



## DOT strengthens economic supply chain and defense operations

On October 17, the U.S. Department of Transportation's Maritime Administration (MARAD) announced full enrollment for its Maritime Security Program (MSP) and Tanker Security Program (TSP). Both programs provide the Department of Defense (DOD) with access to a fleet of U.S.-flagged sustainment sealift vessels and product tankers for use during times of armed conflict or national emergency. The programs strengthen the U.S. supply chain while creating good-paying jobs.

"In peacetime, our U.S.-flagged commercial fleet serves as a critical link in our supply chain; and in times of war and crisis, it supports military missions around the globe," said U.S. Transportation Secretary Pete Buttigieg. "In the years ahead, these vessels will deliver vital goods, strengthen both our economy and our national security, and create good jobs for American mariners."

The newly selected MSP vessels *Liberty Power* and *Tulane* operate under Liberty Global Logistics, LLC of Lake Success, New York and Fidelio Limited Partnership of Ponte Vedra Beach, Florida, respectively. The U.S.-flagged *Liberty Power* is a 12-year-old roll-on roll-off vessel (RO/RO), with 220,586 square feet of militarily useful cargo capacity and the *Tulane* is an 11-year-old RO/RO vessel with 194,665 square feet of militarily useful cargo capacity. The *Tulane* is scheduled to reflag under U.S. registry by the end of this year and will be renamed the *ARC Honor*.

The final product tanker selected for TSP is the *Pyxis Epsilon* under U.S. Marine Management, LLC of Norfolk, Virginia. The eight-year-old, 325,000-barrel tanker is scheduled to reflag under U.S. registry by the end of this year and will be renamed the *Shenandoah Trader*.

"MSP and TSP accomplish two key

maritime sealift objectives: both grow our U.S.-flagged commercial fleet to benefit the U.S. economy, and both sustain our ability to deliver vital supplies to support military missions across the globe," said Maritime Administrator Ann Phillips. "MSP has been a success story for the U.S. maritime industry for over 27 years. MSP, together with its sister program TSP, will support U.S. economic competitiveness globally, and ensure U.S. armed forces have unquestioned logistics access anywhere in the world. The award of these three final Operating Agreements will ensure the programs' continued success and value to the United States."

The MSP was established in 1996, to strengthen the U.S. supply chain by ensuring a viable presence for the U.S.-flag Merchant Marine in international trade while creating good-paying jobs both afloat and ashore. The program

now supports a fleet of 60 commercial ships operating internationally. The recently established TSP supports a fleet of 10 commercial product tankers operating internationally and capable of loading, transporting, and storing on-station bulk petroleum refined products to support national economic security and DOD contingency requirements.

"These vessels are pivotal in enhancing global readiness and safeguarding our nation's supply chains. Both MSP and TSP underscore our steadfast commitment to national security and economic stability and exemplifies the indispensable partnership between MARAD and USTRANSCOM," said Commander of U.S. Transportation Command, Gen. Jacqueline Van Ovost.

Both programs help address the shortage of both U.S.-flag ships and U.S. Coast Guard-credentialed Mariners with unlimited licenses.

## Average age of the global merchant fleet now above 22 years

The global merchant fleet is getting very old and will require hundreds of billions of dollars for its required green transition, a new detailed report from the United Nations has warned. The 126-page Review of Maritime Transport 2023 published by the United Nations Conference on Trade and Development (UNCTAD) is a stat-laden document with many important pointers on where shipping stands today on its green pathway.

Among key statistics, the average age of commercial ships at the start of 2023 was 22.2 years, two years older than a decade ago. Further, more than half of the world's fleet is over 15 years old, a remarkable figure when taken in the context of what a Norwegian broker has described as the record-breaking length of orderbooks at the world's shipyards.

"Shipyard capacity is currently fac-

ing constraints. Tanker and dry bulk owners are anticipating long waiting times and high building prices. Increasing shipbuilding capacity is crucial to ensure that shipping meets global demand and its sustainability goals," the UNCTAD report states.

UNCTAD called for a "just and equitable transition" to a decarbonized shipping industry in its review, highlighting the pressing need for cleaner fuels, digital solutions and an equitable transition to combat continued carbon emissions and regulatory uncertainty in the shipping industry. UNCTAD stressed the importance of system-wide collaboration, swift regulatory interventions, and robust investments in green technologies and fleets.

The UN agency reported that an additional \$8 to to \$28 billion will be required annually to decarbonize ships by 2050,

and even more substantial investments, ranging from \$28 to \$90 billion annually, will be needed to develop infrastructure for 100 percent carbon-neutral fuels by 2050. The costs involved in the green transition could prove to be prohibitively expensive for many smaller owners. For some the cost of remaining in shipping will be too high and their capital could be better employed elsewhere.

UNCTAD secretary-general Rebecca Grynspan said: "Maritime transport needs to decarbonize as soon as possible, while ensuring economic growth. Balancing environmental sustainability, regulatory compliance and economic demands is vital for a prosperous, equitable and resilient future for maritime transport."

To ensure an equitable transition, UNCTAD called for a universal regulatory framework applicable to all ships, irrespective of their registration flags, owner-

ship or operational areas, thereby avoiding a two-speed decarbonization process and maintaining a level playing field.

Shamika Sirimanne, UNCTAD's director of technology and logistics, said: "Economic incentives, such as levies or contributions paid in relation to shipping emissions may incentivize action, can promote the competitiveness of alternative fuels and narrow the cost gap with conventional heavy fuels."

The review also analyzed the shifting global trade patterns and the impact of events like the war in Ukraine. Driven by disruptions from the war in Ukraine, oil cargo distances reached an all-time high in 2022, and shipments of grain in 2023 have travelled further than in any year on record, as grain importing countries have been forced to seek alternative exporters such as the U.S. and Brazil, which require long-haul shipping.

## Philly Shipyard keeps plugging away amid losses

Philly Shipyard ASA has announced a net loss of \$17.2 million for the third quarter of 2023, bringing its 2023 losses to more than \$49 million. The loss comes as Philly Shipyard successfully delivered the first National Security Multi-Mission Vessel (NSMV), named the *Empire State*, to the U.S. Department of Transportation's Maritime Administration (MARAD) in September. This marked an important milestone as it was Philly Shipyard's first government newbuild delivery and the first government ship built using the Vessel Construction Manager contract model.

Philly Shipyard is currently actively involved in a range of production activities. *Empire State* is the first of five NSMVs on order that will serve as training ships for state maritime academies and support humanitarian assistance and disaster relief missions. NSMV 2 is undergoing outfitting in the outfitting dock, while NSMV 3 is well underway with over half of the blocks in the building dock and the remaining blocks in the fabrication and paint shops. NSMV 4 is in the production phase in the fabrication shops. Pre-production activities for NSMV 5 are progressing, with pro-

duction scheduled to commence in the fourth quarter of 2023.

Philly Shipyard marked another significant milestone in August with the steel cutting ceremony for the Subsea Rock Installation Vessel, the *Acadia*, for Great Lakes Dredge and Dock. The event was attended by President Biden.

Meanwhile, pre-production activities for Matson's 3,600 TEU *Aloha*-class LNG-fueled containerships are progressing, and long lead equipment is being ordered for these ships. Matson returned to Philly Shipyard in November with a follow-on order for three additional *Aloha*-class ships for a total cost of \$1 billion. The first vessel is scheduled for delivery in the fourth quarter of 2026, with subsequent deliveries in 2027. As of September 30, Philly Shipyard says it has secured firm commitments for approximately 30 percent of the total budgeted third-party material costs for the ships.

