



THE MARINE FIREMAN

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



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MV Cape Horn supports Cobra Gold 2024

On February 17-22, Military Sealift Command (MSC) chartered ship *MV Cape Horn* continued its voyage across the Pacific and arrived at Sattahip, Thailand, to offload equipment in support of Exercise Cobra Gold 2024. The vessel, crewed in the unlicensed engine department with MFOW members, began the voyage from its home base in San Francisco and took on cargo in Tacoma, Honolulu, Anchorage, and Okinawa, prior to arrival.

Thailand was the first point of discharge at the ports of Tung Prong and Sattahip, and the ship offloaded approximately 260 end items and containers in about three days. *Cape Horn* departed Thailand on February 22 and journeyed to its next port to offload more equipment for other missions.

The commercial ship, operated by Matson Navigation Company, is part of the Ready Reserve Force (RRF) fleet of vessels. The RRF is a subset of vessels within the Maritime Administra-

tion's (MARAD) National Defense Reserve Fleet ready to support the rapid worldwide deployment of U.S. military forces. The RRF fleet provides nearly 50 percent of government-owned surge sealift capability.

The *Cape Horn* has significant cargo capacity and is multimodal, which makes it ideal for the charter. The ship is a 750-foot-long roll-on, roll-off cargo vessel with four decks of cargo space. It can accommodate 186,000 square feet of cargo, which equates to about 4.3 acres of space that can equal roughly 38,000 tons of cargo. Despite its massive presence, the ship's characteristically low draft allows for this impressive amount of tonnage while still getting into smaller ports.

Oversight of the offload of equipment in Thailand was conducted by a detachment of the U.S. Army's Military Surface Deployment and Distribution Command (SDDC). To support the smooth discharge of equipment, MSC



MV Cape Horn offloading cargo in Thailand. MFOW members participating in Exercise Cobra Gold include Electrician Philipps Sanchez, #3862; Oiler Elston Laury, Jr., JM-5361; Oiler Harry Torres, JM-5436; Oiler Paul Guillen, non-seniority; and Wiper Marconi Relajo, JM-5368.

deployed a seven-member reserve-component team from various reserve expeditionary port units (EPU) in the U.S. to assist with port operations.

Established in 1982 as a bilateral maritime exercise between the United States and Thailand, Cobra Gold has expanded throughout the past four decades to include other countries, including Singapore, Indonesia, Malaysia, Japan and South Korea. The event is the longest-running international exercise in the world, a fact that exercise leadership attributes to a long-stand-

ing history of cooperation and enduring partnerships.

More than 4,500 servicemembers from the United States Air Force, Army, Navy, and Marines, along with the U.S. Merchant Marine, joined their international counterparts to work side-by-side, learning and navigating the unique and ever-changing challenges of the modern military world, including cyber and over-the-horizon threats. Its focus on humanitarian assistance, disaster relief and civic aid make Exercise Cobra Gold essential to the region.



File photo of the *MV Cape Horn*.

Record number of legislators get perfect score from California Labor Fed

On March 1, the California Labor Federation released its 2023 Legislative Scorecard, documenting an increasing number of California legislators with a perfect pro-working Californians voting record. In 2023, 36 lawmakers earned a 100 percent score from the California Labor Federation.

In 2023, workers stood up and demanded more from employers and the legislature. Working Californians unionized, fought for the wellbeing of their communities at the bargaining table, and went on strike to win fairer wages, benefits they could count on, and job security at levels not seen in decades. The 2023 legislative session reflected this resurgence with big, bold labor bills being introduced in every industry.

On the other hand, Governor Newsom disappointingly scored 70 percent on labor priorities last year. The California Labor Federation has vowed to reintroduce vetoed

legislation that saves good union jobs, strengthens the ability of working Californians to bargain strong contracts, and makes it easier to join unions across the Golden State.

The California Labor Federation's Force for Progress Legislative Scorecard rates the performance of lawmakers and the Governor in supporting the priorities of working Californians both annually and over the course of their tenure in office. To view the full 2023 Legislative Scorecard, please visit: <https://calaborfed.org/scorecard/>.

The California Labor Federation, AFL-CIO represents over 1,300 affiliated unions in California with over 2.3 million union members in maritime, trucking, retail, hospitality, janitorial, construction, health care, local and state government, education, arts and entertainment, warehousing and logistics, manufacturing, and a variety of other sectors.

Halls to close

Harry Bridges' Memorial Day in Honolulu — The Honolulu Hall will be closed on Monday, April 1, 2024, in observance of Harry Bridges' Memorial Day (March 30), which is an ILWU Local 142 holiday.

Cesar Chavez' Birthday — The San Francisco, Seattle and Wilmington Halls will be closed on Monday, April 1, 2024, in observance of Cesar Chavez' Birthday (March 31), which is a long-shore holiday under the ILWU Master Agreement. It is therefore a recognized MFOW holiday aboard APLMS and Matson vessels in West Coast ports; it is not a holiday at sea.

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

Hawaii maritime labor celebrates terminal groundbreaking

U.S. Secretary of Transportation Pete Buttigieg, and U.S. Senators Mazie Hirono (D-Hawaii) and Brian Schatz (D-Hawaii) were some of the luminaries gathered to observe a groundbreaking ceremony for the Kapalama Container terminal in Honolulu late last month. The Hawaii Ports Maritime Council also had a sizable delegation at the event.

The groundbreaking heralded the final phase of the terminal's construction, which has been in the works over the past three decades. This final round of construction was made possible due to \$44 million in funding provided by the Bipartisan Infrastructure Law, which Secretary Buttigieg pointed out in his remarks.

With over 80 percent of Hawaii's goods arriving into the Port of Honolulu, the new terminal promises to ease some of the port's logistical challenges. New zero-emission cranes, as well as a new bridge connecting the terminal to the harbor, will expedite transportation of cargo to and from the facility.

The Maritime Trades Department (MTD), AFL-CIO thanked the administration and labor allies in Congress and the Hawaiian state government who were responsible for the necessary investments, as well as the Hawaii Ports Maritime Council for representing the MTD and their local membership at the event.



Pictured from left to right are Hawaii Port Maritime Council (PMC) President Randy Swindell (MM&P), PMC Vice President Luke Kaili (MEBA), U.S. Transportation Secretary Pete Buttigieg, PMC Secretary-Treasurer Hazel Galbiso (SIU), Hawaii Transportation Secretary Ed Sniffen, and PMC delegates Leyton Torda (IBEW Local 1186) and Marc Yamane (IUEC Local 126).

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California Sustainability Coalition letter to Gov. Newsom

March 06, 2024

Gavin Newsom
Governor
State of California

Dear Governor:

The California Sustainability Coalition wrote to you on December 19, 2023, requesting a meeting as soon as possible. This letter renews the request and also provides you a growing list of entities, and local and county government, who are increasingly anxious to learn how you intend to help them implement your zero emission policies by 2035 deadline you have established.

To avoid redundancy, we refer you to our prior letter and add the bottom-line question of whether the State have the resources now and into the future to achieve your policies, or will we be left to figure it out on our own? Our concern is based on several realities including your adjustments to the proposed State Budget and spending reductions in the current State Budget which undercut your zero emissions policies and our ability to comply.

