



Governor applauds Matson and HomeAid Hawaii for Maui housing recovery

Hawaii Governor Josh Green, M.D., recently announced a multimillion-dollar, private-sector partnership that will hasten the installation of critically needed infrastructure and put roofs over the heads of Maui wildfire survivors.

Matson has committed to donating \$5 million in cargo transportation services to state- and county-supported Maui recovery projects, including housing. The Ka Lai Ola project by HomeAid Hawaii, the state, Maui County and Hawaii Community Foundation, is the first to benefit from Matson's assistance. It is a contribution expected to continue for years and to involve multiple actively involved nonprofit organizations.

"The wildfires happened on Maui, but affected all of us across the state very deeply. It was clear from the very beginning that we would need all who are able to help, to do so — and in our unique Hawaii way, the collaborative sharing in the recovery work is still underway," said Green.

"This is something we can do to further support Maui's recovery and we appreciate Green's efforts to create partnerships like this to make these important projects happen," said Matt Cox, Matson chairman and CEO.

Since May 2024, the partnership between Matson and HomeAid Hawaii has resulted in 10 shipments utilizing a mixture of flat racks and containers with more than 143 tons of materials such as ground frames, steel material for home placements and infrastructure materials, to actual modular housing units. HomeAid Hawaii and its contractors are on track to complete the first

270 units by December 2024 and the remaining 180 units by the first quarter of 2025. Starting August 9, 2024, Ka Lai Ola will be welcoming ohana in phased openings. Matson numbers so far:

- Loads carried for HomeAid to date: 45, mostly containerized
- 30 more container loads booked for September delivery
- Container capacity: 2,700 cubic feet

• Load weights vary from 4,000 pounds to more than 39,000 pounds so far

• Since May 2024, HomeAid Hawaii has utilized the Matson partnership for 10 shipments, including infrastructure materials and modular housing shipments. Shipments have utilized a mixture of flat racks and containers. The total weight (in pounds) for these 10 shipments includes the following:

- 37,185 – Shipment 10
- 18,794 – Shipment 9
- 18,014 – Shipment 8
- 38,321 – Shipment 7
- 37,304 – Shipment 6
- 37,776 – Shipment 5
- 16,324 – Shipment 4
- 16,160 – Shipment 3
- 39,225 – Shipment 2
- 30,016 – Shipment 1

The Hawaii Department of Transportation, as one of several state agencies focused on the housing recovery effort, is providing storage at no cost at both Honolulu and Kahului Harbors to support the shipment of modular housing units.



Last month, the U.S. Navy's Military Sealift Command named the *USNS Pililaau* (T-AKR 304) as its Ship in the Spotlight for providing exceptional exercise support in 2024. *Pililaau* supported the biennial exercise Nordic Response '24 and supported the Navy Expeditionary Logistics Support Group (NAVELSG) and the Naval Beach Group Two (NBG2) as a training platform in Jacksonville, Florida. *Pililaau* is operated by Patriot Contract Services and employs MFOW members in the unlicensed engine department.

U.S. box ports face record cargo surge ahead of possible port strike

Monthly inbound cargo volume at major U.S. container ports is expected to approach record levels as retailers expedite shipments ahead of a potential strike at East and Gulf Coast ports, the National Retail Federation (NRF) recently announced.

The contract between the International Longshoremen's Association and the United States Maritime Alliance, covering East Coast and Gulf Coast ports, is set to expire on September 30. With negotiations at an impasse, the ILA has threatened to strike if a new contract is not reached by the deadline. The NRF has continued to urge both parties to return to the negotiating table. Rising freight rates have also prompted importers to ship earlier.

U.S. ports covered in the NRF's Global Port Tracker report, produced by Hackett Associates, handled 2.16 million TEU in June, a 3.6 percent increase from May and a 17.7 percent increase year-over-year, bringing the first half of 2024 to 12.1 million TEU, up 15 percent from the same period in 2023.

While ports have not yet report-

ed July's numbers, Global Port Tracker projected that volume surged to 2.34 million TEU, up 22.1 percent year-over-year and the highest level since the record of 2.4 million TEU set in May 2022. August is also forecasted to total 2.34 million TEU, up 19.2 percent year-over-year.

Projections for the coming months show more increases in TEU volumes: September at 2.16 million (up 6.5 percent), October at 2.09 million (up 1.7 percent), November at 1.98 million (up 4.4 percent), and December at 1.94 million (up 3.5 percent), leading to a total of 24.9 million TEU for 2024, up 12.1 percent from 2023.

These numbers would bring U.S. container imports in 2024 to 24.9 million TEUs, up 12.1 percent from 2023, marking the third-highest annual U.S. import volumes behind 2022 and 2021. The import numbers come as NRF forecasts that 2024 retail sales — excluding automobile dealers, gasoline stations, and restaurants to focus on core retail — will grow between 2.5 percent and 3.5 percent over 2023.

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Anniversary

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Anniversary

45th

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La Marcha comienza en: Broad y E. St. en Wilmington. Formacion empieza 8 a.m. - La Marcha sale 10 a.m. Reunion en Banning Park 12 p.m. - Voceros, Musica, Autobuses de transporte, Hot Dogs, Sodas y Mucho mas!

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LABOR DAY COMMITTEE: 7844 ROSECRANS AVE. PARAMOUNT, CA 90723

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Pictured is the MFOW crew aboard the *MV Cape Horn* (from left to right) Wiper Marconi Relajo, JM-5368; Oiler Craig Veilleux, #4007; Electrician Philipps Sanchez, #3862; Oiler Brandon Carter, JM-5471; and Oiler Jared Braithwaite, JM-5420. The *MV Cape Horn* is a Ready Reserve Force vessel operated by Patriot Contract Services for the U.S. Maritime Administration.

