



China bunkers Matson's LNG-powered ship

China's state-owned energy giant CNOOC has bunkered Matson Navigation's LNG-powered containership, *Daniel K. Inouye*, for the first time as part of a new deal. According to a statement by CNOOC Gas & Power, the world's largest LNG bunkering vessel, Hai Yang Shi You 301, delivered liquefied natural gas to the LNG-powered containership. CNOOC said this delivery is part of the company's first international fixed-term contract for LNG bunkering. Under this cooperation, CNOOC will fuel Matson's LNG-powered containerships that work on the route between the U.S. West Coast and China with Hai Yang Shi You 301.

Daniel K. Inouye, built in 2018 by U.S.-based Philly Shipyard, is Matson's first retrofitted containership and it features three 1350-cubic meter type C LNG fuel tanks supplied by Singapore's C-LNG Solutions and MAN's 7S90ME-GI engine.

The bunkering operation of the containership took place at Meishan, Ningbo and included the supply of 759 tons of LNG. *Daniel K. Inouye* has been sailing

between China and the United States since its delivery and the first few LNG bunkering operations were done by the truck-to-ship method in Los Angeles.

Besides the *Daniel K. Inouye*, Matson also plans to retrofit its 2019-built 3,600-TEU containership, *Kaimana Hila*. The contract with MAN includes converting an MAN B&W S90ME-C10.5 unit to a dual-fuel ME-GI unit capable of running on LNG. Matson previously said it expects to invest about \$35 million in the conversion of *Kaimana Hila*, the same as for *Daniel K. Inouye*.

Besides these two vessels, Matson plans to replace the main engine on its containership *Manukai* with a dual-fuel engine and this will cost about \$60 million. In total, the firm will spend up to \$130 million to enable these three ships to use LNG fuel.

Last year Matson ordered three new 3,600-TEU LNG-powered *Aloha*-class containerships at Philly Shipyard for about \$1 billion. Matson will take delivery of these Jones Act compliant vessels in the fourth quarter of 2026 with subsequent deliveries in 2027.



MFOW crew aboard the *USNS Seay* includes Oiler Micah Phillips, JM-5416; Oiler Anthony Wellington, JM-5442; Electrician Erik Dana, JM-5304; Oiler Abdulalah Mohamed, JM-5473; and Wiper Robert Irvin, non-seniority. The *USNS Seay* is a *Bob Hope*-class roll-on/roll-off vehicle cargo ship of the United States Navy; named after Army Sergeant William W. Seay, who received the Medal of Honor for heroism during the Vietnam War.

Halls to close — Holiday Schedule

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

- 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.



Pacific ports unveil green, digital shipping corridor partnership strategy

On December 6, at the 28th United Nations Climate Change Conference, the Maritime and Port Authority of Singapore (MPA), Port of Los Angeles and Port of Long Beach unveiled a Partnership Strategy for a green and digital shipping corridor across the Pacific Ocean. The scope of cooperation and success indicators specified in the strategy reaffirm the corridor partners' commitment to drive global action to digitalize and decarbonize the shipping industry and improve efficiencies.

The release of the Partnership Strategy follows the signing of a memorandum of understanding by MPA, Port of Los Angeles and Port of Long Beach during Singapore Maritime Week in April 2023. The signing formalized the partnership, which is supported by C40 Cities, with the aim of establishing a green and digital shipping corridor connecting the three global hub ports.

The strategy outlines steps to accelerate decarbonization of the maritime shipping industry by enabling first mover organizations to achieve net-zero greenhouse gas emissions by the earliest feasible date, in support of the goals defined by the 2023 International Maritime Organization's Strategy on Reduction of GHG Emissions from Ships. The ports and C40 will work together and with value-chain stakeholders from the fuel and maritime sectors to:

- **Coordinate decarbonization efforts** - Partners will help to catalyze and coordinate efforts to enable ships calling at the Port of Singapore, Port of Los Angeles and Port of Long Beach to achieve net-zero greenhouse gas emissions by the earliest feasible date.
- **Build consensus on green shipping best practices** - Partners will seek to establish consensus around green shipping best practices and standards.
- **Improve access to and adoption of technology and digital solutions** - To enhance supply chain efficiency, resilience and decarbonization while reducing costs and improving reliability, partners will work to develop and deploy innovative technology and digital solutions.
- **Leverage networks** - Partners will work with stakeholders involved in other green shipping initiatives, including those established by the three ports and other parties, to scale the uptake of zero and near-zero emission technologies, fuels and energy sources.

To achieve these aims, a partnership structure and governance mechanism have been developed to provide clarity on the roles and responsibilities of corridor partners. The strategy also outlines processes for onboarding new participants, financial management, confidentiality and decision-making.

As next steps, the ports and C40 have commissioned a study to analyze trade flows and vessel traffic between Singapore, Los Angeles and Long Beach. The study will estimate the quantity of near-zero and zero-emission fuels required for this traffic, and guide implementation by identifying opportunities for collaboration to advance the development of the corridor.

The founding partners will now engage stakeholders from across the shipping and fuel supply value chains that share the partnership's vision and aims, with the intention of onboarding new corridor participants in 2024.



MV APL President FD Roosevelt ERJ John Ortiz, JM-5330, working on the stern anchor light in the Port of Oakland. The President FD Roosevelt is a 6600 TEU containership operated by APL Marine Services.

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Hokule`a returns to Hawaii aboard Mahimahi

The Polynesian Voyaging Society altered its Moananuiakea Voyage for a return in December due to the devastating fires on Maui, as well as El Nino conditions in the Pacific.

Matson's container ship *Mahimahi* arrived in Honolulu from Long Beach carrying some precious cargo: the legendary *Hokule`a*. The voyaging canoe was unloaded onto the water at Honolulu Harbor and received by crew members who arrived on an escort boat to tow the canoe back to her home at the Marine Education Training Center (METC) at Sand Island.