We understand, Governor, that the State cannot spend money it does not have. We live with that as well. The difference is that your actions protect the State Budget, but they do not help us. These state mandated compliance costs mostly exceed our capabilities and the 2035 clock keeps ticking.

The following are just a few of many examples which are threatening our businesses, livelihoods and our communities.

Waterfront Labor and Preservation of Union Jobs

Longshore union labor is one of many essential blue-collar skilled trades whose workers make up many of the tens of thousands of jobs that depend on a healthy, growing, and sustainable supply chain in California. Everyone in the supply chain relies on the fact that we will have the skilled workforce necessary at each critical node of trade to ensure the economic competitiveness of our system. For example, without the longshore labor represented by ILWU Local 10 which represents union members that work the marine terminals and vessels at the Port of Oakland, the farmworkers who harvest the state's agricultural exports would not be working to timely and effectively load containers. And, vice versa, if farmers and farmworkers are not shipping produce to the Port and then loaded onto vessels bound for foreign destinations, then there is no additional work for longshoremen. These jobs are symbiotic and the growth in one sector often depends on the economic health and growth of the other. Longshoremen and other maritime labor are working with California agricultural exporters to ensure that we are all working together to grow trade and to ensure that our regulations recognize the importance of jobs on the waterfront.

Tugboats and Harbor Craft

The tugboat, towboat, and barge industry is facing real challenges with CARB rules which have proven to be unworkable in terms of its implementation timelines and new mandates that pose safety issues for their operations. California's tugs are already the cleanest in the nation, and tug operators recently started a pilot project with the world's first hybrid tug and the nation's first zero-emissions ship-assist vessel. But while these untested technologies are still in their infancy, state regulations have mandated that they are enforceable now. As a result, these operators are now forced to choose between safety issues which have been identified by the USCG and compliance with California law. If untested and dangerous technology is deployed, it not only puts vessel safety and our California waters at risk of environmental degradation, it puts our ability to facilitate global commerce and trade at risk.

Food Processing Facilities

California's regulatory requirements for all electric are exacerbating the State's inadequate electric infrastructure causing significant time delays and inability to connect to the system (e.g. over 6 years to connect a simple farm shop to power; delay of over 5 years to power new processing equipment which are now operated with generators costing millions of dollars each season. Rural areas are low on the priority list for companies like PG&E.

Drayage Trucking to/from Ports of Los Angeles, Long Beach and Oakland, and Rail Terminals

Effective January 1, 2024 only zero emission vehicles (ZEV) can be added to the drayage diesel truck fleet. The ZEVs are 30-50% heavier which greatly reduces hauling capacity and puts 20% more trucks on already over-crowded roads. This also will supposedly connect

15,000-20,000 ZEV trucks to the power grid but the lack of technology and infrastructure will leave us stranded, looking for a tow. It's estimated that fully charged ZEVs can travel about 150 miles with a light load on flat ground. Add the Grapevine or Donner Pass to the haul and the distance drops to double digits. Also, how do we manage interstate commerce issues and trade agreements as our trucks cross state and international borders into California? Government needs to do a reality check.

Temperature Monitoring of Freight

Operators of temperature monitoring refrigerated trailers temperature data logs are required on the majority of refrigerated freight. There is usually a not-to-exceed three-degree temperature variance from loading to delivery which may occur in California or throughout the United States. Any exceedance of this variance results in rejection of the load with the cost of the loss borne by the trucker. It does not appear that CARB staff understand this and have not offered solutions including adequate recharge stations in-state and interstate.

The contemplated battery weight is a critical factor as well. Substantially reducing payload to accommodate batteries brings into serious question the economic feasibility of this type of essential transport, especially for long hauls.

African-American Farmers/Asian Farmers and Other Cultures

African American, Asian, East Indian, and other minority farmers are unique within California's agricultural community. We are relatively few in number often farming small, leased acreage (sometimes just one acre) with limited resources. These challenges in themselves are difficult to overcome and a significant reason for our declining farmer numbers. So is government over-regulation. Applying zero emission requirements to our tractor and to our trucks which we use to transport our home-grown vegetables to farmers markets in the Bay Area and Southern California is not remotely affordable and the equivalent of California waving NOT WELCOME signs for people like us.

Francisco: Rural Community Resident

Three years ago, I moved back to Avenal from the Bay Area because of how unaffordable it became. I grew up in Avenal, completed my undergraduate degree at Yale, and received my MBA from Saint Mary's College of California.

I understand and value the importance of reducing pollutants and greenhouse gas emissions to protect our environment for future generations. However, as a parent, I find myself at a crossroads, faced with a decision that will impact my family's future significantly. With one child currently navigating the financial challenges of college, and another preparing to embark on this journey in 2029, the financial strain is frightening. Tuition costs are already a significant burden compounded by additional expenses for rent, food, transportation, etc.

In light of the State's sustainability initiatives, I'm compelled to ask how rural families like mine are expected to afford raising a family in California. As I juggle the costs of my children's college tuition and commuting expenses, the push for electrification hits hard. Why force us to choose between our kids' futures and a pricey EV vehicle, EV chargers, and solar mandate? We need real support, not impossible choices.

Cities and Towns in Support of The California Sustainability Coalition

We, the undersigned towns, and cities, representing a diverse array of communities from the San Joaquin Central Valley to the bordering cities along the Central Coast and Mojave Desert, are united in our commitment to sustainability and environmental stewardship. Our coalition encompasses both rural and urban areas, each with unique challenges and perspectives on the state's sustainability initiatives. While we fully support the goals and objectives of the administration's policies, many of which have commenced as of January 1, 2024, we are increasingly uneasy about several critical issues that could impede the successful and complete realization of these initiatives by 2035. Our collective concerns are as follows:

- **Trucking Industry Challenges:** We are facing an increase in operational costs for our businesses and municipal services, coupled with a decrease in delivery efficiency due to the limited availability of compliant vehicles.

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White House issues executive order to strengthen cybersecurity at U.S. ports

On February 21, 2024, the White House issued an executive order implementing various measures to bolster the security of U.S. ports by expanding the Coast Guard's authority to regulate maritime cybersecurity, requiring the reporting of cyber incidents and investing in the US port critical infrastructure. With the increasing use of

connected systems in the maritime industry, these recent measures continue to demonstrate the administration's focus on improving the cybersecurity of the nation's critical infrastructure, including vessels and port facility operations, and reflects the increasing merger of economic and national security concerns in the Marine Transportation Sys-

tem (MTS). This particular executive order is not a one-off initiative. Rather, it is part of a broader administration strategy targeting perceived national security threats and potential threats to supply chains, including those supporting critical infrastructure.

Executive Order 14116 expands the authority of the Coast Guard to safeguard against cyberthreats endangering vessels, waterfront facilities, harbors and ports, and institutes mandatory reporting of cyber incidents. The executive order demonstrates the Biden Administration's continued focus on the hardening of America's critical infrastructure against cybersecurity threats, building on the National Cybersecurity Strategy announced in March 2023.