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Patriot Contract Services Wage Rates Ready Reserve Force Vessels Bridge Contracts - Effective July 27, 2024 (12.2 percent increase in wage and wage-related items)

FOS Rating	Monthly Wage	Daily Wage	Monthly Suppl.	Daily Suppl.	Hourly Overtime	Hourly Penalty	Daily MPPP
QMED-Electrician	\$7,126.05	\$237.54	\$3,563.03	\$118.77	\$51.66	\$29.28	\$21.74
QMED-Day Worker	\$6,430.09	\$214.34	\$3,215.05	\$107.17	\$51.66	\$29.28	\$21.74
QMED-Oiler	\$4,791.88	\$159.37	\$2,395.94	\$79.86	\$44.08	\$22.43	\$21.74
Wiper, GUDE	\$4,242.02	\$141.40	\$2,121.01	\$70.70	\$26.36	\$17.77	\$21.74

The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays. Unlicensed personnel shall earn fifteen (15) days of supplemental wages for each thirty (30) days employed in FOS, or pro rata.

ROS Rating	Weekly Wage	Daily Wage	Hourly Overtime	Daily Supplemental	Daily MPPP
QMED-Electrician	\$2,048.35	\$292.62	\$51.14	\$24.39	\$21.74
QMED-Day Worker	\$2,048.35	\$292.62	\$51.14	\$24.39	\$21.74
QMED-Oiler	\$1,589.20	\$227.03	\$43.66	\$18.92	\$21.74
Wiper, GUDE	\$1,257.93	\$179.70	\$26.09	\$14.98	\$21.74

Weekly wages shall be divided by seven when determining daily wages for unlicensed crew who work less than a full week, provided however, that no unlicensed crewmember shall be paid less than the weekly wage listed above when employed Monday through Friday and the vessel remains in Reduced Operating Status throughout the subsequent weekend.

The overtime rates specified above shall apply to all work performed in excess of eight (8) hours, Monday through Friday and for all hours worked on Saturdays, Sundays and holidays.

All ratings shall earn two (2.0) days of vacation leave for each thirty (30) days employed in ROS.

SF port commission approves rent relief for crab, salmon processors

Last month, the San Francisco Port Commission voted unanimously to approve a rent relief program for crab and salmon processors, continuing support for the industry during challenging times. The relief program will reduce monthly lease rent by 50 percent between May 15, 2024, until October 15, 2024. Port staff estimates this rent relief program will be available to approximately 17 Port of San Francisco commercial processors.

The local salmon and Dungeness crab seasons have been severely compromised in recent years due to environmental challenges such as the increased presence of whales along the Pacific Coast, the impacts of drought, and the lingering economic impacts

of the coronavirus pandemic. Most of the fishing fleet and processors based at the Port are small businesses and recent economic headwinds have been substantial.

The rent relief program comes on top of a similar rent relief program aimed at salmon boat berthing fees and crab pot storage fees enacted in May by the Port Commission. Under that program, fees for salmon boat berthing and crab pot storage will be waived from May 15, 2024 until October 15, 2024.

Over the past two years San Francisco’s most important seafood seasons, Dungeness crab and salmon, have either been delayed in opening, closed early, or closed for the season.

Despite these challenges, Pier 45 and Fisherman’s Wharf remain one of the West Coast’s major commercial fishing centers.

The port has a history of industry-supporting initiatives, including: the 1995 rebuilding of the earthquake-damaged Pier 45, the 2001 construction of the \$21 million Hyde Street Commercial Fishing Harbor, the 2012 construction of a new \$2 million Harbormaster’s office, and the 2016 Crab Industry Relief Program. Upcoming projects to support the city’s commercial fishing industry include the first phase of a replacement float project at Fisherman’s Wharf and a new ice machine at Pier 45.

Maritime academy program trains future workforce for free

A critical need for skilled maritime labor led to the creation of the Maine Maritime Academy’s (MMA) new Naval Shipyard Institute workforce development program. Over 14 weeks, students learn one of four disciplines, indoor and outdoor machining, marine electrical, and welding, all for free. The idea conceived just a year ago is the product of a collaborative effort between MMA, Portsmouth Naval Shipyard, and Orbis Inc., a naval defense contractor.

Students learn their chosen trade for six weeks at MMA’s Castine campus before applying their skills for eight weeks at the shipyard. After which they are ready for the workforce.

Maine Maritime COO and Interim

President Craig Johnson feels the program is a good use of taxpayer dollars.

“It’s paid for by the federal government,” he said. “You hear a lot of programs have 10-12 folks. Here, we have over 50. That’s the largest group in the United States and I think the state of Maine should be proud.”

While walking away debt-free, students also are paid by Orbis for the skills they learn. Being able to earn while she learns was a draw for welding student Lyndsey Levasseur. Even with the added cash, the program has exceeded her expectations.

“One of the biggest things that I didn’t expect were the number of opportunities I would encounter,” she said.

“It’s great. Who doesn’t want a job that’s gonna pay you well, give you good benefits. You can create good connections with people.”

Johnson praises his faculty for condensing a year’s curriculum into six weeks. One of those faculty is Associate Professor of Engineering Peter Lewis who teaches machining. His praise is for the students.

“I’m just extremely pleased with how quickly they have picked things up and how hard they have worked,” he said. “It’s a tremendous amount of information to process and they have really taken it and run with it.”

MMA plans to expand its program to other campuses and run four to five trades training sessions a year.