Hokule`a left Hawaii in April of this year when it was transported courtesy of Matson to Tacoma, Washington before heading to Alaska for the Alaska Heritage Sail then the launch of the Moananuiakea Voyage. Since then, the canoe has traveled 2,800 miles, stopping in 45 ports for engagements with communities from Alaska to San Diego.

The Polynesian Voyaging Society (PVS) announced in September that it was making this major change to the Moananuiakea Voyage sail plan and that *Hokule`a* would be returning home in December due to the devastating fires on Maui and the desire to bring *Hokule`a* home at a time when her home is hurting. Another contributing factor were the unprecedented weather patterns including the current El Nino phenomenon, a period of unusually warm water in the Pacific Ocean, which has global impact. PVS has been evaluating climate and weather



The iconic *Hokule`a* voyaging canoe returned to Hawaii, after it was unloaded from a Matson container ship.

Photo courtesy the Polynesian Voyaging Society.

er data over the last nine months. The intention was to sail *Hokule`a* home, but recently released data shows El Nino strengthening even further.

While *Hokule`a* is in Hawaii, PVS will focus on training, education and planning until the Moananuiakea Voyage's circumnavigation of the Pacific continues at a time that is yet to be determined.

According to PVS CEO Nainoa Thompson, there were many great accomplishments made on the legs through Alaska, Canada and down the West Coast of the United States. The canoe and crews engaged with dozens of indigenous and Native Hawaiian communities, and connected with partners to amplify the importance

of caring for the earth and its oceans. Voyage milestones included crossing the Gulf of Alaska, sailing through straits and narrows, and reaching Hubbard Glacier, the farthest north *Hokule`a* has ever been, which is two-thirds of the way to the North Pole. Also, during the last six months, several crew members completed the final phase of training and became captains to take deep-sea command during the Moananuiakea Voyage.

Matson is a Po Mahina Poepoe Sponsor of the Moananuiakea Voyage, donating the shipping of *Hokule`a* and her escort boat *Kolea* from Honolulu to Tacoma back in April and now the shipping of the canoe from Long Beach back to Honolulu.

Port of San Francisco, USACE plan to raise landmark Ferry Building due to rising sea levels

The Port of San Francisco and the U.S. Army Corps of Engineers (USACE) are planning on raising the iconic, historic Ferry Building by as much as seven feet. The daring plan is an attempt to combat the impacts of sea level rise and extreme weather, both triggered by the climate change, and our warming planet.

Earlier this year, according to the United Nations-backed International Panel of Climate Change, or IPCC for short, the planet is rapidly approaching a catastrophic threshold of heating. NOAA is tracking the melting of glaciers and ice sheets, as well as the rising ocean waters.

Port of San Francisco officials have held a series of public meetings with stakeholders along the 7.5 miles of bay coastline under the port's control. One neighborhood includes the Ferry Building.



The feedback was clear: those who work and/or live along the Embarcadero waterfront want to see the landmark Ferry Building remain on site and functioning. Currently, it is home to six ferry piers, used by millions of commuters and tourists each year. The Ferry Building also houses 44 different shops and restaurants as well as a world-famous Farmer's Market. Also, the second and third floors have 190,000 square feet of offices and meeting spaces.

The project will break ground in about a decade. The USACE will pick up 65 percent of the cost. San Francisco's Prop A — which was passed by 82.7 percent of voters in 2018 — authorized \$425 million general obligation bonds that will partially fund the Waterfront Resilience Program. That includes funding improvements for earthquake safety of the three-mile-long Embarcadero Seawall, near-term flood protection improvements, and planning for other long-term resilience.

Active MFOW members

Retain your Welfare Fund eligibility.

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

MFOW Welfare Fund,

240 2nd Street

San Francisco, CA 94105

UAW launches campaign to unionize multiple automakers

With Big Three bargaining in the rearview mirror the United Auto Workers have set their targets on organizing 13 non-union automakers. The UAW launched an organizing campaign to bring on board nearly 150,000 autoworkers across 13 automakers: BMW, Honda, Hyundai, Lucid, Mazda, Mercedes, Nissan, Rivian, Subaru, Tesla, Toyota, Volkswagen, and Volvo.

“To all the autoworkers out there working without the benefits of a union: now it’s your turn,” UAW president Shawn Fain said in an announcement. The response from workers at non-union companies has been “overwhelming,” Fain said. “The money is there. The time is right. And the answer is simple. You don’t have to live paycheck to paycheck. You don’t have to worry about how you’re going to pay your rent or feed your family while the company makes billions. A better life is out there,” he said.

Negotiations between automakers and the United Auto Workers started in July and escalated in September when contracts expired and a six-week

strike began. Workers ratified contracts at Ford, Stellantis and GM by November 20. The end results are major economic wins for union workers, including an average 25 percent wage increase, reinstating cost-of-living allowances, ending wage tiers for new hires and annual bonuses for retirees.

Since the beginning of the Stand Up Strike, Fain was clear that the goal was larger than making gains with Detroit automakers. In remarks on Facebook Live recapping the contracts Fain asked, “How do we keep this winning streak going beyond the Big Three?”

He addressed that more senior level autoworkers did not win as big of gains for retirement and that pensions were not reinstated. Those measures are not off the table completely, Fain said.

He told the membership there are “too many non-union autoworkers and too much power behind the forces of corporate greed” to win everything at once, but with the new right to strike over plant closures the UAW will be flexing its muscles in the next round of bargaining.

“That’s why we’re building our strike muscle to go even further in 2028. The Big Three, Wall Street and the federal government are officially on notice,” Fain said.

“When we win full retirement security, it will be because we organized the non-union automakers, we got our own house in order and went to war for economic justice, not just to the Big Three, but across this industry and across this country.”

Advances in the electric vehicle sector were touted as a major win for the union’s future. All three Detroit automakers addressed transitioning jobs from internal combustion plants to EV plants and adding existing battery plants into the UAW master agreement. The Stand Up Strike was the UAW’s moment to prove its worth — both to its current membership and its future prospects.