While Philly Shipyard has a strong order backlog of \$1.793 billion as of September 30, labor shortages and supply chain disruptions caused by the pandemic have led to schedule impacts, productivity loss, and increased costs.

Philly Shipyard is implementing a continuous improvements based on lessons learned from the construction of NSMV 1. However, the company anticipates that the five-ship NSMV series will be a loss-making contract, despite improved performance on subsequent vessels.

While Philly Shipyard has a solid order backlog until 2027, it faces risks if it cannot secure new orders or financing

for future shipbuilding programs. To mitigate this, Philly Shipyard is actively pursuing new business opportunities in government and commercial newbuild markets, targeting shipbuilding programs and exploring opportunities in the government sector. They also aim to replicate the successful NSMV contract model for other government shipbuilding programs.

### Halls to close — Holiday Schedule

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

**Thanksgiving Day — Thursday, November 23**

**Christmas Eve\* — Sunday, December 24**

**Christmas Day — Monday, December 25**

**New Year's Eve\* — Sunday, December 31**

**New Year's Day — Monday, January 1, 2024**

**January 2 is Jack Hall Day**, an ILWU Local 42 holiday in Hawaii and shall be observed in accordance with local custom and practice.

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

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



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## \$653 Million invested in ports to strengthen American supply chains

On November 3, the U.S. Department of Transportation's Maritime Administration (MARAD) announced over \$653 million to fund 41 port improvement projects across the nation under the Port Infrastructure Development Program (PIDP). As part of President Biden's Investing in America agenda this funding will help grow capacity and increase efficiency at coastal seaports, Great Lakes ports, and inland river ports. A significant portion of domestic and international U.S. commerce by weight, (over 2.3 billion short tons) moves by water. The port improvement projects will strengthen supply chain reliability, create workforce development opportunities, speed up the movement of goods, and improve the safety, reliability and resilience of ports. These investments are part of the largest dedicated funding for ports and waterways in history — nearly \$17 billion through the President's Bipartisan Infrastructure Law.

When President Biden took office, the pandemic was putting enormous pressure on global supply chains, which were too weak to handle the strain. Americans were paying more and waiting longer for everyday goods. At one point, more than a hundred ships were waiting to dock at West Coast ports. This contributed to inflationary prices. This Administration and port workers stepped up to the challenge. Now, there's been more than a 90 percent decrease in the number of container ships waiting for berths at U.S. ports and global container shipping costs are down by more than 80 percent from their peak in 2021. These investments represent the Biden Administration's continued focus on improving U.S. ports and strengthening our supply chains to be more resilient to shocks to the system in the future.

The PIDP improves port and related freight infrastructure to meet the nation's freight transportation needs. The program provides planning support, capital funding, and project management assistance to improve capacity and efficiency of ports in both urban and rural areas. Awards announced today include more than \$172.8 million for 26 small ports to continue to improve and expand their capacity to move freight reliably and efficiently, thereby boosting local and regional economies while protecting surrounding communities from air pollution.

Projects were selected based on their ability to improve the safety, efficiency, or reliability of the movement of goods, as well as on how well they would improve port resilience. Other factors considered during the project evaluation process included the amount of non-federal funding an applicant committed to the project and how well the project enhanced economic vitality, supported workforce development, addressed climate change and sustainability, and advanced equity and President Biden's Justice40 Initiative.

### Fiscal Year 2023 Port Infrastructure Development Grant Awards

- **Wrangell, Alaska** - 40-Acre Deep Water Port Development (\$421,000)
- **Yakutat, Alaska** - Construction of a New Small Boat Harbor (\$8,963,522)
- **Cape Blossom, Alaska** - Cape Blossom Port Planning Project (\$2,455,485)
- **Nome, Alaska** - Arctic Deep Draft Port Utility Services (\$11,250,000)
- **Seldovia, Alaska** - Jakolof Bay Dock Replacement Project (\$2,376,646)
- **Annette Island, Alaska** - Metlakatla Port Improve-

ments Project (\$3,384,439)

- **Cold Bay, Alaska** - Dock Infrastructure Replacement in Cold Bay, Alaska (\$43,376,746)
- **Fort Smith, Arkansas** - River Valley Slackwater Harbor Project (\$15,096,000)
- **Long Beach, California** - North Harbor Transportation System Improvement Project (\$52,633,331)
- **Eureka, California** - Redwood Marine Terminal and Baywide Master Plan Project (\$8,672,986)
- **Oxnard, California** - Port of Hueneme Parking Structure Planning Project (\$2,000,000)
- **San Diego, California** - National City Marine Terminal Berth Rehabilitation & Electrification Project (\$11,250,000)
- **New London, Connecticut** - New London Ferry/Cargo Terminal Dolphin Replacement Project (\$1,600,000)
- **Wilmington, Delaware** - Edgemoor Container Terminal -- Container Yard Project (\$50,000,000)
- **Panama City, Florida** - Port Panama City East Terminal Phase Two Expansion Project (\$11,250,000)
- **Kawaihae Harbor, Hawaii** - Kawaihae Harbor Improvements (\$23,460,000)
- **Blencoe, Iowa** - Port of Blencoe Infrastructure Development Project (\$10,262,240)
- **Shawneetown, Illinois** - Shawneetown Regional Port Revitalization Project (\$10,120,000)
- **Hickman, Kentucky** - Conveyor Upgrade and Replacement Project (\$3,295,879)
- **New Bedford, Massachusetts** - Leonard's Wharf Reconstruction & Extension Project (\$24,404,000)
- **Baltimore, Maryland** - Baltimore County Offshore Wind Manufacturing Hub (\$47,392,500)
- **Portland, Maine** - Portland IMT Reefer Yard Modernization Project (\$14,240,000)
- **Milwaukee, Wisconsin** - Agricultural Maritime Export Facility – Phase 2 (\$9,276,352)
- **Red Wing, Minnesota** - Bulkhead Rehabilitation and Grain Barge Mooring Replacement Project (\$1,989,246)
- **Wabasha, Minnesota** - Wabasha Barge Terminal Project (\$2,545,297)
- **La Grange, Missouri** - La Grange Multimodal Port Enhancement Project (\$11,091,844)
- **Rosedale, Mississippi** - Port of Rosedale Multimodal Expansion Project Phase I (\$8,742,816)
- **Wilmington, North Carolina** - North Gate Relocation and Access Optimization (\$10,950,805)
- **Newark, New Jersey** - Reconstruction of Berth PN-308 at Port Newark (\$32,000,000)
- **Paulsboro, New Jersey** - Wind Port at Paulsboro – Phase 2 (\$20,494,025)
- **Ogdensburg, New York** - Port of Ogdensburg Terminal Expansion Project (\$5,107,649)
- **North Bend, Oregon** - Ko'Kwel Wharf Improvements Project (\$7,729,650)
- **Astoria, Oregon** - Pier 2 West Rehabilitation Project (\$25,315,758)
- **Newport, Oregon** - Operational Capacity Improvements at the Port of Newport (\$3,444,100)
- **North Kingstown, Rhode Island** - Stern Off-Load Ramp Construction Project (\$3,880,000)
- **Baytown, Texas** - Cedar Port Infrastructure Development Project (\$10,893,901)
- **Freeport, Texas** - Velasco Terminal Sustainable Expansion Project (\$15,958,380)
- **Bay City, Texas** - West Basin Bulkhead Project (\$9,922,475)
- **St. Croix, U.S. Virgin Islands** - Reconstruction and Modernization of the Wilfred "Bomba" Allick Terminal (\$22,400,000)
- **Norfolk, Virginia** - Norfolk Offshore Wind Logistics Port (\$39,265,000)
- **Tacoma, Washington** - Port of Tacoma Husky Terminal Expansion Part One (\$54,233,330)

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## Port of Oakland wins international industry awards

The Port of Oakland was presented with two awards by the American Association of Port Authorities (AAPA) last month at the annual AAPA conference. The AAPA Lighthouse Awards honor the best port programs each year. The American Association of Port Authorities is the voice of the seaport industry in the Americas, representing more than 130 public port authorities in the U.S., Canada, the Caribbean and Latin America.

