



Bipartisan support for maritime evident in new report

In an era of great power competition, aging infrastructure, and the threat of high-intensity war, Congress must adopt a maritime strategy vital to U.S. national security and the world. Unfortunately, despite calls from Congress for the last decade, such a comprehensive strategy has yet to be produced.

U.S. Senator Marco Rubio (R-Florida), U.S. Representative Mike Waltz (R-Florida), U.S. Senator Mark Kelly (D-Arizona), and U.S. Representative John Garamendi (D-California) released a bipartisan Congressional Guidance for a National Maritime Strategy report that provides a comprehensive vision for planning guidance, strategic objectives, and actionable steps to revitalize our nation's maritime sector. This document highlights the urgent need for comprehensive action to counter the People's Republic of China's coercive actions to limit freedom of navigation.

"As China vies for global influence, the United States must project strength and security in the maritime domain. Congress must act swiftly to adopt a maritime strategy that invests in our industrial base, reestablishes a strong workforce, and strengthens our national security." — Senator Rubio

"The United States desperately needs to modernize its maritime capabilities to compete with China's rapidly growing navy and ensure the freedom of international seas. I'm proud to work with my colleagues across the aisle to revitalize our shipping sector and strengthen our national security." — Congressman Waltz

"After decades of neglect, revitalizing the American maritime industry will supercharge our economy and strengthen our national security. Our bipartisan report provides a roadmap for the administration and Congress to work together to rebuild our shipbuilding sector and fortify the U.S. flag fleet. It won't be easy, but America has always been a maritime nation — and the stakes are too high for us to fail." — Senator Kelly

"Congress and the U.S. military must rebuild our domestic commercial shipbuilding and maritime industrial base so we can continue to project American sea power abroad during peacetime or war. American shipyards and mariners are ready, willing, and able to do the job but can no longer be expected to compete against heavily subsidized foreign competitors in mainland China and elsewhere. Our maritime strategy must support American manufacturing and correct our nation's longstanding trade imbalance with foreign countries." — Congressman Garamendi

10 Things Congress Can Do Now

1. Speed development of a long-term National Maritime Strategy for incremental implementation, including state and local policy options. Establish a Presidentially appointed position to synchronize all national maritime affairs and policy. Establish a National Maritime Council, led by the President's maritime appointee, to monitor and report on the implementation of the national maritime strategy.

2. Take all measures possible to expand, develop, and protect the domestic maritime workforce, fully funding and reinvigorating the Maritime Administration, U.S. Coast Guard, Federal Maritime Commission, and other federal agencies that protect, regulate, and support the U.S. maritime industry. Commission a national marketing campaign, implement workforce accelerators, including through international personnel exchanges, and champion the domestic maritime workforce, the U.S. Merchant Marine Academy, and our state maritime academies.

3. Grow domestic shipbuilding capacity and demand modern performance expectations. Provide the authorities and funding to support domestic shipbuilding. Explore treaty ally collaboration to expand domestic shipbuilding opportunities and insource capabilities to the U.S. market.

4. Grow U.S.-flagged shipping capacity and guarantee U.S. Government cargo during peacetime. Establish new programs leveraging a range of tools such as tax incentives, enhanced cargo preference, operational subsidization, and federal financing to incentivize companies to ship their products via U.S.-flagged vessels, with the aim of growing the U.S.-flagged international fleet's size and carrying capacity.

5. Urge investment in America's Maritime Transportation System and inland waterways. Address the national maintenance backlog, which according to the American Society of Civil Engineers, amounts to \$125 billion for bridges, \$163 billion for ports, and \$6.8 billion for inland waterways.

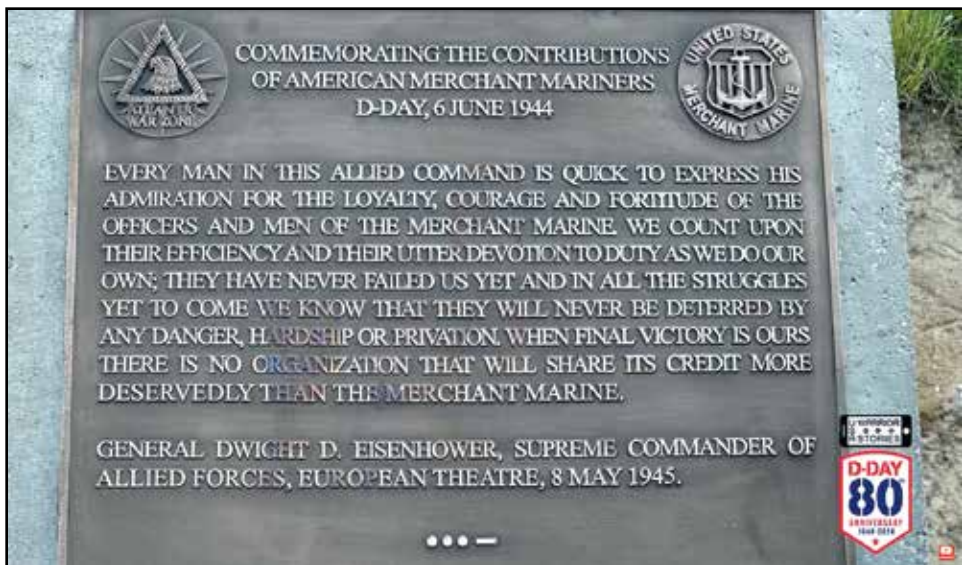
6. Create innovation incubator programs partnered with industry to lead the world in innovative and advanced nuclear energy solutions for the maritime sector. Fund modern design and production approaches, automation advances with human teaming, and applied research for materials, fuels, and energy.

7. Conduct assessments of economic, political, and military factors that threaten U.S. interests in the rapidly changing Polar Regions. Prepare and plan for potential competition for resources that may result from increased activity by U.S. adversaries in the Polar Regions, while respecting the rule of law and national sovereignty.

8. Provide the resources necessary to ensure our Naval forces can defend the freedom of the seas. Prioritize forward presence, readiness, and combat logistics. Provide multi-year authorizations for critical maritime programs and identify dedicated revenue sources to support critical maritime security and naval shipbuilding support programs.

9. Implement rules, policies, and resource decisions to de-risk the U.S. maritime sector from our strategic competitors. Evaluate and mitigate ways in which the U.S. has dependencies on strategic competitors and prioritize domestic capabilities.

10. Consistent with the U.S. National Security Strategy, advance the rule of law, allies and partners, trade, quality of life, and universal access to the global commons all unalienable American values. Express dedication to these fundamental principles by securing extended authorizations and appropriations for vital maritime programs that are crucial to both our economic and national security via maritime strength.



Utah Beach merchant marine monument unveiled on 80th anniversary of D-Day

Representatives of the American Merchant Marine Veterans (AMMV) were on hand in Normandy, France as a long overdue monument to the U.S. Merchant Marine was unveiled on Utah Beach. The new monument, near the Lone Sailor and the Higgins Boat memorials, honors the valor and sacrifice of U.S. merchant mariners whose actions supported military operations on D-Day that took place 80 years ago on June 6, 1944.