These contracts do just that, said Betsey Stevenson, professor of public policy and economics at the University of Michigan.

“At the end of the day, what they re-

ally need in order to thrive is make sure they’re not just a bunch of legacy unionized auto shops, but they are preserving a vibrant unionized auto industry in the United States,” she said.

Toyota, Honda and Hyundai all announced raises for their U.S. factory workers before Big Three autoworkers even had a chance to vote on their contracts. Fain called the wage increases the “UAW bump” during a congressional hearing on unions.

The UAW is calling this simultaneous organizing drive at 13 non-union companies “a new era of working-class leverage and workplace organizing.”

Bob King, UAW president from 2010-2014, said he had never seen the union membership this engaged before. He praised Fain as giving them a reason to fight.

“I know how the energy catches on and it’s contagious,” King said. “I think it’s really possible that the UAW could go into next bargaining with like 10 or 12 employers. The excitement is contagious.”



California LABOR Federation

2024 COPE Endorsement Recommendations For Primary Election

California State Assembly

District	Candidate	District	Candidate
1	No Endorsement	42	Jacqui Irwin (D)
2	Rusty Hicks (D)	43	Refer to Executive Council
3	No Endorsement	44	Nick Schultz (D)
4	Cecilia Aguiar-Curry (D)	45	James Ramos (D)
5	Neva Parker (D)	46	Jesse Gabriel (D)
6	Paula Villescaz (D)	47	Christy Holstege (D)
7	Porsche Middleton (D)	48	No Recommendation
8	No Endorsement	49	Mike Fong (D)
9	Heath Flora (R)	50	DeJonae Shaw (D)
10	Stephanie Nguyen (D)	51	Rick Chavez Zbur (D)
11	Lori Wilson (D)	52	No Recommendation
12	Damon Connolly (D)	53	DUAL: Javier Hernandez (D) / Robert Torres (D)
13	Carlos Villapudua (D)	54	Mark Gonzalez (D)
14	Buffy Wicks (D) 47	55	Isaac Bryan (D)
15	Monica Wilson (D)	56	Lisa Calderon (D)
16	Rebecca Bauer-Kahan (D)	57	Sade Elhawary (D)
17	Matt Haney (D)	58	DUAL: Clarissa Cervantes (D) / Ronalda Fierro (D)
18	Mia Banta (D)	59	Phil Chen (R)
19	Catherine Stefani (D)	60	Corey Jackson (D)
20	Liz Ortega (D)	61	Tina McKinnor (D)
21	Diane Papan (D)	62	Jose Luis Solache (D)
22	Jessica Self (D)	63	No Endorsement
23	Marc Berman (D)	64	Blanca Pacheco (D)
24	Alex Lee (D)	65	Mike Gipson (D)
25	Ash Kalra (D)	66	Al Muratsuchi (D)
26	Refer to Executive Council	67	Sharon Quirk-Silva (D)
27	Esmeralda Soria (D)	68	Avelino Valencia (D)
28	Gail Pellerin (D)	69	Josh Lowenthal (D)
29	Robert Rivas (D)	70	No Endorsement
30	Dawn Addis (D)	71	No Endorsement
31	Joaquin Arambula (D)	72	No Endorsement
32	No Endorsement 65	73	Cottie Petrie-Norris (D)
33	Refer to Executive Council	74	Chris Duncan (D)
34	Tom Lackey (R)	75	Kevin Juza (D)
35	Jasmeet Bains (D)	76	Joseph Rocha (D)
36	Eduardo Garcia (D)	77	Tasha Boemer Horvath (D)
37	Gregg Hart (D)	78	Chris Ward (D)
38	Steve Bennett (D)	79	DUAL: Colin Parent (D) / LaShae Sharp-Collins (D)
39	Juan Carrillo (D)	80	David Alvarez (D)
40	Pilar Schiavo (D)		
41	No Recommendation		

California State Senate

District	Candidate	District	Candidate
1	No Endorsement	19	Lisa Middleton (D)
3	DUAL: Jackie Elward (D) / Rozzana Verder-Aliga (D)	21	Monique Limon (D)
5	Rhodesia Ransom (D)	23	Kipp Mueller (D)
7	Kathryn Lybarger (D)	25	Sasha Renee Perez (D)
9	Tim Grayson (D)	27	Henry Stem (D)
11	Conditional Endorsement: Scott Wiener	29	Eloise Reyes (D)
13	Josh Becker (D)	31	DUAL: Sabrina Cervantes (D) / Dr. Angelo Farooq (D)
15	Dave Cortese (D)	33	Lena Gonzalez (D)
17	John Laird (D)	35	Michelle Chambers (D)
		37	Josh Newman (D)
		39	Akilah Weber (D)

United States Representatives in Congress

District	Candidate	District	Candidate
1	No Recommendation	27	George Whitesides (D)
2	Jared Huffman (D)	28	Judy Chu (D)
3	Jessica Morse (D)	29	Refer to Executive Council
4	Mike Thompson (D)	30	Anthony Portantino (D)
5	Mike Barkley (D)	31	No Recommendation
6	Ami Bera (D)	32	Brad Sherman (D)
7	Doris Matsui (D)	33	Pete Aguilar (D)
8	John Garamendi (D)	34	Jimmy Gomez (D)
9	Josh Harder (D)	35	Norma Torres (D)
10	Mark DeSaulnier (D)	36	Ted Lieu (D)
11	Nancy Pelosi (D)	37	Sydney Kamlager (D)
12	Lateefah Simon (D)	38	Linda Sanchez (D)
13	Adam Gray (D)	39	Mark Takano (D)
14	Eric Swalwell (D)	40	Joe Kerr (D)
15	Kevin Mullin (D)	41	Will Rollins (D)
16	Refer to Executive Council	42	Robert Garcia (D)
17	Ro Khanna (D)	43	Maxine Waters (D)
18	Zoe Lofgren (D)	44	Nanette Barragan (D)
19	Jimmy Panetta (D)	45	Kim Nguyen-Penalosa (D)
20	John Burrows (D)	46	Lou Correa (D)
21	Jim Costa (D)	47	Dave Min (D)
22	Rudy Salas (D)	48	No Endorsement
23	Derek Marshall (D)	49	Mike Levin (D)
24	Salud Carbajal (D)	50	Scott Peters (D)
25	Raul Ruiz (D)	51	Sara Jacobs (D)
26	Julia Brownley (D)	52	Juan Vargas (D)

