



# THE MARINE FIREMAN

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



Volume 79

SAN FRANCISCO, CALIFORNIA, OCTOBER 12, 2023



No. 10

## Happenings in the MFOW fleet



MFOW members aboard the *MV Daniel K. Inouye* pictured in the LNG tank connection space. From left to right are ERJ Joe Egan, #3994; DJU Anthony Zariello, JM-5329; Wiper Blaine Kamaura, JM-5415; REJ Wayne Young, JM-5328; REJ Rocky Bacalla, JM-5284; and DJU Chris Scally, JM-5410.



The MFOW crew aboard the *MV President Eisenhower* (left to right) are REJ Nick Ertl, JM-5277; Wiper Tommy Gonzaga, JM-5353; DJU Vicente Cacacho, #3828; and ERJ Kevin Haymer, #3958.



Patriot Contract Services (PCS) recently took over ship management of the chemical/oil tanker *Allied Pacific*. PCS was subcontracted to do the work after Florida-based Federated Maritime LLC won a bid to provide ongoing fuel transportation services to the Military Sealift Command.



U.S. Army soldiers loading more than 300 pieces of equipment, including 35 helicopters, onto the *MV Cape Vincent* in support of the 1st Infantry Division's Combat Aviation Brigade. The *Cape Vincent* is a Ready Reserve Force vessel operated by Patriot Contract Services.



The U.S. Army 835th Transportation Battalion discharging cargo off the *MV Cape Henry* in Indonesia in support of Exercise Super Garuda Shield 2023. The *Cape Henry* is a Ready Reserve Force vessel operated by Matson Navigation Company.



Marine  
Firemen's Union  
San Francisco, California  
1883 – 2023

## MFOW turns 140 years old

140 years ago, in October 1883, a group of merchant seamen met on the San Francisco waterfront and formed the Pacific Coast Marine Firemen's Union. The founding members sailed as firemen on coal-burning steam ships.

In the 1890s, the union accepted a charter from the International Seamen's Union (ISU), which was the American Federation of Labor (AFL) organization for seamen and fishermen. In 1907, the union amalgamated with an independent seamen's union and changed the name to the Marine Firemen, Oilers, Watertenders and Wipers of the Pacific.

In 1933, during the height of the Great Depression, with only about 300 members and a few ships running from the West Coast to Australia and Alaska, the union went bankrupt. In September 1933, to get out of the financial mess, the union applied for a new charter and changed the name of the organization to the Pacific Coast Marine, Firemen, Oilers, Watertenders and Wipers Association (MFOW). The affiliation with the ISU and the AFL remained until 1937, when the union became independent.

On October 1, 1953, the MFOW re-affiliated with the AFL through the Seafarers International Union of North America (SIUNA), which was formed by the Sailors' Union of the Pacific (SUP) in 1938. In October 1954, the MFOW (engine department), SUP (deck department), and a number of Marine Cooks and Stewards (MC&S — steward department) joined together to form a three-union combine under the banner of "SIU Pacific District" and petitioned the National Labor Relations Board for a single bargaining unit election for all unlicensed seamen on ships represented by the Pacific Maritime Association.

In April 1955, the one-unit vote was held with the SIU Pacific District, comprising the SUP, MFOW and AFL MC&S, competing with the International Longshoremen and Warehousemen's Union (ILWU) and the National Union of Marine Cooks and Stewards on the ballot. The final vote was SIU Pacific District 3,931 votes; ILWU 1,064 votes; and neither 327 votes. The SIU Pacific District was established as a bargaining unit for all three departments, but retained the three-department autonomous union structure.

The system remained unchanged until the 1970s when the MC&S merged into the SIU-Atlantic, Gulf, Lakes and Inland Waters (SIU-AGLIW) and the SIU-AGLIW represented the steward department in the Pacific District.

The MFOW has been headquartered in San Francisco over the entire 140-year span. From 1883 to 1914, the union was headquartered at several South of Market Area locations: 71 New Montgomery Street, 9 Mission Street, 121 New Montgomery Street, 84 Embarcadero, 46 Steuart Street and 91 Steuart Street. The union was headquartered at 58 Commercial Street from 1914 to 1949. The first union-owned headquarters building was built in 1949 at 150 Broadway Street. In 1957 the Broadway property was taken by the State of California and the building torn down to make way for the Embarcadero Freeway off-ramp. Since 1957, the union has been headquartered in the existing building at 240 2nd Street.

## MARAD announces more marine highway grants

On September 21, the U.S. Department of Transportation's Maritime Administration (MARAD) awarded nearly \$12 million in grants to eight marine highway projects across the nation under the United States Marine Highway Program (USMHP). The funding will improve the movement of goods along our navigable waterways and expand existing waterborne freight services in Alaska, Illinois, Indiana, Louisiana, Texas, Washington, and Wisconsin, which will strengthen supply chains and ultimately cut costs for consumers.

The USMHP also exceeds the commitment of the Biden Administration's Justice40 Initiative, which set a goal of flowing 40 percent of the overall benefits of certain federal investments to disadvantaged communities that are marginalized, underserved, and overburdened by pollution. Of the nearly \$12 million in awards being announced today, \$5.8 million supports projects within historically disadvantaged communities.

United States Marine Highway grants can be used to purchase low-emission U.S.-manufactured equipment, such as container reach stackers and cranes, with

*Continued on page 2*

### Halls to close

Veterans' Day — The MFOW hiring halls will be closed on Monday, November 13, 2023, in observance of Veterans' Day, which is a contract holiday.



# 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

## American Ship Management/Patriot Contract Services Wage Rates Standby Ratings — All Vessels (Effective September 1, 2023)

Rating	Dirty Dirty Money		Straight Time		Purchase
	Straight Time	Overtime	Straight Time	Overtime	Daily
	Hourly	Hourly	Hourly	Hourly	
Standby Electrician	\$47.86	\$70.43	\$58.70	\$70.43	\$30.00
Standby Oiler	\$44.35	\$65.27	\$54.39	\$65.27	\$30.00
Standby Wiper	\$42.09	\$61.94	\$51.64	\$61.94	\$30.00

The Straight Time rates shall apply Monday through Friday between the hours of 0800 to 1200 and 1300 to 1700.