On D-Day, the Allies' armada and invasion forces landing in Normandy represented the largest amphibious assault operation in the history of the world. The Allies' D-Day armada had about 7,000 ships, including 200 U.S. merchant ships that were operated by U.S. merchant mariners and U.S. Naval Armed Guard crews. The monument,

enshrined on Utah Beach where U.S. troops landed, displays a May 8, 1945 quote from General Dwight D. Eisenhower, inscribed for all visitors to see:

"Every man in this Allied command is quick to express his admiration for the loyalty, courage, and fortitude of the officers and men of the merchant marine. We count upon their efficiency and their utter devotion to duty as we do our own; they have never failed us yet and in all the struggles yet to come we know that they will never be deterred by any danger, hardship, or privation. When final victory is ours there is no organization that will share its credit more deservedly than the Merchant Marine."

Participants at the unveiling ceremony included AMMV President Dru DiMattia and WWII merchant mariner Dave Yoho.



The USNS Dahl, a large, medium-speed, roll/on-roll/off (LMSR) vessel recently supported the U.S. Marine Corps by onloading vehicles assigned to the 3rd Landing Support Battalion, 3rd Marine Logistics Group in support of Exercise Warrior Shield 24 in South Korea.

Warrior Shield is an annual joint, combined, and inter-agency exercise in the Republic of Korea (ROK) that strengthens the combined command and control capabilities of U.S. and ROK forces. This exercise provides Marines in the U.S. and ROK the opportunity to rehearse combined operations, exchange knowledge, and demonstrate the strength and capability of the U.S.-ROK alliance.

The Dahl is operated by Patriot Contract Services with MFOW unlicensed engine crew.

Halls to close

Juneteenth — The MFOW hiring halls will be closed on Wednesday, June 19, 2024, in observance of Juneteenth National Independence Day, which is a contract holiday.

Independence Day — The MFOW hiring halls will be closed on Tuesday, July 4, 2024, in observance of Independence Day, which is a contract holiday.

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ILA and employers confident as master labor contract talks set to begin

The International Longshoremen's Association (ILA) and United States Maritime Alliance (USMX) issued the first joint statement on the upcoming contract negotiations expressing confidence that the process is proceeding on plan. This comes as there have already been calls for federal intervention to shepherd the talks for the contract that is set to expire on September 30. The contract covers at least 45,000 dockworkers along the U.S. East Coast and the Gulf Coast ports. The union claims a total membership of 85,000 members with its reach extending to the Great Lakes ports, inland river ports, and south the Bahamas and Puerto Rico.

"We are confident that with tentative local contracts negotiations scheduled completed by the May 17th deadline, the ILA and USMX can begin full Master Contract talks with the goal of reaching an agreement on a new pact before the September 30, 2024, expiration of the current contract," said ILA President Harold J. Daggett and USMX Chairman/CEO David F. Adam, in a joint statement.

Daggett has already spoken of the possibility of a strike while making it clear that he would stand firm against

port automation. The ILA last summer kicked off the process calling for a "generous contract package." Observers at the time said they believed the union was targeting a similar increase to the more than 30 percent achieved by the West Coast International Longshore Workers Union. ILA leadership highlighted in July 2023 that the Great Lakes District of the union had secured a 40 percent increase in wages and benefits for its new six-year contract.

The union set a mid-May tentative deadline for all its locals to complete negotiations. The idea was to resolve those issues so that they could begin work on the master contract without last-minute delays on local issues.

In addition to a strong stance against automation that would cost jobs, the union is likely to be looking for significant pay increases. They will also protect what they have called a "premier" health care plan for members.

Business and industry fear a similar situation to the 2023 unofficial slowdowns and disruptions at West Coast ports as those talks dragged on for 13 months. ILA leadership as early as last summer told its members to prepare early for a strike saying it would not go

past the September 30, 2024, deadline.

Six years ago, the ILA and USMX reached tentative terms in June 2018 well ahead of the expiration. Final ratification took place in early September with a signing ceremony four days before the end of the contract. Both sides are saying they are confident they can have the same success as in 2012 and again in 2018 where a contract agreement was reached without any disruption or delays at the ports. In 2018, the union called the agreement a landmark for members while the employers said the outcome was fair and equitable.

Trade groups have been looking for signs of progress on the contract with the National Retail Federation expressing its concerns over the impact of any uncertainties. As early as March of this year, the American Apparel & Footwear Association flagged the talks calling for the Biden administration to monitor progress and shepherd it to a satisfactory conclusion. Analysts however have noted that the expiration comes just weeks before the U.S. presidential election speculating that the union would not want to unduly influence the outcome with a strike.



UNION-MADE CAMPING SHOPPING GUIDE





S'mores

- Campfire Marshmallows
- Honey Maid
- Ghirardelli
- Hershey



Coffee

- Eight O'Clock
- Folgers
- Maxwell House
- Millstone



**Grill
Weber**



**Hammocks
Algoma Net**



**Sunscreen
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Labor 411



Contact of containership *Dali* with the Francis Scott Key Bridge

Marine Investigation Preliminary Report and Subsequent Bridge Collapse — May 14, 2024

On March 26, 2024, about 0129 eastern daylight time, the 947-foot-long Singapore-flagged cargo vessel *Dali* was transiting out of Baltimore Harbor in Baltimore, Maryland, when it experienced a loss of electrical power and propulsion and struck the southern pier supporting the central truss spans of the Francis Scott Key Bridge. A portion of the bridge subsequently collapsed into the river, and portions of the deck and the truss spans collapsed onto the vessel's forward deck.

A seven-person road maintenance crew employed by Brawner Builders — which was contracted by the Maryland Transportation Authority (MDTA)—and one inspector employed by Eborn Enterprises, Inc., a subconsultant to the MDTA, were on the bridge when the vessel struck it. The inspector escaped unharmed, and one of the construction crewmembers survived with serious injuries. The bodies of the six fatally injured construction crewmembers have been recovered. One of the 23 persons aboard the *Dali* was injured.

The U.S. Coast Guard classified this accident as a major marine casualty.¹ The National Transportation Safety Board (NTSB), according to its Memorandum of Understanding with the Coast Guard, is the lead federal agency for the safety investigation, and, in response to the accident, traveled to Baltimore.

Following is an excerpt from the National Transportation Safety Board (NTSB) preliminary inspection of the *Dali* incident:

Events of March 26 — The following timeline depicts the events that occurred in the time leading up to the *Dali* striking pier No. 17 of the Key Bridge, the bridge's subsequent collapse, and initial search and rescue and recovery efforts for the road maintenance crewmembers (see figure 4).

Around midnight on March 26, seven road maintenance workers and one inspector were working in the southbound lanes of the Key Bridge, which were closed to traffic. MDTA Police units were stationed at either end of the bridge to alternate traffic on the northbound lanes to protect the construction crew.

About 0005, an Association of Maryland Pilots senior pilot and an apprentice pilot boarded the *Dali*, which was about to depart from Seagirt Marine Terminal enroute to Colombo, Sri Lanka, with a cargo of 4,680 containers. During the master/pilot exchange, the senior pilot asked about the vessel's condition, and the captain reported that the ship was in good working order. The *Dali* was assisted by two tugboats.

- The *Bridget McAllister*, a 78-foot-long, 5,080-hp tugboat with a 65-ton bollard pull, was secured on the *Dali*'s port quarter.⁵
- The *Eric McAllister*, a 98-foot-long, 5,150-hp tugboat with a 66-ton bollard pull, was secured on the *Dali*'s port bow.

About 0036, the two tugboats pulled the *Dali* away from the dock. About 0107, the vessel entered the Fort McHenry Channel. Generators 3 and 4 were supplying electrical power to the vessel. All three steering pumps, which turned the ship's single rudder, were online.