Ballot Measure

Proposition 1: Behavioral Health Services Bond Measure

Recommend: **Vote YES**

United States Senate

TRIPLE: Barbara Lee (D)/ Katie Porter (D)/ Adam Schiff (D)

MFOW PRESIDENT'S REPORT



APEC 2023

As reported last month, from November 11-18, San Francisco hosted the 2023 Asia-Pacific Economic Cooperation (APEC) conference. More than 20,000 people flooded the city, including heads of state and dignitaries from 21 member economies in Asia, the Pacific, North America and South America. MFOW Headquarters was located in the South of Market security zone, which was managed by the United States Secret Service. Fortunately, access to the Headquarters building was not restricted; although traffic in and out of the city was snarled for a week.

The real action began on November 14, as multiple daily protests passed by the Headquarters building covering every conceivable grievance. The city was like a grade school playground at recess with everybody screaming and nobody listening. The three-ring circus subsided by November 17 and things went back to normal, whatever normal is.

The important thing is that no vandalism, graffiti or damage was inflicted upon the Headquarters property.

MFOW Training Plan

On November 14, the Union was notified that our main training provider — Maritime Institute — had finally received Coast Guard approval to conduct courses that lead to the STCW Basic IGF Code Operations (STCW V/3-1) endorsement. This endorsement is required for ratings sailing on an LNG-fueled vessel such as Matson's *Daniel K. Inouye*. Three courses were offered this month at San Diego. The 2024 course schedule should be available soon.



One of dozens of APEC 2023 protests marching near MFOW Headquarters.



Several hundred California unionists met in Oakland to make endorsements for the upcoming Primary Election.

Meanwhile, Matson contracted with United States Maritime Resource Center to conduct the same training December 14-15 in Long Beach and December 18-19 in Honolulu with nine billets allocated to the MFOW for each class.

California Labor Federation Pre-Primary Convention

On December 5, I attended the California Labor Federation Pre-Primary Convention at the Convention Center on 10th Street in Oakland. Delegates to the Convention represented their respective unions and voted on primary election endorsements for the U.S. Senate, U.S. House of Representatives, California State Senate, California State Assembly, and a statewide ballot measure. As usual, this was a robust meeting with plenty of passionate debate. Primary endorsements will be printed in the December issue of *The Marine Fireman*.

MFOW and SUP Welfare Holiday Benefit

For over 30 years, the MFOW and SUP Welfare plans have co-sponsored annual holiday luncheons for participants and guests of the respective plans. This gives pensioners and members on the beach an opportunity to socialize during the holiday season.

- In San Francisco, the holiday benefit will be held at SUP Headquarters on 450 Harrison Street starting at 1130 on Friday, December 15. I recommend that the 1400 job call at Headquarters be cancelled on that day.
- In Honolulu, the holiday benefit will be held at the Aloha Lounge in Kaimuki, on the corner of Waiialae and 9th Avenue, on Saturday, December 9, from 1200 to 1500.
- In Seattle, the holiday benefit will be held at Chinook's on Fisherman's Terminal near the SUP hall on Tuesday, December 12, or Wednesday, December 13. Contact the Seattle Representative for details.
- In Wilmington, the holiday benefit will be held in the hiring hall at 533 N. Marine Avenue on Saturday, December 16. Contact the Wilmington Port Agent for start time.

Closing Out 2023

That's about it for this year. December is usually a time to wind down from the busy workload at MFOW Headquarters. But there is still plenty of unfinished business that needs to be taken care of, mostly in the grievance handling, property management, and union and trust fund administration arenas. Will spend the rest of the month trying to close out a bunch of these items.

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

AFL-CIO and Microsoft announce partnership on AI and the future of the workforce

The American Federation of Labor and Congress of Industrial Organizations (AFL-CIO) and Microsoft Corp. recently announced the formation of a new partnership to create an open dialogue to discuss how artificial intelligence (AI) must anticipate the needs of workers and include their voices in its development and implementation. This partnership is the first of its kind between a labor organization and a technology company to focus on AI and will deliver on three goals:

- Sharing in-depth information with labor leaders and workers on AI technology trends.
- Incorporating worker perspectives and expertise in the development of AI technology.
- Helping shape public policy that supports the technology skills and needs of frontline workers.

Building upon the historic neutrality agreement the Communications Workers of America negotiated with Microsoft covering video game workers at Activision and ZeniMax, as well as the labor principles announced by Microsoft in June 2022, the partnership also includes an agreement with Microsoft that provides a neutrality framework for

worker organizing by AFL-CIO affiliate unions. This framework confirms a joint commitment to respect the right of employees to form or join unions, to develop positive and cooperative labor-management relationships, and to negotiate collective bargaining agreements that will support workers in an era of rapid technological change.

The partnership will deliver on the following goals:

- **AI education for workers and students** - Microsoft will provide formal learning opportunities on the latest and prospective developments in AI, providing labor leaders and workers with critical information and insights on this new technology as it evolves. This will begin with learning sessions that will take place during the winter of 2024 facilitated by Microsoft's AI experts, who will provide information about how AI works and where it's going, outline its opportunities, and analyze the potential challenges. These sessions will be augmented by on-demand digital resources that labor leaders and workers can access online. Working with the American Federation of Teachers, Microsoft

will explore joint opportunities for career and technical education work that prepares students for high-paying jobs of tomorrow. In addition, they will hold deep-dive and experiential workshops from 2024 through 2026 that will be tailored to specific careers and roles.