The Overtime rates shall apply Monday through Friday from 1700 to 0800 and during the 1200-1300 lunch period; and for all hours worked on Saturdays, Sundays and holidays.

The Dirty Work rates shall be applied when unlicensed engine department ratings work in bilges, tanks, boiler uptakes, work on tank tops, clean inside of condensers (time starts with removing heads), repair work on condensers where it is necessary to have at least the head and one shoulder inside the condenser, or work on scavenger systems or exhaust chambers of diesel vessels, enter boilers, or wash down uptakes, blow tubes with hand lance, turbine tubes, or clean engine room crank pits.

## MARAD announces more marine highway grants

Continued from page 1

the condition that all iron, steel, manufactured products, and construction materials are produced in the United States. In addition, funds can be used to purchase intermodal equipment that can alleviate supply chain bottlenecks.

The projects receiving funding are:

**Alaska** — The Matanuska—Susitna Borough was awarded \$944,804 for the acquisition of a 75-ton rough terrain crane for loading and unloading cargo, freight, fuel, equipment, and other goods at Port MacKenzie. The versatility of the crane will provide needed accommodations for handling heavy freight and cargo at the deep-draft dock, the barge dock, and the bow ramp. The project is strategically located in the Upper Cook Inlet, with Fairbanks to the north and Anchorage to the south. It provides resiliency and redundancy for unforeseen natural disasters or emergencies that could negatively impact other modes of transportation.

**Illinois** — The Kaskaskia Regional Port District was awarded \$1,008,750 for the acquisition of eight shuttle cars, which are the final component needed to complete the infrastructure expansion at the Kaskaskia Regional Port District, which will handle 2.25 million tons of new coiled steel and move existing coiled steel located at the terminal to a new laydown yard. Rail infrastructure will be provided via a state freight grant, which was approved by the Governor of Illinois in the spring of 2023. The service will eliminate 3.8 million to 4.8 million truck miles annually, including overweight loads, which will significantly reduce the physical impact on local roads and bridges.

**Indiana** — The Ports of Indiana was awarded \$2,250,000 for the acquisition of a new crane for the Ports of Indiana—Mount Vernon. The crane more than doubles the port's lift capacity from less than 60 tons to 120 tons and allows the Port to supply heavy lift transload between barge, rail, and truck. The procurement of a modern, safer, more reliable, and environmentally friendly crane will enable the Ports of Indiana—Mount Vernon to decrease emissions and reduce pollution. This project builds off two existing United States Marine Highway Grant—funded projects involving NUCOR steel. The new crane will remove large and overweight steel plate shipments leaving NUCOR's Brandenburg, Kentucky facility.

**Louisiana** — The Morgan City Harbor and Terminal District was awarded \$3,320,000 for the procurement, delivery, and assembly of cargo transloading equipment, specifically a

220-ton crane and a 25-ton forklift. Procuring modern and efficient cargo transloading equipment will improve efficiency and safely mitigate congestion by providing benefits to time-savings, fuel efficiency, safety, and reducing carbon emissions. The project promotes the establishment of a marine highway transportation service located on United States Marine Highway Route M-49 between the Port of Morgan City and central/northern Louisiana ports located on the Atchafalaya River and Red River.

**Texas** — The Port of Beaumont Navigation District of Jefferson County, Texas was awarded \$2,041,925 for the acquisition of two reach stackers, which will be used as the primary equipment for cargo movements associated with the Port of Beaumont Container on barge service from the Port of Beaumont to Port Houston. This project will reduce barriers for domestic producers to ship products abroad, decrease emissions associated with trucking products to Houston, and provide safety and maintenance benefits by reducing vehicle miles traveled. This project also has the potential to create a modal shift promoting resiliency and redundancy in the freight movement system via utilization of United States Marine Highway Routes M-69 and M-10. United States manufacturers will now be able to use waterways as an alternative to existing truck and rail systems to transport containers.

**Washington** — The Port of Bellingham was awarded \$1,021,747 for the purchase of a portable barge ramp for the Bellingham Shipping Terminal (BST) to support the movement of lumber, refrigerated and non-refrigerated containers, rolling stock, and household goods between the Port of Bellingham and Port of San Diego as part of the United States Marine Highway Route M-5. The new barge service reduces truck and rail shipments between BST and the Port of San Diego, improving environmental sustainability by using less energy and reducing air emissions per ton-mile of freight moved.

SeaTac Marine Services, LLC (STMS) was awarded \$811,965 for the acquisition of a Tier 4 forklift for Alaska-bound cargo. The forklift is an upgrade to existing equipment and enables STMS to maximize its terminal capacity through efficiencies gained with modern low-emission equipment. This project will improve service between the SeaTac terminal in Seattle and the Port of Anchorage along United States Marine Highway Route M-5.

**Wisconsin** — Lake Michigan Carferry, Inc. was awarded \$600,000 to support a zero-emission/carbon capture feasibility analysis to convert the *SS Badger* from a coal-fired steamship to a zero-emission ferry vessel. The project will facilitate the safe, sustainable, and efficient transfer movement of three types of freight: traditional semi-trailers, oversize loads, and project cargo. The service offers customers a more economical and efficient transportation route which allows truckers to avoid a 350-mile trip through Chicago on the heavily congested I-90. As the last coal-powered freight and passenger ferry in the United States, this project will embrace clean energy and support the USMHP's initiative of reducing emissions.

### 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: [mfowpresident@yahoo.com](mailto:mfowpresident@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  
General Email: [welfare@mfoww.org](mailto:welfare@mfoww.org)

#### Herlinda Vizcarra

Medical/Dental Coverage:  
Active Members  
Email: [hvizcarra@mfoww.org](mailto:hvizcarra@mfoww.org)

#### Amanda Salinas

Medical Claims:  
Dependents and Pensioners  
Email: [asalinas@mfoww.org](mailto:asalinas@mfoww.org)

#### Shirley Martos

Optical/Death Benefits/  
Accounts Payable  
Email: [smartos@mfoww.org](mailto:smartos@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

#### 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)

### Active MFOW members

Retain your

Welfare Fund eligibility.