The Port of Oakland received AAPA's Award for Overall Communications Excellence for its annual employee event - State of the Port 2023, a 'Sneak Preview', held in February. The port also took home the 2023 Environmental Award of Distinction for Our Path to Zero Emissions in the Comprehensive Environmental Management Classification.

State of the Port 2023, a 'Sneak Preview', was held in a festive atmosphere at a unique location, a local movie theater. The event kicked off with the cinematically prepared four-minute video

— Building for the Next Generation - presenting the port's vision to grow responsibly by becoming a zero-emissions port. Each year Executive Director Wan provides an annual State of the Port address to port business partners, tenants and community leaders. This year, the port wanted to allow employees to hear from Director Wan about the new port vision before it was presented to the public. Oakland, California Mayor Sheng Thao attended the event and thanked port employees for their dedicated service.

The port also received the 2023 Environmental Award of Distinction for Our Path to Zero Emissions program. This submission summarized the port's zero emissions program, outlined in the Seaport Air Quality 2020 and Beyond Plan, which provides a roadmap to achieve a carbon neutral port by 2040.

Port of Oakland Executive Director Danny Wan accepted the awards at the AAPA's annual conference Tuesday, October 24, 2023.

## Port of Guam celebrates 48 years as autonomous agency

The Jose D. Leon Guerrero Commercial Port of Guam celebrated its 48th anniversary and held a week-long series of events in October. Kicking off the celebration was the "Adahi I Tano" (Taking Care of the Land) cleanup of Route 11 from USO Beach to Family Beach. This was followed by a Port Week opening ceremony, a parade of trucks, a proclamation signing by acting Gov. Joshua Tenorio, and a resolution presentation by the Guam Legislature.

"We have accomplished so much this past year toward improving and securing our facilities to better serve our community all the while remaining fiscally prudent and achieving low-risk auditee status for the fourth consecutive year and receiving positive credit rat-

ings from Moody's Investors Service and S&P Global Ratings," Port of Guam general manager Rory J. Respicio said in a statement. He also thanked "the hard-working employees of the port."

"We have raised the bar and set higher standards because we've proven that we can do it. We are going to make sure that our community continues to see the port through the eyes of our port co-workers so everyone can recognize all the hard work and sacrifices made to keep the port authority 100 percent operational," he said.

Events for the 2023 Port Week included retiree resolutions for all retirees, a series of sports competitions, and an employee awards presentation.

## HD Hyundai rolls out low-carbon electric propulsion system for large ships

South Korean shipbuilding giant HD Hyundai has developed its own low-carbon electric propulsion system for very large crude carriers (VLCC). HD Korea Shipbuilding & Marine Engineering and HD Hyundai Heavy Industries (HHI), affiliates of HD Hyundai Shipbuilding, recently received approval in principle for the low-carbon electric propulsion system (phase II) for solid oxide fuel cell (SOFC) battery-based VLCC from UK classification society Lloyd's Register (LR). LR granted the approval to a 30-megawatt electric propulsion system designed for a 300,000-ton VLCC.

Leveraging medium voltage direct current technologies and SOFC, the system is anticipated to achieve net zero while producing the same propulsion efficiency as a large engine by utilizing an ammonia dual-fuel medium-sized engine and a high-efficiency, large-capacity fuel cell. In addition, compared to existing solutions, the system's energy efficiency has improved by 20 percent, and power quality has been higher by about 40 percent. Additionally, the overall weight of the system was reduced by 20 percent, according to the shipbuilder.

HD Hyundai said it plans to com-

plete land-based verification of the newly developed low-carbon electric propulsion system for large ships by 2027 and eyes commercialization by 2028. Previously, HD Korea Shipbuilding & Marine Engineering and HD HHI obtained concept design certification for the system configuration from LR in February this year, and have continued to cooperate with the classification society to develop this project which includes verification of the system's efficiency and propulsion drive.

In related news, HD Hyundai revealed it has become the world's first company to begin recycling the boil-off gas generated during the construction of LNG-fueled ships. The shipbuilder said it established a 'greenhouse gas emission reduction plan during LNG-fueled ship construction' as a national project coordinated by the South Korean Ministry of Trade, Industry and Energy. Participating companies and organizations plan to demonstrate and apply a plan to recover boil-off gas generated during the test operation of LNG-propelled ships and recycle it as city gas in shipyards by 2026 to reduce greenhouse gas emissions during ship construction.



*MV Matsonia Wiper Vernon Johnson, Jr., JM-5380, tends to the main engine on Halloween.*

## Port of Tacoma maritime center planning moves ahead

Planning for a future waterfront landmark took a step forward with the Port of Tacoma Commission's recent approval of an amendment to an interlocal agreement between the port and Tacoma Public Schools for work associated with developing a new Maritime Center campus. The Port Maritime Center will be home to new Port of Tacoma business offices as well as the school district's new Maritime|253 skills center. The port's new building will provide office space for about 150 port and Northwest Seaport Alliance employees and will also include port commission meeting chambers.

Maritime|253 will be a career and technical education center serving high school students from school districts throughout Pierce County, where they can learn skills leading to a career in the maritime and industrial trades. This fall, state education officials granted Tacoma Public Schools a two-year conditional approval for the skills center's core programs, paving the way for the district to enroll students for the 2024-25 school year.

The proposed project location is on port-owned property along the east

side of the Foss Waterway, just south of the Murray Morgan Bridge in Tacoma. The port has been conducting extensive environmental and cultural resource testing at the site. The port recognizes the historical and cultural significance of the project area to the Puyallup Tribe of Indians and is committed to continued consultation and coordination with the tribe.

The port and school district are each conducting their own design process, with each organization paying for the construction of their own buildings. The amended ILA and budget authorization approved at the Port Commission's October 24 meeting will allow the port's building to reach the 30 percent design phase by the end of March 2024.

Concurrent with the building design work, the port will also conduct site master planning for the two port-owned parcels of land at the proposed location. Site planning will include public amenities, such as walking paths and waterway access. Before year end, the port will begin a public engagement process to gather community feedback that will help envision the future of this site.

## St. Lawrence Seaway union members vote in favor of new collective bargaining agreements

UNIFOR members at the St. Lawrence Seaway Management Corporation (SLSMC) have ratified new collective agreements, with the maintenance, operations and clerical group voting 85 percent in favor, and the supervisory group voting 87 percent in favor. The ratification follows a strike that halted transit along the Seaway from October 22 to October 30.

