



Cape Trinity delivers aid for Gaza; but its not reaching those in need

On June 26, an American ship loaded with two thousand pallets of humanitarian aid left the port of Larnaca, Cyprus bound for the Gaza Strip. The *MV Cape Trinity*, carried flour, rice, canned food, dry food, and camping supplies such as folding beds and tents.

However, the tons of food, medicine and other aid has piled up on a beach in war-torn Gaza, and is not reaching those in need because of a dire security situation and lawlessness on the ground. Truck drivers are getting caught in the crossfire or having their cargo seized by marauding gangs. The sense of desperation gripping ordinary Palestinians is only com-

pounded by the combination of Gaza being an active combat zone and a prevailing general sense of lawlessness.

Since June 25, ships have delivered almost 7,716 U.S. tons of humanitarian assistance from the Mediterranean island nation of Cyprus to Gaza via the pier -- but only 1,102 tons have so far reached Palestinians. The rest is being stored on a stretch of beach by the pier. Still, aid donated by the United Kingdom, the United Arab Emirates and other European countries continues to be shipped to Gaza from the Cypriot port of Larnaca to the pier.



A Cypriot military police officer stands guards next to the docked U.S ship, *Cape Trinity*, carrying Gaza aid, at the port of Larnaca, Cyprus. An official with the U.S. humanitarian assistance agency USAID says thousands of tons of food, medicines and other aid piled up on a Gaza beach isn't reaching those in need because of a dire security situation on the ground where truck drivers are either getting caught in the crossfire or have their cargo seized by "gang-like" groups. (AP Photo/Petros Karadjias)

Garamendi backs Jones Act, workers' rights in offshore wind development

Last month, U.S. Representative John Garamendi (D-California) sent a letter calling for the California State Lands Commission only to permit offshore wind projects that use local workers, American-built vessels, and domestically manufactured wind turbines. As the Lieutenant Governor of California, Garamendi served as an ex officio State Lands Commissioner from 2007 until 2009 before being elected to the U.S. House of Representatives.

In Congress, Garamendi has championed a "Make it in America" agenda to revitalize domestic manufacturing, create new middle-class jobs, and tackle the climate crisis by building the clean energy economy of tomorrow with American workers, materials, and know-how. From 2013 to 2018, Garamendi served as the top Democrat on the House Transportation and Infrastructure Subcommittee on Coast Guard and Maritime Transportation, which has jurisdiction over federal maritime laws like the Jones Act, which require that all transportation in U.S. waters be on vessels built and operated by Americans.

In January 2021, Congress enacted the landmark "Garamendi amendment," closing a loophole in the Outer Continental Shelf Lands Act of 1953 by applying all federal labor, environmental, immigration and customs, and antitrust regulations, including the Jones Act, to the offshore renewable energy industry. These same federal requirements have always applied to the offshore oil and gas industries.

Full Text of Letter

Dear Commissioners Kounalakis, Cohen, and Stephenshaw:

I write urging the State Lands Commission to maximize American and local jobs in California's offshore wind industry by making your permitting for projects including those in federal waters contingent upon concessions from the energy developers. As an ex officio State Lands Commissioner when I served as Lieutenant Governor, I know that the Commission can exercise this discretion in your permitting for offshore energy projects.

In October 2023, the Legislature and the Governor enacted Senate Bill 286, cementing the State Lands Commission's role as the lead agency for state environmental review and permitting for offshore wind projects including those in federal waters. I strongly support this new state law, which provides the State Lands Commission with the opportunity and to require that offshore wind developers further the public interest beyond just producing renewable energy.

Specifically, I urge the Commission to withhold permitting for offshore wind projects that do not meeting the following high standards beyond what is currently required under federal and state law:

- **Require offshore energy developers to enter into project labor agreements that include all relevant unions: the building trades and the maritime unions.**

- **In February 2022, President Biden issued Executive Order 14063 requiring project labor agreements for federal and federally assisted large-scale construction projects. Offshore wind projects in federal waters benefitting from federal tax credits are undoubtedly fed-**

erally assisted projects. Moreover, the federal Bureau of Ocean Energy Management included a requirement in all five offshore wind leases for California that lessees "... must make every reasonable effort to enter a Project Labor Agreement(s) (PLA) that covers the construction stage of any project proposed for the leased area, and that applies to all contractors." I respectfully request that the State Lands Commission hold developers to the letter and spirit of these federal lease terms by employing a strict interpretation of "every reasonable effort" for projects in federal waters. Likewise, the Commission should maintain similar requirements for any future offshore energy projects in state waters.

- **In November 2022, the developers for the proposed CADEMO project in state waters off Vandenburg Space Force Base entered voluntarily into a project labor agreement with the State Building and Construction Trades Council of California. While I wholeheartedly support project labor agreements, I was displeased that this agreement did not include maritime unions or mariner jobs. As the State Lands Commission finalizes the joint environmental impact report/statement with the U.S. Air Force for this 60-megawatt demonstration project, I urge you to correct this oversight to avoid setting a bad precedent for offshore wind projects in federal waters off California's coast.**

- **If the State Lands Commission does not require that maritime unions be included in project labor agreements, then much of the valuable at-sea work such as pre-construction, turbine installation, and deconstruction will not be done by American workers. Instead, this highly valuable work will undoubtedly be done by foreign mariners, who lack meaningful labor or minimum wage protections.**

- **Require offshore energy developers to charter only Jones Act-compliant vessels for all stages of construction, operations and maintenance, and deconstruction.**

- **In January 2021, Congress enacted my amendment closing a loophole in the Outer Continental Shelf Lands Act of 1953 by applying all federal labor, environmental, immigration and customs, and antitrust regulations to the offshore renewable energy industry. My 2021 amendment also applied the Jones Act, which requires that all transportation of people or cargo in U.S. waters — including the Outer Continental Shelf — be on domestically built vessels crewed by American mariners, to the offshore wind industry. These same federal requirements have always applied to the offshore oil and gas industries.**

- **Offshore wind developers with projects along the Eastern Seaboard have ignored the clear intent of the Jones Act, meaning that hundreds of millions of dollars of valuable offshore installation work is going to foreign mariners often paid poverty wages. The wind developers may argue that California offshore projects will employ a floating platform and, therefore, the Jones Act should not apply. Do not buy this specious argument.**

- **First, all federal leasing areas for offshore wind projects are within the legally defined area of the Outer Continental Shelf, and any floating platforms for wind turbines will surely be connected to the seafloor by anchors and cables. I urge the Commission to reject this continuing effort by the wind industry to circumvent the Jones Act, ensuring that offshore projects are built by Americans on American-built vessels instead of foreign vessels and crews. Anything affixed to the seafloor on the Outer Continental Shelf is a coastwise point, thereby triggering the Jones Act.**

- **In Congress, I have advanced bipartisan legislation to close loopholes to the Jones Act and similar federal laws, which the offshore oil and gas industries have exploited**

Continued on page 2

Halls to close

Harry Bridges' Birthday — The MFOW hiring halls on the West Coast will be closed on Monday, July 29, 2024, in observance of Harry Bridges' Birthday (July 28), which is a longshore 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, this holiday shall be observed in accordance with local custom and practice.