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

MFOW Welfare Fund,

240 Second Street, San Francisco, CA 94105



## Matson Navigation Company COVID-19 Protocols Summary, Update 7 September 18, 2023

The COVID-19 Pandemic continues to impact crew health and vessel operations. The following is a summary of actions required to mitigate this threat:

### Vaccinations

**Crew** — All crew are required to be fully vaccinated before boarding a Matson ship. Booster shots are encouraged but not required.

**Ship Riders** — All riding vendors, technicians, and spouses/ family members are required to be fully vaccinated before boarding a Matson ship. All ship riders must be approved by the either the SVP or VP, Vessel Operations and Engineering.

**Vendors** — Vendors are required to be fully vaccinated before boarding a Matson ship. Matson employees that engage with vendors shall remind the vendor of this requirement before the vendor boards the ship.

**Stock Tenders** — All stock tenders are required to be fully vaccinated before boarding a Matson ship.

### Testing

**Crew, Ship Riders, Stock Tenders, and Spouses/ Family Members** — All crew, ship riders, stock tenders, and spouses/ family members are required to take an “at home” rapid antigen test no more than 24 hours before boarding a Matson ship or fly out date. Matson-supplied “at home” rapid antigen test kits are available from the union hall port agent/dispatcher at the time of dispatch. The test shall be self-administered before reporting to the vessel. Upon reporting to the ship, all persons sailing with the ship are required to proceed directly to their stateroom and take an “at home” rapid antigen test provided by the master.

**Vendors & All Others** — Vendors and all other non-crew shall take an “at home” rapid antigen test no more than 6 hours before boarding a Matson ship and provide photographic proof of a negative test result to the port engineer prior to boarding. Vendors and all other non-crew who are traveling by air to meet a vessel shall take an “at home” rapid antigen test no more than 24 hours before boarding the aircraft. If the test result is positive, the vendor or non-crewmember shall engage with the appropriate Matson point of contact prior to proceeding with the travel. If the test result is negative, photographic proof of the test result shall be provided to the appropriate Matson point of contact prior to departure.

**Standbys & Port Relief** — Standbys and port relief officers shall test with at Matson-supplied “at home” antigen test kit, which are provided by the union hall port agent/dispatcher at the time of dispatch. The test shall be self-administered before reporting to the vessel. A new test shall be self-administered for each new day of work.

### Masks

**All Persons Sailing with and Attending Matson Ships** — Wearing of face-masks is no longer required; however, the use of facemasks is encouraged. No person should be made to feel out of place or otherwise criticized if they choose to wear a mask while aboard ship or ashore.

**Shore Leave** — Shore leave is allowed for all Matson ships in all ports.

**Spousal/ Family Member Riding Privileges for Licensed Officers** — Spousal/ Family Member riding privileges as they existed before the COVID-19 Pandemic are restored **for all ships**. Spouses/ Family Members are subject to the same vaccination and pre-boarding testing requirements as Matson crewmembers. Please refer to Safety Management System Procedure I-03-040 for rider eligibility requirements.

**Visitors** — Visitors are allowed on all ships. Please refer to Safety Management System Procedure I-03-040 for guest/visitor requirements in port.

**Suspected COVID-19 Positive Crew** — Crew, Riding Vendors, Stock Tenders, and Spouses/ Family Members shall report symptoms consistent with COVID-19 to their supervisor or the master immediately. Masters shall ensure that the person is immediately quarantined to their stateroom and contact SQES for further assistance. If SQES is not immediately available, Health Force should be notified.

If SQES or Health Force suspects a COVID-19 infection and directs testing, the master shall work with Vessel Operations and Offshore Medical Logistics (OML) to determine the course of action to be taken. OML contact info: (504) 383-0064 or telemed@osmlogistics.com. The OML testing machine shall only be used following consultation with OML and approved by SQES.

If a positive case is confirmed, working quarantine protocols shall be instituted. Working quarantine includes face mask wear by all crew, meals taken in state-rooms, and social distancing. The master shall conduct contact tracing aboard the ship and quarantine any crew determined to be a close contact. The master and SQES shall also determine if any shoreside personnel from the vessel's last port call may be a close contact.

SQES will assist the master with making required notifications of suspected or confirmed COVID-19 cases to the CDC, USCG, and state/local agencies.

**COVID-19 Testing Supplies and PPE** — Masters shall inventory COVID-19 testing supplies and PPE every 60 days to ensure adequacy of supply and to check expiration dates on testing supplies. Testing supplies that expire within 60 days shall be replaced immediately. Masters shall coordinate with SQES on resupply orders.

**If you have any questions, or if you need assistance, please contact the Designated Person Ashore, Kevin Krick at (415) 412-0858 or the Alternate DPA, Jon Lane at (206) 484-5087.**

## Ports of Los Angeles, Long Beach and Shanghai unveil outline for green shipping corridor

A voluntary partnership of leading maritime goods movement stakeholders, including the Ports of Los Angeles, Long Beach and Shanghai, some of the largest shipping lines in the world, with input from leading cargo owners, have developed a Green Shipping Corridor Implementation Plan Outline to accelerate emissions reductions on one of the world's busiest container shipping routes. Plan development was supported by C40 Cities, the global network of mayors working to deliver the urgent action needed to confront the climate crisis. C40 is the facilitator of the Green Shipping Corridor, providing support to the cities, ports and their corridor partners by coordinating, convening, facilitating, and providing communications support in furtherance of the corridor's goals.

The plan is an important step toward decarbonizing the global supply chains that power economies, and transitioning toward zero lifecycle carbon emission ships. It will showcase cutting-edge goods movement technologies, decarbonization applications and best management practices to enhance efficiency, and catalyze technological, economic and policy efforts to progressively de-

carbonize shipping and port-related activities.

As part of the historic plan, the carrier partners will begin deploying reduced or zero lifecycle carbon capable ships on the corridor by 2025, and work together to demonstrate by 2030 the feasibility of deploying the world's first zero lifecycle carbon emission container ships. Carrier partners include CMA CGM, COSCO Shipping Lines Co., Ltd., Maersk, and ONE. Core partners include the Shanghai International Port (Group) Co., Ltd., the China Classification Society, and the Maritime Technology Cooperation Centre of Asia.