Marine Firemen’s Union Directory

www.mfoww.org

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REPORT
of
CREDENTIALS COMMITTEE
August 6, 2024

The Credentials Committee has checked the acceptances in the 2024 special election for the vacated office of Vice President. There was only one acceptance for the office of Vice President:

Robert Baca, #3776

The Committee finds that Baca meets the eligibility requirements for office. As there is only one eligible candidate, the Committee recommends that Baca be elected by acclamation.

CREDENTIALS COMMITTEE:

- /s/ Donald Robinson, #4001
- /s/ Elisio Ramiscal, #3932
- /s/ Alfred Blunt, JM-5512

2024 Special Election for Vice President
Nominations
San Francisco — July 3, 2024

Nominee	Nominated By	Seconded By
Marcos Almazan, JM-4933	Ernesto Salazar, #3842	Marcos Almazan, JM-4933
Robert Baca, #3776	Anthony Poplawski, #3596	Various

Honolulu — July 9, 2024

Nominee	Nominated By	Seconded By
Robert Baca, #3776	David Ebanks, #3824	Waymon Jackson Jr, #3917
Robert Baca, #3776	Joe Egan, #3994	Mario Higa, #3738.

Wilmington — July 10, 2024

Nominee	Nominated By	Seconded By
Kevin Haymer, #3958	Deyne Umphress, #3899	Shane Adriano, #4013
Mario Higa, #3738	Mario Cruzat, #3825	Shane Adriano, #4013
Mark Hinds, JM-5312	Deyne Umphress, #3899	Michael Robles, #3855
Stuart Melendy, #3671	Michael Robles, #3855	Shane Adriano, #4013
Stuart Melendy, #3671	Deyne Umphress, #3899	Shane Adriano, #4013
Alexander Reyer, JM-5336	Deyne Umphress, #3899	Michael Robles, #3855
Michael Robles, #3855	Mario Cruzat, #3825	Deyne Umphress, #3899

Seattle — July 11, 2024

Nominee	Nominated By	Seconded By
None		

Port of Virginia expands intermodal rail to reach Midwestern markets

After two years of work, the Port of Virginia’s central rail yard project is operational and in service at Norfolk International Terminals. The yard expands the port’s ability to compete in Midwestern containerized freight markets, which are served in large part by intermodal rail. It is a step in a series of major infrastructure projects that are designed to set Virginia apart as an East Coast gateway for shippers and ocean carriers.

The central yard consists of two bundles of rail tracks and three electric RTGs, installed at a cost of \$83 million. The state of Virginia and the federal government covered half the cost. Taken together, the new rail infrastructure increases the port’s on-dock container-

on-rail capacity by a third, adding up to 450,000 TEU per year of throughput over CSX and Norfolk Southern.

The rail investment echoes the development strategy of the Port of Savannah, which has the largest on-terminal rail yard in the U.S. Completed in 2021, the Mason Mega-Rail facility doubled Savannah’s intermodal rail capacity to two million TEU. It was built from the start to reach inland markets as far away as Dallas or Chicago.

The NIT central rail yard is one part of Port of Virginia’s \$1.4 billion plan to attract bigger ships in bigger numbers. It is also expanding NIT’s north berth and dredging out its channel to a depth of 55 feet, which will make it the deepest port on the U.S. East Coast.

Hanwha Ocean accelerates entry into U.S. naval shipbuilding market

The Master Ship Repair Agreement (MSRA) certification of Hanwha Ocean’s Goeje Shipyard from the U.S. Navy, recognizes Hanwha Ocean’s capabilities in naval vessel construction and maintenance, driving diversification of its naval business. This accomplishment highlights Hanwha Ocean’s technological and maintenance capabilities for naval vessels. It marks an important milestone in consolidating the company’s reputation in the international defense market through enhanced cooperation with the U.S. Navy.

The MSRA is a distinguished certification conferred by the U.S. Navy to ensure the quality and reliability of ship maintenance services. Obtaining this

certification involves a rigorous evaluation process, and only MSRA-granted companies can participate in various U.S. Navy ship maintenance projects.

Hanwha Ocean, which recently announced the acquisition of the Philly Shipyard, was thoroughly evaluated for its capabilities in the naval business to earn MSRA certification. This milestone is expected to strengthen its expansion into the global naval shipbuilding market.

Hanwha Ocean remains steadfast in its commitment to elevating its leadership in the global maritime security domain through continuous technological innovation and quality enhancement, aiming to emerge as a prime builder in the industry.

NMERPAC looking for members

On August 2, the U.S. Coast Guard published a notice in the *Federal Register* seeking applications for the National Merchant Marine Personnel Advisory Committee (NMERPAC). The Coast Guard is accepting applications to fill 11 vacancies Committee. The Committee advises the Secretary of Homeland Security via the Commandant of the U.S. Coast Guard on matters relating to personnel in the United States Merchant Marine, including the training, qualifications, certification, documentation, and fitness of mariners. Individuals currently holding these appointments will need to re-apply if they wish to continue as Committee members. Complete applications must reach the U.S. Coast Guard on or before October 1, 2024.

Applications must include (a) a cover letter expressing interest in an appointment to the National Merchant Marine Personnel Advisory Committee, (b) a resume detailing the applicant’s relevant experience for the position applied for (including the U.S. Coast Guard issued mariner reference number if applicable), and (c) a brief 2-3 paragraph biography written in third-person perspective. Applications should be submitted via email with subject line “Application for NMERPAC” to megan.c.johns@uscg.mil.