About 0045, the senior pilot ordered the main propulsion engine (a 55,626-hp diesel engine driving a single propeller) to "dead slow ahead." Once in the channel, about 0107, the senior pilot also gave orders for the tugboats to be let go per normal practice. The senior pilot handed control over to the apprentice pilot and remained standing by.

About 0109, the main engine's speed was increased to "slow ahead." The apprentice pilot ordered a course of 141° to transit under the Key Bridge.

About 0125, the *Dali* was 0.6 miles — or three ship lengths — from the Key Bridge when electrical breakers (HR1 and LR1) that fed most of the vessel's equipment and lighting unexpectedly opened.

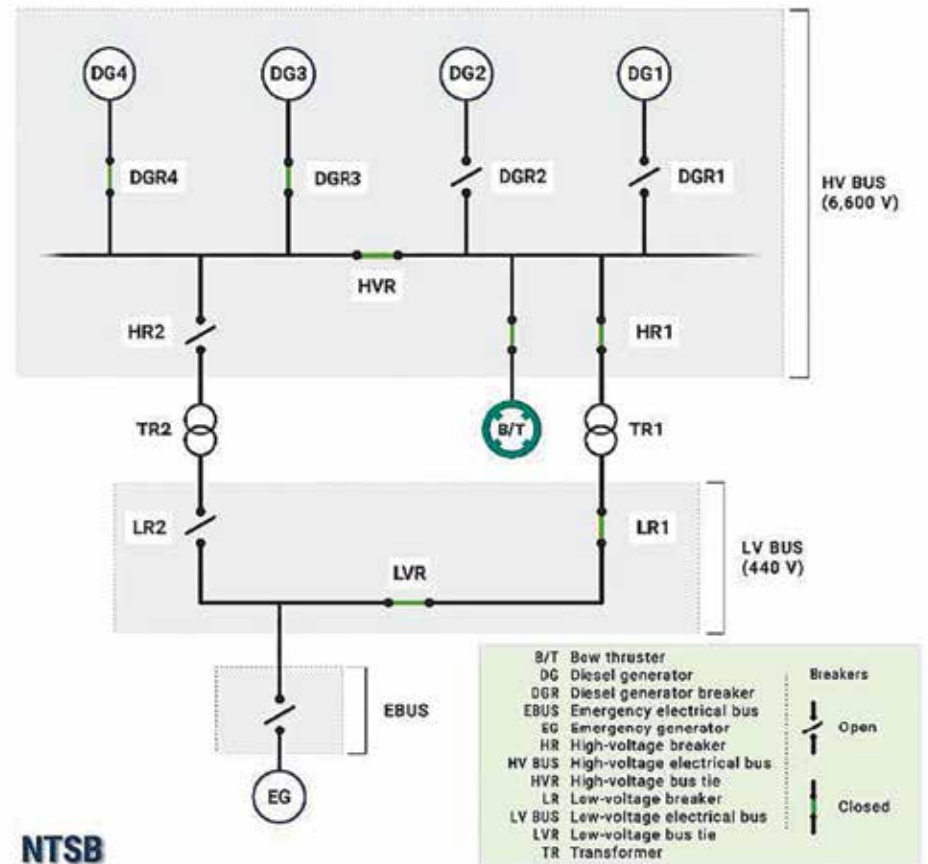
This caused the first blackout to all shipboard lighting and most equipment, including the main engine cooling water pumps and steering gear pumps.

- Generators 3 and 4 continued to run and supply electrical power to the HV bus.
- Most bridge equipment also lost power, and the voyage data recorder (VDR) lost vessel system data feeds. Bridge audio continued to be captured.

The main propulsion diesel engine was independent of the vessel's four diesel-driven electrical generators; however, the loss of electrical power to the pumps required for its operation resulted in the main engine being automatically shut down, and the vessel lost main propulsion, meaning its propeller stopped.

The loss of electrical power stopped all three steering pumps, and, therefore, the rudder was unable to be moved. At the time, the ship was on a heading of 141.7°, a course over ground of 140.8°, and speed over ground of 9.0 knots, with the rudder amidships (0°).

At 0126:02, the VDR, which had stopped recording vessel system data when the blackout occurred, resumed recording the data. The VDR audio recording had not been affected by the blackout. The *Dali*'s heading was 144.3° and course over ground was 142.7°. Its speed over ground was 8.6 knots. The apprentice pilot called the pilot dispatcher by mobile phone. At 0126:13, the senior pilot, who had regained control



Simplified one-line electrical diagram of the *Dali* electrical power distribution system. Breakers shown reflect their positions at departure on March 26.

from the apprentice pilot by this point, ordered 20° of port rudder.

According to the crew, the emergency generator started and connected to the emergency bus shortly after the vessel lost electrical power. At this time, the NTSB is still investigating the exact time when the emergency generator started and connected to the emergency bus. Typical for oceangoing vessels, the *Dali* had an emergency diesel generator that could be configured to automatically start and connect to the emergency bus if normal electrical power and lighting were lost. When the emergency bus was powered, emergency lighting, navigation and radio equipment, alarms, and other emergency equipment would have been available, and the designated emergency steering pump would have been available to turn the rudder at its low-speed setting. However, without the propeller turning, the rudder would have been less effective.

- The crew manually closed breakers HR1 and LR1, reconnecting generators 3 and 4 and restoring electrical power to the LV bus, supplying electrical power again to the entire vessel.

At 0126:39, the pilots called for tug assist. The *Eric McAllister* was 3 miles away and immediately answered, heading toward the ship (the tug did not reach the *Dali* before it struck the bridge).

At 0127:01, the senior pilot ordered an anchor dropped, and the crew began the process to drop anchor. The pilots' dispatcher called the MDTA Police duty officer and relayed that the ship had lost power. The pilots' dispatcher then notified the Coast Guard about the *Dali*'s loss of power.

- The *Dali* crew was able to restore electrical power to the vessel, but, when the ship was 0.2 miles from the bridge, a second electrical blackout occurred because DGR3 and DGR4, the breakers that connected generators 3 and 4 to the HV bus, opened, causing a total loss of vessel electrical power. Having connected to the emergency bus by this time, the emergency generator provided electrical power to the emergency equipment continuously through the second electrical blackout.

- Generator 2, which had previously started automatically because it was in standby mode, connected and restored power to the HV bus via DGR2.

At 0127:23, the pilot ordered the rudder hard to port (35°). At this point, the main engine remained shut down and there was no propulsion to assist with steering.

At 0127:25, one of the pilots made a call by very high frequency (VHF) marine radio to warn all waterborne traffic.

At 0127:32, about 31 seconds after the second blackout, the crew manually closed breakers HR2 and LR2, restoring power to the LV bus, which was powered by generator 2. (The crew regained electrical power before the vessel struck the pier but was unable to regain propulsion.)

At 0127:53, the MDTA duty officer ordered the units stationed at the ends of the bridge to close the bridge to all traffic. Once the bridge was closed to traffic, only the maintenance crew and the inspector remained on the bridge.

At 0129:10, the *Dali*'s starboard bow struck pier no. 17 of the Key Bridge at 6.5 knots. Six spans of the bridge subsequently collapsed into the water and across the ship's bow. A *Dali* crewmember, who was on the bow at the time of the accident, told investigators that, as he was releasing the brake on the port anchor, he had to escape from the falling bridge before he was able to reapply the brake. As the bridge deck collapsed onto the bow of the *Dali*, another of the vessel's crewmembers sustained a minor injury while escaping the debris.