Participants of the Green Shipping Corridor Partnership will take steps to reduce carbon emissions and harmful pollutant emissions impacting air quality, through methods such as expanding use of shore power and supporting the development of clean marine fueling infrastructure. Cargo owner partners have set goals to contract with carriers to use zero lifecycle carbon emission shipping services, and in an effort to measure progress toward decarbonization, all partners will develop metrics to track decarbonization progress.

## MFW WELFARE FUND

240 2nd Street • San Francisco, California 94105

### MFW WELFARE FUND — PRIVACY NOTICE REMINDER

This notice is to remind you that, as required by the Health Insurance Portability and Accountability Act of 1996 (HIPAA), the MFW Welfare Fund (the “Plan”) will only use or disclose your individual health information, known as protected health information, in accordance with the Plan's Notice of Privacy Practices. You can obtain a copy of the Plan's Notice of Privacy Practices by contacting the MFW Welfare Fund Office at (415) 986-1028.

### NEWBORNS AND MOTHERS HEALTH PROTECTION ACT

#### Special Rights Upon Childbirth

Group health plans generally may not, under federal law, restrict benefits for any hospital length of stay in connection with childbirth for the mother or newborn child to less than 48 hours following a vaginal delivery, or less than 96 hours following a cesarean section. However, federal law generally does not prohibit the mother's or her newborn's attending provider, after consulting with the mother, from discharging the mother or newborn earlier than 48 hours (or 96 hours if applicable). In any case, plans may not, under federal law, require that the provider obtain authorization from the Plan for prescribing a length of stay not in excess of 48 hours (or 96 hours).

*Note: Under the terms of the Comprehensive Medical Expense Plan, no benefit will be payable with respect to any hospital admission of a Dependent child on account of pregnancy, childbirth, miscarriage, or abortion except for involuntary complications of pregnancy.*

### WOMEN'S HEALTH AND CANCER RIGHTS ACT

#### Special Rights Concerning Mastectomy Coverage

Under the Women's Health and Cancer Rights Act of 1998 (WHCRA), group health plans that provide coverage for mastectomies (as the Plan does) are also required to provide coverage for reconstructive surgery and prostheses following mastectomies. Specifically, the WHCRA mandates that a participant or eligible beneficiary who is receiving benefits for a covered mastectomy and who elects breast reconstruction in connection with a mastectomy, will also receive coverage for the following mastectomy-related benefits:

- All stages of reconstruction of the breast on which the mastectomy has been performed;
- Surgery and reconstruction of other breast to produce a symmetrical appearance; and
- Prostheses; and
- Treatment of physical complications of all stages of mastectomy, including lymphedemas.

This coverage will be provided in consultation with the patient and the patient's attending physician and is subject to the same annual deductible, coinsurance and/or co-payment provisions otherwise applicable under the Plan. If you have questions concerning your coverage, please call the MFW Welfare Fund Office at (415) 986-1028.



## MFOW PRESIDENT'S REPORT



### 140 Years Old

In October 1883, a group of marine firemen in San Francisco, who worked aboard West Coast coal-burning steamships, formed the Pacific Coast Marine Firemen's Union. The opening lines in the preamble of the original Constitution stated:

WHEREAS: The unlicensed engine-room crews on American flag vessels, when unorganized and without support, assistance or resources, have individually and collectively labored under severe grievances, have found it necessary to unite to obtain the strength to overcome such grievances, and

WHEREAS: An organization wholeheartedly devoted to the best interests of all its members is the only means whereby such grievances may be corrected,

THEREFORE: It has been deemed expedient to form a Union, known as the Pacific Coast Marine Firemen's Union.

In 1907, the Union amalgamated with an independent seamen's union and was renamed the Marine Firemen, Oilers and Watertenders of the Pacific. In 1933, the Union went bankrupt and reformed as the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association. Now, 140 years since the beginning, the Union continues to represent unlicensed engine department personnel to contracted vessels operating worldwide.

So Happy 140th Anniversary to all members. There is no budget for parties, fireworks or fanfare. The best way to celebrate is to take one of the open jobs posted on the shipping board!

### APL Marine Services

On September 13, the U.S. Department of Labor's Bureau of Labor Statistics published the Consumer Price Index (CPI) for the most recent 12-month period. The medical care services component of the CPI - United States City Average for Urban Wage Earners and Clerical Workers came in at minus three (-3.00) percent. Therefore, there was a minus three percent adjustment to the offshore, shoreside and

standby contribution rates for APL Marine Services (APLMS) mandays, effective October 1, 2023.

This was the first time that there was a negative adjustment to APLMS Welfare Fund contributions since the CPI method went into effect back in 2005. Of course, there is no real-life evidence or experience suggesting health care costs are going down. In fact, health care costs are rising at alarming rates, so this hit to the contribution rates stings a little bit.

### Matson Navigation Company

**COVID Protocols Update** — On September 18, Matson distributed its COVID-19 Protocols Summary Update 7 to all contracted unions. The Summary Update will be published in the October issue of *The Marine Fireman* and is posted at all hiring halls.

**LNG Electrical Training** — At the September Headquarters meeting, I reported on an additional training requirement for ERJ ratings who wish to work aboard LNG-fueled vessels. The initial scope of the IMO/Coast Guard requirement is that any personnel who carry out inspections and maintenance of electrical installations in explosion hazardous spaces should be qualified pursuant to International Electrotechnical Commission (IEC) 60079-17, item 4.2. as described in Coast Guard Policy Letter No. 01-12, CH-1.

Matson wants to get as many ERJs trained as possible in order to build the pool for LNG vessel crewing. The web-based, remote training will be three days with an additional day to test. The initial sessions will start on either October 30 or November 6 in the ports of Long Beach, Oakland and Honolulu.

I have directed the Wilmington, San Francisco and Honolulu Port Agents to begin to assemble a list of members who are interested in and available to take the training. Candidates must be credentialed to sail as ERJ and must also be eligible to work for Matson.