The agreements cover UNIFOR members at Locals 4211, 4212 and 4323 in Ontario and Locals 4319 and 4320 in Quebec, who work in the supervisory and engineering group and the maintenance, operations, and clerical group. Wages will see annual increases of five percent, four percent, and four percent, retroactive to April 1, 2023, along with a \$2,000 signing bonus.

"The ratification of these tentative agreements is a collective victory

and the fruit of unwavering solidarity on the part of Seaway workers," said a union spokesman. "I would like to express my deep gratitude to every member who contributed to the resolution of this dispute. Your dedication and solidarity are the cornerstone of our union, and I am honored to represent such outstanding members."

The agreement covers 360 workers who facilitate the transit of ships through the Great Lakes, along the St. Lawrence Seaway to the Atlantic Ocean. UNIFOR is Canada's largest union in the private sector and represents 315,000 workers in every major area of the economy. The union advocates for all working people and their rights, fights for equality and social justice in Canada and abroad, and strives to create progressive change for a better future.



# MFOW PRESIDENT'S REPORT



## APL Marine Services

**Vessel Replacement** — On October 9, the Union was given a notice by APL Marine Services regarding their Maritime Security Program fleet replacement program. All of the replacement vessels are liner vessels expected to be deployed in the Eagle Express 1 (EX1) trade. The EX1 port rotation is Los Angeles – Oakland – Yokohama – Naha – Busan – Qingdao – Shanghai – Busan – Los Angeles.

The first new vessel — the *President Adams* — has an estimated delivery date of December 15, 2023. It is expected to be phased into service in February 2024, replacing the *President Wilson*. The delivery and phase-in project will continue through December 2024. The names of the new vessels and the vessels they will replace are as follows:

Existing Vessel	Replacement Vessel
<i>President Wilson</i>	<i>President Adams</i>
<i>President Roosevelt</i>	<i>President Grant</i>
<i>President Eisenhower</i>	<i>President Reagan</i>
<i>President Kennedy</i>	<i>President Bush</i>
<i>President Truman</i>	<i>President Monroe</i>
<i>President Cleveland</i>	<i>President Johnson</i>

There is also a possibility of a seventh new vessel named *President Carter*.

**COVID-19 Vaccination** — On October 27, the Union was notified by APL that the company will no longer require COVID-19 vaccinations for joining crew members.

## Matson Navigation Company

On October 23, Matson announced preliminary third quarter 2023 results. For the three months ended September 30, 2023, compared to the three months ended September 30, 2022, and on a forty-foot equivalent unit (FEU) basis:

- Hawaii container volume decreased 1.9 percent primarily due to lower general demand.
- Alaska container volume decreased 9.1 percent due to lower export seafood volume and lower retail-related demand.
- China container volume was 1.3 percent lower, Guam container volume was 1.9 percent lower, and other container volume decreased 28.3 percent. This includes containers from services in various islands in Micronesia and the South Pacific, and Okinawa, Japan.

In August 2023, Maui experienced significant economic disruption from wildfires. Tourism to the island may not fully recover in the next several years and rebuilding of homes and businesses may take many years. In the near-term, expect economic growth in Hawaii to moderate as tourism and visitor arrivals slowly rebound from the effects of the Maui wildfires.

Matson's cash and cash equivalents as of September 30, 2023, was approximately

\$156 million, which excludes \$591 million in cash on deposit within the Capital Construction Fund. Total debt as of September 30, 2023, was \$450 million.

## Political Action

**Jones Act** — Congressman John Garamendi (D-California) has introduced MFOW-supported legislation that would repeal all the anti-Jones Act decisions made by U.S. Customs and Border Protection and pave the way for the employment of American workers for offshore wind development jobs on the Outer Continental Shelf (OCS). Garamendi reintroduced his *Close Agency Loopholes to the Jones Act* (H.R.5991) while adding a new provision that would, among other things, apply a prevailing wage requirement to all offshore jobs on the OCS.

A second new provision that was added directs the U.S. Coast Guard to implement a Garamendi amendment that applies the Jones Act to offshore wind installations. Importantly, the bill would close nearly 50 years of loopholes that disadvantage American workers — known as letter rulings — by U.S. Customs and Border Protection. These loopholes allow federal regulators to circumvent the Jones Act.

**Second Registry** — A broad coalition of American maritime and transportation unions, including the MFOW, has registered strong opposition to a proposal to promote the operation of U.S.-flag vessels with foreign crews. The proposal, part of a report issued by the Hudson Institute, would create a second U.S.-flag ship registry to allow vessel owners to bypass the hiring of American maritime workers.

The united opposition to the ill-conceived proposal was forwarded to the U.S. Maritime Administrator by the MFOW, SUP, SIU, AMO, MEBA, MM&P, Maritime Trades Department, and Transportation Trades Department.

## Maritime Alert

The U.S. Maritime Administration (MARAD) has issued a Maritime Alert (2023-004A) warning commercial mariners of threats in the Red Sea region stemming from multiple drone and missile attacks recently launched from Yemen. MARAD advises that mariners exercise caution when transiting the area. They advised that U.S. commercial vessels operating in this area should review U.S. Maritime Advisory 2023-011 (Threats to Commercial Vessels — Persian Gulf, Strait of Hormuz, Gulf of Oman, Arabian Sea, Gulf of Aden, Bab al Mandeb Strait, Red Sea, and Somali Basin) for amplifying information and points of contact.

## APEC 2023

A large gathering of global leaders will take place in San Francisco this month, as the city hosts the Asia-Pacific Economic Cooperation (APEC) conference. More than 20,000 people are expected to attend the conference, including heads of state and dignitaries from over 20 member economies in Asia, the Pacific, North America and South America.

Most APEC activities will take place in the South of Market and Nob Hill neighborhoods.

Areas around conference events and activities will be closed to vehicle, transit, and bicycle traffic. The bulk of the travel and transit impacts will take place from November 14-19.

MFOW Headquarters is located in the South of Market security zone, which will be managed by the United States Secret Service. Only conference attendees and those who live or work inside the security zone will be allowed to enter following security screening procedures.

2nd Street will be closed to general traffic between Market and Folsom Streets. MFOW officials, staff, and members should expect to be screened by law enforcement when attempting to make it to the Headquarters building for work or job calls.



# Marine Firemen's Union Employment Guide

If you are looking for a career that offers challenging work, substantial pay and an opportunity for adventure, a career as an engine department merchant mariner and member of the Marine Firemen's Union, might be right for you.

The official name of our union is the Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association. We are also known as the Marine Firemen's Union. The union is often identified by the acronyms MFOW, MFU, MFOWW or MFOW&W.

The union was formed October 1883 in San Francisco, California. The founding members were firemen on Pacific Coast coal-burning steamships.

Today, we dispatch merchant mariners to container ships, roll-on/roll-off ships, tankers, and shore facilities to the following ratings:

- Electrician/Refrigerating Engineer
- Oiler
- Pumpman/Machinist
- Fireman/Watertender
- Junior Engineer
- Wiper

If you are not a member of the Marine Firemen's Union, you may register in person for work as a non-seniority applicant. The minimum requirements necessary to receive an application are:

- Current U.S. Merchant Mariner's Credential (endorsed as Wiper)
- Current STCW Basic Training endorsement
- Current STCW Vessel Personnel with Designated Security Duties (VPDSD) and Security Awareness (SA) endorsements
- Current STCW Two-Year Medical Certificate
- Current Transportation Worker Identification Credential (TWIC)
- Current Passport
- Printout of DOT-approved drug screen (within six months)
- COVID Vaccination (Pfizer, Moderna, Johnson & Johnson, or Novavax)  
\*Required for most vessels

You will not be considered for employment if you do not possess all of the above items. Contact one of our hiring halls for guidance on credentialing.