The road maintenance inspector had been walking the length of the bridge when the ship struck it. He ran north and made it to the nearest surviving span before the rest of the bridge collapsed. The other seven workers were in their vehicles and fell with the bridge. One worker was able to free himself from his truck and was rescued by an MDTA Police boat at 0155.

About 0134, the Coast Guard issued an urgent marine information broadcast, requesting assistance from passing traffic. The first Coast Guard boats were on scene about 0151.

Multiple agencies searched for survivors throughout March 26. The Coast Guard suspended the active search that evening, and efforts then transitioned to recovery. Six victims were later recovered by divers.

Attention: MFOW Members

Are your MFOW Welfare Fund records up to date?

The following information should be on file:

- 1) Current contact and beneficiary information
- 2) Insurance Enrollment Card
- 3) Medical Coverage selection

Contact: MFOW Welfare Fund
240 2nd St.
San Francisco, CA 94105
(415) 986-1028/(415) 986-5720
Email: welfare@mfoww.org

MFOW PRESIDENT'S REPORT



Watson-class LMSR Vessels

In April, I reported the Military Sealift Command (MSC) Program Manager for the *Watson*-class LMSR contract gave Patriot Contract Services (PCS) preliminary notification that the U.S. Army may be winding down their pre-positioning requirements for cargo aboard six of the eight *Watson*-class vessels over the next four to 16 months. The Army is considering switching from a sea-based to a land-based cargo prepositioning program.

The plan would affect the *Charlton*, *Pomeroy*, *Red Cloud*, *Soderman*, *Watkins* and *Watson*. Under this plan, when the vessels return to the U.S., they would download their cargo and likely transition to reduced operating status (ROS) at locations to be determined.

PCS stated that they would engage with MSC to gain more clarity regarding the timeline of the Army budget-driven transition, make all efforts to utilize their political and industry relationships, and work with labor to ensure the vessels continue to serve the national security interests.

On May 2, PCS advised the Union that the decision regarding land-basing the equipment on the six *Watson*-class Army vessels was being vetted inside Army Headquarters. The U.S. Transportation Command (USTRANSCOM) and MSC had not advised PCS of any official decisions. PCS and its affected unions, including the MFOW, have been meeting regularly to discuss how we might engage the government in a productive manner on what we believe is a short sighted, relatively low-cost savings decision that would reduce immediate and long-term logistical readiness to support our troops in a volatile world environment.

Will keep the membership informed.

APL Marine Services

On May 6, the Union received the following vessel re-flag update from APL Marine Services (APLMS) labor relations:

- *President J.Q. Adams* — Re-flag to U.S.-flag on May 21-26 at San Pedro, California. The *Adams* departed Oakland on May 30 bound for Yokohama.
- *President Truman* — Original plan to re-flag foreign on May 27 at Lazaro Cardenas, Mexico; and crew to be repatriated to the U.S. On May 20, the crew was informed that the re-flagging of the *President Truman* will not take place in Lazaro Cardenas, but rather in Busan, South Korea on June 22. As of June 2, the ship was positioned at Lazaro Cardenas anchorage.
- *President Grant* — Send ship management team to Busan, South Korea on or about May 18. Re-flag to U.S.-flag on June 4 at San Pedro, California.
- *President F.D. Roosevelt* — Re-flag to foreign flag on June 24 at Busan, South Korea; crew to be repatriated to the U.S.

Haina Patriot

On May 8, the Union was notified by PCS that MSC intends to exercise Option Period 1 of the Contract No. N3220523C4018 (*Haina Patriot*) for the period of June 29, 2024 to June 28, 2025. This is in accordance with Federal Acquisition Regulation Clause 52.217-9, Option to Extend the Term of the Contract (Mar 2000). The notice

Patriot Maritime names Mark Handin president

U.S.-flag ship owner and operator Patriot Maritime has appointed Mark Handin as its president, succeeding Lance Bardo, who will retire at the end of June. Handin joins Patriot after a 27-year marine industry career in management, executive and corporate officer roles at companies including Maersk Supply Services and Tidewater Inc. In his new role, will hold overall responsibility for the performance of the companies' owned and managed vessels under Patriot Contract Services, LLC, and its American Ship Management, LLC subsidiary. He will reside in Houston, and oversee the company's growing operational office in the Houston area.

Bardo retires after 13 years with Patriot, preceded by almost 30 years of service in the U.S. Coast Guard. He will remain with the company through the end of June 2024 and will continue serving in a part-time consultancy role thereafter.

"We are delighted to welcome Mark Handin to the Patriot team," said Patriot Maritime principal and CEO, Ryan Pereyda. "Mark has broad operational

and commercial experience, and we are confident that this will complement the existing skillsets on our management team. At the same time, Lance Bardo has been a mainstay on our leadership team for many years, and we will miss his stalwart guidance. Lance should be very proud of the legacy he is leaving behind."

"I am both excited and proud to join Patriot Maritime," said Handin. "It is a great company, with great people and a strong maritime history. I want to thank Lance for the positive impact he is leaving on the company, and I look forward to moving the company forward, and building upon his efforts."

Patriot Maritime is a leading maritime contractor to the U.S. Government, managing and operating vessels. Patriot owns and operates the shallow draft tanker *Haina Patriot* under contract with MSC and currently manages seven Ready Reserve Force (RRF) ships for MARAD; eight *Watson*-class large, medium-speed, roll-on/roll-off vessels for the Military Sealift Command; and a shallow draft tanker for Schuyler Line Navigation Company.

does not obligate the Government to exercise this option, but provides notice of the Government's intention to do so. The preliminary notice does not constitute a commitment or an obligation of funds.

Under Section 4 of Appendix 2 to the *Haina Patriot* Memorandum of Understanding, there shall be a three percent (3%) increase in Total Labor Cost on the third anniversary date of the agreement, which is October 1, 2024.

Ready Reserve Force

Cape Trinity — On May 14, the Union was notified that the *Cape Trinity* had suffered an engine casualty in the Atlantic Ocean. The port main engine became inoperable due to a crack in the engine casing. The vessel proceeded to Ponta Delgada, Azores on the starboard main engine only. On May 22, the ship departed Ponta Delgada enroute to Rota, Spain. The vessel departed Rota on June 4.

Bridge Contract — On May 14, the Union was notified that the U.S. Maritime Administration (MARAD) goal is to award Ready Reserve Force (RRF) ship manager contracts under solicitation 693JF722R000009 prior to July 24, 2024. However, MARAD determined that it will be a challenge to complete evaluations, negotiations, briefings, award preparation, and notifications, prior to the due date. The contingency plan is to establish a bridge contract for the period July 27, 2024 to January 26, 2025.

PCS operates the *Admiral Callaghan*, *Cape Orlando*, *Cape Taylor*, *Cape Texas*, *Cape Trinity*, *Cape Victory* and *Cape Vincent*, and will follow up on a bridge contract for those vessels for the period July 27, 2024 to January 26, 2025, with an option to extend services for up to six months. It is important to mention that the U.S. government is not committed to awarding or obligating funds for a bridge contract.

In the meantime, I have been working with the SUP, SIU-AGLIW and PCS to formulate another (and hopefully final) wage and benefit package for the RRF Request-for-Proposal, which has been amended 19 times.