### Trust Funds

On September 20, the trustees of the various MFOW trust funds held their quarterly meetings via teleconference. On September 21, the trustees of the various SIU Pacific District trust funds held their quarterly meetings via teleconference. These were routine meetings, with no major problems reported.

### Patriot Contract Services

On September 26, after several days of discussion, the Union came to terms with Patriot Contract Services (PCS) on standby rates for all contracted vessels for the following ratings: Standby Electrician, Standby Oiler and Standby Wiper. The rates are patterned after the Matson standby rates. Recommend membership approval of the Memorandum of Understanding covering PCS standby rates.

## Treasury report states that unions benefit workers and economy

On September 13, the U.S. Treasury Department released its most comprehensive ever look at the role that labor unions play in the American economy with a new report by the Department's Office of Economic Policy. The report represents one of the over 70 actions implemented by the White House Task Force on Worker Organizing and Empowerment, chaired by Vice President Harris. The report finds that unions play an important role in addressing longstanding challenges faced by the middle class — including stagnant wages, high housing costs, and reduced intergenerational mobility. In doing so, unions contribute to a more robust and resilient economy.

President Biden, Vice President Harris, Secretary Yellen and the Administration have consistently championed the rights of workers and the role of strong labor unions in contributing to a thriving middle-class and economy — including through good-paying jobs, safe working conditions, and equitable treatment for workers. The report's key findings are:

- Middle-class workers reap substantial benefits from unionization. Unions raise the wages of their members by 10 to 15 percent. Unions also improve fringe benefits and workplace procedures such as retirement plans, workplace grievance policies, and predictable scheduling. These workplace improvements contribute substantially to middle-class financial stability and worker well-being. For example, one study has estimated that the average worker values their ability to avoid short-notice schedule changes at up to 20 percent of their wages.
- Unionization also has spillover effects that extend well beyond union workers. Competition means workers at nonunionized firms see increased wages too. Heightened workplace safety norms can pull up whole industries. Union members improve their communities through heightened civic engagement; they are more likely to vote, donate to charity, and participate in a neighborhood project. And, the higher pay and job security of both union and nonunion middle-class workers can further spill over to their families and communities through more stable housing, more investment in education, and other channels.
- Unions help create a fairer economy by benefiting all demographic groups. By encouraging egalitarian wage practices, unions serve to reduce race and gender wage gaps. And modern unions have broad representation across race and gender. In 2021, Black men had a particularly high union representation rate at 13 percent, as compared to the population average of 10 percent. The diverse demographics of modern union membership mean that the benefits of any policy that strengthens today's unions would be felt across the population.
- Finally, in addition to supporting the middle class, unions contribute to economic growth and resilience. They do so in part simply by reducing overall inequality. Income inequality often feeds back into inequality of opportunity, which impedes growth if disadvantaged people cannot access the resources necessary to acquire job skills or start businesses. And unions can boost businesses' productivity by improving working environments and by giving experienced workers more of an input into decisions that design better and more cost-effective workplace procedures.

The Biden-Harris Administration recognizes the benefits of unions to the middle class and the broader economy and continues to take steps to strengthen their role. Promisingly, there have been recent signs of a reinvigorated labor movement,

as union election petitions in 2022 bounced back from the pandemic to their highest level since 2015, and public opinion of labor unions is at its highest level in over 50 years. Actions taken and planned by the Biden-Harris Administration to advance this progress include:

- Prioritizing the passage of the Protecting the Right to Organize (PRO) Act and the Public Sector Freedom to Negotiate Act.
- Appointing a General Counsel and Board Members to the National Labor Relations Board (NLRB) committed to protecting the right of workers to organize in the workplace.
- Increasing the funding of the NLRB to enable them to expand enforcement activities.
- Creating the White House Task Force on Worker Organizing and Empowerment, which, under the leadership of Vice President Harris, works with agencies on ways to use their existing statutory authority to support worker organizing and bargaining.
- Signing Executive Order 14063, which requires the use of project labor agreements on federal construction projects of \$35 million or more.
- Signing Executive Order 14003 to promote the rights of federal employees to collectively bargain.
- Launching the Good Jobs Initiative to ensure the provision of critical information to workers, employers, and government—including about the union advantage—as they work to improve job quality and create access to good jobs free from discrimination and harassment for all working people.
- Promoting "know your rights" initiatives to provide workers with better information about their organizing and bargaining rights.
- Announcing a new rule to raise wage standards of construction workers by updating prevailing wage regulations issued under the Davis-Bacon and Related Acts, which require payment of locally prevailing wages and fringe benefits to more than one million construction workers.
- Requiring employers to pay prevailing wages and abide by apprenticeship requirements to claim the full value of many clean energy tax incentives in the Inflation Reduction Act, as part of the Treasury Department's implementation of the law.

Like us on  
facebook



<https://www.facebook.com/>

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



## VICE PRESIDENT'S REPORT

Can't say that we're doing fine but I suppose we're doing a little better than I thought we would be at this point. We've acquired a few new vessels amidst a labor shortage and our ranks are stretched awfully thin for a variety of reasons. I'm proud to serve those who have been stepping up and answering the call. I'll admit that I'm disappointed in those who elect not to at such a critical time. In any case, the Marine Firemen's Union will carry on as it has been since its inception in the late 1800s.

I've been chatting with our staff quite a bit about getting more modern and with the times. We're collectively brainstorming a few projects to improve efficiency and streamline tasks. Hopefully things will be a little more Tony Stark/Iron Man around here and a little less cave paintings of bison if you know what I'm saying. I've got some

learning and research to do on the ventures but hoping to have a product to show off in the near future.

Recruitment is our priority right now. We're not bottlenecking applicants or being picky about who walks through our hiring hall doors. The mariner pool is quite shallow so all outfits will be fighting over the same people. Hopefully our wages, benefits, and reputation will be attractive enough to pique curiosity.

Until the next time, take care of yourselves and work safely. If you're taking time away, enjoy every second of it but please come back sooner than later. Being picky and privileged when looking at our overloaded job boards breaks my heart. And read the centennial booklet when able. I've only had two requests for the pdf file so far.