The Coast Guard is currently authorized to prevent access of, inspect and remove any person, article or thing from vessels and waterfront facilities, if necessary to prevent damage or injury. The Coast Guard may further prevent the mooring of vessels, or supervise and control, vessels in such circumstances. The executive order amends these regulations to further apply to any data, information, network, program, system or other digital infrastructure on any vessel or waterfront facility. Accordingly, the Coast Guard is authorized to prevent access of, inspect or remove "any data, information, information, network, program, system or other digital infrastructure" to secure vessels and waterfront facilities from damage or injury.

The executive order instructs the Coast Guard to require vessels to address unsatisfactory cyber conditions endangering vessels, harbors or facilities prior to mooring. The Coast Guard may further supervise and control vessels to secure against cybersecurity threats. Likewise, the executive order amends existing regulations with respect to security zones to require permission in these zones prior to bringing any digital

infrastructure on board a vessel.

The executive order requires entities to report any actual or threatened cyber incidents involving vessels, harbors, ports or waterfront facilities. Reports must be made to the Coast Guard, Federal Bureau of Investigation (FBI) and Cybersecurity and Infrastructure Security Agency (CISA). Consistent with existing regulations, suspicious activities, confirmed data breaches, and security incidents must also be reported to enable regulatory agencies to understand the threat landscape with respect to the nation's critical infrastructure.

Concurrent with the executive order, the White House also committed to investing \$20 billion over the next five years in port infrastructure through the president's Investing in America Agenda. Part of this investment is devoted to rebuilding U.S. capacity to manufacture port cranes. The investment was prompted by concerns that Chinese cranes, which are essential to the loading, unloading and movement of containers at ports, pose a national security threat.

According to the White House, 80 percent of ship-to-shore cranes at U.S. ports are manufactured in the People's Republic of China (PRC). The executive order states that PRC-made cranes represent a national security risk, as they have the potential to provide information to the PRC regarding U.S. shipments, or to be remotely controlled to disrupt U.S. supply chain operations.

The investment in U.S. capabilities to manufacture cranes is part of broader efforts by the U.S. government to protect U.S. critical infrastructure from exploitation by nation-state actors, particularly by the PRC. These efforts include collaboration with the private sector and Department of Homeland Security (DHS) for alerts, warnings and threat hunting operations to identify malicious cyber activity.

Port of San Diego updates master plan for bayfront development

After nearly a decade of consideration, a long-term blueprint for the development of some prized real estate on the Port of San Diego's bayfront is poised to be adopted. A seven-member board of commissioners who oversee the San Diego Unified Port District is expected to ratify a 30-year master plan, known as the Port Master Plan Update, according to a report in the San Diego Union-Tribune.

The Unified Port District has jurisdiction over 2,400 acres in tidelands that stretch across San Diego Bay from Shelter Island to Coronado. The area covered by the master plan encompasses about 1,000 land acres and more than 1,454 water acres spread across 10 planning districts.

The final draft of the Port Master Plan Update, which is accompanied by a final environmental impact report, is the culmination of a planning process that began in 2013.

The Port Master Plan Update envisions creating space for 3,910 additional hotel rooms, 340,000 square feet of new retail shops and restaurants and 20.6 additional acres of parks, plazas and open space. The increased density allowed by the plan extends into the water with space allocated for 75 new anchorages, 485 additional recreational boat slips and 65 new slips for commer-

cial vessels, the report said.

The master plan envisions significant development on Harbor Island, with the bulk of the district's new hotel rooms spread across West and East Harbor Island. The port is not planning to add hotel rooms to the Shelter Island, Coronado or Silver Strand planning districts.

The master plan calls for expanded waterside amenities, including more park space and wider promenades across the tidelands. Original plans to create a continuous public greenway surrounding San Diego Bay, known as the *Green Necklace*, have been pared back a bit in the final draft of the plan.

The plan calls for North Harbor Drive, a heavily trafficked street that serves as an entrance to the downtown waterfront, to morph into a coastal landmark where car traffic is reduced. The waterside portion of Harbor Drive between Grape Street and Seaport Village will feature expansive park spaces located between a widened promenade and a multi-use path leading to a 30,000 square foot *Window to the Bay* pier south of Grape Street and north of Ash Street. To achieve this waterfront street vision, parking spaces along North Harbor Drive will be eliminated, with cars relegated to a garage on a lot north of the County Administration Center.

Texas A&M reducing tuition for maritime students

Texas A&M University at Galveston is reducing fees for current and future out-of-state students seeking a merchant mariner license from the Texas A&M Maritime Academy following approval of a new regional fee structure by the Texas A&M University System Board of Regents. The board approved a three-tiered fee structure to offset tuition costs for students from specific states to help meet maritime industry labor demands.

Texas A&M Maritime Academy students earn their U.S. Coast Guard license while completing one of several license-option four-year bachelor's degree programs at Texas A&M at Galveston. Effective September 1, students from Louisiana, Mississippi, Alabama, Florida, Puerto Rico and Panama will save \$300 per credit hour under in-state classification; students from Arkansas, New Mexico, South Carolina, North Carolina, Georgia and Oklahoma will save \$150 per credit hour under in-region classification. Students outside these regions will be considered out-of-region and see no impact on cost.

The merchant mariner workforce is declining as workers age and retire, and the industry continues to suffer from a

lack of awareness and exposure. The Department of Transportation's Maritime Administration, responsible for America's waterborne transportation systems, and the U.S. Coast Guard testified before Congress last year that the country is facing a national security crisis due to the workforce shortage that has only worsened post-COVID.

The Texas A&M Maritime Academy, a federally designated Center of Excellence for Domestic Maritime Workforce Training and Education and the only state maritime academy on the Gulf Coast is uniquely qualified to grow its programs to fulfill industry needs. The academy's training capacity significantly expanded with the receipt of the *TS Kennedy* in 2023. The anticipated arrival of the new state-of-the-art *TS Lone Star State* in late 2025 will expand this capacity, bringing transformative training resources, university officials say. These facilities serve as living laboratories for hands-on experience in ship navigation, marine engineering systems, maintenance, safety, security and more during an annual semester at sea. Academy graduates are in demand and often recruited by employers before graduation.

Spending bill averts partial shutdown; funds maritime programs

Congress has approved a \$460 billion "minibus" comprised of six spending bills that is expected to keep the Government running past the latest March 8 deadline and funds key maritime programs. The minibus includes federal dollars for the Departments of Agriculture, Commerce & Justice, Energy, Transportation & Housing and Urban Development (T-HUD), Interior, and Veterans Affairs as well as several other agencies including the EPA. The Senate passed the bill followed by the President's signature before the deadline. Department appropriations passed in the minibus will keep those agencies funded until the end of the fiscal year. The remaining appropriations bills not addressed in the deal between House and Senate negotiators will need to be resolved before March 22 to avoid a partial Government shutdown.

T-HUD and Agriculture contain numerous important maritime provisions at the approved funding levels

through September 30 including:

- Maritime Security Program: \$318 million (authorized full amount).
- Tanker Security Program: full amount of \$60 million; also includes the \$2.5 million per ship mariner training provision (up to \$25 million total).
- Title XI — MARAD Federal Ship Financing Program: \$50.586 million in new loan guarantee authority.
- \$120 million for the Port Infrastructure Development Program — down from \$212 million appropriated in FY23.
- Department of Agriculture appropriations:
- Food for Peace: \$1.6 billion with a cut of \$62,416,627 from the final estimated appropriation of \$1.75 billion in FY23.
- McGovern-Dole Food for Education program: \$240 million, a \$5 million cut relative to FY23.