In this solicitation for Committee members, we will consider applications for eleven (11) positions, which include:

- Four United States citizens holding a valid Merchant Mariner Credential (MMC) issued under 46 U.S.C. chapter 71 or 46 U.S.C. chapter 73, including:
 - One credentialed deck officer who represents merchant marine deck officers who shall be: (1) endorsed for an inland or river route of limited or unlimited tonnage; (2) endorsed as Master of Towing Vessels; and (3) to the extent practicable, shall represent labor.
 - Two credentialed engineering officers, of which: (1) one shall be endorsed as Chief Engineer of unlimited horsepower; (1) one shall be endorsed either as Chief Engineer of limited horsepower or Designated Duty Engineer and to the extent practicable, (1) one shall represent management.
 - One credentialed rating, endorsed as able-bodied seaman;
- Three Marine educators who represent other maritime training institutions (other than academies), of which one may also represent the small vessel industry;
- Two individuals who represent shipping companies employed in ship operation management; and,
- Two individuals who represent the general public.

Each member of the Committee must have expertise, knowledge, and experience on matters related to personnel in the United States merchant marine, including the training, qualifications, certification, documentation, and fitness of mariners.

All members serve at their own expense and receive no salary or other compensation from the Federal Government. The only compensation the members may receive is for travel expenses, including per diem in lieu of subsistence, and actual reasonable expenses incurred in the performance of their direct duties for the Committee in accordance with Federal Travel Regulations.



An explosion aboard the *YM Mobility* takes place at the port of Ningbo, China, August 9, 2024, in this still image obtained from a social media video.

Huge explosion on containership at Ningbo-Zhoushan port

A major explosion occurred August 9 on the containership *YM Mobility* while docked at the port of Ningbo-Zhoushan in China. No casualties were reported.

YM Mobility is operated by Yang Ming and deployed on the Far East to Middle East route. The company said the cause of the incident is still under investigation but preliminary findings suggest that an explosion occurred in a container loaded with dangerous goods. According to the shipper’s declaration, the container was a reefer used as a substitute for a dry container, without requiring power connection.

Immediate fire control measures were taken, and the situation was quickly under control. All crew members were safely evacuated.

Ningbo-Zhoushan is China’s second busiest container shipping port after Shanghai, handling over 100,000 TEU daily.

An industry analyst does not believe the incident will have a significant impact on the market.

“Ningbo-Zhoushan is a hugely important and well-connected port in the Far East, second only to Shanghai in China and on par with Singapore. It is a critical hub for container shipping and this incident is deeply concerning from a safety perspective, but it is unlikely it will have a significant impact on the market,” he said.

Nevertheless, the incident is the latest to raise serious safety concerns in ocean container shipping.

“This type of incident should never happen and is another example of how one failure in ocean container shipping can have catastrophic consequences. Had this explosion happened at sea rather than at berth in port then the crew and ship would have been in even more perilous danger,” said the analyst.



Ready Reserve Force

On July 12, the Union was notified by Matson Navigation Company that Matson and Patriot Contract Services (PCS) had completed all tasks required for the *Cape Horn* ship manager transition at Pearl Harbor, Hawaii. Matson’s last day managing the *Cape Horn* was Thursday, July 11. All full operating status (FOS) crew had been signed off and paid off by Matson on that day. PCS started managing the *Cape Horn* on Friday, July 12, in FOS.

APLMS

MV President Reagan — Last month, APL Marine Services (APLMS) welcomed the newbuild *President Reagan*, part of the ongoing replacement of the company’s U.S.-flag fleet. This is the third of up to seven new ships (following the *President John Quincy Adams* and *President Grant*) that APLMS is bringing into its fleet to replace older vessels. The ships are part of a massive 22 ship order that APLMS parent company CMA CGM placed with China Shipbuilding Corporation with most of the vessels bound for the company’s international fleet.

The *President Reagan* was flagged into the U.S.-fleet in the Port of Los Angeles. In the approaching months, the APLMS fleet will welcome the *President George H. W. Bush*, *President Monroe* and *President Johnson*.

The newbuild sisterships are 837-foot, 5,598 TEU, 59,052 gross tonnage vessels that can carry 72,963 deadweight tons. The ships are propelled by Winterthur Gas & Diesel (WinGD) 7X82-2.0-HPSCR, LLT, Tier III main engines, delivering 23,500 kW x 70.5 rpm, and achieve a service speed of 21 knots. They feature a five-blade right-handed, fixed-pitch propeller with a diameter of 8,900 mm.

MFW, MEBA, MM&P, SIU and SUP mariners will continue to crew the replacement ships under the existing agreement with APL.

Oiler/Utility MOU — After much discussion surrounding the problems filling billets in the APLMS fleet, the MFW and APLMS agreed to a memorandum of understanding that would allow the company to fill ERJ, REJ or DJU billets with an Oiler/Utility rating in order to satisfy the Certificate of Inspection and prevent no-sail orders from the Coast Guard.

It was agreed, pending membership approval, that the company may call an Oiler/Utility to fill an ERJ, REJ or DJU billet after two successive job calls. The wage scales for the Oiler/Utility rating will be:

Base Wage Monthly	Suppl. Benefit Monthly	Suppl. Wage Monthly	Base Wage Daily	Suppl. Wage Daily	ST Rate Hourly	OT Rate Hourly
\$4,862.94	\$5,244.26	\$2,971.92	\$162.10	\$99.06	\$28.02	\$42.03

Fringe benefit rates are the same as for all offshore ratings.

It was agreed by the parties that the Union shall file no misassignment claims when a licensed engineer performs work normally assigned to the rating (ERJ, REJ or DJU) that has been replaced by an Oiler/Utility.

Upon completion of maximum period of employment, the Company shall order the proper replacement (ERJ, REJ or DJU) for the Oiler/Utility.

The main reason for this agreement is to give the Union a chance to fill the billets and to receive the fringe benefit contributions, as opposed to having the company fill the billets with licensed engineers. I recommend approval of this agreement.