- **Direct feedback from labor leaders and workers** - To ensure that the expertise and perspectives of workers inform the work of Microsoft's AI developers, the partners have developed a mechanism for labor leaders and workers to share experiential insights, concerns and feedback directly to the people who develop this technology. This collaboration will begin with a focus on unions and workers in selected key sectors. This collaboration will start this winter and take the form of Microsoft-hosted labor summits. The partners will bring labor leaders and workers together with Microsoft's key AI product developers, researchers and business leaders for intensive discussions intended to co-design and develop worker-centered technology.
- **Joint policy and skills development** - As Congress debates future

AI and workforce legislation in the committees of the House and Senate and the bipartisan AI Insight Forums, the AFL-CIO and Microsoft will join forces to propose and support policies that will equip workers with the essential skills, knowledge and economic support needed to thrive in an AI-powered economy. The two organizations will support the expansion of registered apprenticeships, particularly in nontraditional tech occupations, and advocate for funding for Career and Technical Education.

On the AI curriculum front, LinkedIn Generative AI content will be tailored to specific sectors most affected by AI, and Microsoft and the AFL-CIO's Technology Institute will jointly develop and implement new content and professional learning opportunities to prepare workers for the future workplace.

Both partners acknowledge AI creates a real capacity to enhance workers' jobs if used to augment work rather than diminish workers' agency and responsibilities. According to new polling by AFL-CIO, 70 percent of workers worry about being replaced by AI.

VICE PRESIDENT'S REPORT

It's holiday season once again. I know many of you are looking forward to enjoying the holidays with your family, friends, and loved ones. However, the union needs your help. The membership needs to acknowledge and fulfill their duty in keeping these job boards as clean as possible as well as the union's reputation as a reliable labor pool. I've said this many times before but if you enjoy and are grateful for what you've gained through being a union member, a little maintenance will be necessary. Take a job you wouldn't normally take, ship a little more often than normal until we get back to normal. Don't quit, don't get fired, don't vacate a job without a relief. Do your duty as a member of this prestigious union.

Bobby did a fine job running HQ while I was away covering the Wilmington branch and handling personal matters. Sonny Gage had a beautiful wedding aboard the Lane Victory. I was honored to be invited and witness it. I was also able to set up a PC and monitor at the hall to make any future reliefs or turnovers as easy as possible. If you're reading this, please use the shop computer Sonny. It will make life a lot easier for everyone involved.

In closing, I'd like to remind you all that this union is driven by the membership. It's direction, whether it succeeds or fails, is solely up to you.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for November 2023:

Matson Navigation Company

On the Pacific Southwest triangle run: *MV Mahimahi* — delegate DJU Cynthia Philyaw #3853, no beefs. *MV Mokihana* — delegate DJU Kenneth Paddock, #3847, no beefs.

On the Pacific Northwest triangle run: *MV Manulani* — delegate ERJ Steve Mohlin, #3831, no beefs. *MV Maunawili* — delegate DJU David Thompson, #3878, on one occasion this month in Tacoma, refrigerated containers loaded to the 3rd tier had cables that were still secured with plastic zip ties.

Shipped a rotary wiper and two additional REJ for the Christmas Tree Run.

APL Maritime Services

On the EX1 run: *MV President Roosevelt* — delegate REJ Alexander Reyer, JM-5336, no beefs. *MV President Kennedy* — delegate REJ Ezra Dhillon, #3751 no beefs.

Patriot Contract Services

USNS Seay shipped an Oiler, no beefs. *USNS Sisler* shipped an Electrician, no beefs. *USNS Watkins* shipped an Oiler for time up. Safe Travels!

Fraternally,
Bobby Baca

Summary Annual Report For MFOW Welfare Fund

This is a summary of the annual report of the MFOW Welfare Fund, EIN 94-1254186, Plan No. 501, for the plan year ended January 31, 2023. The annual report has been filed with the Employee Benefits Security Administration, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of MFOW Welfare Fund has committed itself to pay certain health, dental, prescription, vision, death and burial claims incurred under the terms of the plan.

Insurance Information

The plan has contracts with Anthem Blue Cross Life and Health Insurance Company, Dental Health Services of Washington, Health Net, Kaiser Foundation Health Plan of Hawaii, Kaiser Foundation Health Plan of The Northwest, Kaiser Foundation Health Plan of Washington, Kaiser Foundation Health Plan, Inc. and United Healthcare Insurance Company to pay health, dental, life insurance, stop loss and HMO claims incurred under the terms of the plan. The total premiums paid for the plan year ending January 31, 2023 were \$3,463,295.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$13,498,910 as of January 31, 2023, compared to \$14,243,756 as of February 1, 2022. During the plan year the plan experienced a decrease in its net assets of \$744,846. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$5,258,507, including employer contributions of \$5,426,209, realized losses of \$114,144 from the sale of assets, earnings from investments of (\$110,185), and other income of \$56,627.

Plan expenses were \$6,003,353. These expenses included \$799,515 in administrative expenses, and \$5,203,838 in benefits paid to participants and beneficiaries.

Your Rights To Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the Trust Fund Office of MFOW Welfare Fund, who is the plan administrator, at 240 Second Street, San Francisco, California 94015. The charge to cover copying costs will be \$16.75 for the full annual report, or \$0.25 per page for any part thereof. You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 240 Second Street, San Francisco, CA 94105, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

ORNL, Caterpillar to work on methanol use in marine engines

The U.S. Department of Energy's Oak Ridge National Laboratory (ORNL) and engine manufacturer Caterpillar have entered into a cooperative research and development agreement (CRADA) to investigate using methanol as an alternative fuel source for four-stroke internal combustion marine engines. Under the terms of the CRADA, ORNL researchers will work with Caterpillar over the next few years to identify, develop and test hardware configurations and operating strategies required to maximize the use of methanol in engines retrofitted for methanol.