On May 28, the Union was informed by Matson labor relations that they will withdraw from the Ready Reserve Force (RRF) program in order to focus on their core commercial business. The company will not be bidding on the pending RRF contract and will turn over its existing RRF vessels (*Cape Henry*, *Cape Horn* and *Cape Hudson*) to PCS, as follows:

Turnover Date	Ship	Turnover Location
June 25, 2024	<i>Cape Hudson</i>	San Francisco, California
June 28, 2024	<i>Cape Henry</i>	San Francisco, California
July 9, 2024	<i>Cape Horn</i>	Pearl Harbor, Hawaii

In order to facilitate a smooth turnover, I recommend that existing vessel crews remain billeted through the maximum period of employment based on their original Matson dispatch.

PCS Payroll

On May 30, the Union was notified by PCS that, in the interest of cybersecurity, an effort for process improvement, and looking to implement a completely paperless process, they are looking to set mariners up with access to ADP Self-Service so that they have direct access to their paystubs, statements, and pay history. In addition, this provides direct access to vouchers and W-2 data through the internet and/or phone app which is the most secure method of delivering this data.

PCS is looking to move forward with the ADP Self-Service transition beginning June 13. ADP Self-Service offers mariners the added benefit of accessing their complete pay history, including details such as taxes and deductions, without needing assistance. This means they can independently review and manage their payroll information at any time.

The transition will not impact the sign-off and discharge process for mariners; they will continue to receive their pay vouchers upon discharge from the Master as usual. However, PCS will no longer be emailing vouchers to the captain or to the mariners with each payroll. Any mariner who has questions or is having issues with ADP Self Service can reach out to the company for assistance.

Matson Navigation Company

Offshore — In accordance with General Rules Section 36 of the Agreement between Matson Navigation Company and the SIU Pacific District, there shall be a three (3.0) percent increase on all rates of pay and wage-related items (overtime, supplemental benefits, etc.) effective July 1, 2024.

Also, a cost-of-living increase shall be made on the basis of comparing the May Consumer Price Index for all Urban Consumers (CPI-U), as published by the Bureau of Labor Statistics of the U.S. Department of Labor, to the previous May Consumer Price Index. An increase in this index above four (4.00) percent, not to exceed five (5.00) percent, shall be added to the base wage effective July 1, 2024. The publishing date for the May 2024 CPI is June 12, 2024.

Under General Rules Section 29, there shall be a \$0.25 per manday increase in the MFOW Training Plan contribution effective July 1, 2024.

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

CV700 — Under Section 2 of the 2023 Memorandum of Understanding between Matson Navigation Company and the SIU Pacific District unions covering the operation of the CV700-class vessel — *CV Kamokuiki* — there will be a four (4.0) percent increase in wages and wage-related items effective July 1, 2024.

MFU Training Plan

On May 31, 2023, the MFU Training Plan statement of changes in net assets available for plan benefits revealed a fund balance of \$481,865 (\$428,042 in the liquid checking account and \$53,823 in the investment account). On May 31, 2024, the net assets available for plan benefits was \$74,363 with only \$20,535 in the liquid checking account and \$53,828 in the investment account. The fund had no option but to freeze training benefits for a couple of months in order to build up assets in the checking account.

The plan has sponsored over 200 training courses in the past 12 months ranging in duration from the one-day Basic Training Revalidation course to the six-week QMED-Electrician/Reefer course. Course tuition is the biggest training cost, with lodging coming in a close second. The summer rates for lodging in San Diego are a problem. The addition of the STCW Basic IGF Code Operations course, required for mariners wishing to sail on LNG-propelled vessels, has also added to the fund deficit.

The bottom line is that the plan has a cash flow problem: employer manday contributions to the plan are not keeping up with training demand costs.

VICE PRESIDENT'S REPORT

There were 34 members registered: 14 in Class A, eight in Class B, and 12 in Class C.

Made a trip down to Wilmington to give Sonny some much needed and deserved time off. It's nice to run a high-volume hiring hall and do it all yourself once in a while and it saves the union a little money on a relief port agent. Made a visit down to the APL Reefer Shop as well and dropped a friendly reminder about their wish list for upcoming negotiations.

Business Agent Bobby Baca has been running dispatch up and headquarters and doing a fine job. I had to make a trip home and take care of some personal

matters during the Month of May.

The job board and open job situation hasn't changed much. There will be more APL reflags and short term RRF breakout jobs to cover as well. I'll spare the commentary; membership should know what to do by now. That aside, shipping has been relatively good with a bit of a scramble to fill ratings and lots of entry level hopefuls waiting for their big break. We get plenty of inquiries calling in but unfortunately not a lot of follow up at their end.

That's all folks.

Fraternally,
Deyne Umphress

Policy bodies urge California to tighten maritime emissions legislation

UC Berkeley's Goldman School of Public Policy and Energy & Environmental Research Associates (EERA) co-released two reports on shipping decarbonization that delve into policy changes and technology to decarbonize ocean-going vessels. The Berkeley report is a survey of the different policy options from around the world that focus on decarbonizing maritime operations while the EERA report provides a technology review of low and zero-greenhouse gas (GHG) marine fuels and supplemental power systems describing the decarbonization potential, costs, technology parameters, safety, and infrastructure and the potential for sustainable marine fuels.

Pacific Environment, the NGO that commissioned these studies, is aiming a lobby at the California government, suggesting the potential for the state to enact regulation that would align the state's goal on maritime decarbonization with the EU. EERA's report outlines a three-stage transition towards net zero emissions in the maritime sector, emphasizing the role methanol and ammonia could play as hydrogen carriers. The number of methanol-fueled and methanol-ready vessels is set to increase significantly with nearly 300 active vessels over the next five years, and with ammonia engines arriving on the market, the orderbook for ammonia-capable ships is also likely to expand. However, there remains a sizable gap between maritime energy requirements and projected production of these low-carbon fuels.

Policy Recommendations — The Pacific Environment report has a number of policy suggestions for US federal and state governments, and the report cites California's past emissions regulation as precedent for the state's ability to affect change. California was among the first to require low sulfur fuel and emission controls for ships, action that later inspired international emission controls.

The report's authors note that the 2014 Ocean-Going Vessel At Berth regulation, applicable to container and cruise vessels, was expanded in 2023 to require use of shore power, or other emissions control strategies at California ports for all major vessel types.

Among the recommendations is the suggestion that California create financial incentives to produce and use zero or low-carbon maritime fuels through

Low Carbon Fuel Standards. There are currently no zero carbon fuels suitable for large ships produced on the West Coast of the United States but supply infrastructure is critical to the success of any hope of culling emissions long-term.

The cost of production of these fuels though remains prohibitively high. A study by the Global Maritime Forum looking at the commercial viability of projects like an attempt to build a Nordic-based concept for an ammonia-powered gas carrier vessel, found that first movers in building and fueling ammonia-powered vessels could bear a heavy cost burden.

Nevertheless, the EERA report believes California is uniquely positioned to take advantage of hydrogen production at scale. The state has been selected as a regional 'hydrogen hub' and is earmarked to receive up to \$1.2 billion from the U.S. Department of Energy to accelerate the production and deployment of hydrogen.

In addition, the state is vital to global trade. California alone accounts for a GDP of \$3.9 trillion. Its twin ports of Los Angeles and Long Beach are the busiest seaports in the Western Hemisphere and combined with other California ports handles about 40 percent of containerized imports into the United States and 30 percent of all U.S. containerized exports.

David Wooley, Director of the Environmental Center, Goldman School of Public Policy, University of California, Berkeley called on the U.S. federal government and the California government to accelerate efforts to reduce emissions from ships.

"This will increase momentum for action by the U.S. Environment Protection Agency (EPA) and the International Maritime Organization. We call on California to gradually transition ships operating in its waters to zero or near zero emission fuels," he said.