The Marine Firemen's Union does not send or receive applications by mail. We dispatch members and non-seniority applicants to billets aboard vessels op-

erated by contracted shipping companies. We utilize a seniority-based rotary dispatch system. The selection and eventual membership status of non-seniority applicants is determined by the union on an as needed basis.

The jobs calls are held at 10:00 a.m. and 2:00 p.m., Monday through Friday, at the following hiring hall locations:

San Francisco Bay Area Hiring Hall  
Marine Firemen's Union  
240 Second Street  
San Francisco, CA 94105  
Dispatch Telephone: (415) 362-7593  
Email: mfowvp@mfoww.org  
Email: robchili510@yahoo.com

Honolulu Hiring Hall  
Marine Firemen's Union  
707 Alakea Street  
Honolulu, HI 96813  
Dispatch Telephone: (808) 538-6077  
Email: mhiga@mfoww.org

Los Angeles/Long Beach Hiring Hall  
Marine Firemen's Union  
533-B North Marine Avenue  
Wilmington, CA 90744  
Dispatch Telephone: (310) 830-0470  
Email: hgage@mfoww.org

Puget Sound Hiring Hall  
Sailors' Union of the Pacific  
4005 - 20th Avenue West, Suite 115  
Seattle, WA 98199  
Dispatch Telephone: (206) 467-7944  
Email: seattle@sailors.org

If a sea-going billet becomes available to you, you will be sent to a medical center for a physical examination and given instructions on when and where to report for duty.

U.S. Navy veterans who served in the following ratings are encouraged to visit our hiring halls and inquire about credentialing and employment: Damage Controlman (DC), Electrician's Mate (EM and EMN), Engineman (EN), Gas Turbine System Technician (GSE and GSM), Hull Maintenance Technician (HT), Interior Communications Electrician (IC), Machinist's Mate (MM and MMN), Machinery Repairman (MR), Electronics Technician (ET and ETN), Fire Controlman (FC), Fire Control Technician (FT), and Information Systems Technician (IT).

U.S. Coast Guard veterans who served in the following ratings are encouraged to visit our hiring halls and inquire about credentialing and employment: Damage Controlman (DC), Electrician's Mate (EM), Electronics Technician (ET), Machinery Technician (MK), and Information Systems Technician (IT).





November 6, 2023

Oakland City Council  
One Frank Ogawa Plaza  
Oakland, CA 94612  
Delivered via E-mail

**RE: Resolution 6.32 - The Oakland Athletics Belong in Oakland**

Dear Council President Bas and Members of the City Council:

On behalf of the undersigned members of the East Oakland Stadium Alliance, a wide-ranging coalition of business, community and labor stakeholders, we provide the following comments regarding Council Resolution 6.32 Affirming That The Oakland A's Belong in Oakland.

We wholeheartedly agree: the Oakland A's can and should remain in Oakland. In fact, that has been a central tenet of our advocacy as members of the East Oakland Stadium Alliance: we believe it is in the best interest of Oakland residents, the seaport, and the Oakland A's and its fans for a new, state-of-the-art major league baseball stadium to be constructed at the Coliseum site, in East Oakland.

For over 50 years, the City has enjoyed a professional sports facility in East Oakland and a working international seaport in West Oakland. We continue to support the construction of a new ballpark at the Coliseum site, which is the rightful home of the Oakland A's at the historic epicenter of Bay Area sports. We know that the Oakland A's agree – as they are on the path to owning one-half of this property and on multiple occasions made attempts to purchase the entire site outright to make this the team's permanent home. Likewise, the seaport community will continue to work with the City and the Port to continue to maximize the use of Howard Terminal and invest in our working waterfront, so it remains the vibrant hub of the region's maritime economy.

The Coliseum location has already been approved for a mixed-use ballpark complex and is supported by an existing array of transportation infrastructure. This is a sentiment well-described by Councilmember Rebecca Kaplan in her recent editorial in the *San Francisco Bay Times*: "The Coliseum site, which has over 120 acres of land, is readily accessible to the entire Northern California megaregion and beyond via BART, an interstate freeway, the Amtrak/Capitol Corridor, a nearby airport, and more. This site and its surroundings have received approval for mixed use development including sports, entertainment, and substantial development, including commercial and more."

But we must take exception to the provisions of this resolution that significantly overstate the progress made at the Howard Terminal location for the A's proposed stadium project. This project is nowhere near development ready. Despite its approval by the City, the Alameda County Superior Court and a state appellate court found the Howard Terminal Environmental Impact Report (EIR) was deficient and no efforts have been made by the A's or the City to correct these deficiencies and perfect the EIR certification. The EIR failed to account for wind impacts, and the Oakland A's have never submitted the final Howard Terminal Ballpark construction drawings that would be necessary to proceed with these evaluations and considerations. In the latest court filing, the City confirmed that it has not yet attempted to remedy these defects; instead, the City filing said that it is "still considering the appropriate actions" that it would take to meet these requirements.

Moreover, there are still no draft development agreements or discretionary approvals on the horizon for the City to approve permits to provide rights or entitlements for development. Moreover, there are no proposals in front of any of the public agencies which would need to take discretionary actions on permits or approvals for this project, including BCDC, CPUC, DTSC, SLC, or the Port of Oakland itself.

And, despite promises and assurances to the contrary, the Oakland A's still have not provided any firm details to the City that demonstrate how they would incorporate a Community Benefits Agreement, a Seaport Compatibility Agreement, or affordable housing into this project – all of which are items the City Council agreed the A's must commit to in writing before the project can move forward.

Finally, this resolution does not change the facts on the ground. The Howard Terminal location cannot be built without the contribution of substantial public subsidies and taxpayer contributions. In multiple polls, the people of the City of Oakland made it clear that while they wanted the A's to stay in Oakland, they would oppose the use of public dollars to subsidize the construction of a new A's stadium. And it was obvious to every party that if tested at the ballot, the use of taxpayer money for the construction of a new A's stadium complex would have been rejected by Oakland voters.

We support keeping the Oakland A's at their home in Oakland: the Coliseum.

Thank you for the opportunity to provide our comments.

Sincerely,

California Trucking Association  
Customs Brokers and Forwarders Association of Northern California  
Devine Intermodal  
Dreisbach Enterprises  
GSC Enterprises  
Harbor Trucking Association  
Inlandboatmen's Union of the Pacific  
International Longshore and Warehouse Union (ILWU)  
Marine Firemen's Union  
Marine Engineers Beneficial Association  
Pacific Merchant Shipping Association  
PCC Logistics  
Propellor Club of Northern California  
Sailors' Union of the Pacific  
SSA Marine  
Union Pacific

## VICE PRESIDENT'S REPORT

Shipping sure has changed since I first set foot in the MFOW hiring halls. I remember competition being stiff with little to nothing left for junior members and applicants. The only Oiler jobs hanging on the board were occasionally aboard the *USNS Waters*, which was an applicant's best bet to get into our prestigious union. Discerning eyes monitoring every shipping card and their stamped dates at and around the 1000 job call. Mariners were dying to get on a ship and make some money with no overhead. If you've been to our hiring halls in the last few years, you've witnessed the stark contrast to the past. I sound like an old man reminiscing about simpler times. If you know, you

know as the cool kids say.