Seay-Pililaau

On July 26, the Union was notified by the Military Sealift Command (MSC) that they anticipate to exercise option period 1 with PCS, under contract N3220523C4031, for the operation and maintenance of the *USNS Seay* and *USNS Pililaau*. It is anticipated the option period will start September 1, 2024. The notification was provided to the Union as a collective bargaining agent and served as written notification of the forthcoming contract modification as required in under FAR 22.1010(a)(2).

As reported in 2023, Patriot Contract Services LLC, of Concord, California, was awarded the \$20,396,329 firm-fixed-price contract with reimbursable elements for operation and maintenance of the two government-owned Large, Medium-Speed, Roll-On/Roll-Off vessels (*Seay* and *Pililaau*). The contract included a 12-month base period with four 12-month option periods and one 6-month option period under Federal Acquisition Regulation 52.217-8, which, if exercised, would bring the cumulative value of the contract to \$303,596,232 including reimbursables.

In accordance with the Memorandum of Understanding between the SIU Pacific District and PCS, there shall be a two percent (2.0 %) total labor cost increase effective on the first anniversary date of the agreement.

Special Election

At the July Headquarters and Branch meetings, in accordance with the MFW Constitution, nominations were opened to fill the vacant Vice President seat. The following members were nominated and seconded:

2024 Special Election for Vice President - Nominations
San Francisco – July 3, 2024

Nominee	Nominated By	Seconded By
Marcos Almazan, JM-4933	Ernesto Salazar, #3842	Marcos Almazan, JM-4933
Robert Baca, #3776	Anthony Poplawski, #3596	Various

Honolulu — July 9, 2024

Nominee	Nominated By	Seconded By
Robert Baca, #3776	David Ebanks, #3824	Waymon Jackson Jr, #3917
Robert Baca, #3776	Joe Egan, #3994	Mario Higa, #3738.

Wilmington — July 10, 2024

Nominee	Nominated By	Seconded By
Kevin Haymer, #3958	Deyne Umphress, #3899	Shane Adriano, #4013
Mario Higa, #3738	Mario Cruzat, #3825	Shane Adriano, #4013
Mark Hinds, JM-5312	Deyne Umphress, #3899	Michael Robles, #3855
Stuart Melendy, #3671	Michael Robles, #3855	Shane Adriano, #4013
Stuart Melendy, #3671	Deyne Umphress, #3899	Shane Adriano, #4013
Alexander Reyer, JM-5336	Deyne Umphress, #3899	Michael Robles, #3855
Michael Robles, #3855	Mario Cruzat, #3825	Deyne Umphress, #3899

Seattle — July 11, 2024

Nominee	Nominated By	Seconded By
None		

As of close of business day on Monday, August 5, only one nominee accepted nomination: Robert Baca, #3776. On August 6, the Credentials Committee certified Baca as an eligible candidate. As there are no other qualified nominees, I declare that Robert Baca, #3776, is hereby elected to the office of Vice President by acclamation and shall turn-to as Vice President effective Thursday, August 15.

Since Baca is the current San Francisco Business Agent and Trustee, this creates a vacancy for San Francisco Business Agent and Trustee. Article V, Section XVIII of the 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 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, recommend that the following election timeline be observed:

- Wednesday, September 4 - Nominations open for San Francisco Business Agent and Trustee at Headquarters meeting.
- Tuesday, September 10 - Nominations open for San Francisco Business Agent and Trustee at Honolulu meeting.
- Wednesday, September 11 - Nominations open for San Francisco Business Agent and Trustee at Wilmington meeting.
- Thursday, September 12 - Nominations open for San Francisco Business Agent and Trustee at Seattle Port Serviced special meeting.
- Monday, September 30 - Deadline for nomination acceptances received at Headquarters (regular mail or email). Credentials Committee checks acceptances and prepares ballot.

Balloting will occur at the October Headquarters and Branch meetings. Any questions from potential candidates for office may be directed to the President/Secretary-Treasurer at mfw_president@yahoo.com or 415-362-4592.

MFW Convention

The collective bargaining agreement with APL Marine Services expires on September 30, 2024. Article II, Section XIII of the MFW Constitution, states that it is *“the policy of the Union to hold, in the year in which the principal collective bargaining agreement or agreements are to be renegotiated and prior to such negotiations...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.”*

The purpose of the Convention is to consider ways and means of bettering the collective bargaining agreements of the Union, make reports pertaining to the good and welfare of the Union and take up matters referred to it by the membership for consideration.

This year, the Convention will be held via Zoom on Tuesday, August 27 at 1:00 p.m. Pacific time. Under “New Business”, three Convention Delegates will be elected at Headquarters. The Honolulu and Wilmington Branches are directed to elect one Convention Delegate each at their respective August Branch meetings; and the Seattle – Port Serviced is directed to hold a Special Meeting to elect one Delegate. All members in good standing are permitted to attend the Convention and be entitled to a voice, but no vote. Only the President/Secretary-Treasurer, Vice President, Port Agents and elected Delegates shall be entitled to vote. Any member wishing to present recommendations to the Convention may also do so via email or regular mail.

Details of the Convention (date, time and log-in requirements) will be distributed to the hiring halls in prior to the meeting. Members who wish to attend the Zoom conference should send name, book number and email address to mfw_president@yahoo.com.

On Wednesday, August 28, at 1:00 p.m. Pacific time, the annual meeting of the MFW Board of Trustees will be held via Zoom.

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Marine-Firemens-Union-121622254577986/](https://www.facebook.com/Marine-Firemens-Union-121622254577986/)

BUSINESS AGENT'S REPORT

There were 34 registrants dispatched in the month of July: 15 in Class A, two in Class B, six in Class C and 11 Non-Seniority.

There are 50 members registered: 22 in Class A, 11 in Class B, and 17 in Class C.