Fraternally,  
**Deyne Umphress**

## Port of Oakland reaches milestone for proposed turning basins project

The proposed Oakland Harbor Turning Basins Widening Navigation Project has reached another important milestone with the release of a Draft Environmental Impact Report (Draft EIR). The Port of Oakland will host three public meetings during the 45-day public review and comment period to collect feedback from the community. The proposed project includes widening both turning basins to accommodate vessels up to 1,310 feet in length. The benefits of widening the turning basins include:

- Safer navigation for large vessels already calling Oakland;
- Improved waterways resulting in more efficient goods movement;
- Reduced delays and vessel wait times;
- Improved flexibility for vessels to connect to shore power; and
- Reduced total vessel emissions.

"This is another important step along our path to improving the Oakland Seaport," said a Port of Oakland spokesman. "Investing in the port's turning basins is essential for ensuring a cleaner future and moving goods through the port safely and efficiently. We look forward to receiving the community's additional feedback on the Draft EIR."

The port has been taking in community input on the proposed project since 2020. Public meetings are scheduled to be held on October 25, November 6, and November 7. The purpose of the meetings is to share information on the proposed project and receive comments on the Draft EIR. Interested parties have until 5:00 p.m. on November 17 to submit comments on the Draft.

## BUSINESS AGENT'S REPORT

Here is the vessel rundown for September 2023:

### Matson Navigation Company

On the Pacific Southwest triangle run: *MV Mokihana* — delegate Dale Cunningham, #3597, no beefs, shipped an REJ and DJU for time up. *MV Mahimahi* — delegate DJU Cynthia Philyaw #3853, no beefs.

On the Pacific Northwest triangle run: *MV Manulani* — delegate ERJ Steve Mohlin, #3831, no beefs, shipped an REJ for time up. *MV Maunawili* — delegate Colby Sims, JM-5254, shipped a DJU for time up.

### APL Maritime Services

On the EX1 run: *MV President Cleveland* — no beefs. *MV President Kennedy* — delegate REJ Ezra Dhillon, #3751, there was some disputed overtime submitted that was not resolved onboard the vessel. *MV President Roosevelt* — no beefs.

### Patriot Contract Services

*USNS Dahl* — shipped an Electrician for time up.

Fraternally  
**Bobby Baca**

September 26, 2023

U.S. House of Representatives  
 Washington, DC 20515

Dear Representative:

We write to urge you to vote **NO** to H.R. 4368, the Agriculture, Rural Development, Food and Drug Administration and Related Agencies Appropriations Act, 2024 with its inclusion of drastic cuts to international food aid programs, P.L. 480 Title II Food for Peace and the McGovern-Dole International Food for Education and Child Nutrition Program.

Like all agriculture funded programs (with the exception of WIC), the McGovern-Dole program would see a 14.15% cut, and the Food for Peace program would be reduced by \$1.2079 billion. While a 14.15% cut across the board would be detrimental to programs like McGovern-Dole, **the reduction of Food for Peace to \$532.1 million, a nearly 70% cut, would be catastrophic.**

U.S. farmers, millers, American labor, and international NGOs are proud of the role they play in helping to feed the world. Food for Peace and McGovern-Dole not only benefit their recipients, but also U.S. economic and national security interests. Food aid, in all its forms, is made available through these programs usually bearing the U.S. flag and/or marked "from the American people." By furthering stability in fragile countries and sparking hope in countless people who are struggling to survive, U.S. strategic interests are protected and expanded. Ultimately, these kinds of foreign assistance programs help create a firm foundation for vulnerable communities to grow and prosper, which is why many former food aid recipient countries are now among the most important U.S. trading partners.

Our organizations stand united in our belief that U.S. food aid programs are among the world's most critical foreign assistance programs, saving countless lives while also bolstering our nation's global security. **We urge you to reject H.R. 4368**, the Agriculture, Rural Development, Food and Drug Administration and Related Agencies Appropriations Act, 2024, with its current cuts to international food aid programs.

Thank you,

1,000 Days, an initiative of FHI Solutions  
 ACDI/VOCA  
 Alaska Seafood Marketing Institute  
 Alliance to End Hunger  
 American Maritime Congress  
 American Maritime Officers  
 American Maritime Officers Service  
 APL  
 Apostleship of the Sea of the United States of America  
 Association of Genuine Alaska Pollock Producers  
 Berkshire Dairy and Food Products LLC  
 Better World Campaign  
 BKA Logistics LLC  
 Blue Water Shipping Co.  
 Bread for the World  
 Breedlove Foods, Inc.  
 Cantera Partners  
 Idaho Wheat Commission  
 Illinois Soybean Growers  
 ILWU Local 19 Port of Seattle  
 ILWU Washington Area District Council  
 Improving Economies for Stronger Communities (IESC)  
 Inlandboatmen's Union  
 InterAction  
 International Organization of Masters, Mates & Pilots  
 Islamic Relief USA  
 Kansas Association of Wheat Growers  
 Kansas Grain Sorghum Producers Association  
 L & T Services  
 Liberty Maritime Corporation  
 LifeLine Foods  
 LifeLink Logistics  
 Lone Star Integrated Distribution  
 Mana Nutrition  
 Marine Engineers' Beneficial Association  
 Marine Firemen's Union  
 Maritime Institute for Research and Industrial Development  
 Meds & Food for Kids  
 Minnesota Association of Wheat Growers  
 Moran Towing Corp  
 Muller Shipping Corporation  
 National Association of Wheat Growers  
 National Cooperative Business Association CLUSA International  
 National Council of Farmer Cooperatives  
 National Shipping of America  
 National Sorghum Producers  
 Navy League of the United States  
 New Alliance Bean  
 North America Stevedoring Company  
 North American Millers' Association  
 Northeast Chartering Group  
 Oklahoma Wheat Commission  
 Oldendorff America, Ltd.  
 One Acre Fund  
 Oregon Wheat Growers League  
 Oxfam America  
 Pacifcor LLC  
 Patriot Maritime  
 Physicians for Peace  
 Port Arthur International Seafarers' Center  
 Potomac Maritime, LLC  
 Potomac Shipping International, LLC  
 Reliance Bulk Carriers LLC  
 REPCO