There have been a handful of MARAD activations recently with the most recent being the *Cape Orlando*. Everyone is well aware of the current mariner shortage and I'm not a fan of the limit testing with these known conditions. Thanks to those who have been answering the call and making it work.

I'll be covering the Wilmington hall for a bit. Our agent Sonny Gage is getting married so congratulate him and wish him the best.

That's all I have. I'm probably forgetting a thing or two that I've grown numb to but that's the report.

Fraternally,  
Deyne Umphress

## BUSINESS AGENT'S REPORT

Here is the vessel rundown for October 2023:

### Matson Navigation Company

On the Pacific Southwest triangle run: *MV Mokihana* — delegate Dale Cunningham, #3597, no beefs. *MV Mahimahi* - delegate DJU Cynthia Philyaw, #3853, no beefs.

On the Pacific Northwest triangle run: *MV Manulani* — delegate ERJ Steve Mohlin, #3831, re-shipped, no beefs. *MV Maunawili* — delegate DJU David Thompson, #3878, no beefs.

### APL Maritime Services

On the EX1 run: *MV President Truman* — delegate ERJ Alton Hickman Jr., shipped a DJU and Wiper for time up, no beefs. *MV President Roosevelt* — del-

egate REJ Alexander Reyer, JM-5336, shipped a REJ. *MV President Eisenhower* — shipped an ERJ and REJ, no beefs. *MV President Wilson* — delegate ERJ Aaron Jones, #3944, shipped an REJ and additional REJ to assist with reefer cargo, no beefs. *MV President Cleveland* — delegate REJ Edgardo Guzman, #3905, no beefs.

### Patriot Contract Services

*USNS Pilila'au* shipped an Oiler. *Alied Pacific* shipped an Oiler. *Cape Orlando* activation shipped an Oiler, delegate Electrician Ronny Ting, #3916, no beefs. Happy Holidays and Safe Travels.

Fraternally  
Bobby Baca



October 24, 2023

ADM Ann Phillips, USN, Ret.  
Maritime Administrator  
U.S. Department of Transportation  
Maritime Administration, West Building  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
Email: ann.phillips@dot.gov

**Re: Hudson Institute's American Maritime Security Initiative**

Dear Admiral Phillips:

The undersigned labor organizations are writing requesting you to take a formal position publicly denouncing the deeply flawed and self-serving maritime security "initiative" developed by the Hudson Institute. The Institute's conclusions advocating for a U.S. second registry crewed by non-U.S. citizen mariners run contrary to both the mission and every action taken by the U.S. Maritime Administration and its predecessor agency, the U.S. Shipping Board, since their establishment in 1916.

As the agency responsible to support and advocate for the U.S. merchant marine and U.S. citizen merchant mariners, we urge you to speak out. The Hudson Institute's proposed remedy to enlarge the U.S. flag fleet would effectively destroy what we have left. Not only would this initiative undermine the defense needs of our country and insult the sacrifices of thousands of U.S. citizen mariners who have supported our military in every conflict since 1775, it is clearly inimical to the aspirations and policies of President Biden's administration.

Please make an unequivocal statement condemning this initiative for exactly what it is: an attack on the defense capabilities of our nation and the American worker. We have attached a statement that the undersigned have recently released to the public on this subject.

We would be pleased to meet with you at any time to discuss this matter. As always, thank you for your consideration.

Respectfully,

Mark Clements, Secretary-Treasurer, Maritime Trades Department, AFL-CIO  
David Connolly, President, Sailors Union of the Pacific  
Paul Doell, President, American Maritime Officers  
David Heindel, President, Seafarers International Union  
Don Marcus, President, International Organization of Masters, Mates & Pilots  
Anthony Poplawski, President, Marine Firemen's Union  
Greg Regan, President, Transportation Trades Department, AFL-CIO  
Adam Vokac, President, Marine Engineers' Beneficial Association

Enclosure

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## MARINE FIREMEN'S UNION TRAINING PROGRAM — 2023–2024

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.

December 11-14

January 22-25, 2024

#### 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 30-December 1

January 11-12, 2024

#### QMED Fireman/ Oiler/Watertender

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 (AS-E) course will satisfy the requirements needed for the STCW endorsement as AS-E. *Prerequisites: Endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, QMED Oiler and RFPEW; PLUS 180 days or more of MFOW-contracted sea time while qualified as RFPEW.*

February 19-23, 2024

April 8-12, 2024

#### QMED Pumpman/Machinist

A member who successfully completes the five-week QMED Pumpman/Machinist course will satisfy the requirements needed for the national endorsement as QMED Pumpman/Machinist. *Prerequisites: 360 days or more of MFOW-contracted sea time while holding the endorsements as QMED Electrician/Refrigerating Engineer, QMED Fireman/Oiler/Watertender, RFPEW and AS-E.*

May 20-June 21, 2024

September 30-November 1, 2024

#### High Voltage Safety

This five-day course is comprised of classroom lectures, simulator-based training, and assessments on our state-of-the-art TRANSAS TechSim 5000 High-Voltage (HV) Circuit Breaker Simulator. Students will be exposed to the principles behind shock hazards, and arc flash/arc blast phenomena. Practical exercises will help students understand how shock and arc flash boundaries are calculated, and most important, Incident Energy calculations to determine selection of required arc flash PPE. The assessment will incorporate all aspects of training including the proper use of PPE, live line tools, multimeters, other test equipment, and an implementation of a sample checklist for a Job Safety Analysis plan dealing with HV. *Prerequisites: QMED Electrician-Refrigerating Engineer/Junior Engineer/RFPEW and Able Seafarer-Engine endorsements.*

November 27-December 1

December 18-22

### 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: December 1, December 15

Maritime Institute, Honolulu, HI: February 2, 2024

Cal Maritime Academy, Vallejo, CA: December 7-8

Compass Courses, Edmonds, WA: December 19-20, January 23-24, 2024

MITAGS-PMI, Seattle, WA: 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: November 20-22, January 10-12, 2024

Cal Maritime Academy, Vallejo, CA: *Returning in 2024*

Compass Courses, Edmonds, WA: December 19-21, January 23-25, 2024

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.

## Partnership to build soda ash terminal in Vancouver

A strategic partnership at the Port of Vancouver USA represents a substantial expansion of global export capacity in the world's fastest-growing soda ash production region. Solvay, a global leader in the soda ash market, and Vancouver Bulk Terminal, a bulk commodity shipping and logistics expert, recently announced a strategic partnership to collaborate on the redevelopment of Terminal 2, Berth 7 at the Port of Vancouver USA, in Washington state.

Reconstruction is set to begin in 2024 and expected to be completed by early 2026. The facility is poised to become a key global outlet for the export of soda ash from North America emphasizing design, efficiency, and sustainability through the combined expertise and capabilities of Vancouver Bulk Terminal (VBT), the Port of Vancouver USA, and Solvay.

The newly designed terminal will have the capability to annually process more than 2.5 million tons of soda

ash. The expanded capacity will support the previously announced expansion of Solvay's Green River, Wyoming soda ash operations. The terminal will also add crucial export capacity to the North American soda ash industry, which is recognized as the world's fastest-growing soda ash producing region.