Specifically, research will be conducted on Caterpillar's in-line six-cylinder marine engine that has been modified for methanol use and installed at DOE's National Transportation Research Center at ORNL.

According to the partners, new engine designs will also be considered, and several engine combustion strategies will be explored including dual-fuel, dimethyl ether reforming and spark-ignited prechambers. Caterpillar will support ORNL by providing additional

materials and research expertise to enable engine performance, efficiency and durability while reducing GHG and other emissions.

The project supports DOE's Vehicle Technologies Office's focus on reducing GHG emissions from off-road vehicles such as railway, aviation and heavy transportation vehicles used in agriculture, construction, mining and marine vessels. These sectors are significantly more challenging to decarbonize than on-road, light-duty transportation applications and require unique solutions. In addition to DOE's Vehicle Technologies Office, the collaboration is funded by the U.S. Department of Transportation Maritime Administration.

In April this year, Caterpillar was contracted to work on the installation of dual-fuel methanol engines on tugs owned by towage operator Svitzer, a part of A.P. Moller-Maersk. Earlier on, Dutch shipbuilder Damen signed a Memorandum of Understanding with Caterpillar for the Netherlands Pon Power for the joint development of a series of dual-fuel methanol/diesel-powered tugs.

California commercial Dungeness season delayed again

California Fish and Wildlife officials have again delayed the start of the state's commercial Dungeness crab fishing season. The risk of whales becoming tangled in crab fishing gear remains high for most of the coastal waters from the Mendocino County line south to the Mexican border. In addition, the state reported a recent confirmed entanglement of a leatherback sea turtle in commercial Dungeness crab fishing gear lost in a previous season.

The decision was made in consultation with representatives of the fishing industry, environmental organizations and scientists. Six whale entanglements have been confirmed this year. The Pacific leatherback sea turtle was discovered off the Farallon Islands on November 24. That species was added to the state's endangered list in 2021.

Some recreational crab fishing is allowed, though crabbers may not use trap gear. According to the state order, only hoop nets and crab snares are allowed for now.

Another assessment will take place on or around December 21. However, it is unlikely that an opening date would be set in time for local residents to enjoy

Dungeness from California coastal waters for any of the winter holidays. Many Bay Area restaurants, supermarkets and seafood purveyors are expected to bring in Dungeness from Oregon and Washington, where crabbing has begun.

Traditionally, California's commercial season begins November 15 and the recreational season earlier than that. Since 2015, there have been delays in all but one commercial Dungeness season in the Bay Area. A toxin, domoic acid, that could sicken anyone who eats the tainted crab destroyed Northern California's 2015-2016 commercial season and created delays in other years.

In 2018, the commercial season began without a hitch although recreational crabbers had to postpone their fishing.

In 2019 and 2020, the fishing line danger to whales resulted in a crabbing delay of several weeks. The 2020 crabbing season was officially set to begin December 23, but price negotiations between crab fleets and seafood processors delayed the start until early January 2021. With delays to protect whales, the truncated 2021-22 season ran from December 29 to April 8, and the 2022-23 season from December 31 to April 15.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2024

Interested members who meet the Training Program eligibility requirements and prerequisites outlined for each course may obtain an application online at 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.

January 22-25 February 12-15 March 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.

January 11-12, February 1-2 February 29-March 1

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.

February 26-March 22 April 22-May 17, July 8-August 2

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 March 25-29 May 20-24

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 February 26-April 5 April 22-May 31

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 April 8-12 June 10-14

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 September 30-November 1

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.

January 8-12 February 12-16, March 25-29

New in 2024

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: February 26-March 15, June 3-21, September 9-27

STCW Rating Forming Part of an Engineering Watch:

February 26-March 1, April 8-12, June 24-28

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: January 26, February 2, February 16, March 8, March 22

Maritime Institute, Honolulu, HI: February 2, April 12, June 7, August 2, October 11, December 6

Cal Maritime Academy, Vallejo, CA: Returning in 2024

Compass Courses, Edmonds, WA: January 5-6, January 23-24, February 20-21, March 19-20, April 16-17

MITAGS-PMI, Seattle, WA: January 29-30, February 26-27, March 25-2

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: January 10-12, February 21-23, March 13-15, April 10-12, May 22-24, June 12-14

Maritime Institute, Everett, WA: May 29-31, July 1-3, September 18-20, November 25-27

Cal Maritime Academy, Vallejo, CA: Returning in 2024

Compass Courses, Edmonds, WA: January 23-25, February 20-22, March 19-21, April 16-18

MITAGS-PMI, Seattle, WA: Returning in 2024

New alliance launched to promote stern tube-less shipping

Thordon Bearings and Wartsila have announced the formation of the Blue Ocean Alliance to develop and promote the revolutionary stern tube-less ship concept. The concept of a ship design that does not require a stern tube and eliminates the need for oil-lubricated stern tube seals and bearings. The Blue Ocean Alliance brings together multiple maritime industry expertise, with seawater-lubricated bearings pioneer Thordon Bearings, systems integrator Wartsila, the School of Naval Architecture & Marine Engineering of the National Tech-

nical University of Athens (NTUA), naval architect SDARI (Shanghai Merchant Ship Design & Research Institute CSSC) and classification society, ABS, who championed the initiative in 2019.

According to Thordon Bearings, the design is also likely to save ship owners hundreds of thousands of dollars in capital and operational expenditure over a vessel's lifespan, including zero requirement for lubricating oil or biodegradable lubricants. ABS has estimated that in a stern tube-less ship design, a two-week dry-dock re-alignment or bearing

and seal replacement job, can instead be completed in a single day while the vessel is afloat.

Ship designer SDARI, in partnership with Thordon and NTUA, has already been granted an Approval in Principle

(AIP) from ABS for the concept design of the stern tube-less vessel with Thordon's COMPAC Split Seawater-Lubricated Aft Bearing. ABS is further developing a pertinent Guide and Notation for such a ship.