Pacific Environment concluded "These co-released reports show that technologies are available to accelerate this transition and highlight the rising tide of decarbonization policies and regulations. We call on the State of California and the federal government to be climate leaders on marine air pollution and to adopt the Reports' policy recommendations needed to decarbonize shipping by 2040."

BUSINESS AGENT'S REPORT

Here is the vessel rundown for May 2024:

Matson Navigation Company

On the Pacific Northwest triangle run: *MV Manulani* — delegate ERJ Ramonchito Cruz, #3904, shipped an REJ, no beefs. *MV Mahimahi* — delegate ERJ Keith Bitran, #3921, shipped an REJ and DJU for time up. *MV R.J. Pfeiffer* — delegate ERJ Reynato Llonca, #3901, no beefs.

On the Pacific Southwest triangle run: *MV Manoa* — delegate REJ Moses Bell, #3771, no beefs. *MV Mokiha-na* - delegate REJ Scanlon Henneberry, #3717, shipped a DJU and Wiper for time up, no beefs.

APL Maritime Services

On the EX1 run: *MV President Cleveland* — delegate ERJ Eeric White, 3925, shipped an additional REJ, no beefs. *MV President Kennedy* — delegate REJ Bozhidar Krastev #3936, shipped an REJ for time up, no beefs. *MV President Eisenhower* — delegate ERJ Steve Hallsted, #3868, no beefs. *MV President J.Q. Adams* - delegate ERJ Matthew Powell, #3948, the first of the APL new builds to Oakland, no beefs.

Patriot Contract Services

USNS Cape Orlando - Electrician Ronny Ting, #3916, no beefs.

Fraternally,
Bobby Baca



Pictured is the *USNS Sisler*, one of Military Sealift Command's 19 large, medium-speed roll-on/roll-off (LMSR) ships and part of the 33 ships in the Prepositioning Program. She is a *Watson-class* vehicle cargo ship named for First Lieutenant George K. Sisler, a Medal of Honor recipient. Laid down on April 15, 1997, and launched on February 28, 1998, *Sisler* was put into service in the Pacific Ocean on December 1, 1998. She is operated by Patriot Contract Services with a civilian crew of 26, plus up to 50 active-duty personnel.

POLA nets record \$58 million for harbor maintenance

The U.S. Army Corps of Engineers has announced the Port of Los Angeles will receive an estimated \$58 million in federal funding this year for maintaining its harbor channels and repairing its wharves. The record amount reflects the federal government's commitment to fully implementing reforms to the Harbor Maintenance Trust Fund (HMTF) long sought by the Port.

For more than a decade, the maritime industry has worked closely with federal lawmakers to craft an equitable compromise to address the imbalance and authorize eligibility for new, "expanded use" projects, including seismic upgrades, at donor ports, to ensure the built up balance of the HMTF was spent down, and that future spending would match the level of revenue collected each year. These efforts culminated in the passage of the Water Resources Development Act of 2020 and the CARES Act, both 2020 laws that enacted these reforms.

The Port of Los Angeles estimates the total need for navigation maintenance and repair projects at \$6.7 billion. In addition to dredging, pending projects include seismic safety upgrades, wharf and fender repairs, pile replacements, sediment removal and remediation, and improvements to slips and channels.

The Harbor Maintenance Trust

Fund is administered by the U.S. Army Corps of Engineers. Importers pay a 0.125 percent tax on the value of their cargo to fund maintenance projects on the nation's navigable waterways to ensure the safe flow of commerce. Enacted in 1986, the HMTF was initially limited in its use to maintenance dredging to maintain the authorized depth and width of federal navigation channels.

A handful of U.S. ports — most notably deep-water ports such as Los Angeles and Long Beach — contributed half of HMTF revenue, but recouped a mere three percent return due to their naturally deep harbors and lack of need for maintenance dredging projects. Over time, HMTF revenues outpaced spending and the fund built up a multibillion-dollar surplus.

The federal 2024 Fiscal Year allocation of approximately \$58 million to the Port of Los Angeles is a nearly tenfold increase compared with \$6 million it received in 2023 and marks the full implementation of these reforms. Previously longstanding inequities resulted in select U.S. ports generating half the revenue to the nation's Harbor Maintenance Trust Fund but seeing a negligible return in federal investment.

Other major U.S. ports benefiting from the new rules include the Port of Long Beach and the Port of New York and New Jersey.

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

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Marine-Firemens-Union-121622254577986/



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.

(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.

September 16-19, October 14-17 November 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.

September 5-6 October 3-4, October 31-November 1

Basic IGF Code **New**

Any applicant who has successfully completed your Basic IGF Code Operations (MARINS-805) course will satisfy: The training and standards of competence required by STCW Code Section A-V/3 and Table A-V/3-1, as amended 2010, for original or renewal of STCW endorsement for Basic IGF Code Operations. A course certificate may be used for one application which results in the issuance of an endorsement and may not be used for any application transactions thereafter.

September 23-24, October 28-29 November 18-19

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.**

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.**

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.**

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.**

October 21-25

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.**

September 9-13 October 28-November 1 November 18-22

New in 2024

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: September 9-27

STCW Rating Forming Part of an Engineering Watch: September 30-October 4

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: September 6 and 27, October 4 and 25, November 1, 8 and 22

Maritime Institute, Honolulu, HI: October 11, December 6

Maritime Institute, Everett, WA: October 4, November 8, December 20

Cal Maritime Academy, Vallejo, CA: Pending

Compass Courses, Edmonds, WA: September 24-25

MITAGS-PMI, Seattle, WA: September 30-October 1, October 28-29, December 7-8

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: September 11-13, October 16-18, November 25-27

Maritime Institute, Everett, WA: September 18-20, November 25-27

Cal Maritime Academy, Vallejo, CA: Pending

Compass Courses, Edmonds, WA: September 24-26, October 22-24, November 19-21

MITAGS-PMI, Seattle, WA: December 7-9

POLB awarded funds for critical projects

The Port of Long Beach received federal funding for civil works plans laid out by the Army Corps of Engineers, aimed at financing several maintenance and repair projects along the waterfront. The funds arise from the Harbor Maintenance Tax – collected by the federal government from ports based on the value of imports, some domestic cargo and on cruise passengers. Established by Congress in 1986 to fund dredging projects at U.S. seaports, funds from the Harbor Maintenance Tax were typically collected from but not directed to ports like the Port of Long Beach. The Water Resources Development Act of 2020, however, expanded the use of funds to include in-water

maintenance and repair projects, allowing for a more equitable distribution among large and small seaports.

Combined, the Port of Long Beach and the Port of Los Angeles will receive \$112 million as part of the Army Corps of Engineers work plan. The Port of Long Beach is planning to spend \$2.3 billion over the next 10 years in capital improvements aimed at enhancing capacity, competitiveness and sustainability. Although the bulk of the funding is designated for rail projects, the port has identified specific needs for seismic upgrades in addition to the maintenance and repair of existing rock dikes, concrete and steel bulkheads, wharves and other marine structures.

Port of Seattle breaks ground on Maritime Innovation Center

On May 21, the Port of Seattle broke ground on the renovation and modernization of the historic Ship Supply Building at Fishermen's Terminal, paving the way for its transformation into a modern, Living Building Challenge (LBC) – certified Maritime Innovation Center (MInC). The new facility will serve a confluence of maritime industry needs that will bring together students and innovators from business, public agencies, and academia, along with community stakeholders to collaborate around maritime industry needs and opportunities. The port is partnering with firm Miller Hull in the construction of what will be a unique architectural feature in the Pacific Northwest.