Both companies and the port are enthusiastic about the partnership's potential impact on the soda ash sector and the broader economy. With custom-built infrastructure, Terminal

2 is tailored for bulk soda ash storage and handling, enhancing international trade and implementing innovative solutions to reduce the port's ecological footprint. VBT's plans include improved rail service, all new enclosed storage and conveyance, and a modern efficient ship loader design.

Furthermore, Terminal 2's construction and ongoing operation will create jobs within the local community and encourage economic growth.



# Brunswick poised to be nation's top roll-on/roll-off port

The Port of Brunswick, Georgia is poised to be the number one roll-on/roll-off port in the nation by 2026. That was part of the positive message delivered by Griff Lynch, president and CEO of the Georgia Ports Authority (GPA), at the annual State of the Port of Brunswick presentation. Lynch's speech at the Jekyll Island Convention Center included an update on the ongoing \$262 million expansion project at the port.

During fiscal year 2023, roll-on/roll-off volume increased 18 percent — to more than 705,000 units of automobiles and heavy machinery in and out of the port. Including Ocean Terminal in Savannah, the GPA handled a record 723,515 roll-on/roll-off units during the same time period. The Port of Brunswick also served 610 vessels, rep-

resenting an 11 percent increase over the previous year. Colonel's Island handled 495 of the ships.

A port authority spokesman said the Port of Brunswick has room to grow. At 1,700 acres, Brunswick is the nation's premier gateway for auto and roll-on/roll-off cargo. Brunswick's gateway port model features four on-site auto processors, room for customers to grow their business with three available parcels of land totaling 264 acres and direct access to Interstate 95 for car and machinery carrier trucks. The on-terminal railroad system enables the fastest East Coast connections to inland markets, and it is going to get faster. Plans include doubling the size of rail capacity, which will cost as much as \$30 million.

Construction has recently been completed on 350,000 square feet of near-dock warehousing to serve auto and machinery processing on the north side of Colonel's Island, with three more buildings totaling 290,000 square feet and 122 acres of roll-on/roll-off cargo storage space under construction at the south end of the island. The port authority has also received permission for a fourth roll-on/roll-off berth at Colonel's Island which will increase the number of vessels that can dock at the port. Once completed, the new berth will be able to handle vessels that can carry as many as 7,000 vehicles.

Twenty years ago, the Port of Brunswick was ranked eighth as a gateway port. In 2010, it rose to third, holding that rank the past 13 years. Both ports

in Brunswick and Savannah are poised for growth because more than half the cargo delivered by cargo ship — 56 percent — comes to the East Coast. Two decades ago, the West Coast handled 54 percent of the cargo.

There is also a manufacturing shift in the nation, with a growing number of manufacturers moving or opening in the Southeast. And more large cargo ships are under construction and should be delivering goods to ports around the world by 2026.

In Georgia, 38,000 new jobs were created last year, a \$24 billion in investment. In fact, Georgia has been ranked the nation's number one state to do business with for an unprecedented 10 years in a row.

## NLRB and OSHA to strengthen health and safety protections for workers

On October 31, National Labor Relations Board General Counsel Jennifer A. Abruzzo and Assistant Secretary of Labor for the Occupational Safety and Health Administration (OSHA) at the U.S. Department of Labor executed a Memorandum of Understanding to strengthen the agencies' partnership to promote safe and healthy workplaces through protecting worker voice.

Because many worker efforts to improve safety and health in their workplaces are protected under both the Oc-

cupational Health and Safety Act (OSH Act) and the National Labor Relations Act (NLRA), the NLRB and OSHA have historically engaged in cooperative efforts and have entered into formal Memoranda of Understandings to engage in interagency coordination since 1975.

The new agreement expands on the historic interagency coordination by enabling the NLRB and OSHA to closely collaborate by more broadly sharing information, conducting cross-training for staff at each agency, partnering on

investigative efforts within each agency's authority, and enforcing anti-retaliation provisions.

The agencies also released a resource on *Building Safe & Healthy Workplaces by Promoting Worker Voice* which provides tools and key references for employers and workers on working collaboratively to create and maintain safe workplaces, including resources on collective bargaining and compliance.

The MOU is part of the NLRB General Counsel's interagency coordination initiative to take a whole of government approach to enforcement. As part of the initiative, the NLRB is working closely

with worker protection and consumer protection agencies to ensure that the government is co-acting and co-enforcing all related laws in the most effective and efficient way, which will ensure workers are fully protected while minimizing employers' compliance burdens.

Established in 1935, the National Labor Relations Board is an independent federal agency that protects employees from unfair labor practices and protects the right of private sector employees to join together, with or without a union, to improve wages, benefits and working conditions.

## SIU Pacific District Pension Plan Notes

The SIU Pacific District Pension Plan provides two types of pensions – Deferred Vested Pension and Pension Vesting at Retirement. The latter includes employer subsidized early retirement benefits. If you qualify for more than one pension, you will receive only the one that is the largest. A few highlights from the SIU Pacific District Pension Plan rules are outlined below:

### Deferred Vested Pension

The Plan provides a Deferred Vested Pension benefit payable at Normal Retirement Age (usually age 65.) The amount of the benefit depends on the pension credits accumulated.

Vesting Service	Benefit Credits
125 days of covered employment within a calendar year	125 - 199 days: Pro rata benefit 200 days: Full year vested benefit credit

Vesting Requirements	
Before August 1, 1999:	10 years of vesting service for active employees
After July 31, 1999:	5 years of vesting service for active employees

If following a Plan participant's most recent year of vesting service, a participant with less than 10 aggregate years of vesting service has one or more one-year service breaks before January 1, 1999, then the required number of aggregate years of vesting service shall continue to be ten until the participant completes one year of vesting service after December 31, 1998.

*(Exceptions to the above vesting periods may apply in accordance with break in service rules.)*

### Breaks in Service

Until your benefit is "vested", you may lose your accumulated pension credits if you have a Break in Service. Prior to January 1, 1985, you experience a Break in Service for purposes of the Deferred Vested pension if the number of consecutive calendar years in which you have 62 or fewer days of service equals or exceeds the number of accumulated prior calendar years in which you had 125 or more days of service provided, however, that from January 1, 1985, and after, you will not suffer a Break in Service until you have at least five consecutive calendar years with 62 or fewer days of service. Your accumulated years of vesting service cannot include years lost because of a previous break in service.

*(Above is a brief extract from the break in service rules only. Contact the Plan Office for discussion of how break in service rules may apply to your particular circumstances.)*

### Pensions Vesting at Retirement

The following pensions may be payable before Normal Retirement Age based on the number of qualifying years earned within the applicable qualification period:

Pension Type	Qualifying Years Requirement	Minimum Age
Long Term	25	55
Basic	20	55
Reduced	15 - 19	65
Disability	Minimum of 10 years	Any age

### Year of Qualifying Time

200 days of covered employment within a calendar year equals a full year of qualifying time. Less than 200 days within a calendar year will earn a pro rata partial year of qualifying time. No credit will be earned for covered employment in excess of 200 days in any calendar year.

### Loss of Qualifying Time

A Plan participant shall lose all qualifying time credit if he or she:

- has failed to maintain seniority shipping rights under the provisions of the Collective Bargaining Agreement, or
- has failed to work at least 1 day in covered employment or in a non-covered standby employment for a contributing employer in any 2 calendar-year period after having attained seniority shipping rights, or
- did not have seniority shipping rights on June 15, 1965 under the provisions of the Collective Bargaining Agreement, provided that a Plan participant shall be deemed to have seniority shipping rights on June 15, 1965, if he or she was working in covered employment on June 15, 1965, or was eligible for registration or employment on a seniority basis on that date at one of the hiring halls of the Pacific District Unions.