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Matson Navigation Company Wage Rates Effective July 1, 2024

Motor Vessels

Rating Monthly	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Monthly	Supplemental Benefit Monthly	Supplemental Benefit Daily
Electrician/Reefer/Junior	\$7,545.27	\$251.51	\$8,011.81	\$4,539.90	\$142.64
Reefer/Electrician/Junior	\$7,182.89	\$239.43	\$7,788.88	\$4,413.30	\$138.67
Day Junior/Utility	\$6,520.74	\$217.36	\$6,936.07	\$3,930.30	\$123.48
Non-Watch Allowance	\$300.00	\$10.00			
Wiper	\$4,411.79	\$147.06	\$4,995.89	\$2,831.10	\$88.95
Advancement Program Wiper	\$3,830.12	\$127.67	\$3,757.15	\$939.30	\$29.51

Overtime Rates	ST Hourly	OT Hourly	Money Purchase Daily	Dirty Work — All Ratings Except APW
Electrician/Reefer/Junior	\$43.58	\$65.42	\$27.00	ST Hourly = \$27.12
Reefer/Electrician/Junior	\$41.55	\$62.36	\$27.00	OT Hourly = \$44.66
Day Junior/Utility	\$37.78	\$56.70	\$27.00	
Wiper	\$25.85	\$38.73	\$27.00	
Advancement Program Wiper	\$16.12	\$24.18	\$10.00	

CV700 Vessel — MV Kamokuiki

Rating Monthly	Base Wage Monthly	Base Wage Daily	Supplemental Benefit Daily	ST Hourly	OT Hourly	MPPP Daily
Electrician/Reefer/Oiler	\$6,258.75	\$208.63	\$71.77	\$34.78	\$52.17	\$27.00
Oiler/Utility	\$4,470.52	\$149.02	\$51.26	\$21.11	\$31.68	\$27.00

Maintenance and Standby

Rating	Base Wage Daily	Supplemental Benefit Daily	Dirty ST Hourly	Dirty OT Hourly	Money Purchase Daily
Shore Maintenance Mechanic	\$421.92	\$65.04	\$79.86	\$106.23	\$30.00

Rating	ST Hourly	OT Hourly	Dirty ST Hourly	Dirty OT Hourly	Money Purchase Daily
Shore Maintenance Mechanic	\$52.74	\$79.11	\$79.86	\$106.23	\$30.00
Standby Electrician/Reefer	\$49.30	\$72.55	\$60.46	\$72.55	\$27.00
Standby Junior Engineer	\$45.68	\$67.23	\$56.02	\$67.23	\$27.00
Standby Wiper	\$43.35	\$63.80	\$53.19	\$63.80	\$27.00

Garamendi backs Jones Act, workers' rights in offshore wind development

Continued from page 1

for decades to undercut American workers. In the meantime, I implore the State Lands Commission to require that offshore wind developers hire only Jones Act-compliant vessels, as a condition of your California Environmental Quality Act (CEQA) review and permitting.

- Reward offshore wind projects that utilize domestically manufactured wind turbines and components, ideally made in California.

- While the Inflation Reduction Act of 2022 (Public Law 117-169) created

"bonus" tax credits for renewable energy projects that choose domestically manufactured wind turbine components, federal law does not require developers to only use American-made turbines. The State Lands Commission can and should further incent wind developers to support domestic manufacturing jobs, ideally in California.

- Specifically, I urge the Commission to provide more generous permitting terms and expedited CEQA reviews for offshore wind projects that plan to use ports and existing industrial sites in California to manufacture the floats, turbines, and other components. California's ports have the capacity to do much more than simply provide the staging and integration (S&I) for offshore wind projects, as currently planned by the developers.

To be clear, I strongly support the responsible development of California's burgeoning offshore wind industry to meet our state's electricity needs and tackle the climate crisis by reducing greenhouse gas emissions. Like President Biden, I also believe that building the clean energy economy of tomorrow pres-

ents a once-in-a-generation opportunity to revitalize domestic manufacturing and create middle-class, union jobs that can never be outsourced. Skilled American workers are ready, willing, and able to do the job, if given the chance.

The United States is an outlier globally in even allowing foreign workers or vessels flying foreign "flags of convenience" to operate in our offshore energy industry: Russia, China, Brazil, and even Norway all require that offshore energy developers only hire their respective citizens to work in offshore energy.

As a former State Lands Commissioner, I call on you to maximize job opportunities for Californians and American workers when permitting offshore wind projects. Being the lead state agency for CEQA is a monumental task, and I am pleased that responsibility has been placed in the State Lands Commission's capable hands. Again, I urge you to apply all three of these criteria when determining whether an offshore wind project is in the best interest of Californians.

Thank you for your consideration. I look forward to your response.

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Unions and communities are building a Southern economy for all

Op-Ed by Liz Shuler and Yvonne Brooks

Gov. Brian Kemp and five other Southern governors recently sent a chilling statement to working people in this state: Don't you dare join a union. While politicians in the South have a long and sordid history of thwarting workers' legal right to stand together in a union, these brazen and highly inappropriate threats no longer carry the weight they once did.

Workers at the Blue Bird electric bus factory in Macon made history last year by voting to join the United Steelwork-

ers and last month ratified their first contract, which included substantial wage gains, health and safety protections, and much more. These workers and many others in the South who choose to stand together in a union are sending a powerful message to anti-union governors like Kemp: We won't be bullied.

Read the room, Gov. Kemp. Unions are more popular now than we've been in decades because, for far too long, corporate interests and the politicians they bankroll have exercised complete control over the economic futures of work-

ing folks. These profitable corporations and the politicians in their pockets have conspired to drive down wages, limit opportunity, create health and safety risks on the job, and exploit the vulnerable, especially Black and Brown workers.

The Economic Policy Institute detailed how the Southern economic model is failing workers while pushing all economic gains to the wealthy and well-connected.

"In fact, the Southern economic development strategy was never designed to help the vast majority of working Southerners; rather, it reflects efforts to ensure continued access to the cheap labor of Black people following emancipation," the report states.

To be sure, corporate CEOs are doing everything they can to keep this economic model alive. Recently Mercedes ran a vicious anti-union campaign to coerce workers in its Tuscaloosa, Alabama plant to vote against joining the United Auto Workers (UAW), and while the vote was close, workers didn't prevail.

But increasingly, workers of all races and backgrounds are fed up with this treatment. And, here in Georgia and across the South, they're turning to unions to balance the scales. If the Blue Bird victory and other recent unionization wins by workers—including auto-workers at Volkswagen in Chattanooga joining the UAW, and assembly workers at New Flyer in Alabama joining the Communications Workers of America — are any indication of what's to come, workers are about to break the generations-long stranglehold corporate interests and politicians have wielded over our economic fortunes.

Times are changing. And the South is, too. The failed economic model that generates wealth only for the rich and powerful is dying. Good riddance. To replace it, unions and communities are building a new model together that will empower working folks to pursue and achieve the American dream for decades to come. We can ensure that companies in Georgia and across the South are doing right by our communities, keeping our air and water free of pollution, lifting working people of all races, and creating a lasting revitalization that lives up to the promise of shared prosperity.

To achieve this, the AFL-CIO and community partners have joined together here in Georgia and across the South to fight for justice on all fronts — eco-

nomie, environmental and racial. We're redefining what it means to organize for the benefit of entire communities, which is critical given that our tax dollars are funding the expansion of these businesses in Georgia.

Through our collaborative efforts, we're demanding that companies negotiate community benefits agreements, which address a broad range of issues, including workers' rights and environmental concerns, to ensure that the community where a company locates shares in the gains.

That's especially important now.

Thanks to the Biden administration and the efforts of unions and advocates for a clean environment, we're on the cusp of a reindustrialization of America, sparking the creation of potentially millions of new jobs in the next generation in industries such as renewable energy, manufacturing and technology. And there's a multiplier effect. As these new jobs come online, we'll see more jobs in the service sector and other supporting industries. Many of the jobs are coming to our backyard. After decades of economic decline and low wages, we're on the verge of a renaissance that could transform the South for generations to come.