To prepare for the next century of commercial fishing and maritime industrial activity at the terminal, the port is committing over \$100 million in new investments as part of a long-term strategic redevelopment plan to maintain docks for commercial fishers, enhance uplands facilities, and accent Fishermen's Terminal's history and legacy. On display when the building opens will be a new set of wayfinding and interpretive signs as well as several new art projects as part of the port's 1% for the Arts program.

These improvements and investments will ensure this important facility will continue to sustain the maritime industry and Seattle's working waterfront. The maritime industry and the jobs that it brings help anchor the regional economy, with this facility supporting the next century of commercial fishing and maritime industrial activity at one of Seattle's most historic working waterfront properties.

The Port of Seattle has made a com-

mitment to a Blue Economy — supporting a sustainable maritime industry that prioritizes healthy ecosystems, thriving communities, and long-term economic growth. That's why Washington Maritime Blue will be the new anchor tenant for the MInC. Its commitment to the development of maritime business, technology, and practices that promote a sustainable future contributing to economic growth, ecological health, and thriving communities makes Maritime Blue an ideal choice to carry out the port's vision for this building.

The design and construction of the MInC will follow the Living Building Challenge (LBC) framework, the most progressive sustainability standard in the world, in alignment with the port's sustainability goals. As a Living Building, the MInC will generate its own energy, capture its own water, and process its own waste. Some of the advanced LBC sustainability and resiliency features include:

- Net positive energy
- Salvaged materials
- Reduced carbon emissions
- Rainwater capture
- Stormwater treatment
- Gray and black water treatment

The adaptive reuse project will maintain and respect the form and mass of the 1918 building fronting the working waterfront. Most of the building and its century-old heavy timber structure will be salvaged and reused. Miller Hull's design will enhance the iconic pitched roof by using locally sourced and industrially appropriate materials. Sustainability will be on display with the additions of rainwater cisterns and an on-site photovoltaic array.



Long-anticipated project starts with renovation of historic Ship Supply Building.

CMA may soon integrate with Cal Poly-San Luis Obispo

California State University officials are backing a move to integrate the California Maritime Academy with Cal Poly-San Luis Obispo, as the institution in Vallejo faces financial challenges. According to the university system, Cal Maritime students would become part of the Cal Poly student body at the start of the 2026-27 school year if the proposal is approved. The Vallejo campus, which is among seven maritime academies in the U.S. and the only one on the West Coast, would continue to offer its specialized degree programs.

"The recommended integration of Cal Maritime and Cal Poly is an innovative and vitally necessary strategy with benefits that will be felt throughout the CSU, the state of California and our nation," CSU Chancellor Mildred Garcia said in a statement.

"It provides a long-term solution to Cal Maritime's untenable fiscal circumstances, preserves its licensure-granting academic programs so key to the maritime industry and our state's and nation's economy and security, and leverages academic and operational synergies between the two universities that will benefit California's diverse students, families and communities for generations," the chancellor went on to say.

According to university officials, enrollment in Cal Maritime has dropped 31 percent in less than a decade, from 1,100 students in 2016-17 to just over 750 in the 2023-24 school year. Along with fewer students, rising employment and operational costs have contributed to a fiscal crisis at the school, raising questions about its viability as a stand-alone institution.

"Cal Maritime has been part of Vallejo's rich history and a source of pride for eight decades," said Michael Dumont, the school's interim president. "An integration with Cal Poly is an amazing opportunity to honor that legacy by preserving one of the nation's premier maritime academies."

Cal Poly president Jeffrey Armstrong said, "I am optimistic and confident that we can leverage these and our other collective strengths to build upon and ensure our future success."

Founded in 1929 in Tiburon as the California Nautical School, the school adopted its current name in 1939 and moved to Vallejo in 1943. Cal Maritime became part of the CSU system in 1995. The CSU Board of Trustees is expected to consider the plan at its November meeting. Information sessions will be held at board meetings in July and September.

LAHC approves \$2.6 billion port budget for fiscal year 2024-2025

The Los Angeles Harbor Commission has approved a \$2.6 billion dollar budget for the City of Los Angeles Harbor Department for fiscal year (FY) 2024-2025. The revenue and spending plan supports the Port of Los Angeles' priorities of community investment, decarbonization of port-related operations, workforce development and cargo infrastructure modernization.

Buoyed by steady cargo volumes over the last nine months, the approved FY 2024-2025 budget forecasts a total of 9.1 million TEU (twenty-foot equivalent units), a modest two percent increase over the previous fiscal year's adopted budget. The boost in cargo is expected to result in a 4.9 percent increase in FY 2024-2025 operating revenues, forecast at \$684.7 million, with shipping services comprising about 75 percent of those revenues.

Proposed operating expenses in the budget are forecast at \$403.7 million, representing an 8.4 percent increase compared to the previous fiscal year's adopted budget. The increase is largely driven by increased staffing needs and the filling of open positions at the Harbor Department.

In the approved budget, \$257.7 million is dedicated to the port's capital improvement program (CIP), a 19 percent increase

over the previous fiscal year's adopted budget. Major CIP appropriations include \$44.3 million for the State Route 47/Vincent Thomas Bridge & Front Street/Harbor Boulevard Interchange Reconfiguration; \$15.3 million for the Zero-Emission Port Electrification and Operation program; \$14.2 million for restoration and improvements at the Pasha Terminal; and \$12.5 million for Marine Oil Terminals Maintenance Standards projects, among several other initiatives.

Another \$28.5 million in CIP funds will go toward LA Waterfront public access improvements in both Wilmington and San Pedro. The major projects to be funded in FY 2024-2025 include the San Pedro Waterfront Promenade – Phase II, and the Wilmington Waterfront Avalon Pedestrian Bridge & Promenade Gateway.

The CIP budget also includes \$4 million toward planning for the Port of Los Angeles and Port of Long Beach Good Movement Workforce Training Facility. The \$150 million facility will be the first workforce training facility in the U.S. dedicated to the goods movement sector and career training in longshore work, trucking and warehousing. The project's environmental review process kicked off earlier this year.

Siu Pacific District Pension Plan

730 Harrison Street, Suite 400 • San Francisco, Ca 94107

Telephone: 415.764.4990 • Fax: 415.495.6110

Notice to Contributing Employers and Employee Organizations May 28, 2024

The following information regarding the SIU Pacific District Pension Plan (the "Fund") is being provided to you as required by the Pension Plan Protection Act of 2006, with respect to the Plan Year ended July 31, 2023 (the "Plan Year").

(A) Monthly benefit formulas vary according to a schedule based on retirement age and Years of Qualifying Time (YQT). Effective July 1, 2023, the maximum monthly long service benefit for participants retiring at age 60 or older with 25 YQT is \$2,670; reduced benefits are available based on decreased YQT and/or earlier retirement ages.

The contribution rate for plan members who are covered by the Collective Bargaining Agreement is \$20.00 per day for all days. Contributions for SUP and MFOW officials are capped at 200 days per calendar year.

(B) The number of employers obligated to contribute to the Fund for the Plan Year: 6

(C) The following employers contributed more than 5 percent of the total contributions to the Fund during the Plan Year:

- (1) Matson Navigation Company, Inc.
- (2) Patriot Contract Services LLC
- (3) APL Marine Services Ltd.