Any such Plan participant who reenters covered employment after having so forfeited his qualifying time shall accumulate qualifying time only after the date he or she last forfeited Qualifying time. A Plan participant cannot lose previously acquired qualifying time if he or she has fulfilled all of the eligibility requirements for a Basic or Long-Term Pension at any time since June 16, 1978.

### Integration Agreements

The SIU Pacific District Pension Plan entered into INTEGRATION AGREEMENTS with the Chevron/SUP/Marine Pension Plan, ExxonMobil and the San Francisco Bar Pilots Marine Pension Plan.

Example Calculation for a Pro-rata Benefit(s):

- Applicant is age 60
  - Applicant has accumulated 32 Qualifying Years.
  - Applicant is entitled to receive the current maximum amount of \$2,670.00
  - SIU-PD Pension Plan: 23.0 Qualifying Years
  - Other Plan: 9.0 Qualifying Years
- Total Qualifying Years: 32.0
- \$ 2,670.00 ÷ 32.0 Qualifying Years = \$83.4375 (Per Qualifying Year)
- \$ 83.4375 x 23.0 = \$ 1,919.06 SIU-PD Pension Plan
- \$ 83.4375 x 9.0 = \$ 750.94 Other Plan
- 32.0 = \$ 2,670.00

In no event does the SIU Pacific District Pension Plan integrate with any of the other plans for vesting or Deferred Vested Benefit purposes.

**Space does not allow a full listing of the SIU-PD Pension Plan rules. Questions regarding Exceptions, Break-in-Service rules or Accumulated Vesting or Qualifying Time should be directed to the Plan Office.**

**SIU Pacific District Pension Plan: 415-764-4987**

# SEATTLE NOTES

During the month of October Seattle shipped two Oilers, one ERJ, four Electricians, one Wiper, eight Standby Reefers, and four Standby Wipers. Seattle currently has eight A-, five B-, and four C-seniority members registered for shipping.

As a reminder to all hands, politics, personal beliefs, and preferred ports of leisure shouldn't play a role in deciding whether to do our duty. We are supported and able to feed our families in times of peace so that we are available in times of war and national emergency. Over many years I have had cargo in the holds of my ships that I would have preferred not to deliver, but that is not up to me or our union. When applying for our original document we made an oath to faithfully and honestly, according to our best skill and judgment, and without concealment and reservation, perform

the duties required of us by the laws of the United States.

We are American union sailors. That's country first, then you go home and vote away the administration with policies you disagree with. That's Diego Garcia instead of Saipan to support your union, future work, and national security. That's two weeks less time home than you planned to fill the billets of our contracts.

This year's Pensioners Holiday Dinner will be held at Chinook's by the hall on Fisherman's Terminal. I'm still trying to nail down the date with their management, but it will be either the 12th or 13th of December. Call me for an update for the time.

Fraternally,  
**Brendon Bohannon**  
Representative



Patriot Contract Services-owned and operated tanker *Haina Patriot* alongside Tsumuri POL Depot at Yokohama, Japan.

# HONOLULU NOTES

Honolulu had 16 steady jobs dispatched in October. That seems a lot for Honolulu, but half of those steadies were run jobs or one trip open board jobs. So, we are still around our average dispatches for steady jobs. Also, we are on average with standby jobs: 26 Standby Electrician/Reefers and 32 Standby Wipers in the month of October. Presently, the Honolulu registration list has 18 A-, four B-, and 12 C-seniority members.

We are currently filling around 40 billets. I seriously doubt we can hold onto these jobs with 34 members on our registration list.

It was a pretty slow month with only one board meeting to attend with the

Honolulu Sailor's Home. I did get a "call out" for help on board the *Makani Olu*, a three masted schooner. The Merimed Foundation operates this training vessel and has a six-week program for those looking to find a career as a merchant mariner. The ship's refrigerator/freezer needed repair, so former member Art Vaio and I helped them out. This was way more fun than attending a board meeting. Oh, one last thing: I heard that the LNG Electrician safety class was intense. They were still testing as I wrote this so I don't know how many have passed yet. But I'll keep you updated.

Aloha,  
**Mario Higa**, Port Agent

## Thanksgiving

**UNION-MADE SHOPPING LIST**

<p><b>TURKEY</b> Butterball (UFCW, IBT) Foster Farms (UFW)</p> <p><b>POTATOES / SWEET POTATOES</b> Dole (IBT) Ore-Ida (UFCW, IBT)</p> <p><b>SALAD / VEGETABLES</b> Andy Boy Broccoli, Cauliflower, Lettuce (UFW) Birds Eye Vegetables (UFCW, IBT) Del Fresh (UFW) Fresh Express Salad (IBT)</p>	<p><b>STUFFING</b> Stroehmann Bakery Products (BCTGM) Manischewitz (BCTGM)</p> <p><b>CRANBERRIES / CRANBERRY SAUCE</b> Dole (IBT) Ocean Spray (IAM)</p> <p><b>BAKING</b> Alta Dena Eggs (IBT) Eco Eggs (USW) Clover Sonoma Eggs (IBT) Land O'Lakes (IBT) Pillsbury (BCTGM)</p>
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<b>MFW member pensioned</b>				
Name	Book Number	Pension Type	Sea Time	Effective
Manuel Grandas	JM-4294	SIU PD Only Reduced	16.450	9/1/2023

<b>Regular membership meeting dates 2023</b>	
December 6	S. F. Headquarters
12	Honolulu
13	Wilmington

<b>POLITICAL ACTION FUND</b>	
<b>Voluntary donations for October 2023:</b>	
Emilio Siguenza, #3984.....	\$200.00
Theo Price-Moku, #3975.....	\$50.00
Mario Higa, #3738.....	\$300.00
Vincent O'Halloran (SUP).....	\$100.00

### 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

## HOWZ SHIPPING?

October 2023

### San Francisco

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer .....	1
Oiler .....	2
Wiper.....	1
Shore Mechanic.....	1
Standby Electrician/Reefer .....	10
Standby Wiper.....	9
<b>TOTAL .....</b>	<b>30</b>

### Wilmington

Electrician.....	3
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer .....	2
Oiler .....	4
Wiper.....	3
Shore Mechanic.....	9
Standby Electrician/Reefer .....	23
Standby Wiper.....	17
<b>TOTAL .....</b>	<b>66</b>

### Honolulu

Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer.....	3
Oiler .....	1
Wiper.....	5
Standby Electrician/Reefer .....	26
Standby Wiper.....	32
<b>TOTAL .....</b>	<b>74</b>

### Seattle

Electrician.....	4
Electrician/Reefer/Jr. Engineer.....	1
Oiler .....	2
Wiper.....	1
Standby Electrician/Reefer .....	8
Standby Wiper.....	4
<b>TOTAL .....</b>	<b>20</b>

## HONOR ROLL

### Voluntary donation to

### General Treasury — October 2023:

Rudy Cesar, JM-5399.....	\$100.00
Eric White, #3925.....	\$100.00
Theo Price-Moku, #3975.....	\$50.00
Edgardo Guzman, #3905.....	\$40.00
Jefferson Basuel, #3829.....	\$25.00

## Your Right to Union Representation

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

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