But resistance from anti-union politicians like Kemp threatens our economic futures. Kemp is even punishing employers who want to do the right thing by recognizing their workers' desire to join a union, signing legislation banning those companies from receiving economic incentives.

That's not what workers want. It's not what the people of Georgia want.

In our vision of the new Southern economy, we secure union jobs for building facilities and manufacturing. We lead with racial and gender equity, ensuring everyone has access to new jobs and prioritizing local hire with training and support. And, just as importantly, we safeguard our air and water so that our families can thrive.

On our own, we're no match for the powerful multinational corporations and their political benefactors. But together, the future we can achieve is limitless.

Liz Shuler is the President of the American Federation of Labor and Congress of Industrial Organizations, a federation of labor unions representing millions of people. Yvonne Brooks is President of the Georgia AFL-CIO

Jones Act crew transfer vessel fleet growing

A fleet of Jones Act-compliant crew transfer vessels is growing in stride with the United States' burgeoning offshore wind industry. When the United States' first purpose-built crew transfer vessel (CTV), *Atlantic Pioneer*, was delivered in 2016, the country's offshore wind industry was just getting off the ground. In the years that followed, the industry has been building up—perhaps slower than expected at times—but today is moving forward in earnest.

Coinciding with this build-up is the growth of a fleet of Jones Act-qualified vessels, including newbuilds and conversions, to service this nascent industry. Among these are CTVs, which ferry personnel and light equipment to support the construction and long-term service of offshore wind farms. Today, nearly 30 of these vessels are in service, under construction or on order in the United States, and it is expected that dozens more will be built in the years ahead as more wind farms take shape in U.S. waters.

In-service newbuilds

- *Atlantic Pioneer*, built by Blount Boats in Warren, Rhode Island, for Atlantic Wind Transfers (AWT) was literally the pioneer, built for America's first commercial wind farm off of Block Island, where it remains in service today.
- The next U.S.-built CTV to come along was the *WindServe Odyssey*, delivered by North Kingstown, Rhode Island shipbuilder Senesco Marine for sister company WindServe Marine in 2020, followed by another Blount-built boat, *Atlantic Endeavor*, again for AWT, handed over in 2021. In 2023, Senesco delivered two more vessels for WindServe Marine: *WindServe Genesis* and *WindServe Journey*; and Gulf Craft in Franklin, Louisiana delivered *WINDEA Intrepid* for WINDEA CTV, a partnership between Hornblower Wind and MidOcean Wind.
- Palatka, Florida shipyard St. Johns Ship Building in January of this year announced its first CTV delivery: *WINDEA Courageous* for WINDEA CTV. In March, Blount delivered *Gripper*, the first CTV for American Offshore Services (A-O-S), a joint venture formed in 2020 by leading European CTV operator Northern Offshore Services (N-O-S) and U.S.-based investment firm OIC.

On order and under construction

There are many more CTVs on or-

der and under construction at U.S. shipyards, including the aforementioned yards, as well as Gladding-Hearn Shipbuilding in Somerset, Massachusetts; Breaux Brothers in New Iberia, Louisiana; and Metal Shark in Franklin, Louisiana. Other shipyards such as Platypus Marine in Port Angeles, Washington have agreements in place to build CTVs, but firm orders are yet to be confirmed.

The next CTV expected for delivery is another WINDEA vessel, *WINDEA Enterprise*, which started sea trials in June, according to builder St. Johns Ship Building. Other CTVs scheduled for delivery this year include AWT's *Atlantic Resolute*—also at St. Johns—as well as WindServe Marine's *WindServe Enterprise* at Senesco and a yet-to-be-named CTV for Patriot Offshore at Gladding-Hearn.

Firm CTV orders in the books of U.S. shipyards have scheduled delivery dates through 2026, and there more than a dozen options rumored or known to exist.

Design & specifications

Leading designers of the United States' newbuild CTV fleet include Incat Crowther, N-O-S, Chartwell Marine and BMT. The aluminum catamarans range in size from 19.7 meters to 30 meters long, with beams ranging from about seven to 11 meters. The vast majority have capacity for up to 24 passengers and are generally manned by a crew of six to eight.

To date, all CTVs ordered in the U.S. are diesel mechanical, though a handful are described as "hybrid-ready", meaning they are built with space to accommodate a potential conversion to hybrid propulsion in the future. Most of the vessels delivered and on order are powered by Volvo Penta engines paired with IPS propulsion, while one owner with eight vessels in total, including options, has opted for MAN engines, including two with HamiltonJet waterjets and the remainder with CPP. Two vessels in the U.S. CTV fleet are powered by Scania engines, both with HamiltonJet waterjets.

Conversions

Several existing vessels have also been converted to gain new life as a CTV within the U.S. offshore wind sector. For example, in 2023, Hornblower Marine announced it converted the former offshore supply vessel (OSV) *Gateway Endeavor* at its facility in Bridgeport, Connecticut for WINDEA. Hornblower also converted former fishing vessel *Nice Day Too* for Coast Line Transfers. Now a CTV, the vessel has been renamed *Capt. Les Eldridge*.

Scottish heritage group fights to save *Falls of Clyde*

The Scottish heritage group, Falls of Clyde International, is working to save and rebuild the historic vessel *Falls of Clyde*. The *Falls of Clyde* has been docked at Honolulu Harbor for decades, and the state impounded it in 2016.

The state Department of Transportation released an environmental assessment on its removal this month. The EA looked at the possibilities of dismantling the ship at a dry dock or in place, sinking it in the ocean, or transferring ownership to a third party that will haul it away after making repairs.

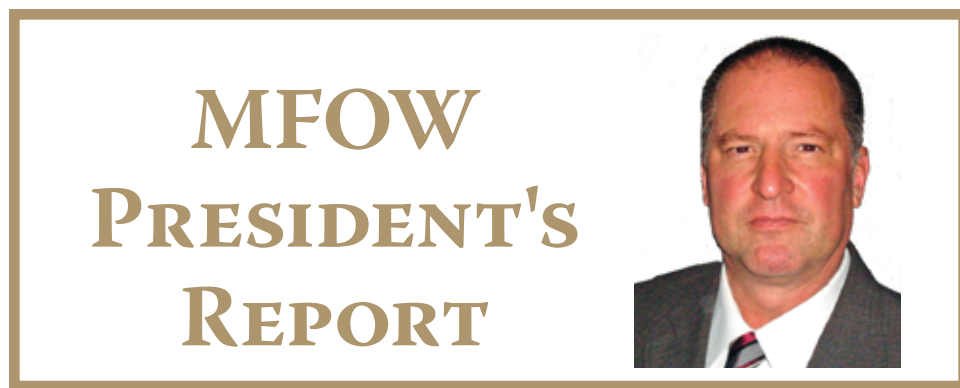
"We're a heritage group trying to save a big part of our heritage, and we felt that in the conversations and discussions with the authorities and DOT that we had effectively mitigated the need for a performance bond," said a Falls of Clyde International spokesman.

The group has worked with the state and the Friends of the Falls of Clyde for



almost a decade to return the ship to its native Glasgow, Scotland.

"Now our argument is — and I've made this point back to the DOT's Harbors Division — there is no need for us to stabilize the hull because our plan last time and again just now, is that a lift ship would come up behind pier seven, and the ship would literally float for same length inside the lift ship, the door closes and it takes her away," the spokesman said.