(D) The following is the number of participants for whom no contributions were made to the Fund by any contributing employer for the last three plan years:

- | | |
|---|-----------|
| (1) The current Plan Year (2022): | <u>72</u> |
| (2) The immediately preceding Plan Year (2021): | <u>80</u> |
| (3) The second preceding Plan Year (2020): | <u>96</u> |

(E) The Fund was not in critical or endangered status for the Plan Year.

(F) No employers withdrew from the Fund during the prior Plan Year.

(G) The Fund has not merged with, or received any assets or liabilities from, any other plan during the Plan Year.

(H) The Fund has not sought or received an amortization extension under Section 304(d) ERISA or Section 431(d) of the Internal Revenue Code for the Plan Year. The Fund has not used the shortfall funding method for the Plan Year.

(I) As a contributing employer or participating employee organization you have the right to request a copy of the Fund's annual report, summary plan description, and a summary of any material modification. You are entitled to only one copy in every 12-month period and the Fund may charge a cost for providing such documents (including copying and postage).

Texas A&M training ship save three people stranded at sea for 15 days

A group of Texas A&M students recently implemented their maritime training by carrying out a rescue mission, saving the lives of three people stranded in the Gulf of Mexico for 15 days. While traveling from Texas to Florida on the Texas A&M Maritime Academy's training ship, cadets spotted the vessel near daybreak during their morning watch. The master of the academy's training ship, began rescue protocols in conjunction with the U.S. Coast Guard.

The three individuals received medical treatment and were then transferred to the Coast Guard to be reunited with their families. The rare event took place on the 540-foot *TS Kennedy*, hosting its annual summer sea semester for 171 student cadets onboard in various Texas A&M degree programs. The group of nearly 300 Texas A&M student cadets, faculty and crew aboard has resumed their voyage to Fort Lauderdale, Florida, for the first port stop of the semester.

Ammonia-fueled marine engine cuts CO2 emissions by 50 percent

MW-class marine engine combustion technology that uses ammonia — a future renewable energy source — as fuel will be applied on-site for the first time in Korea. A ship engine fueled by ammonia is expected to accelerate its competitiveness in the global market, which aims to develop an environmentally friendly marine engine.

A joint research team led by the Korea Institute of Machinery and Materials, the Korean Register, HD Hyundai Heavy Industries, HD Korea Shipbuilding & Offshore Engineering, the Korea Research Institute of Ships and Ocean Engineering, and Kunsan National University, has successfully demonstrated technology using the LNG-ammonia dual-fuel engines at the KR Test & Certification Center.

The research team has demonstrated the test by injecting ammonia at high pressure into the combustion chamber of a marine engine and has maintained stable combustion of high power and thermal efficiency. Ammonia is a promising carbon-neutral fuel. However, it is a difficult material to manage as a fuel supply, due to concerns such as corrosiveness and toxicity. Furthermore, problems result in a decrease in engine power and efficiency in an ammonia-fueled marine engine because it requires high ignition energy to ignite, and incomplete combustion increases due to a slow combustion speed.

The technology demonstration test-

ing ammonia as a fuel has been verified by changing the O-ring material in the supply system in the MW-class LNG-ammonia dual-fuel engine. The changing of the material has prevented corrosion and external leakage of ammonia and has reduced carbon dioxide emissions by more than 50 percent.

The research team has satisfied the requirement of the ignition condition that requires high energy by optimizing the ammonia fuel injection timing and combustion speed. Additionally, the technology demonstration has solved both improving power output performance and reducing emissions at the same time by injecting high-pressure ammonia fuel directly into the combustion chamber and maximizing thermal efficiency by mixing lean burn with air.

HONOLULU NOTES

Honolulu dispatched a total of 74 jobs for the month of May. Best month so far this year; a little increase in both our steady and standby jobs. 24 Standby Electrician/Reefer and 36 Standby Wiper jobs were called. The Honolulu registration list consists of 17 A-, 4 B-, and 16 C-seniority members. We are a little bottom heavy in Honolulu. A welcome back to brother Cameron Kapoi. Just made it back after four years away, good to have you back, brother Kapoi.

I represented the MFOW at the Honolulu Maritime Port Council meeting, the Hawaii State AFL-CIO Executive Board meeting, and the Maritime Career Fair held by the Marimed Foundation. I also attended the monthly Honolulu Sailor's Home Board meeting.

I attended some personal meetings regarding insurance. Because of all the natural disasters that are happening, everyone's insurance rates are expected to go up by a lot. We had the Maui fire disaster; but in other parts of the world there were Canada, California, and Texas fires along with flooding, tornados, and hurricanes across the United States. Damn, we just can't catch a break lately with Covid, then inflation, and now with insurance increases. This one guy said his insurance increased by 80 percent this year and the CEO of a local insurance company says consider yourself lucky if your insurance increase is less than 100 percent this year.

Aloha,
Mario Higa, Port Agent

SEATTLE NOTES

During the month of March Seattle shipped one ERJ, one REJ, three Electricians, two Oilers, eight Standby Reefers, and four Standby Wipers. Seattle currently has 10 A-, two B-, and four C-seniority members registered for shipping.

Shipping continues to be steady and wide open here. Seattle has been dispatching to Patriot vessels that are not assigned here to facilitate a timely relief for members who are overdue. Keep the cherry picking to a rational minimum and give your Union brothers and sisters their turn at home.

APL's no sign-on physical policy has been a tremendous help with the open board work and should save you from the hundred-mile last minute drives to find an available clinic.

The Seattle Branch membership has been actively reaching out to legislators to inform and illustrate to them the po-

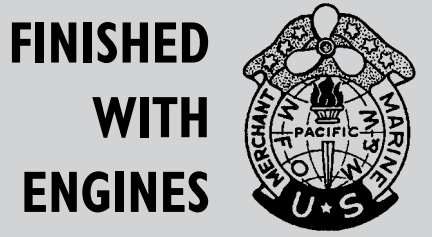
tential damage that a *Watson*-class draw-down could have on our nations already diminished mariner pool and on our future readiness to activate in times of need. Few that I have spoken to are aware that laid up ships quickly turn to unusable junk; or of the fact that with the hurdles of modern credentialing of sailors, few would want to come back to the industry once displaced and expired.

Fraternally,
Brendon Bohannon,
Representative

Your Right to Union Representation

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

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



Donald Feehan, P2589/#3344.
Born October 5, 1937, Seaford, Long Island, New York. Joined MFOW November 14, 1966. Died June 7, 2024, Florida.

HONOR ROLL

Voluntary donation to General Treasury — May 2024:
Eric White, #3925 \$200.00
Abdulalah Mohamed, JM-5473 ..\$50.00
Edward Tokarz, #3770.....\$110.000

POLITICAL ACTION FUND

Voluntary donations for May 2024:
Greg Blasquez..... \$40.00
Richard Manley, P-2783.....\$20.00
Andreas Moreno, #3542\$100.00
Francisco Lazzara, #3725\$20.00

Regular membership meeting dates 2024		
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?

May 2024

San Francisco

Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	5
Junior Engineer	4
Oiler	2
Standby Electrician/Reefer	17
Standby Wiper	15
TOTAL	45

Wilmington

No Report Submitted
Seattle

Electrician.....	3
Electrician/Reefer/Jr. Engineer.....	1
Reefer/Electrician/Jr. Engineer.....	1
Oiler	2
Standby Electrician/Reefer	8
Standby Wiper	4
TOTAL	19

Honolulu

Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer	3
Wiper	3
Shore Mechanic.....	1
Standby Electrician/Reefer	24
Standby Wiper	36
TOTAL	74

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