Here is the vessel rundown for July 2024:

Matson Navigation Company

On the Pacific Southwest triangle run: *MV Manoa* — delegate REJ Moses Bell, #3771, no beefs. *MV Mokihana* — delegate REJ Dale Cunningham, #3597, no beefs.

On the Pacific Northwest triangle run: *MV Mahimahi* is currently in layup in Seattle. *MV Manulani* — delegate ERJ Ramonchito Cruz, #3904, no beefs. *MV R.J. Pfeiffer* — delegate REJ Edward

Tokarz, #3770, no beefs.

APL Maritime Services

On the EX1 run: *MV President Reagan* — delegate ERJ Randy Flores, #3962, no beefs. *MV President J.Q. Adams* — delegate ERJ Matthew Powell, #3948, no beefs. *MV President Grant* — delegate ERJ John Ortiz, JM-5330, no beefs. *MV President Eisenhower* — delegate REJ Dewayne Ertl, JM-5277, no beefs. *MV President Kennedy* — delegate REJ Ezra Dhillon, # 3751, no beefs.

Patriot Contract Services

Cape Horn shipped an Oiler. *Haina Patriot* shipped an Oiler. *USNS Charlton* shipped an Electrician. *USNS Dahl* shipped an Oiler.

Fraternally,
Bobby Baca



Moose Boats to build new fireboat for SFO

California shipbuilder Moose Boats announced it has secured a contract with the City and County of San Francisco to build an M1-46 fireboat to service the San Francisco International Airport (SFO). The vessel will be operated by the San Francisco Fire Department’s Airport Division. The 46-foot catamaran will be the rescue boat used by the San Francisco Fire Department in case of emergency at the airport — the 13th busiest in the U.S.

According to San Francisco Fire, “The Airport Division is responsible for providing fire protection, fire prevention, code enforcement, emergency medical services, water rescue operations and hazardous materials abatement for the

San Francisco International Airport.”

The vessel will include a 1500 GPM pump, twin turbo diesel Cummins QSC 8.3 600 HP engines, storage for over 50 life rafts (each capable of carrying 10 persons), and a climate-controlled cabin featuring a dedicated patient care bench. The M1 Moose Boat will be stored in a boathouse near Seaplane Harbor allowing for a rapid emergency response time.

Additionally, the San Francisco Fire Department Airport Division will retain its existing M1 Moose fireboat as a reserve vessel to serve the community and airport when needed, ensuring continuous service during annual maintenance of the new boat.

Port of Oakland receives \$3 million grant to tackle sea level rise

In July, the California Department of Transportation (Caltrans) awarded the Port of Oakland and the City of Oakland \$3 million for a Sustainable Transportation Planning – Climate Adaptation Planning grant. The funds will address potential flooding due to sea level rise (SLR) and groundwater intrusion (GWI).

The plan is called *Rising Seas and Oakland’s Infrastructure and Front-line Communities: Climate Adaptation Planning for Neighborhood-led Resiliency Project*. It entails conducting an asset inventory and vulnerability assessment. The project focuses on projected SLR and GWI for the port and adjacent Oakland neighborhoods. The port will contribute \$1.5 million to help fund the \$4.5 million project.

The nearly 20 miles of San Francisco Bay shoreline property that the Port of

Oakland oversees is vulnerable to future extreme weather events. This includes critical transportation infrastructure, such as San Francisco Bay Oakland International Airport, the Oakland Seaport, and public transportation. It also includes critical roadway infrastructure that provides freight and passenger connectivity to vital State, regional, and local economies. Disadvantaged communities in Oakland are also vulnerable to SLR and GWI.

The project will model projected impacts of near and long-term (2030, 2050, 2100) SLR, GWI, and liquefaction. It will also seek adaptation strategies to combat the identified vulnerabilities. The community is integral to guide and inform the project. The port and city will use community engagement from the project’s start through-out implementation.

Outsourcing the US shipyard industrial base will outsource American sovereignty

Op-Ed by Matthew Paxton, August 5, 2024.

We live in an increasingly connected world. More goods and services move beyond borders and around the world with every passing year. Today more than 90 percent of the world’s goods move by sea.

You can thank the United States Navy for that. Since World War II, our sailors have kept the world’s shipping lanes open and commercial travel safe around the world. But today we face the real possibility of losing our dominance, making the world less safe.

This is not news to the military or its supporters in Congress. The problem is that some advocates are turning towards a well-meaning, but poorly-thought-out solution: Outsource America’s shipbuilding rather than increase investments domestically. That would be a mistake.

First, the facts: The world needs a strong US Navy — and the US Navy needs a larger fleet.

Today’s fleet of 300 ships falls 80 ships short of the goals in the Navy’s Battle Force Ship Assessment and Requirement (BFSAR) study, the fleet size the Pentagon believes is necessary to achieve the Administration’s national security strategy. It also falls well short of the Congressionally mandated requirement of 355 ships.

Meanwhile, our rivals are going into overdrive to put an end to American naval dominance. China already has the largest navy in the world, with 370 ships. And the gap is only growing as China continues to build: The Department of Defense estimates that the Chinese navy will grow to 395 ships by 2025 and 435 ships by 2030. Even the Pentagon’s industrial base strategy acknowledges that China is now “the global powerhouse in ... shipbuilding ... [and] vastly exceeds the capacity of not just the United States, but the combined output of our European and Asian allies as well.”

This ought to ring alarm bells in Washington and in the capitals of all of our allies, from our traditional NATO partners to the Philippines, which is currently the target of China’s naval aggression.

America’s private sector also needs more ocean-going ships. According to US government estimates, China has more than 7,300 merchant ships. The US has just 178. In case of emergency, China’s Navy has a vast supply of merchant ships that it can call on, while the US has not prioritized investing in new reserve ship assets since the 1990s.