Ready Reserve Force

Ship Turnover — On June 6, the Union was given an update from Matson labor relations regarding the turnover of the three Cape H ships (*Cape Henry*, *Cape Horn*, *Cape Hudson*) to Patriot Contract Services (PCS). Due to the expedited timeline of a full operating status (FOS) mission activation of the *Cape Hudson*, PCS needed an earlier turnover. Matson's last day managing the *Cape Hudson* was June 13. All reduced operating status (ROS) crew were signed off and paid off by Matson on that day; and rehired by PCS on June 14. PCS scheduled to mission activate the ship on June 20 to relieve the *Cape Horn* on Operation Pathways.

Matson's last day managing the *Cape Henry* was June 27. The ROS crew was signed off and paid off by Matson on that day at Pier 96 in San Francisco; and rehired by PCS on June 28.

The turnover of the *Cape Horn* is scheduled for July 9-12 at Pearl Harbor. The *Cape Horn* will proceed to drydock in August.

RRF Bid — On June 10, the U.S. Maritime Administration (MARAD) published Amendment 21 to the Ready Reserve Force (RRF) solicitation 693JF722R000009, covering the operation and maintenance of up to 53 RRF vessels. The purpose of the Amendment was to correct errors in the pricing data forms used by prospective offerors. I have been working with PCS and the other unlicensed unions to formulate a Service Contract Act Wage Determination-compliant wage and benefit package.

Bridge Contracts — On June 16, the Union was notified by MARAD that the agency would issue three bridge contracts to PCS, as follows:

- Contract No. DTMA98D16007 — *Cape Taylor*, *Cape Texas*, *Cape Trinity*
- Contract No. DTMA98D16008 — *Cape Victory*, *Cape Vincent*
- Contract No. DTMA98D16011 — *Admiral W. M. Callaghan*, *Cape Orlando*

The bridge contracts will consist of a six-month base period beginning July 27, 2024, through January 26, 2025, with one six-month extension per contract in accordance with FAR 52.217-8 Option to Extend Services. The total maximum period of performance is 12 months.

Food for Peace

On June 11, the House Committee on Appropriations Subcommittee on Agriculture passed its Fiscal Year 2025 funding bill. Unfortunately, the text only includes \$1 billion for the Food for Peace program, a cut of \$619 million from Fiscal Year 2024 levels.

The explanation from committee chair Andy Harris (R-Maryland) was that the U.S. Department of Agriculture transferred \$1 billion from the Commodity Credit Corporation for the same purpose of providing international food aid; and that the Food for Peace program has a carryover balance of \$300 million. His claim is that the result will be a food program with more than sufficient funding for international food aid. The full House Appropriations Committee plans to mark up the bill on July 10.

In response, a broad coalition of labor, maritime and agricultural organizations are preparing a letter to all members of the House Committee on Appropriations, urging a NO vote on the Agriculture, Rural Development, Food and Drug Administration and Related Agencies Appropriations Act, 2025, with its drastic cut to the U.S. international food aid program, P.L. 480 Title II Food for Peace.

T-AGS RFP

On June 21, the Union was notified by PCS that they intend to bid on Military Sealift Command request-for-proposal (RFP) N3220524R4088. The RFP is to provide for the operation and maintenance of a total of eight T-AGS vessels: seven Oceanographic Survey (T-AGS 60) ships and one Submarine Navigation Test Support (T-AGS 45) ship. The United States Naval Ships are public vessels of the United States Government under the operational and administrative control of the Commander, Military Sealift Command.

The ships are operated on behalf of two sponsors. The T-AGS 60 Class ships (*Bowditch*, *Bruce C Heezen*, *Henson*, *Marie Tharp*, *Mary Sears*, *Pathfinder* and *Robert Ballard*) are operated for the Naval Oceanographic Office and the T-AGS 45 Class ship (*Waters*) is operated for Strategic Systems Programs. The missions of these ships are to conduct military surveys, submarine navigation support, missile flight testing support and other special missions which are carried out by sponsor personnel embarked in the ship.

I will be working with the company and the other unlicensed unions to assist in formulating a bid package.

Trust Funds

The trustees of the various MFOW plans met by teleconference on June 26. The trustees of the various SIU Pacific District plans met by teleconference on June 27.

SIU-PD Pension Plan — The trustees received the plan actuarial report dated August 1, 2023. The plan is 100 percent funded with a positive credit balance for the next seven years, and is therefore certified to be in the Pension Protection Act "green zone." However, the actuary's report listed an adjusted actuarial loss of over \$2.4 million dollars for the period. Therefore, no funds are available to negotiate benefit increases under Section 30(e) of the General Rules in our master contracts.

Seafarer's Medical Center — The trustees agreed to a reallocation of \$1.00 from the employers' SIU-PD Supplemental Benefits Fund administrative fee to the Seafarers Medical Center for a period of 12 months effective July 1, 2024. The reallocation will help defray rising expenses for the Seafarers Medical Center incurred as result of increased drug screening costs, due to the reduction in reconstructed screenings,

and the increased expense in the use of the Concentra clinic in the Southern California area after Make You Well terminated its contract with the Medical Center at the beginning of this year.

MFOW Welfare Fund — The Welfare Fund is getting pummeled by insurance providers during this year's round of premium increases. The trustees will explore health care provider options in the future as the current situation is unacceptable. The increases are as follows:

- Kaiser Foundation Health Plan California — 5.5 percent increase.
- Kaiser Foundation Health Plan Hawaii — 10.5 percent increase medical; no change in dental.
- Kaiser Foundation Health Plan Washington — 18.0 percent increase.
- Kaiser Foundation Health Plan Oregon — 16.0 percent increase in medical; 6.8 percent increase in dental.
- Health Net Plans — 6.21 percent increase.
- Dental Health Services (Washington) — 8.0 percent increase.
- United Health Care Dental (California) — no change in premiums.
- Anthem Blue Cross JAA Contract — 3.1 percent increase.
- Anthem Blue Cross Stop Loss — 5.0 percent increase.

APS-3 Ships

On June 26, participated in a conference call with maritime labor and management to discuss the U.S. Army plan to wind down pre-positioning requirements for cargo aboard seven vessels, including five *Watson*-class vessels.

The group has inserted Congressional direction to the Army about APS-3 report requirements into both the House and Senate National Defense Authorization Acts (NDAA). An amendment on APS-3 was also offered into the House Defense Appropriations Bill. The amendment would prohibit any funds being spent to offload or reduce any operating status APS-3 vessel until the Army produces the House NDAA report.

We continue to inform Congressional members and staff on the Army's continued efforts regarding APS-3. However, the scuttlebutt is that the Army believes it is doing the right thing and has not reversed its course regarding APS-3.

Matson Navigation Company

Pay Increases — As reported last month, 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 May CPI-U was published on June 12. Over the 12-month period, the all-items index increased 3.3 percent before seasonal adjustment. So, there will not be a cost-of-living adjustment to the July 1 wage increase.

Newbuilds — Matson has released additional details on its order for three newbuilds to join its Hawaii and China-Long Beach Express (CLX) services by the end of 2027. In October of this year, Philly Shipyard — soon to be acquired by Korea's Hanwha Group — will begin steel cutting for the first of the three vessels, to be named *Makua*. The other two *Aloha*-class ships will be named *Malama* and *Makena*. Deliveries are scheduled for October 2026, April 2027 and December 2027.

At 854 feet long with a carrying capacity of 3,600 TEU, Matson's *Aloha*-class ships will carry a variety of container sizes and operate at speeds exceeding 23 knots. All three vessels will incorporate "green ship technology" features such as environmentally safe double-hull fuel tanks and freshwater ballast systems and will be delivered ready to operate on liquified natural gas. Like their sisterships, they will help Matson achieve its 2030 greenhouse gas emissions reduction goal of 40 percent reduction in Scope 1 vessel emissions while also providing additional capacity and speed for the Hawaii and CLX services.

