposition of the *Falls of Clyde* – the historic vessel that was gifted to the museum — which remains moored at Pier 7.

In order to facilitate the disposition of the vessel and prepare for the issuance of a new Request for Proposals (RFP) for its removal from the harbor, HDOT has taken on the responsibility of completing the planning and entitlement processes. One of the steps in this process is the delisting of the vessel from the Hawaii Register of Historic Places.

HDOT has an obligation to ensure public resources, including commercial harbors and related infrastructure, are being managed effectively. A condition assessment of the vessel conducted in March 2023 revealed that the structural integrity of the *Falls of Clyde* has deteriorated substantially over the years. HDOT currently pays a contractor to regularly monitor water levels and pump water from its hull. Without this intervention, the ship would likely sink, list, or damage surrounding facilities.

Some members of the public will be disappointed by the vessel's removal from Honolulu Harbor, but HDOT remains open to the idea of supporting the ship's owner, Friends of *Falls of Clyde*, partnering with an entity that can both remove and preserve the property.

Summary Annual Report For SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund Inc., EIN 94-1431246, Plan No. 501, for period August 1, 2021 through July 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).

Supplemental vacation pay benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,779,510 as of July 31, 2022, compared to \$2,150,712 as of August 1, 2021. During the plan year the plan experienced a decrease in its net assets of \$371,202. This decrease includes unrealized appreciation and 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 \$16,039,306, including employer contributions of \$16,088,766, earnings from investments of (\$43,979), realized losses of (\$6,980) from the sale of assets, and other income of \$1,499.

Plan expenses were \$16,410,508. These expenses included \$409,031 in administrative expenses, and \$16,001,477 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:

- an accountant's report;
- financial information and information on payments to service providers;
- assets held for investment; and
- transactions in excess of 5% of the plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, or by telephone at (415) 764-4990. The charge to cover copying costs will be \$5.00 for the full annual report, or \$0.25 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 (SIU Pacific District Supplemental Benefits Fund, Inc., 730 Harrison Street, Suite 400, San Francisco, CA 94107) and at the U.S. Department of Labor in Washington, D.C., 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, Room N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, D.C. 20210.

Summary Annual Report For SIU Pacific District Seafarers' Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, Plan No. 501, for the year ended June 30, 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).

Medical exam benefits paid under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$41,859 as of June 30, 2022, compared to \$83,495 as of July 1, 2021. During the plan year, the plan experienced a decrease in its net assets of \$41,636. During the plan year, the plan had total income of \$756,589, including employer contributions of \$742,760, earnings from investments of \$48, and other income of \$13,781.

Plan expenses were \$798,225. These expenses included \$268,371 in administrative expenses, and \$529,854 in benefits paid to or for participants and beneficiaries.

Your Rights To Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$3.75 for the full annual report, or \$0.25 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 730 Harrison Street, Suite 400, San Francisco, CA 94107 and at the U.S. Department of Labor in Washington, D.C., 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, D.C. 20210.

Senator awarded Gold de Fleury Medal

Last month, Lt. Gen. Scott A. Spellmon, the 55th Chief of Engineers and commanding general of the U.S. Army Corps of Engineers, presented U.S. Senator Tom Carper (D – Delaware) with the Gold de Fleury award on behalf of the Army Engineer Association during a ceremony in Rehoboth Beach, Delaware. Carper, who currently serves as the chairman of the Senate Environment and Public Works Committee, was selected for his leadership in addressing the nation's water resources infrastructure needs.

Under his leadership, a bipartisan group of senators on the EPW Committee helped to pass the Infrastructure Investment and Jobs Act which included \$17.1 billion for the Army Civil Works program that is funding studies and projects, maintaining existing infrastructure, and dredging channels in response to floods and coastal storms. Additionally, under his leadership, the EPW Committee drafted and passed the seventh consecutive biennial Water Resources Development Act in 2022.

Carper joined the EPW commit-

tee in 2001 and has served as chairman since 2021. In that time, he has led efforts to address the nation's critical water resources infrastructure needs and global efforts to combat climate change. These efforts encompass some of the more than 1,000 ongoing civil works projects conducted by USACE, projects primarily aimed at addressing coastal vulnerabilities, improving climate resiliency, restoring aquatic ecosystems and maintaining federal navigation channels infrastructure.

Each year the Gold de Fleury is awarded to one individual outside the Army Engineer Regiment whose contributions to the U.S. Army Corps of Engineers and the Army Engineer Regiment exemplify boldness, courage, and commitment to a strong national defense.

The Order of the de Fleury was established in 1779 in honor of Francois Louis Tesseidre de Fleury, a French engineer, who volunteered to serve during the American Revolution. There are four different levels of the award: steel, bronze, silver and gold, with gold being the most prestigious.