CARE USA  
 Catholic Relief Services  
 CNFA (Cultivating New Frontiers in Agriculture)  
 Colorado Association of Wheat Growers  
 Didion Milling Inc  
 dsm firmenich na  
 Edesia  
 Euro-America Shipping  
 Fettig & Donalty, Inc.  
 Food for the Hungry  
 Global Food & Nutrition  
 Grain Millers, Inc.  
 GrainPro Incorporated  
 Heartland Goodwill Enterprises  
 Helen Keller Intl  
 HelpAge USA  
 Humanity & Inclusion  
 Idaho Grain Producers Association  
 Sailors' Union of the Pacific  
 Save the Children  
 Schuyler Line Navigation Company  
 Seafarers International Union  
 SEALIFT INC  
 SEMO Milling LLC  
 Southern Gulf Packaging & Logistics  
 Stella Maris - Diocese of Beaumont  
 Sucro Can Sourcing  
 Texas Wheat Producers Association  
 Tiger Soy LLC  
 Together for Girls  
 Transportation Institute  
 Transportation Trades Department, AFL-CIO  
 Transylvania Vocational Services, Inc.  
 Trickle Up  
 TVS, Inc  
 U.S. Wheat Associates  
 UNISHIPPING SAS  
 US Dry Bean Council  
 US Ocean LLC  
 USA Dry Pea and Lentil Council  
 USA Maritime  
 USA Rice  
 Venture 37  
 Washington Association of Wheat Growers  
 WaterAid  
 Waterman Transport  
 Winrock International  
 World Food Program USA  
 World Vision

**TRICK OR TREAT**

**BCTGM MADE SWEET TREATS**

**DO BUY**

This Halloween, hand out those sweet treats made by the Bakery, Confectionery, Tobacco Workers and Grain Millers' International Union members around the country.

The Union Label and Service Trades Department, AFL-CIO, does its best to verify products are union-made. If you find a product listed is no longer union-made, please email unionlabel@aflcio.org. Always check the label as many products are made in both union and non-union facilities.

- American Licorice
- Anhabille Candy Company
- Bachman Company
- See's Candies
- Brown & Haley
- Ghirardelli Chocolate
- Bayer Brothers
- Hershey Company
- Hershey Kisses
- Hershey Milk Chocolate Bar
- Hershey Milk Chocolate & Almonds Bar
- Hershey Special Dark Bars
- Hershey Nuggets
- Rolo
- Kit Kat Bars
- Carmello Bar
- Jolly Ranchers
- Jolly Belly Candy Company
- Just Born Inc.
- Mike & Ike
- Peanut Chews
- Hot Tamales
- Ferrero Group (Nesle, Farley & Sathers)
- Laffy Taffy
- Baby Ruth
- Butterfingers
- Russel Stover Candies
- Tootsie Roll Industries
- Oak Leaf Confections



## 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.

(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.

November 13-17

December 11-14

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

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

November 2-3

November 30-December 1

#### High Voltage Safety

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

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

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

November 13-17

November 27-December 1

December 18-22

### QMED Fireman/Watertender and Oiler

A member who successfully completes the 160-hour Qualified Member of the Engine Department (QMED) Fireman/Watertender/Oiler course will satisfy the requirements needed for the national endorsements as QMED Fireman/Watertender and QMED Oiler, provided all other requirements, including sea service, are also met. **Prerequisites:** 180 days or more of MFOW-contracted sea time as Wiper; PLUS, Coast Guard approval letter for endorsement upgrading, which certifies minimum of 180 days' sea time as Wiper.

January 8-February 2, 2024

February 26-March 22, 2024

### 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.

February 5-9, 2024

March 25-19, 2024

### QMED Electrician/Refrigerating Engineer

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

January 15-February 23, 2024

February 26-April 5, 2024

### STCW Able Seafarer-Engine

A member who successfully completes the 40-hour Able Seafarer-Engine (ASE) course will satisfy the requirements needed for the STCW endorsement as ASE. **Prerequisites:** Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days or more of MFOW-contracted sea time while qualified as RFPEW.

February 19-23, 2024

April 8-12, 2024

### 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:** October 27, November 10, December 1, December 15

**Maritime Institute, Honolulu, HI:** October 13

**Cal Maritime Academy, Vallejo, CA:** November 13-14, December 7-8

**Compass Courses, Edmonds, WA:** December 19-20

**MITAGS-PMI, Seattle, WA:** November 6-7, December 9-10

#### 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:** October 18-20, November 20-22

**Cal Maritime Academy, Vallejo, CA:** October 23-25

**Compass Courses, Edmonds, WA:** November 14-16, December 14-16

**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.

## Port of Everett inks deal with Maritime Institute

San Diego-based Maritime Institute has signed a new 10-year lease to locate its newest mariner training facility at the Port of Everett's Waterfront Place. The new satellite at the Port of Everett will be the company's first in Washington state. It currently hosts main campuses in Norfolk, Virginia and San Diego, California, plus satellite locations in Alameda, California, and Honolulu, Hawaii.

The Everett site will fill a growing need, providing closer training opportunities for mariners located in Washington state and throughout the Pacific Northwest. Both classroom and on-the-water instruction will take place in Everett and will result in recognized certifications for the maritime industry. Courses are anticipated to be-

gin in January 2024.

"We're very excited about the opportunity to come up to Everett," Maritime Institute CEO Dave Abrams said. "This will be a great place for our business, as we bring a valuable service to the community for training local mariners. We look forward to helping people in the Everett area and throughout the Pacific Northwest start and grow their careers in the maritime industry."

The Maritime Institute trains more than 10,000 mariners across its sites annually. They offer 150-plus courses, authorized by the U.S. Coast Guard and U.S. Navy, including all aspects of vessel operations including deck, engineering, life-safety and even small

arms. The company is also a certified Global Wind Organization training provider for the offshore wind market and offers courses through its BoaterU program for recreational mariners.

Working with local workforce agencies and maritime employers, courses offered at the Port of Everett will be intended to serve the interests and growing maritime needs in Snohomish

County and the greater Puget Sound region, including applicable mariner training for Washington State Ferries and commercial shipyards.