Matson's original ships named *Makua*, *Malama*, and *Makena* were all freighters commissioned by the United States Shipping Board, an emergency agency established by the 1916 Shipping Act to increase the number of U.S. ships supporting the war effort during World War I and were purchased by Matson in the 1920s.

Vice President Vacancy

On June 14, MFOW Vice President Deyne Umphress notified all agents that he will resign from office effective June 28, 2024. Article V, Section XVIII of the MFOW Constitution provides:

At the first regular meeting following the vacancy, nominations shall be held at Headquarters and Branches. Acceptances must be in Headquarters before the next regular meeting. Nominees must have the same qualifications as required for the regular election of officials. Immediately following this meeting, the Credentials Committee, elected at Headquarters, shall check all acceptances and ballots shall be printed at Headquarters and sent to all Branches. Election by secret ballot shall take place at the next regular business meeting, and tally of all votes taken by balloting committees elected in each port shall be sent to Headquarters.

In order to facilitate a fair election, in accordance with the Constitution, I recommend that the following election timeline be observed:

- Wednesday, July 3 — Nominations open for Vice President at Headquarters meeting.
- Tuesday, July 9 — Nominations open for Vice President at Honolulu meeting.
- Wednesday, July 10 — Nominations open for Vice President at Wilmington meeting.
- Thursday, July 11 — Nominations open for Vice President at Seattle Port Serviced special meeting.
- Tuesday, August 6 — Deadline for nomination acceptances received at Headquarters (regular mail or email). Credentials Committee checks acceptances and prepares ballot.
- Wednesday, August 7 — Balloting at Headquarters meeting.
- Tuesday, August 13 — Balloting at Honolulu meeting.
- Wednesday, August 14 — Balloting at Wilmington meeting.

MORE PRESIDENT'S REPORT

Continued from page 4

- Thursday, August 15 — Balloting at Seattle Port Serviced special meeting.
 Friday, August 23 — Credentials Committee at Headquarters verify tally of votes.
 Wednesday, September 3 — Credentials Committee report read at Headquarters.
 Tuesday, September 10 — Credentials Committee report read at Honolulu.
 Wednesday, September 11 — Credentials Committee report read at Wilmington.
 Thursday, September 12 — Credentials Committee report read at Seattle.
 Friday, September 13 — Elected Vice President begins term of office (a reasonable amount of time to assume office may be granted).

Any questions from potential candidates for office may be directed to the President/Secretary-Treasurer at mfow_president@yahoo.com or at 415-362-4592.

MFOW Convention

Article II, Section XIII of the MFOW Constitution states:

It shall be the policy of the Marine Firemen's Union to hold, in the year in which the principal collective bargaining agreement or agreements are to be renegotiated and prior to such negotiations, unless problems arise which require immediate attention, a Convention comprised of the President/Secretary-Treasurer, Vice President, Branch Port Agents, three elected delegates from Headquarters and one elected delegate from each other Branch. This shall be an open convention and shall be known as the Marine Firemen's Union Convention, and all members in good standing shall be permitted to attend as fraternal delegates and be entitled to a voice, but no vote, in the proceedings. Only the President/Secretary-Treasurer, Vice President, Branch Port Agents and elected delegates to the Convention shall be entitled to vote. The President/Secretary-Treasurer, Vice President and Port Agents shall present reports to the Convention on the situation generally and in the ports, which shall be publicized in the Union paper and made a part of the records of the Union.

The Convention shall consider ways and means of bettering the collective bargaining agreements of the Union, shall make reports pertaining to the good and welfare of the Union and shall take up such matters that might be referred to it by the membership for consideration. The recommendations of the Convention shall be submitted to a hand-raising vote of the next membership meeting at Branches, unless the Convention shall recommend a referendum ballot or this Constitution or any applicable federal law requires a secret ballot.

As the workload at Headquarters has been high-paced, and the cost of air travel to and lodging in San Francisco is outrageous, I am recommending that the Union hold a convention "lite" by teleconference (Zoom) beginning at 1300 on Tuesday, August 27, 2024. The three rank-and-file delegates from Headquarters and one each from Wilmington and Honolulu shall be elected at their respective August meetings. I will send convention log-on information to all delegates and other members who wish to participate.

BUSINESS AGENT'S REPORT

There were 43 registrants dispatched in the month of June: 18 in Class A-, three in Class B-, six in Class C- and 16 Non-Seniority.

There are 33 members registered: 14 in Class A-, seven in Class B-, and 12 in Class C-.

Here is the vessel rundown for June 2024:

Matson Navigation Company

On the Pacific Southwest triangle run: *MV Manoa* — delegate REJ Moses Bell, #3771, one issue was brought up with labor relations, no other issues. *MV Mokiha* — delegate REJ Dale Cunningham, #3597, shipped an ERJ for time up, no beefs.

On the Pacific Northwest triangle run: *MV Mahimahi* — delegate ERJ Keith Bitran, #3921, one minor cargo ops. issue. *MV Manulani* — delegate ERJ Ramonchito Cruz, #3904, no beefs. *MV R.J. Pfeiffer* - delegate ERJ Reynato Llona, #3901, no beefs.

APL Maritime Services

On the EX1 run: *MV President F.D. Roosevelt* — delegate ERJ Matthew Powell, #3948, no beefs. *MV President Grant* — delegate ERJ John Ortiz, JM-5330, new build ship, new furniture. *MV President Wilson* — delegate DJU Aris Delacruz, #3777, shipped an additional REJ to assist with cargo ops, no beefs. *MV President Cleveland* — delegate Edgardo Guzman, #3905, no beefs.

Patriot Contract Services

Admiral Callaghan called on for a Turbo Activation Electrician Ken Adams, JM-5179, no beefs. *Cape Hudson* called on for activation one Electrician, three Oiler's and one Wiper. *USNS Charlton* shipped one Oiler.

Many thanks and safe travels to Vice President Deyne Umphress for all his tireless work and effort for the Marine Firemen's Union.

Faternally,
Bobby Baca

U.S. House Committee on Appropriations
 H-307 The Capitol
 Washington, DC 20515

Dear Representative:

We write to urge you to vote **NO** to the Agriculture, Rural Development, Food and Drug Administration and Related Agencies Appropriations Act, 2025 with its inclusion of a drastic cut to the U.S. international food aid program, P.L. 480 Title II Food for Peace.

Under the current text, our nation's flagship international food aid program Food for Peace would be funded at only \$1 billion, an enormous \$619 million reduction from FY24 levels, already a large cut from FY23, and dramatically below the authorized level of \$2.5 billion. Catastrophically, this further cut comes at a time of unprecedented global hunger with the UN World Food Programme stating that as many as 783 million people are facing chronic hunger, and more than 309 million are experiencing acute levels of food insecurity, 42 million of which are on the brink of starvation or worse. Now is not the time to slow the provision of much-needed aid.

Through a joint public-private partnership, American farmers, millers, mariners, port workers, private voluntary organizations (PVOs), and the U.S. government have developed the strongest frontline response to urgent global food insecurity. Food for Peace not only benefits its recipients, but also U.S. economic and national security interests. Food aid, in all its forms, is made available through this program usually bearing the U.S. flag and/or marked "from the American people." By furthering stability in fragile nations and sparking hope in countless people who are struggling to survive, U.S. strategic interests are protected and expanded. Ultimately, this kind of foreign assistance program helps create a firm foundation for vulnerable communities to grow and prosper, which is why many former food aid recipient countries are now among the most important U.S. trading partners.