HONOLULU NOTES

June was a very slow month for Honolulu with 58 total dispatches. It was a little slow on average for steadies with eight dispatched, but it was our Standby Electrician/Reefer jobs that took an almost 50 percent drop with only 18 standbys for the month of June being called. Our Standby Wiper jobs came in at 32 jobs called, close to our average amount per month. The Honolulu registration list has 15 A-, five B-, and 10 C-seniority members on it.

I didn't have any meetings in June, a real slow month. I did have a one-week vacation but that failed with me catching COVID on the Friday as I was leaving work. Signs and symptoms appeared. So, I guess I'm lucky it was a slow month and nobody

else caught my COVID. Mahalo to Don Ngo for coming in to do my vacation relief; he always does a great job.

Aloha,
Mario Higa, Port Agent



SUP member Emo Aulelava and MFOW Shore Mechanic Russell Felicilda, #3798, take a coffee break at the Matson barge maintenance warehouse on Sand Island in Honolulu.

SEATTLE NOTES

During the month of June, Seattle shipped the following: one Electrician, two Oilers, one Wiper, four Standby Electrician/Reefers, and three Standby Wipers. Seattle currently has five A-, one B, and three C-seniority members registered for shipping.

This past month Seattle SUP and MFOW was represented at the SMA advisory committee, Representative Adam Smith's open forum in Burien, and the MLK County Labor Council

delegates meeting.

Shipping has picked up and the board is looking like the last year of the pandemic with lots of hanging jobs. However, most of the registered here are just returning from a long hitch and need a break. Had one D card that needed reminding that the APL day jobs are likely not in his future, so take the job that is available, or find another port.

On behalf of the SUP and the family of departed SUP pensioner Lige Midkiff, I thank Captain Clearwater and the crew of *Maunawili* for giving him and his beloved wife a final voyage across the bar and a sailors' commitment to the deep at Diamond Head. Lige loved the sea and the maritime unions alike, so I'm sure he would have relished the day amongst his seagoing family.

Faternally

Brendon Bohannon, Representative

Regular membership meeting dates 2023

August 2	S. F. Headquarters	November 1	S. F. Headquarters
8	Honolulu	7	Honolulu
9	Wilmington	8	Wilmington
September 6	S. F. Headquarters	December 6	S. F. Headquarters
12	Honolulu	12	Honolulu
13	Wilmington	13	Wilmington
October 4	S. F. Headquarters		
10	Honolulu		
11	Wilmington		

HOWZ SHIPPING?

JULY 2023

San Francisco

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer	1
Oiler	1
Wiper.....	1
Standby Electrician/Reefer	13
Standby Wiper	13
TOTAL	37

Wilmington

Electrician.....	2
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer.....	3
Oiler	3
Wiper.....	4
Shore Mechanic.....	6
Standby Electrician/Reefer	20
Standby Wiper	33
TOTAL	76

Seattle

Electrician.....	1
Oiler	2
Wiper.....	1
Standby Electrician/Reefer	4
Standby Wiper	3
TOTAL	11

Honolulu

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer.....	1
Oiler	2
Wiper.....	1
Shore Mechanic.....	1
Standby Electrician/Reefer	18
Standby Wiper	32
TOTAL	58

FINISHED WITH ENGINES



Grover J. Harris, P2575/#3383.

Born July 8, 1927, Elma, Washington. Joined MFOW October 19, 1966. Pensioned December 1, 1994. Died May 30, 2023 Elma, Washington.

HONOR ROLL

Voluntary donation to

General Treasury — June 2023:

Jack Von Hess	\$20.00
Mario Cruzat, #3825.....	\$40.00
Walter Tangonan, #3949	\$50.00
Eeric White, #3925	\$100.00
Eliseo Ramiscal, #3932	\$100.00

POLITICAL ACTION FUND

Voluntary donations for June 2023:

Richard Manley, P-2783.....	\$100.00
Aaron Jones, #3944.....	\$150.00
Walter Tangonan, #3949	\$50.00



In Memory of Jerry Kimball, P-2543

June 29, 2023

Dear Firemen's Union:

Today is my father's birthday, June 29, 1928. Dad, Jerry, would be 95 today if he had not passed on December 26, 2012. He died strong; of body and mind. And spirit too, never wavering, until he laid down and closed his eyes. We miss him every single day.

My Dad was so very proud of the Marine Firemen's Union, and you continue to be an important member of the Kimball family.

Please accept this PAF donation in the memory of Jerry Kimball, P-2543.

Thank You,
Judy Moore

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 \$ _____

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