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Marine-Firemens-Union-121622254577986/



SIU PACIFIC DISTRICT PENSION PLAN

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

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

November 2023
ANNUAL FUNDING NOTICE
For
SIU Pacific District Pension Plan

Introduction

This notice, which federal law requires all pension plans to furnish on an annual basis, includes important information about the funding status of your multiemployer pension plan (the “Plan”). It also includes general information about the benefit payments guaranteed by the Pension Benefit Guaranty Corporation (“PBGC”), a federal insurance agency. All traditional pension plans (called “defined benefit pension plans”) must provide this notice every year regardless of their funding status. This notice does not mean that the Plan is terminating. It is provided for informational purposes and you are not required to respond in any way. This notice is required by federal law. This notice is for the plan year beginning August 1, 2022 and ending July 31, 2023 (the “2022 Plan Year”).

How Well Funded Is Your Plan

The law requires the administrator of the Plan to tell you how well the Plan is funded, using a measure called the “funded percentage.” The Plan divides its assets by its liabilities on the Valuation Date for the plan year to get this percentage. In general, the higher the percentage, the better funded the plan. The Plan’s funded percentage for the 2022 Plan Year and each of the two preceding Plan Years is shown in the chart below. The chart also states the value of the Plan’s assets and liabilities for the same period.

	Funded Percentage		
	2022 Plan Year	2021 Plan Year	2020 Plan Year
Valuation Date	August 1, 2022	August 1, 2021	August 1, 2020
Funded Percentage	Over 100%	Over 100%	Over 100%
Value of Assets	\$113,467,106	\$111,300,133	\$106,834,294
Value of Liabilities	\$110,185,471	\$105,199,118	\$102,467,876

Fair Market Value of Assets

The asset values in the chart above are measured as of the Valuation Date. They also are “actuarial values.” Actuarial values differ from market values in that they do not fluctuate daily based on changes in the stock or other markets. Actuarial values smooth out those fluctuations and can allow for more predictable levels of future contributions. Despite the fluctuations, market values tend to show a clearer picture of a plan’s funded status at a given point in time. The asset values in the chart below are market values and are measured on the last day of each plan year. The chart also includes the year-end market value of the Plan’s assets for each of the two preceding plan years. The value of the Plan assets shown as of July 31, 2023 is an estimate based on the most accurate unaudited financial information available at the time this notice was prepared. The final audited information on the Plan’s assets will be reported on the Plan’s 2022 annual report filed with the Department of Labor in May 2024.

	July 31, 2023	July 31, 2022	July 31, 2021
Fair Market Value of Assets	\$108,932,383	\$110,008,435	\$119,994,941

Endangered, Critical, or Critical and Declining Status

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

The Plan was not in endangered, critical, or critical and declining status in the 2022 Plan Year.

Participant Information

The total number of participants and beneficiaries covered by the Plan on the valuation date was 2,009. Of this number, 748 were current employees, 837 were retired and receiving benefits, and 424 were retired or no longer working for the employer and have a right to future benefits.

Funding & Investment Policies

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

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

Under the Plan’s investment policy, the Plan’s assets were allocated among the following categories of investments, as of the end of the 2022 Plan Year. These allocations are percentages of total assets:

Asset Allocations	Percentage
1. Cash (Interest bearing and non-interest bearing)	1.9%
2. U.S. Government securities.....	0.0%
3. Corporate debt instruments.....	0.0%
4. Corporate stocks (other than employer securities):.....	28.4%
5. Real estate (other than employer real property):.....	6.8%
6. Value of interest in registered investment companies (e.g., mutual funds) ...	62.6%
7. Other	0.3%

Right to Request a Copy of the Annual Report

Pension plans must file annual reports with the US Department of Labor. The report is called the “Form 5500.” These reports contain financial and other information. You may obtain an electronic copy of your Plan’s annual report by going to www.efast.dol.gov and using the search tool. Annual reports also are available from the US Department of Labor, Employee Benefits Security Administration’s Public Disclosure Room at 200 Constitution Avenue, NW, Room N- 1513, Washington, DC 20210, or by calling 202-693-8673. Or you may obtain a copy of the Plan’s annual report by making a written request to the plan administrator, Ms. Michelle Chang, at 730 Harrison Street, Suite 400, San Francisco, CA 94107. Annual reports for the 2021 Plan Year and earlier plan years are available now. The annual report for the 2022 Plan Year will be available when it is filed with the Employee Benefits Security Administration in May 2024. Annual reports do not contain personal information, such as the amount of your accrued benefit. You may contact the plan administrator at 415-764-4993 or the address above if you want information about your accrued benefits.

Summary of Rules Governing Insolvent Plans

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

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

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

Benefit Payments Guaranteed by the PBGC

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

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

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

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

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

Where to Get More Information

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

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 79 jobs in November: seven PCS, four APL, and two Matson billets were filled along with 13 Shore Mechanic jobs.

17 applicants were dispatched with five making a shipboard job. Keep your bags packed if you are an applicant and want to pierhead a ship. The Wilmington registration list numbers 29 A-, nine B-, and 11 C-seniority members.

Shipping has been quite brisk to say the least. I have never seen this number of jobs available in the 30 years I have been a member and it has been quite a task to keep our boards clear. We need at least 100 more qualified members to keep all of the jobs filled and get everyone relieved properly. Keep your docs up to date and be ready to ship all the time, your future depends on this.

The SUP and MFOW Welfare funds will be hosting a holiday luncheon again this year in Wilmington. The date is De-

ember 16. The doors open at 1000 with lunch to be served at noon. If you are in town, come enjoy some good times and catch up with the members and retirees.

Foreman Mike Robles, #3855; and Leadermen Robert Rivas, #3874; Mike Campbell, #3850; and Otto Garcia, #3784; are still taking care of business down at dock. Gang count is currently 25 men.

The *SSLane Victory* needs volunteers in the engine room as well the deck department. Report to Chief Engineer Jim Gillen and 3rd Assistant Engineer Steve Silcock aboard on Wednesdays and Saturdays at 0900 if you have a chance to assist and get some on-the-job training if you have not worked on a steam ship. Volunteers are always appreciated.