Our organizations stand united in our belief that U.S. international food aid programs are among the world's most critical foreign assistance programs, saving countless lives while also bolstering our nation's global security. **We urge you to reject** the Agriculture, Rural Development, Food and Drug Administration and Related Agencies Appropriations Act, 2025, with its current reduction to Food for Peace, America's most transparent foreign aid program that every year delivers tangible returns to American stakeholders.

Thank you,

ACF-SPAIN
 AFL-CIO Maritime Trades Department
 Alaska Seafood Marketing Institute
 Alliance for Peacebuilding
 Alliance to End Hunger
 American Maritime Congress
 American Maritime Officers
 American Maritime Officers Service
 APL
 Apostleship of the Sea of the United States of America
 Cantera Partners
 Cultivating New Frontiers in Agriculture (CNFA)
 Didion Milling, Inc.
 ILWU Washington Area District Council
 Improving Economies for Stronger Communities (IESC)
 Inlandboatmen's Union
 International Organization of Masters, Mates & Pilots
 Islamic Relief USA
 Kansas Association of Wheat Growers
 Kendall Packaging Corporation
 Liberty Maritime Corporation
 LifeLine Foods
 Lone Star Integrated Distribution
 Malnutrition Advocacy Fund
 Mana Nutrition
 Marine Engineers' Beneficial Association
 Marine Firemen's Union
 Maritime Institute for Research and Industrial Development
 Meds & Food for Kids
 Michigan Bean Commission
 Moran Towing Corporation
 Muller Shipping Corporation
 National Association of Wheat Growers
 National Shipping of America
 North America Stevedoring Co
 North American Millers' Association
 North Central Bean Dealers Association
 Northeast Chartering Group, LLC
 Oxfam America
 Patriot Maritime
 Pearl International
 Physicians for Peace
 Port Arthur Area Shrimpers' Association
 Port Arthur International Seafarers' Center

Dsm-firmenich na
 Edesia Nutrition
 Euro-America Shipping
 Fettig & Donalty, Inc.
 Food for the Hungry
 Gamaliel Network
 Gamaliel of California
 Global Communities
 Global Food & Nutrition
 Grain Millers, Inc.
 GrainPro Incorporated
 Heartland Goodwill Enterprises
 Hudson Shipping and Trading LLC
 Idaho Grain Producers Association
 Potomac Maritime LLC
 ProAmpac
 QSL America Inc
 Reliance Bulk Carriers LLC
 REPCO
 Sailors' Union of the Pacific
 Save the Children
 Schuyler Line Navigation
 Seafarers International Union
 Sealift Inc
 SEMO Milling LLC
 Southern Gulf Packaging & Logistics
 Stella Maris - Diocese of Beaumont
 Stella Maris Oakland
 Tiger Soy LLC
 Transportation Institute
 Transportation Trades Department, AFL-CIO
 Transylvania Vocational Services
 Trickle Up
 TVS, Inc.
 U.S. Pea and Lentil Trade Association
 UNISHIPPING SAS
 US Dry Bean Council
 US Ocean, LLC
 US Wheat Associates
 USA Dry Pea & Lentil Council
 Venture 37
 Washington Association of Wheat Growers
 Winrock International
 World Food Program USA
 World Vision

National Maritime Center

Keep 'em Safe, Keep 'em Sailing



Merchant Mariner Medical Certificate Application Backlog

The National Maritime Center (NMC) is currently experiencing a backlog of medical certificate applications. The NMC recommends you submit your application 90 days in advance of your current medical certificate's expiration. NMC processing times are currently close to 30 days for COMPLETE applications but may be longer for incomplete applications.

Processing times at the NMC have grown due to large e-mail volume. Sending multiple e-mails for individual pages of the application or sending the same information multiple times only causes delays in processing for other mariners and will significantly delay the processing of your information. For example, during the week of 10-14 June, 2024, approximately 25 percent of all e-mails processed were duplicate medical certificate applications (CG-719K).

You can help us improve processing times by adhering to the following guidelines:

- Review your application to ensure it is COMPLETE prior to submission. Please review our [website](#) to avoid common medical certificate application errors.
- Check your medical certificate expiration date and apply 90 days before it expires.
- E-mail medical certificate applications (CG-719K or K/E) directly to MEDAIP@uscg.mil. (Other submission options include sending to an REC, fax or U.S. mail, but these options are not processed as quickly as direct submission to MEDAIP@uscg.mil.)
- Enter the e-mail subject line in the following format: LAST NAME_FIRST NAME_MARINER REFERENCE NUMBER.
- Name your PDF file in the following format: LAST NAME_FIRST NAME_REFERENCE NUMBER.
- Medical certificate applications (CG-719K) should be submitted as one PDF.
- JPEG and other formats are not accepted.
- Do not send drug test results with your medical certificate applications (CG-719K). Drug testing results should be sent with your MMC application to MMCAApplications@uscg.mil.
- If necessary, e-mail medical-related documentation other than medical certificate applications (i.e., additional information) to NMCMedicalClerks@uscg.mil.

As a reminder, only COMPLETE medical applications are accepted for processing. Incomplete applications are returned to the mariner for correction and must be resubmitted, which delays the processing of your medical certificate application.

Sincerely,

/B. W. Clare/

Bradley W. Clare
 Captain, U.S. Coast Guard
 Commanding Officer

6/26/2024

Page | 1

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

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.**

Returning in 2025

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.**

Returning in 2025

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, POLA invests \$25 million in truck charging

The ports of Long Beach and Los Angeles will provide \$25 million for an ambitious partnership with regional air quality agencies to jump-start charging infrastructure for electric heavy-duty drayage trucks in one of the nation's most populous regions. The \$135 million in projects led by the Mobile Source Air Pollution Reduction Review Committee will install up to 207 charging units at eight sites around Southern California, in Wilmington, Rancho Dominguez, Rialto, Fontana, Commerce and the Port of Long Beach. Contracting for the projects is being administered by the South Coast Air Quality Management District.

In separate actions, the Long Beach Harbor Commission and Los Angeles Harbor Commission each approved allocating \$12.5 million from their respective Clean Truck Funds for the plan. The Clean Truck Fund Rate is a key component of the ports' efforts to transition to a zero-emissions truck fleet by 2035, as established by the Clean Air Action Plan.

Rate collection began in April 2022 at \$10 per twenty-foot equivalent unit or \$20 per forty-foot equivalent unit. Exemptions from the rate are provided for loaded containers hauled by zero-emissions trucks, and under limited circumstances, by low-nitrogen oxide trucks. Through March 2024, the Port of Long Beach has collected almost \$75 million; the Port of Los Angeles about \$78 million.

Port of San Diego awarded \$5 million DOT grant to continue terminal redevelopment plan

The Port of San Diego has been awarded a \$5 million grant from the U.S. Department of Transportation (DOT) for planning, design, and environmental permitting for Phase II of the Tenth Avenue Marine Terminal (TAMT) Redevelopment Plan. The project includes on-terminal rail track replacement, realignment, and load capacity improvements. It will also advance the planning of seismic upgrades, concrete resurfacing, potentially additional stormwater improvements, water and utility reconfiguration and upgrades, as well as front gate, perimeter fence, and operations center reconfiguration. These improvements will maximize operational areas on the terminal, make cargo handling and movement more efficient, and support future charging technologies for electric vehicles and equipment.

The announcement came on June 25, from U.S. Senator Alex Padilla's office as part of the FY 2024 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grants program, which invests in road, rail, transit, and port projects across the country that may not qualify for funding through other U.S. DOT grant programs. Sen. Padilla supported the Bipartisan Infrastructure Law's substantial increase in funding for the RAISE program.