But there is good news: America’s shipyards are ready to build the fleet of the future. Many of our shipyards have underutilized capacity that, if optimized, can achieve these ambitious and necessary goals, including building critical submarines for our allies, for both the private sector and the military alike.

Today’s Navy leadership recognizes the need to build more ships. The Navy’s shipbuilding budget request has increased by nearly half over the last three years and is now much closer to where it needs to be.

Leaders in Congress on both sides of the aisle, including Sen. Mark Kelly, D-Ariz., and Rep. Mike Waltz, R-Fla., recognize the need for action and have generated a report to guide Congress on how to develop a national maritime strategy. Earlier this month, Speaker of the House Mike Johnson said in a speech to the Hudson Institute, “Looking ahead, we also have to reinvest in our maritime sector and begin building new ships and new shipyards.” This is the direction we must follow.

We need to build up our Navy — but we need to do it the right way.

Earlier this year, Navy leadership floated the controversial idea of coproduction of US Navy ships with foreign shipyards and expanding the use of foreign yards for ship repair.

This would be a disastrous mistake both for our Navy and for America’s shipbuilding industrial base — especially because we can build better at home with our domestic workforce. If we need more ships or repairs for our national security fleet, the answer is not to outsource our Navy’s shipbuilding to Korea and Japan, kicking American shipyard workers to the curb. Which is why the US government must focus on long-term investment in America’s shipyard industrial base, just as private industry has invested in itself.

While the talking point of outsourcing shipbuilding as the easy answer may look good in headlines, it’s the exact opposite of a solution to this urgent problem. Instead, consistent, predictable budgets and acquisition strategies from government customers coupled with enforcement of existing laws, like the Jones Act, are critical to maintaining and expanding our domestic shipyard industry.

Some of our allies took the outsourcing path, and now are desperately trying to rebuild the industrial base back to what it once was — but they have lost the technical expertise, the infrastructure, and most importantly, the craftsmen to make it a reality. As a nation, why would we ever entertain this idea when we can see what it has done to our allies?

Secretary of the Navy Carlos Del Toro has said rightly that “we must explore any and all opportunities to expand our own shipbuilding capability.” Del Toro himself has identified several promising ideas that would do just that, such as multiyear procurement contracts and advance procurement funding. These are good ideas, but they must be done in our homeland, not by sending hard earned tax dollars and jobs overseas to bolster another country’s industrial base.

Both President Joe Biden and former President Donald Trump say they want the federal government to buy a greater share of its products from American companies. Both presidents issued “Buy American” executive orders after taking office. Both leaders should apply this bipartisan principle to our Navy and commit to building and repairing America’s Navy in America in 2025 and beyond. It is good economic policy. It is good national security policy and it is 100 percent bipartisan.

There is a lot at stake. Our sailors safeguard the seas and protect the livelihoods of everyday Americans and billions around the globe. America’s sailors deserve the best ships we can provide them — those ships are built and maintained in America by American workers in American shipyards. Navy leaders should not outsource our national security but should grow the fleet of the future here in America.

Matthew Paxton serves as president of the Shipbuilders Council of America.

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

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: August 26-27, October 21-22
- 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: September 16-18
- Compass Courses, Edmonds, WA: September 24-26, October 22-24, November 19-21
- MITAGS-PMI, Seattle, WA: December 7-9

NTSB report reveals need to maintain unimpeded return flow in diesel engine oil return systems

On July 30, 2024, the National Transportation Safety Board (NTSB) released its report on the 2022 fire aboard the passenger ferry *Sandy Ground*, in the Anchorage Channel, New York Harbor, near Staten Island, New York. NTSB investigators determined that while attempting to manage fuel oil levels as the vessel was transiting between Staten Island and Manhattan, oilers aboard the *Sandy Ground* closed both day tank fuel oil return isolation ball valves, which caused the over-pressurization of the fuel oil system. The fuel oil filters on the main engines ruptured, leading to the spray of fuel oil that ignited a fire. A delay in shutting down the main engines led to fuel oil continuing to spray

and increased the severity of the fire. The NTSB issued new five safety recommendations, including recommended regulatory changes to design requirements for diesel engine fuel oil return systems. The NTSB also issued a safety alert to vessel operators about the importance of understanding diesel engine fuel oil system return design and operation to prevent over-pressurization of fuel oil systems. This is the second fire in two years the NTSB investigated in which over-pressurization of the main engine fuel return system, caused by closed valves, led to diesel fuel spraying and igniting a fire. The other was a 2021 engine room fire on a towing vessel transiting the Mississippi River in Missouri.

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING (this “MOU”) is made as of **August 1, 2024**, between the MARINE FIREMEN’S UNION (the “Union”) and APL MARINE SERVICES, LTD. (the “Company”).

WHEREAS, the parties hereto have a collective bargaining agreement covering oceangoing U.S.-flag vessels, effective **October 1, 2022**, as amended and supplemented from time to time by agreement (the “Offshore Agreement”) and/or arbitration awards, of which the expiration date is **September 30, 2024**, and;

WHEREAS, Appendix A – Manning of the Offshore Agreement calls for an unlicensed engine department manning scale on each vessel, as follows:

- 1 - Electrician/Reefer/Junior Engineer (ERJ)
- 1 - Reefer/Electrician/Junior Engineer (REJ)
- 1 - Day Junior/Utility (DJU)

and;

WHEREAS, industry circumstances have made it difficult to fill several of the above billets over the past year, and;

WHEREAS, the U.S. Coast Guard Certificate of Inspection requires a minimum of three Oilers to properly crew the vessels, and;