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Marine-Firemens-Union-121622254577986/



MFOW PRESIDENT'S REPORT



February was a busy month with a flood of administrative tasks to handle. Seems as though the paper-pushing workload has quadrupled since 2005, when I started in this job.

Also joined several teleconferences:

- On February 13, participated in the NMERPAC Military-to-Mariner subcommittee intercessional working group meeting. This was to discuss Task Statement 21-3: Military Education, Training and Assessment for STCW and National Mariner Endorsements. The ongoing work of this subcommittee provides a forum where the Coast Guard, the military services as a whole, and the maritime industry meet to discuss and provide recommendations on Military-to-Mariner issues.
- On February 14, attended the monthly meeting of the San Francisco Port Maritime Council of the Maritime Trades Department, AFL-CIO. Guest speaker was Inlandboatmen's Union of the Pacific National President Robert Estrada, who discussed maritime solidarity, recent grievances, and job actions in the San Francisco Bay Area.
- On February 15, teleconferenced with Matson Navigation Company labor relations and vessel operations management to discuss proposed company SMS reefer procedure changes related to remote reefer monitoring system.
- On February 22, convened a Joint Labor Relations Committee with Matson to discuss a SASH-related termination of a crewmember.
- On February 29, participated in a Red Sea Industry Session. In February, the new Joint Maritime Information Center released an unclassified report on Red Sea and Gulf of Aden incidents. The meeting also included updates from the Department of Transportation, Federal Maritime Commission, ocean carriers, ports and beneficial cargo owners.
- On March 1, participated in a meeting with the Port of Oakland and Pacific Merchant Shipping Association to receive updates on the status of the Oakland Harbor Turning Basins Expansion project. The proposed project involves widening the existing turning basins in order to allow vessels to turn around more efficiently and safely upon entering and exiting the port.

Health Care

We have recently had several disgruntled members show up at Headquarters complaining about being dropped from health care coverage. The eligibility provisions, as written, appear somewhat complicated, but maintaining eligibility is actually simple. Once a member establishes initial eligibility and applies for coverage, the coverage is good for six months. Eligibility continues as long as the member continues to work in covered employment without a 60-day break in service. For example:

1. A member establishes initial eligibility, pays off a ship on March 6, and applies for coverage.
2. The coverage is maintained for a six-month period from March through August.
3. The member works one day of standby work in April. Coverage is then extended for a six-month period from April through September.
4. The member works a one-week shoreguard vacation relief in May. Coverage is

New fireboat stations dedicated at POLB

On March 1, officials dedicated two new Port of Long Beach fireboat stations that will greatly enhance the Long Beach Fire Department's waterside and landside emergency response capabilities, better safeguarding visiting ships, cargo and waterfront workers. The facilities — Fireboat Station 15 and Fireboat Station 20 — are products of a \$109 million Port of Long Beach program to preserve business continuity, security and economic interests.

"These fireboat stations will provide an important and invaluable safety service to our Port," said Long Beach Mayor Rex Richardson. "Our firefighters are now equipped with the most sophisticated facilities and emergency response capabilities to protect our Port, its valuable assets and our waterfront workforce."

Fireboat Station 15 is a single-level, 7,750-square-foot building in the port's outer harbor with living quarters, a garage for two firefighting apparatus trucks and a full wharf with a 16,311-square-foot boat bay enclosure that houses fireboat Vigilance. Con-

struction started in April 2019 and the project was completed in September 2021.

Fireboat Station 20, located in the port's inner harbor, is a two-level, 9,783-square-foot structure equipped with living quarters, a garage for two firefighting apparatus trucks and a 16,280-square-foot boat bay enclosure that houses fireboat Protector. Construction started in March 2021 and the project was completed in December 2023.

Fireboat *Protector* entered service in 2016, followed a year later by its companion, *Vigilance*, heralding major advancements in harbor firefighting and emergency response capabilities at the Port of Long Beach. The fireboats are each equipped with 10 water cannons capable of sending up to 41,000 gallons per minute to a distance of up to 600 feet, or the length of two football fields.

With an anticipated lifespan of 50 years, both stations were approved for construction in 2017 by the Long Beach Board of Harbor Commissioners and funded by port revenues.

then extended for a six-month period from May through October.

5. As long as the member continues to work without a 60-day break in service, coverage will continue.

On the other hand, here is how eligibility is lost:

1. A member establishes initial eligibility, pays off a ship on March 6, and applies for coverage.
2. The coverage is maintained for a six-month period from March through August.
3. The member flies to Thailand for some rest and relaxation and does not work at least one day of covered employment from March 7 through May 5. This 60-day break in service means that coverage will end on August 31.
4. The member will need to work 60 days in covered employment in order to re-establish eligibility.

The main thing to remember is that health care coverage is employment-based, not membership-based. If a member has a 60-day break in service, then 60 days in covered employment will be required to reestablish eligibility after the six-month eligibility period. In any case, eligibility is easy to maintain or reestablish through covered employment.

Training

Members who have taken the Basic IGF Code Operations Original (STCW V/3-1) course need to submit the training certificate to the Coast Guard in order to have the endorsement put on their Merchant Mariner Credential. As is the case with STCW BT and VPDS, the training certificate is worthless unless the mariner submits it to the Coast Guard for endorsement.

APL Marine Services

On February 28, the Union was given an update by APL Marine Services on dispatch requirements.

Shipboard Job Requirements (Minimum)

- All documents must be current and extended throughout the dispatch.
- Passports must have a validity of six months from the date of assignment.
- Must be medically qualified with a valid STCW Two-Year Medical Certificate and current drug screen. If joining crewmember had previously left an APL vessel unfit-for-duty, the company will most likely initiate a sign-on physical.
- Completed Drug and Alcohol Consent and Background Forms
- Completed Crew Member Data Sheet
- Completed and verified I-9 and W4
- Depending on vessel location, members may need to provide additional information for a VISA application.

Standby Requirements (Minimum)

- All standbys will report with long pants, long-sleeved shirts, and steel-toe shoes.
- Standbys are subject to terminal and company safety procedures
- Standby personnel shall be equipped by the company with the following PPE:
 - Hard Hat
 - High-Visibility Vest
 - Safety Glasses as required



February 27, 2024

President Joe Biden
The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

RE: Renomination of Carl Bentzel to the Federal Maritime Commission

Dear President Biden,

On behalf of the undersigned American maritime labor unions, we are writing to express our strong support for the renomination of Carl Bentzel to serve on the Federal Maritime Commission (FMC), as his current term is set to expire on June 30, 2024.

Our union members are employed throughout the U.S. maritime supply chain, serving vital roles in ensuring America's economy remains connected and competitive in the global marketplace. We do this in the face of a growing challenge from foreign alliances to dominate world trade and dictate the terms of business, as well as unprecedented attacks on U.S.-flag merchant vessels and mariners sailing through the Red Sea.