"Modernizing our ports is crucial for transporting the goods that power our economy and keep the nation's supply chain moving," said Senator Padilla. "Thanks to the Bipartisan Infrastructure Law's continued historic investment, the Port of San Diego can move forward on critical upgrades to bolster the Port's reliability and capacity. This funding will create good-paying jobs and stimulate economic growth in California and across the nation."

For next steps, the port will collaborate with the U.S. Maritime Adminis-

tration, an agency within the DOT, to finalize the grant agreement ahead of starting the planning, design, and environmental review process for TAMT Redevelopment Phase II. The timeline for construction is to be determined and is dependent on future funding.

The port completed Phase I of the TAMT Redevelopment Plan, also known as the TAMT Modernization Project, in 2020. That project, funded in part by a \$10 million Transportation Investment Generation Economic Recovery (TIGER) grant from the U.S. DOT, removed two obsolete warehouses and created much-needed laydown area for project cargo like windmill components. It also included improvements to on-dock rail, utilities, and new lighting and pavement. Additionally, an exemplary stormwater treatment system was developed to maximize stormwater capture on the terminal. The project brought new maritime cargo business to the Port and created more local jobs. The port's maritime sector employs thousands of residents and generates billions of dollars per year for the regional economy.

As part of Port of San Diego Maritime, the Tenth Avenue Marine Terminal Redevelopment Plan supports the port's specialty cargo advantage by providing laydown space and flexibility for each cargo type. The plan envisions three distinct cargo nodes within the existing footprint of the terminal and is focused on current core specialties of:

- Project, roll-on/roll-off, and break-bulk cargo such as military equipment, wind energy parts, shipbuilding steel, and vehicles.
- Refrigerated containers for fresh produce such as bananas or other produce.
- Dry bulk cargo such as soda ash, aggregate and cement, used primarily in construction.

Indiana port gets approval to establish first container port on Lake Michigan

The Ports of Indiana-Burns Harbor has received approval from the United States Customs and Border Protection (CBP) to establish the region's first international sea cargo container terminal on Lake Michigan. The approval is significant as it establishes the first all-water container route to serve the bustling Chicago metropolitan area via the Great Lakes.

The Burns Harbor terminal is part of the 25th largest port in the United States in terms of cargo volume. It is located strategically in northwest Indiana within the Greater Chicago metropolitan area and is visible from the iconic Chicago skyline. The port is crucial to regional and national supply chains, carrying 25 million tons of cargo annually and contributing \$16.6 billion to the economy.

A port executive said that establishing a container terminal and a new supply chain for international container shipments at the Ports of Indiana-Burns Harbor is a crucial step in a long process; and that having an all-water container route into the Midwest might offer transformational opportunities but will take time to develop.

The CBP's approval includes plans for a staffed CBP container cargo examination facility in Burns Harbor. Infrastructure construction is planned for 2025, and operations will begin in 2026. The terminal will improve security and ease

the movement of international cargo.

Great Lakes shipping, currently restricted by seasonality and vessel size, benefits significantly from container handling capabilities. Diversifying supply chains and lowering carbon emissions are two promising results.

The project known formally as the Indiana Container Initiative demonstrates Ports of Indiana's commitment to increasing container shipping facilities throughout the state. Potential partners' memorandums of understanding and extensive support from government officials and industry stakeholders further bolster the initiative's pace.

Cleveland and Duluth are among the few Great Lakes ports that handle container vessels, with Monroe, Michigan, also seeking CBP certification. Burns Harbor's addition to this network establishes the region as a critical hub for containerized shipping, including specialized services such as refrigerated containers and eco-friendly shipping alternatives.

A maritime consultant involved in the project, states that as the facility plan progresses, Ports of Indiana is actively looking for partnerships to advance development objectives and fulfill future demands, adding that the initial estimates indicate a keen interest in establishing regular liner services to Burns Harbor.

Idle containership fleet dips to pandemic era lows as carriers hunt tonnage

As global demand for box ship capacity continues to dramatically outstrip supply, the number of idled vessels is down to numbers not seen since the pandemic. According to new *Alphaliner* data, in the first half of the year, commercially idle tonnage represented an average of 0.7 percent of the containership fleet, "harking back to levels seen during the pandemic", it reported. It averaged around 210,000 TEU, out of the 29.6 million TEU global cellular fleet, matching numbers recorded in the first half of 2022.

Alphaliner data showed just 77 ships of 217,038 TEU currently without revenue-generating activity and, as carriers continue to seek any available tonnage to maintain services, none are over 18,000 TEU and only two are above 12,500 TEU

A shipping industry executive said, "If you look at all the statistics, there are no ships idle. Every single vessel is actually working. All the shipping lines are in need of ships at the moment."

During a Flexport Freight Market Update, the forwarder warned that spot rate price surges would continue until capacity supply outstripped demand. Long-term rates are below the current spot rates, so carriers are trying to limit the capacity offer to the long-term agreements and are using peak season surcharges to close the gap. This development will continue until, structurally, supply outperforms demand and load factors out of Asia begin to reduce.

Alphaliner noted that as vessels larger than 4,000 TEU become increasingly scarce, the number of forward fixtures of bigger ships being delivered later this year and next has risen sharply.

"This appears surprising at first sight, considering the current demand

boom is, for a large part, driven by short-term factors such as the Cape of Good Hope diversions and an early peak cargo season," the analyst wrote. However, it explained that this reflected carrier expectation that Suez routings were unlikely to reappear any time soon. It added: "Higher-than-expected cargo volumes, on the back of a global economy performing better than expected, despite the numerous geopolitical challenges, can also explain a certain confidence from carriers."

HOWZ SHIPPING?

June 2024

San Francisco

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	1
Oiler.....	3
Wiper.....	2
Standby Electrician/Reefer.....	18
Standby Wiper.....	16
TOTAL.....	43

Wilmington

No Report Submitted

Seattle

Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	1
Standby Electrician/Reefer.....	7
Standby Wiper.....	5
TOTAL.....	14

Honolulu

Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer.....	3
Oiler.....	1
Wiper.....	2
Shore Mechanic.....	2
Standby Electrician/Reefer.....	23
Standby Wiper.....	32
TOTAL.....	66



July 3, 2024

Shashi N. Kumar, Ph.D.,
Deputy AA/National Coordinator for Maritime Education and Training
U.S. Maritime Administration
1200 New Jersey Ave W21-326
Washington, DC 20590
shashi.kumar@dot.gov

Re: MWWG Inquiry

Dear Dr. Kumar:

During our Maritime Workforce Working Group meeting of Wednesday, June 12, you asked the participants to comment on HR 2670 (National Defense Authorization Act for Fiscal Year 2024), Section 3534, subsection (d)(5) which reads:

(5) Assessing the effect on the United States merchant marine and United States Merchant Marine Academy if graduates from State maritime academies and the United States Merchant Marine Academy were assigned to, or required to fulfill, certain maritime positions based on the overall needs of the United States merchant marine.

Please be advised that the undersigned labor organizations and working group participants that represent licensed deck, marine engineering officers and unlicensed personal are adamantly opposed to any suggestion that graduates from the State Maritime Academies and the United States Merchant Marine Academy might be assigned to, or required to fulfill, certain maritime positions based on the overall needs of the United States merchant marine.