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

HONOLULU NOTES

Honolulu dispatched a total of 65 jobs for the month of November: 14 steady jobs and 51 standby jobs. The standby jobs have slowed down a bit and most members have shipped out or are starting their holiday adventures. Presently, the Honolulu registration list has 18 A-, six B-, and nine C- seniority members.

In November I attended the two monthly board meetings with the Honolulu Sailor's Home and the Hawaii Port Council. I was invited to the 2nd Annual Victory Reception where they honored the nurses who won their hard-fought strikes; and heard from Hawaii State Senator Kurt Fevella (R-Ewa Beach) who is leading the way to remove Hawaii's tip credit law. I also attended the Hawaii State AFL-CIO Biannual Convention. At the convention we heard from AFL-CIO president Liz Shuler and

Hawaii Governor Josh Green.

Every convention we hold elections for a new board and once again got re-elected to the executive board along with SUP Honolulu Agent Patrick Weisbarth. Pat and I also attended a birthday celebration event for U.S. Senator Mazie Hirono (D-Hawaii). Funny story: we learned that the bartender concocted a special drink in honor of the Senator and her husband. Senator Hirono loves to eat kimchee and makes her own kimchee too. Her husband, who is of Korean descent, also enjoys kimchee. So, the bartender made a gin-based cocktail with kimchee. Even radish kimchee on the toothpick to garnish with a flower. The four of us might have been the only ones to try out this new cocktail.

Aloha,
Mario Higa, Port Agent

SEATTLE NOTES

During the month of October Seattle shipped one Electrician, one Oiler, and nine Standby Reefers. Seattle currently has six A-, six B-, and four C-seniority members registered for shipping.

As I look back over this past year it strikes me that there has been an unprecedented rash of members quitting ships or getting fired for cause. We have been a working union for well over 100 years now, and through many struggles we have gained the stellar reputation of reliable hands. All the sailors I have ever met speak of our union with reverence and wish they were part of it, or had joined us when they were younger, rather than at those other low pay outfits. We were known to be hard working, knowledgeable, and sober sailors. Work hard, then play hard was the motto, and

we always turned to. If you can't handle both then you choose the work over the play. Through this reputation we gained the best wages and conditions in the industry. Senior members should engage the ranks and lead by example. Junior members need to act accordingly and work to preserve the reputation of your union.

Fraternally,
Brendon Bohannon
Representative

San Diego adding more shore power at B Street cruise berth

The Port of San Diego is adding more shore power connectivity at its B Street cruise terminal to improve air quality and reduce greenhouse gas emissions. At its December 5 meeting the board of port commissioners awarded a \$676,273 equipment purchase and consulting service agreement contract to Watts Marine. The additional shore power connection point will enable vessels with starboard connections to access shore power at B Street Pier's south berth, providing further versatility to the existing system.

The design phase of the third shore power connection is scheduled to be-

gin this winter and is anticipated to be completed in 2024. The port put its first shore power connection at the cruise terminals into service in 2010, making it among the first ports in California to do so and beating a state regulation to reduce diesel particulate emissions from at least 50 percent of cruise calls by nearly four years. A second shore power plug was installed in 2022, enabling two ships to hook up simultaneously.

The Port of San Diego's investment into adding shore power to various cruise and cargo terminal areas totals approximately \$24.7 million in infrastructure costs to date.

MFOW member pensioned				
Name	Book Number	Pension Type	Sea Time	Effective
Keith Johnson	JM-4523	SIU PD Only Deferred Vested	7.000	11/1/2023


HONOR ROLL

Voluntary donation to General Treasury — November 2023:
 Eric White, #3925\$100.00
 Edward Tokarz, #3770.....\$100.00

POLITICAL ACTION FUND

Voluntary donations for November 2023:
 Sony Arandia, JM-5250..... \$40.00
 Vernon Johnson Jr., JM-5380.....\$20.00

FINISHED WITH ENGINES



Frank J. Marinovich, #3663.
 Born March 2, 1949, San Pedro, California. Joined MFOW June 10, 1991. Died November 10, 2023, San Pedro, California.

Regular membership meeting dates 2024		
January	3	S. F. Headquarters
	9	Honolulu
	10	Wilmington
February	7	S. F. Headquarters
	13	Honolulu
	14	Wilmington
March	6	S. F. Headquarters
	12	Honolulu
	13	Wilmington
April	3	S. F. Headquarters
	9	Honolulu
	10	Wilmington
May	1	S. F. Headquarters
	7	Honolulu
	8	Wilmington
June	5	S. F. Headquarters
	12	Honolulu
	12	Wilmington
July	3	S. F. Headquarters
	9	Honolulu
	10	Wilmington
August	7	S. F. Headquarters
	13	Honolulu
	14	Wilmington
September	4	S. F. Headquarters
	10	Honolulu
	11	Wilmington
October	2	S. F. Headquarters
	8	Honolulu
	9	Wilmington
November	6	S. F. Headquarters
	12	Honolulu
	13	Wilmington
December	4	S. F. Headquarters
	10	Honolulu
	11	Wilmington

HOWZ SHIPPING?

November 2023

San Francisco

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer	2
Oiler	2
Wiper	2
Standby Electrician/Reefer	12
Standby Wiper	8
TOTAL	30

Wilmington

Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer	2
Oiler	5
Wiper	3
Shore Mechanic.....	13
Standby Electrician/Reefer	25
Standby Wiper	29
TOTAL	79

Honolulu

Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer.....	3
Wiper	4
Shore Mechanic.....	3
Standby Electrician/Reefer	22
Standby Wiper	29
TOTAL	65

Seattle

Electrician.....	1
Oiler	1
Standby Electrician/Reefer	9
TOTAL	11

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

Yearly Subscriptions: First Class \$20.00 Air (AO) Mail \$25.00

Voluntary Political Action Fund Donation \$ _____

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