Mr. Bentzel's tenure at the FMC has been marked by dedication, expertise, and a commitment to safeguarding our national interests and protecting U.S. jobs and businesses from unfair trade and business practices. His deep understanding of the complexities of maritime law and regulation, coupled with his experience in both the public and private sectors, makes him exceptionally qualified to continue serving on the Commission.

During these challenging times, with ongoing disruptions to global supply chains and unprecedented pressures on maritime logistics, it is essential now more than ever to have steady leadership at the FMC. Mr. Bentzel's reappointment would provide the continuity and stability needed to address the complex issues facing the U.S. maritime supply chain and American maritime workers. His proven track record of leadership and his unwavering commitment to the well-being of maritime labor make him an invaluable asset to the Commission and our nation.

For these reasons, we strongly urge you to re-nominate Carl Bentzel to serve another full term on the FMC as you work to ensure the agency's full-member capacity. We deeply appreciate your consideration of this important matter.

Sincerely,

Kelly Anderson, President, American Radio Association
Dave Connolly, President, Sailors' Union of the Pacific
Willie Barrere, President, American Maritime Officers
Dave Heindel, President, Seafarers International Union
Don Marcus, President, Masters, Mates & Pilots
Anthony Poplawski, President, Marine Firemen's Union
Adam Vokac, President, Marine Engineers' Beneficial Association

VICE PRESIDENT'S REPORT

There are 43 members registered: 17 in Class A, nine in Class B, and 17 in Class C.

It kind of goes without saying nowadays but we're trying to make the dream work with what we have. We're still short on labor as most organizations are. Between new members getting around to get their Oiler/RFPEW endorsements in the mail and a more than usual amount of inquiries from prospective applicants, I remain optimistic. Oiler is still our greatest need with a few shorthanded vessels requesting them in case current membership needs a reminder.

I'm scheduled to attend a meeting

for N-MERPAC later this month and am hoping to stop by the Seattle Hall at some point. I don't believe I've been since visiting as an applicant many years ago when Mike Carr ran the MFOW hiring hall there.

Friendly reminder to be aware of expiration dates and validity for your credentials. Union officials do what they can to remind the membership of what needs to be updated and when. Your documents and credentials are ultimately your responsibility. Lately there have been too many dispatches delayed due to this.

Fraternally, **Deyne Umphress**

Coast Guard launches new Merchant Mariner Credential

For the first time in nearly a decade, the Merchant Mariner Credential (MMC) is getting a new look. Beginning March 1, the new MMC has been issued for all approved applications, including credential endorsements, and will replace the current red, legacy passport-style book with separate endorsement labels. This will be the first update since 2015.

The new MMC will be a single, two-sided page with endorsements incorporated and can be displayed flat or folded. The new document will contain embedded security features against fraud and will be printed on 8.5x11inch waterproof, tear-resistant synthetic paper.

The Coast Guard said that "the complexity and degraded reliability of the custom printers used to print the MMC books necessitated a change to the credential printing process."

The passport-style credentials were produced by the Coast Guard National Maritime Center using printers that the agency says are obsolete and difficult to replace. The new MMC will be printed on readily available commercial desktop laser jet printers and will vastly improve print services and availability.

Passport-style MMCs will remain

valid until the indicated expiration date, and mariners will be issued the new format at renewal. Mariners should not request a new MMC unless their current one is lost, damaged, or nearing expiration.

New documents must be validated using the Coast Guard's credential verification tool at MMLD Credential Verification. Mariners are reminded that the document should not be laminated and that the credential can't be used as a passport but should be protected as if it were one. In the future, the Coast Guard plans to launch an electronically issued MMC that meets domestic and international requirements.

An MMC is required for American mariners to work on commercially operated vessels such as tugs, barges, passenger vessels, offshore supply vessels, and deep draft ocean-going cargo ships in the U.S. and internationally and is valid for five years. It shows evidence of a mariner's qualifications and competencies, including licenses and endorsements.

The Coast Guard noted that there will be no change to the current format for Mariner Medical Certificates.

Aging port cranes on Guam a weak link

The Port of Guam is the U.S. territory's only deepwater port and receives about 90 percent of the island's imports. Guam Gov. Lou Leon Guerrero emphasized the island's growing role in Indo-Pacific defense recently as she lobbied in Washington, D.C., for a share of federal money to replace aging cranes at Guam's port.

President Joe Biden under an executive order February 21 announced plans to improve cybersecurity at U.S. ports, citing threats to systems that provide ship navigation and cargo tracking. The administration had already apportioned \$20 billion alone to upgrade port infrastructure over five years. The infrastructure initiative targets port cranes manufactured in China for replacement, also due to cybersecurity concerns. Among other measures, the initiative makes funds available to replace Chinese-made cranes in use at U.S. ports with U.S.-built cranes.

The Port of Guam employs three used gantry cranes more than 40 years old that must be replaced in a few years. The cranes were made in Japan by Hitachi in the mid-1980s and relocated to Guam from the Port of Los Angeles. However, components of the cranes, specifically the head blocks and wheel

brakes, were made in China and installed during a 2008 refurbishment.

The cranes came to Guam in 2012. Ship-to-shore gantry cranes are familiar sights that tower along the docks at commercial ports, where they're used to load and unload intermodal containers. The Port of Guam has applied for federal grants and loans and written the specifications for the replacement cranes it needs.

BUSINESS AGENT'S REPORT

Here is the vessel rundown for February 2024:

Matson Navigation Company

On the Pacific Northwest triangle run: *MV Manulani* — delegate ERJ Steve Mohlin, #3831; shipped a Wiper for time up, no beefs. *MV Maunawili* — delegate REJ Thomas Dunn, #3803; no beefs. After leaving Oakland on February 11 the ship conducted cargo ops at several other ports and headed to Singapore shipyard for maintenance and repairs. The *R.J. Pfeiffer* is now on the Northern Triangle run.

On the Pacific Southwest triangle run: *MV Mokihana* — delegate REJ Dale Cunningham, #3597; shipped an ERJ for time up, no beefs. *MV Mahimahi* — delegate REJ Baldev Singh, #3782; no beefs. *Cape Henry* is back at Pier 96 San Francisco af-

ter a brief stay at Portland shipyard-delegate Electrician Matthew Powell, #3948.

APL Maritime Services

On the EX1 run: *MV President Eisenhower* — delegate REJ Rafael Trigo, #3978; shipped an ERJ, REJ and DJU for time up. *MV President Kennedy* — delegate REJ Bozhidar Krastev, #3936; shipped an additional REJ, no beefs. *MV President Truman* — delegate REJ Marcos Almazan, JM-4933; shipped an additional REJ and Wiper, no beefs.

Patriot Contract Services

USNS Watson shipped an Oiler. *USNS Pililaau* shipped an Oiler. *USNS Charlton* shipped two Oilers. *USNS Pomeroy* shipped an Oiler. *USNS Dahl* shipped a Wiper.

Fraternally, **Bobby Baca**

Zero-emissions cargo handling equipment introduced at the Port of San Diego

The Port of San Diego has completed the initial installation of the electrical infrastructure needed to support the operation of this equipment. The first piece of zero-emissions equipment that to be introduced at the 10th Avenue Marine Terminal is a 55,000-pound capacity Wiggins Yard eBull battery electric forklift. It is one of the largest zero-emissions heavy-duty forklifts in operation in the United States and can lift to 25 metric tons. The purchase of the equipment was partially funded by

the state of California's Clean Off-Road Equipment voucher program.