While the undersigned unions recognize and support the need for service commitments to the United States merchant marine in exchange for the educational support and resulting employment opportunities that may be available, it must be up to the individual regarding with which employer and how they fulfill such requirements. Involuntary assignment to "certain maritime positions" could lead certain marine employers to lower employment standards by exploiting a pool of conscripted labor. This approach would likely create a race to the bottom and deter potential mariners from pursuing careers in the industry.

Best regards,

William Barrere, AMO Jason Callahan, MEBA Dave Connolly, SUP

Dave Heindel, SIU Don Marcus, MM&P Anthony Poplawski, MFOW

WILMINGTON NOTES

Filling in for Mr. Gage here in Wilmington so he can attend his daughter's wedding. Congratulate him when you see him and ask him if he cried.

Even when he's out of the office, the man is relentless in his pursuit of new talent to fill our ranks. His inbox is full of inquiries and the phone rings multiple times per day with hopefuls looking to join. Unfortunately, the vast majority of the inquiries are from mariners with entry level ratings. Our greatest need at the moment is Oiler/RFPEW ratings but we'll try to accommodate anyone looking to join, advance, and keep our union strong. Talented and experienced electricians and refrigeration mechanics have always been a need as these skillsets translate so well outside of the industry.

Wilmington is busy as usual. Standby work is plentiful and I'd venture to

say the repeat offenders might be making more than the Port Agent here. Lots of cards on the table at job call with a comparable number of jobs on the board. Do the math, shame on you.

Reminding membership here, APL shore gang in particular, that it is a negotiation year. Submit your proposals and wish list to a union official. Do the best you can and we'll wordsmith the rest.

Ironic that I started filling in for Sonny back in the day and will be ending it here filling in as the Relief Port Agent.

Something, something, *Lane Victory*. Something, something, shore gang, labor, aloha.

I think that's what Sonny would have wanted.

Fraternally,
Deyne Umphress,
Relief Port Agent



Pictured from left to right: Keith Matthews (passed away in 2016), Robert Aarts (working ashore), Mario Higa, Emo Aulelava (the only one still sailing), John Harlan (passed away in 2023), and Elroy Wong (passed away June 2024). This picture was taken many years ago on the SS *Kauai*.

SEATTLE NOTES

During the month of March Seattle shipped one REJ, one Electrician, seven Standby Reefers, and five Standby Wipers. Seattle currently has eight A-, two B-, and three C-seniority members registered for shipping.

The *Cape Hudson* called Tacoma to prepare for a mission. The gang is rolling with the punches, making do with what's available during the chaos that goes along with activations. *Hudson* arrived shorthanded and the MM&P filled one AB, and MEBA filled two unlicensed engine billets to join in Tacoma.

This is an unprecedented time, and I cannot stress the importance of covering our work. Licensed unions shouldn't be called upon to fulfill our obligations. We are not an employment agency, and we all share a personal stake in the

Unions health and survival.

In June there was an amount of quits that in the past would have been inconceivable. To those that quit, I don't know your reasons, whether personal or workplace, but if it was workplace, that's not how we win corrective actions. You should be manning your post and working through the Union to pressure the company to evolve to suit our standards. Work blows, that's why we get paid well. Much of the time it's uncomfortable, sometimes miserable, and if we are lucky, occasionally we get a ship and wonder why they all can't be this good? On others, stand your ground and fight for better conditions. That is the Union way.

Fraternally,
Brendon Bohannon,
Representative

POLB Sets \$760 million annual budget

The Long Beach Board of Harbor Commissioners have approved a \$760 million budget for the Port of Long Beach for the 2025 fiscal year, establishing a plan to fund new capital improvements in rail, zero-emissions and other infrastructure. Later this year, the budget will be sent for approval to the Long Beach City Council. It includes a record \$25.8 million transfer to the City's Tidelands Operating Fund, which supports quality-of-life projects along Long Beach's seven-mile coastline that have improved shoreline safety, cleanliness, water quality, facilities and other amenities.

The port's budgeted spending for the 2025 fiscal year, which begins Oct. 1, is 19.5 percent higher than the budget adopted last year. The increase is largely due to infrastructure projects like the Pier B On-Dock Rail Support Facility, which breaks ground this year, and the proposed Pier Wind. If approved, Pier Wind would be the nation's largest facility specifically designed to assemble offshore wind turbines. Operating revenue is estimated to be 6.8 percent higher than 2023 budget.

Next year's proposed capital bud-

get totals \$368.3 million, 47.2 percent higher than the prior year. Of the sum, \$204.9 million is for the Pier B project, which will break ground this summer. Pier B will shift more cargo to on-dock rail, where containers are taken to and from marine terminals by trains. Moving cargo by on-dock rail is cleaner and more efficient, as it reduces truck traffic. No cargo trucks would visit the facility. Also included in the budget is approximately \$25 million in Clean Truck Fund subsidies to support the transition of the heavy-duty truck fleet to zero emissions. The Port of Long Beach has twin goals of a zero-emissions cargo-handling fleet by 2030 and zero-emissions trucking by 2035. Additionally, during the Board's action, the amount allocated for the Community Sponsorship Program was increased from \$2 million to \$3 million. The sponsorship program helps the Port of Long Beach engage with and inform local community members about port operations and initiatives.

As the City's Harbor Department, the Port of Long Beach does not use tax revenue to support operations.

New Port Hueneme unmanned vessel facilities

The U.S. Navy has prepared a draft Environmental Assessment for the community to review as part of a proposal to create training and testing facilities for unmanned undersea vehicles and unmanned surface vessels at Naval Base Ventura County. The proposed action currently includes plans for 123,000 square feet of permanent fa-

ilities to test unmanned systems with construction expected to begin no earlier than 2026 detailed a press release from the U.S. Navy about the proposal.

Training and testing of extra-large unmanned undersea vehicles (XLUUV) and unmanned surface vessels in the waters (USV) offshore the naval installation are also part of the proposal.

HONOLULU NOTES

Our June dispatch count fell back down to the sixties. We are keeping up with standby jobs (24 Standby Electrician/Reefers and 36 Standby Wipers) but fell a little bit with our rotary jobs. We are carrying more billets than we can hold on to.

Presently the Honolulu registration list has 15 A-, five B-, and 15 C-seniority members. There is nobody waiting around hoping to catch a ship, there are many enjoying the summer with their families and soon they'll be back looking for work. Others have been delayed with classes and will probably be delayed until after summer.

In June I got a little bit of a break from meetings. The Honolulu Port Council always takes the summer months off, and the Honolulu Sailor's Home board takes

June off. I did attend an AFL-CIO cope meeting where we endorsed candidates for the upcoming primary election. In Congress we are grateful to have U.S. Senator Mazie Hirono and U. S. Representative District II — Jill Tokuda returning for reelection. If anyone wants the complete list of AFL-CIO endorsements for Hawaii, just get in touch with me.

It wasn't too long ago that our brother Jefferson Basuel passed away and it saddens me to have to say farewell to another union brother so soon. Elroy Wong (SUP AB) was another great union brother that I was fortunate to have sailed with. I think I could do a year or two on board any ship with Elroy. He was always good company. Loved his cooking too. I think I drank too much with his company but that's how Elroy was, you just love to talk story with him. Very humble, soft spoken, never in a rush, so much aloha. I know our Lord in heaven has called him home and he is in a better place. Amen.

Aloha,
Mario Higa, Port Agent

Regular membership meeting dates 2024

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

HONOR ROLL

Voluntary donation to General Treasury — June 2024:
Eric White, #3925\$100.00
Anthony Lefebre, #3750.....\$10.00

POLITICAL ACTION FUND

Voluntary donations for June 2024:
Waymon Jackson Jr., #3917.....\$100.00
Thomas Hobbs, JM-5308.....\$60.00

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