One of the key programs to be expanded in Everett is Maritime Bootcamp — a program that in just four weeks provides the training necessary to put participants with little to no experience on a career pathway in maritime.

### Moved recently?

Please send change of address information to:

MFOW WELFARE FUND

240 2nd Street, San Francisco, CA 94105

(415) 986-1028 / (415) 986-5720







## WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 70 jobs in September: 11 PCS, four APL, and five Matson jobs were dispatched along with 10 Shore Mechanic jobs. Five applicants worked standby jobs and three made a ship. There are 33 A-, nine B-, and 17 C-seniority members registered in Wilmington.

On Monday September 4, the LA/LB Labor Coalition commemorated Labor Day with the annual march starting at the Wilmington SIU Hall and ending at Banning Park, where we gathered for the day. Attendees were entertained by the Joyriders Band with brief breaks allowing union heads to address the crowd of approximately 4,000 people. The younger crowd were kept busy in the children's area with face painting and puppet shows. With five local unions on the picket line attendance was a little lower than last year and to be expected. The picket lines took precedence. Since then, a few of the striking unions have come to agreement with their employers and

have returned to work with major gains in their agreements.

Foreman Mike Robles, #3855; and Leadermen Robert Rivas, #3874; M. Campbell, #3850; and Otto Garcia, #3784; are still taking care of business down at dock. The terminal has started stacking (decking) live reefers. Gang count is currently 26 men.

The *SS Lane Victory* needs volunteers in the engine room as well as on deck. Report to Chief Engineer Jim Gillen and 3rd Assistant Engineer Steve Silcock on Wednesdays and Saturdays at 0900 if you have a chance to assist. Currently, the ship is conducting their hydro testing and the ship will still need men with FOWT or higher ratings to steam the plant soon. Watchstanders will be required for approximately 24 hours.

That is enough from here, take it easy, and I hope all of you work safely on the way home.

Aloha,  
**Sonny Gage**  
Port Agent

## SEATTLE NOTES

During the month of September Seattle shipped one Oiler; one Day Junior/Utility; eight Standby Reefers, and four Standby Wipers. Seattle currently has eleven A-, four B-, and two C-seniority members registered for shipping.

This month the SUP hosted a table at the 28th annual Golden Tennis Shoe awards held by Senator Patty Murray. Senator Murry has always taken the

time to immediately address our issues and remains a staunch and active supporter of unions, their members, and the maritime trades.

Kaiser recently cooked up a new plan to "streamline" their scheduling process. So far, it's been a disappointing venture, and I feel like I'm working for them rather than the other way around. One positive development, members can now schedule drug screens, annuals, and the CG-719K physicals at any of the seven regional Kaiser occupational clinics. This includes a Spokane location for those that live east of the mountains. The other options are Bellevue, Everett, Olympia, Port Orchard, Seattle, and Tacoma. I can email the new authorization form to you that you will need to fill out and present at the appointment. Even now with the added clinic options, availability remains woefully sparse though, so schedule early.

I have requested from Matson that any relief requests are submitted no later than four days prior to ships arrival so I can call the Kaiser scheduling center then they can canvas available clinics to lock in an appointment slot. Open board jobs or arrival quits are going to be a challenge. I have not had much luck getting sailors into the alternate option of Concentra, so be prepared to drive to a location outside Seattle to get the physical done.

Fraternally,  
**Brendon Bohannon**  
Representative

### Regular membership meeting dates 2023

November 1	S. F. Headquarters
7	Honolulu
8	Wilmington
December 6	S. F. Headquarters
12	Honolulu
13	Wilmington

## HONOLULU NOTES

The Honolulu Hall dispatched a total of 72 jobs for the month of September; filling eight steadies and four shore-side maintenance mechanic relief jobs. Half of the steady jobs were taken on the open board. It's always good to have your documents in order just in case a good job comes in unexpectedly. The standby jobs were average with 30 Standby Electrician/Reefer and 30 Standby Wipers. Presently, the Honolulu registration list has 18 A-, four B-, and 11 C- seniority members.

With summer over, the Honolulu Maritime Port Council reconvened its monthly meeting but I had an emergency tooth extraction on that day and had

to miss the meeting. I did attend the Honolulu Sailor's Home board meeting and the Hawaii AFL-CIO Executive Board meeting where our guest speaker at the AFL-CIO was Honolulu's Lieutenant Governor Sylvia Luke. The Lt. Gov spoke mostly about the recent Lahaina Maui fires where the brush fires burned the whole town and killed around a hundred residents. Our own MFOW brother and pensioner Noval Ayers use to live in Lahaina town right on Front Street for many years. He loved living in that small town. It's now gone; such an unexpected tragedy.

Aloha,  
**Mario Higa**, Port Agent



## Historic tall ship to sail again on Veteran's Day weekend

The world's oldest active sailing ship will set sail from the Maritime Museum of San Diego on Veterans Day weekend for the first time since the pandemic. The museum said seasoned and newly trained sail crew are ready to take out the historic *Star of India* on November 11 and 12, followed by a sea parade of the museum's fleet and visiting vessels. The voyage marks the 160th birthday of the ship, which was launched in 1863 on the Isle of Man in the Irish Sea.

"*Star of India* is an icon in San Diego and this birthday celebration is a day to honor all supporters including volunteers, members, donors, staff, educators, students, partners and the out-of-town visitors and locals that support our mission with attendance and participation in the museum experience," said Raymond Ashley, president and CEO of the museum.

If the winds cooperate, the ship will be towed out of the bay at 9 a.m. each morning to a position west of Point Loma and then continue under sail for the rest of the day before returning to the museum at 5 p.m.

## HONOR ROLL

**Voluntary donation to General Treasury — September 2023:**  
Eric White, #3925 .....\$100.00  
Anthony Lefebre, #3750..... \$40.00  
Walter Tangonan .....\$50.00

## POLITICAL ACTION FUND

**Voluntary donations for September 2023:**  
John Michel IV, JM-541 .....\$20.00  
Francisco Lazzara, #3725 .....\$30.00  
William Watters, JM-4936.....\$100.00  
Walter Tangonan, #3949 .....\$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