Named The Carrillo, the electric forklift recognizes the accomplishments of SSA Marine Regional Vice President and San Diego County native Joe Carrillo who facilitated the arrival of the first large-capacity electric forklift fleet in the country, including 26 Wiggins Yard eBull electric forklifts at SSA Marine terminals at the Port of West Sacramento and the Port of Stockton.

In Remembrance Anna Marie Espersen

With sorrow and sympathy for all who knew her, we regretfully report the passing of long-time SIU-PD Supplemental Benefit Fund processor, Anna Marie Espersen. After serving more than 35 years in the Plans Office, Anna died peacefully on February 17, 2024, surrounded by her family.

Anna was truly one of a kind and the void she leaves behind is heartbreaking. She made a difference in so many lives. Though she took interest in all those around her, she especially showed deep and genuine care for the lives of each sailor who entered her office to share their stories and receive one of her big hugs. Anna's legacy of love, laughter and kindness will forever be warmly remembered.

Anna may never have realized the full extent to which she affected people's lives. She would have been so happy to know that the good cheer she brought to so many was appreciated. May Anna rest in the comfort of all those who genuinely cared for her.



PATRIOT CONTRACT SERVICES WAGE RATES Effective April 1, 2024

Watson-class LMSR Vessels

FOS Rating	56-hour Base Wage Monthly	56-hour Base Wage Daily	Supplemental Benefit Monthly	Benefit Daily	Overtime Hourly	Money Purchase Daily
QMED-Electrician	\$8,599.82	\$286.66	\$2,981.97	\$99.40	\$37.29	\$30.00
QMED-Oiler	\$6,702.93	\$223.43	\$2,338.45	\$77.95	\$29.81	\$30.00
Wiper	\$5,085.72	\$169.52	\$1,790.41	\$59.68	\$22.13	\$30.00
ROS/RAV Rating	40-hour Base Wage Weekly	40-hour Base Wage Daily	Supplemental Benefit Daily	Overtime Hourly	Money Purchase Daily	
QMED-Electrician	\$1,598.07	\$228.30	\$11.42	\$37.29	\$30.00	
QMED-Oiler	\$1,253.00	\$179.00	\$8.95	\$29.81	\$30.00	
Wiper	\$959.54	\$137.08	\$6.85	\$22.13	\$30.00	

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 mfoww.org or at Headquarters and branch offices. All applications must be accompanied by a copy of the member's Merchant Mariner Credential.

(a) Eligible participants are MFOW members who:

- (1) Have maintained A, B or C seniority classification.
- (2) Are current with their dues.
- (3) Are eligible for medical coverage through covered employment.
- (4) Have a current Q-card (annual physical) issued by the Seafarers' Medical Center and are fit for duty.

Medical Center and are fit for duty.

(b) Non-seniority applicants:

(1) Applicants may be selected for required government vessels training as required to fulfill manning obligations under the various MFOW government vessel contracts.

(2) Selectees under this provision must meet all other requirements for seagoing employment and shall have demonstrated satisfactory work habits through casual employment.

Maritime Institute

Courses are conducted at Maritime Institute in San Diego, California, contingent on enrollment levels. Tuition, lodging and transportation are pre-arranged by the MFU Training Plan.

Military Sealift Command (MSC) Government Vessels Course

This four-day course is required for employment aboard various MSC contract-operated ships and includes the following segments: Shipboard Damage Control; Environmental Protection; Chemical, Biological and Radiological Defense; Helo Firefighting.

April 15-18 May 13-16 June 10-14

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.

April 4-5 May 2-3 May 30-31

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.*

July 8-August 2 September 9-October 4
October 21-November 15

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.*

August 5-9 October 7-11 November 18-22

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.*

April 22-May 31 July 15-August 23
September 16-October 25

STCW Able Seafarer-Engine

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

April 8-12 June 10-14 August 19-23

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.*

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.*

April 15-19 May 20-24 June 10-14

New in 2024

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: June 3-21, September 9-27

STCW Rating Forming Part of an Engineering Watch:
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: March 29, April 19, April 26, May 3, May 17, May 31

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

Maritime Institute, Everett, WA: April 26, May 28, June 17, July 12, October 4, November 8, December 20

Cal Maritime Academy, Vallejo, CA: March 25-26

Compass Courses, Edmonds, WA: April 25-26, June 18-19, July 23-24, August 20-21

MITAGS-PMI, Seattle, WA: March 25-26, April 22-23, June 1-2, June 24-25, July 22-23

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: 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: April 22-24

Compass Courses, Edmonds, WA: April 16-18, May 14-16, June 18-20, July 23-25

MITAGS-PMI, Seattle, WA: June 1-3, December 7-9

Port of Oakland executive director says it is the "moment to modernize"

In his annual State of the Port 2024 address, Port of Oakland Executive Director Danny Wan highlighted proposed infrastructure and environmental projects that will reframe the future of shipping and transportation in Northern California. In his speech to a sold-out crowd of seaport and airport stakeholders, community leaders, and elected officials, Executive Director Wan emphasized the critical importance of proposed projects like widening

the shipping turning basins at Oakland, modernizing Oakland International Airport terminals and implementing numerous projects to move the Port towards its zero-emissions goal.

The port has proposed modernization of the terminals at Oakland International Airport. This will allow it to accommodate future travel demand, improve passenger experience and provide a greater diversity of flights for the region. The proposed widening of

the Oakland Seaport turning basins will make big-ship navigation safer and more efficient as well as protecting the jobs generated by the Port of Oakland.

Late last year, the Biden Administration announced that hydrogen projects at the Port of Oakland were in line for federal and state funding when California was designated as a hydrogen hub and awarded up to \$1.2 billion in federal funding for project development. Construction of a hydrogen fuel station has

begun near the Oakland Seaport. It will provide hydrogen trucks that haul cargo with clean, zero-emissions energy. This is just one example of innovative projects that are cleaning the air in and around the Port of Oakland.

Wan emphasized, "2024 is the year we take action to move the port forward. Modernization will help us grow while reducing our impact on surrounding communities. It is our moment to modernize."

California Sustainability Coalition letter to Gov. Newsom

Continued from page 2

- Power Grid and Substation Limitations: The existing power infrastructure is insufficient to meet the increased demand. The financial burden of equipping every household, business, and facility with necessary connections, along with the escalating electricity costs, poses a significant challenge.
- Transportation and EV Infrastructure: The high cost of compliant vehicles and the lack of Electric Vehicle (EV) charging stations, especially in rural areas, both in residences and at workplaces.
- Loss of Jobs: The transition is expected to lead to a reduction in available jobs, par-

ticularly affecting the trucking sector and businesses dependent on current infrastructure capabilities.

To our dismay, there has been no engagement from the California Air Resources Board (CARB) on these matters of grave importance. In light of these challenges, we respectfully request a meeting with you. Our objective is to ensure that while we stride towards sustainable goals, we also safeguard the interests of our businesses, livelihoods, and our communities. We look forward to a constructive dialogue and thank you in advance for your consideration of this vital matter.

Sincerely,

California Sustainability Coalition

Affinity Truck Center
 African American Farmers of California
 AgTC: Agriculture Transportation Coalition
 AJ Farms, LLC
 Almond Tree Hulling Co.
 American Olive Oil Producers Assn.
 American Pistachio Growers
 Andersen & Sons Shelling
 Atlas Almonds
 Baggie Farms
 Bairos Farms
 Bay Area Council
 Belmont Nursery
 Betts Company
 Biz Fed Central Valley Business Federation
 Biz Fed Los Angeles County Business Federation
 Blessed Harvest, Inc.
 Boos & Associates
 Booth Ranches, LLC
 Brandt Farms
 Bullseye Farms Woodland
 Butte Farm Bureau
 Cain Trucking Inc.
 Cal Coast Almond Processing, Inc.
 California Agricultural Aircraft Assn.
 California Apple Commission
 California Assn. of Flower Growers and Shippers
 California Avocado Commission
 California Blueberry Association
 California Blueberry Commission
 California Building Industry Assn.
 California Business Properties Assn.
 California Business Roundtable
 California Cotton Ginners and Growers Assn.
 California Farm Bureau
 California Fresh Fruit Assn.
 California League of Food Producers
 California Olive Oil Council
 California Retailers Assn.
 California Tomato Growers Assn.
 California Trucking Assn.
 California Truck Centers
 California Wild Rice Advisory Board
 California Women for Agriculture
 Campos Brothers Farms
 Capay Canyon Ranch
 Catania Worldwide
 CAWA, The Automotive Parts Industries
 Central California Almond Growers Assn.
 Central Valley Latino Mayors and Elected
 CEO, Harbor Trucking Assn.
 CFS LP
 Citri-Care, Inc.
 ConAgra
 Corto Olive Company
 Crinklaw Farm Services Inc.
 Crookshanks Sales Company
 Customs Brokers & Forwarders Assn. of Nor. Cal.
 D. R. Klassen Farms, Inc.
 D. R. Klassen Packing, Inc.
 Dairyland Huller
 Dalena Benik & Associates

Dalena Farms
 Daniel Salas Harvesting, Inc.
 Del Norte Farm Bureau
 Del Rey Packing Company
 Del Rio Nut Company
 Dreisbach
 El Dorado California Grown Almonds
 Enzo Olive Oil Company, Inc.
 Family Fruit Farms
 Family Orchards, Inc.
 Farm Bureau Monterey
 Farmers Cooperative Gin, Inc.
 Fresno Business Council
 Fresno County Farm Bureau
 Fresno Equipment Co.
 Friesen Farms
 Fruit Harvest Family, Inc.
 Furlong Family Farms
 Gold River Orchards
 Grapeman Labor
 Grizzly Nut, LLC
 Grower Direct Nut Co
 GSC Logistics
 GUSS Automation
 Hamilton Ranches, Inc.
 Harbor Trucking Assn.
 Holland Nut Company
 Hoff Farms
 Horizon Nut, Inc.
 Humboldt County Farm Bureau
 IMC
 Independent Oil Producers Alliance
 Ingomar Packing Company
 Inland Empire Economic Partnership
 Insure America Project
 International Longshore & Warehouse Union
 ILWU Local 10
 Ishii Bros., Inc. Production Agriculture
 J&E Hulling
 JFS Enterprises, Inc.
 J. G. Boswell Company
 JK Farms, LLC
 Jose Carlos Ramirez, World Boxing Champion
 Kern County Farm Bureau
 Kings County Farm Bureau
 Kings River Packing
 Kingville Farms
 Klassen Farms, Inc.
 KY Farming, LLC
 LA Customs Brokers & Freight Forwarders Assn.
 Leopoldo Farm Service
 Lone Star Dehydrator
 Lyons Transportation, VP
 Madera County Farm Bureau
 Manco Ag Services
 Marine Engineers' Beneficial Association
 Marine Firemen's Union
 Mellano & Company, Inc
 Mendocino County Farm Bureau
 Merced County Farm Bureau
 Mid-Valley Cotton Growers, Inc.
 Mike Jackson Farms, Inc.

Mike Jensen Farms
 Milk Producers Council
 Minturn Huller Cooperative, Inc.
 Minturn Nut Company, Inc.
 Moonlight Companies
 Mur5 Farms
 Murad Farms
 Musco Family Olive Co.
 NAIOP – Commercial Real Estate Development
 Nat DiBuduo Real Estate
 National Assn. of Egg Farmers
 National Assn. of Waterfront Employers
 National Customs Brokers & Forwarders Assn.
 NCPI, LLC
 Nichols Farms
 Nisei Farmers League
 N.A. Assn. of Food Equipment Manufacturers
 Northern Merced Hulling Assn.
 Officials Coalition
 Olive Growers Council of California
 Opportunity Stanislaus
 Pacific Coast Producers
 Pacific Merchant Shipping Assn.
 Pasatiempo Vineyards
 Peters Fruit Farms Inc.
 Poindexter Nut Company
 P-R Farms, Inc.
 Primex Farms
 Proctor Companies
 Propeller Club of Northern California
 Raisin Bargaining Assn.
 Ramirez Ag Labor Services
 Raven Farms
 River Oak Orchards
 RWC Almonds, LLC
 San Diego Customs Brokers Assn.
 San Francisco Bar Pilots
 San Joaquin Farm Bureau Federation
 San Joaquin Valley Manufacturing Alliance
 Sierra Valley Almonds
 Sihota Farms Inc
 Sonoma County Farm Bureau
 SSA Marine
 Stanislaus Food Products Company
 Stewart & Jasper Orchards
 Sun-Maid
 TGS Logistics Inc.
 The Almond Company
 The Peterson Family
 The Propellor Club of the U.S.
 Tony Martinez Trucking Industries Inc.
 Travaille and Phippen, Inc
 Tulare County Farm Bureau
 TVT Transportation
 U.S. Meat Export Federation
 Valley Harvest Nut Co., Inc.
 Valliwide Organics
 Vann Family Orchards
 V.A. Rodden, Inc
 Wawona Frozen Foods
 Western Agricultural Processing Assn.
 Western Plant Health Assn.
 Wiebe Farms, Inc.
 Young's Inc.
 Youngstown Grape Distributors, Inc.

Cities and Towns in Support of the California Sustainability Coalition

Alvaro Preciado, Mayor
 City of Avenal, California

Jeanette Zamora-Bragg, Mayor
 City of Corcoran, California

Frank Gonzalez, Mayor
 City of Sanger, California

Alma Beltrán, Mayor
 City of Parlier, California

Julie Hernandez, Mayor
 City of San Joaquin, California

Daniel Parra, Mayor
 City of Fowler, CA

Diana Guerra, Mayor
 City of Orange Cove, California

Matthew Serratto, Mayor
 City of Merced, California

Deborah Lewis, Council Member
 City of Los Banos, CA

Víctor Martínez, Mayor
 City of Mendota, California

Patricia Matthews, Mayor
 City of Lemoore, California

Counties in Support of the California Sustainability Coalition

Nathan Magsig, Chair
 Fresno County Board of Supervisors

Rodrigo Espinoza, Chair
 Merced County Board of Supervisors

Doug Verboon, Chair
 Kings County Board of Supervisors

Larry Micari, Chair
 Tulare County Board of Supervisors

Robert Poythress, Chair
 Madera County Board of Supervisors

Miguel Villapudua, Chair
 San Joaquin County Board of Supervisors

SEATTLE NOTES

During the month of February Seattle shipped four Electricians, two ERJs, one REJ, two Oilers, nine Standby Reefers, and one Standby Wiper. Seattle currently has 12 A-, four B-, and seven C-seniority members registered for shipping.

I'm pleased to report a positive follow-up to the December Seattle report. Our lobbying efforts towards a \$200,000 budget request for entry level mariner assistance to be applied to the Seattle Jobs Initiative (SJI) is listed in both Washington Legislative Chambers budgets. While this funding will not be available until July when the State of Washington cuts the check, now is the time to refer to me any Washington State candidate interested in becoming a mariner, that falls below the \$75,000 poverty level, and needs assistance in obtaining original documents and

training. I will facilitate the introduction and referral to the SJI and they will administer this aid for 28 future mariners in consultation with our Union.

Many thanks to all members of the SUP and MFOU who wrote letters of support to their representatives, all the regional labor councils that enthusiastically signed on, and the legislators who saw the benefit and common sense need for such a program in a maritime state. Brothers Waylon Robert and Giorgio Pompei navigated through the legislative process skillfully and Brother Robert put in many pro bono overtime hours lobbying for the success of this legislation. They both deserve special thanks for their dedication to our Union interests and the advancement of our trade.

Faternally,
Brendon Bohannon, Representative

South Korea names first box ship intended for autonomous operation

South Korea has launched its first container ship designed for autonomous operations. Hyundai Mipo Dockyard, an affiliate of HD Hyundai Shipbuilding, simultaneously constructed two 1,800 TEU container ships, named Force Singapore and Force Laem Chabang, with Force Singapore being the nation's inaugural autonomous operation demonstration ship. The naming ceremony was held on March 8 at the Ulsan headquarters.

The vessels, ordered by South Korean shipping company Pan Ocean in April 2022, measure 172 meters in length, 27.4 meters in width, and 14.3 meters in height, and are capable of carrying 1,800 20-foot containers. They are fitted with sulfur oxide reduction devices and ballast water treatment systems.

Force Singapore has a significant role as an autonomous operation demonstration ship, as it is poised to validate core technologies like intelligent navigation and engine automation systems developed in Korea. The ship is scheduled to carry out long-distance international demonstrations later this year.

This achievement aligns with the South Korean government's initiative, as the Ministry of Oceans and Fisheries and the Ministry of Trade, Industry, and Energy launched the Autonomous Ship Technology Development Project Integrated Project Team in 2020. The ministries are supporting the development of key technologies and are conducting various crew safety tests on board Force Singapore to bolster safety. The goal is to achieve level 3 autonomous operation, enabling remote control operation without onboard passengers.

As these unmanned vessels eliminate the need for crew accommodations, features like deck houses, crew lodging, and elements of ventilation, heating,

and sewage systems can be streamlined or removed altogether. This not only reduces the ship's weight but also leads to a more energy-efficient and fuel-saving mode of operation.

The consequent impact on ports is expected to be substantial, with potential gains in efficiency through faster turnaround times and 24/7 operations. However, this shift may necessitate adaptations in port infrastructure, such as the incorporation of automated handling systems and advanced communication technologies.

Additionally, safety and security enhancements, changes in the labor market, regulatory considerations, and environmental implications are all factors that will shape the evolving landscape of ports in the era of autonomous shipping.

HONOR ROLL

Voluntary donation to General Treasury — February 2024:
Ramonchito Cruz, #3904.....\$100.00
Eric White, #3925\$100.00
Thomas White, #3972.....\$20.00

POLITICAL ACTION FUND

Voluntary donations for February 2024:
Francisco Lazzara, #3725...\$20.00
Henry Disley, P-2617.....\$100.00
Walter Washington, P-2813.....\$100.00

Active MFOU members

Retain your

Welfare Fund eligibility.

MAIL or TURN IN all your

Unfit for Duty slips to:

MFOU Welfare Fund,

240 2nd Street

San Francisco, CA 94105

HONOLULU NOTES

Honolulu dispatched a total of 63 jobs for the month of February. Our dispatches have come down from a year ago and it's mostly a tightening of Matson standby jobs. Steady jobs were on average with seven billets being dispatched. There were 22 Standby Electrician/Reefer jobs and 29 Standby Wiper jobs called. Presently the Honolulu registration list has 15 A-, seven B-, and 13 C-seniority members.

I represented the Marine Firemen's Union at the Maritime Port Council's monthly meeting, attended the Honolulu Sailor's Home board meeting, and was invited to a meet and greet with the students of the Merimed Foundation's Maritime Careers Exploration course. There were around 25 students and former students that attended and had a variety of questions asked. We are just filled with applicants on our waiting list and with more on their way. Hopefully

soon we can knock down the open board and get all members home on time.

It's with great sadness that our brother Jefferson Basuel has gone to our Lord. Way too young to finish with engines. I've only heard good things about him from every person that sails, from MFOU to SUP, SIU, MM&P, and MEBA. I know a service was held in the Philippines but I'm still waiting to hear if a service will be held in Hawaii. Jefferson, thank you brother, you will be sorely missed by all.

Aloha,
Mario Higa, Port Agent

HOWZ SHIPPING?

February 2024

San Francisco

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	4
Junior Engineer	1
Oiler	3
Wiper.....	3
Standby Electrician/Reefer	13
Standby Wiper.....	8
TOTAL	34

Wilmington

Electrician.....	3
Electrician/Reefer/Jr. Engineer	4
Reefer/Electrician/Jr. Engineer	2
Junior Engineer	1
Oiler.....	5
Wiper.....	1
Shore Mechanic.....	4
Standby Electrician/Reefer	18
Standby Wiper.....	25
TOTAL	63

Seattle

Electrician.....	4
Electrician/Reefer/Jr. Engineer	2
Reefer/Electrician/Jr. Engineer	1
Oiler.....	2
Standby Electrician/Reefer	9
Standby Wiper.....	1
TOTAL	19

Honolulu

Electrician/Reefer/Jr. Engineer	1
Reefer/Electrician/Jr. Engineer	2
Junior Engineer	1
Oiler.....	4
Wiper.....	2
Shore Mechanic.....	2
Standby Electrician/Reefer	22
Standby Wiper.....	29
TOTAL	63

Regular membership meeting dates 2024

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

MFOU members pensioned

Name	Book Number	Pension Type	Sea Time	Effective
Steven Johnson	3629	SIU PD Only Deferred Vested	12.00	3/1/2024
Terry Sulton	JM-4728	SIU PD Only Basic L/T	20.370	3/1/2024

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

FINISHED WITH ENGINES



Jefferson G. Basuel, #3829.
Born June 29, 1973, Hawaii. Joined MFOU June 10, 2003. Died February 9, 2024, Philippines.