WHEREAS, the parties desire to ensure that all vessels are properly manned in accordance with the Certificate of Inspection, thereby preventing no sail orders from the Coast Guard;

NOW, THEREFORE, the parties hereto agree as follows:

1. In the event the Union cannot provide an ERJ, REJ, or DJU after two successive job calls, the Company may request an Oiler/Utility to fill the billet.
2. The minimum credentialing requirements for the Oiler/Utility rating shall be:

a. Transportation Worker Identification Credential (TWIC)

b. United States Passport (or foreign Passport for up to 25 percent of unlicensed crew)

c. USCG Medical Certificate (STCW Two-Year Expiration Date and National Five-Year Expiration Date)

d. DOT-approved drug screen

e. Merchant Mariner’s Credential (MMC) with following endorsements:

(i) STCW Basic Training

(ii) STCW Vessel Personnel with Designated Security Duties and Security Awareness

(iii) National endorsement of QMED-Oiler

(iv) STCW endorsement of Rating Forming Part of an Engineering Watch
3. The following wage and benefit scales (in USD) shall apply to the Oiler/Utility rating:

Base Wage Monthly	Suppl. Benefit Monthly	Suppl. Wage Monthly	Base Wage Daily	Suppl. Wage Daily	ST Rate Hourly	OT Rate Hourly
\$4,862.94	\$5,244.26	\$2,971.92	\$162.10	\$99.06	\$28.02	\$42.03

MFWO* Welfare Daily	MFWO Money Purchase Daily	MFWO Suppl. Pension Daily	MFWO Training Daily	MFWO JEC Daily
\$128.67	\$27.00	\$4.50	\$9.14	\$5.00

*\$118.67 daily shall be allocated to the Guaranteed Account and \$10.00 daily shall be allocated to Special Account #1.

SIU-PD Pension Plan Daily	SIU-PD Supplemental Admin Fee Daily	SIU-PD Medical Center Daily
\$20.00	\$1.12	\$8.75

4. It is agreed by the parties that the Union shall file no misassignment claims when a licensed engineer performs work normally assigned to the rating (ERJ, REJ or DJU) that has been replaced by an Oiler/Utility.
5. Upon completion of maximum period of employment, the Company shall order the proper replacement (ERJ, REJ or DJU) for the Oiler/Utility.
6. This MOU shall be deemed to have become final and binding upon the parties hereto only upon the fulfillment of the following conditions:

a. Ratification of the MOU by the Union membership; and

b. Written notification of such ratification given by the Union to the Company.

Dated: July 29, 2024

For the Company: /s/ Michael Labonte

For the Union: /s/ Anthony Poplawski

Active MFWO members

Retain your Welfare Fund eligibility.

MAIL or TURN IN all your Unfit for Duty slips to:
MFWO Welfare Fund,
240 2nd Street, San Francisco, CA 94105

Correction

In the July issue of *The Marine Fireman*, the Matson offshore daily supplemental wage rates were incorrectly listed. The actual daily supplemental wage rates are as follows:

Matson Navigation Company Wage Rates Effective July 1, 2024

Motor Vessels

Rating Monthly	Supplemental Benefit Daily
Electrician/Reefer/Junior	\$151.33
Reefer/Electrician/Junior	\$147.11
Day Junior/Utility	\$131.01
Wiper	\$94.37
Advancement Program Wiper	\$31.31



What is Labor Day anyway?

Labor Day may be the unofficial end of summer, but since 1894 it’s also when we pause to celebrate America’s unions and union workers.

Way back when

Before workers organized and formed unions, there were no regulations surrounding employment, and employers often took advantage of this freedom. This meant that employees were very often required to work extraordinarily long hours, and with no job protection from discrimination, or even violence. Worse still, young children were often put to work in factories, mines, railroads, warehouses, and other dangerous work environments.

How it began

Working people began organizing and bargaining collectively to advocate for better working conditions and wages and celebrated the first Labor Day in New York City on Tuesday, September 5, 1882. Following the deaths of 13 workers during the Pullman Strike in June of 1894, President Grover Cleveland made reconciliation with the labor movement a top priority of his administration, making Labor Day a federal holiday in 1894.

During the major economic depression of the early 1890s, the Pullman Palace Car Company cut wages in its factories. Discontented workers joined the American Railway Union (ARU), led by Eugene V. Debs, which supported their strike by launching a boycott of all Pullman cars on all railroads. ARU members across the nation refused to switch Pullman cars onto trains. When these switchmen were disciplined, the entire ARU struck the railroads on June 26, 1894. Within four days, 125,000 workers on 29 railroads had quit work rather than handle Pullman cars.

How unions impact our lives today

In the years since, labor unions have served as a united voice for workers of all professions by bargaining collectively with employers to advocate for better wages, working conditions and to establish parameters of work life that have become commonplace and law, such as the eight-hour-workday, five-day work week, protection for children in the workplace and the federal minimum wage.

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.

UAW files unfair labor practice charge against Trump, Musk

The United Auto Workers (UAW) filed an unfair labor practice charge against Donald Trump’s campaign and Tesla CEO Elon Musk on August 13 after the former president advocated for firing striking employees during an interview on X.

“They go on strike, I won’t mention the name of the company, but they go on strike and you say, “That’s OK, you’re all gone,” Trump said in the interview with Musk, who also owns the social media platform. “You’re all gone. So, every one of you is gone.”

Firing striking employees or threatening to do so is a violation of the National Labor Relations Act. Trump’s comments came amid his efforts to make inroads with rank-and-file union members despite most major unions —

including the UAW — endorsing Vice President Kamala Harris since President Joe Biden dropped out of the race.

The NLRB would need to investigate the UAW’s complaint and decide whether to move forward if it finds that the charge has merit. Musk is already battling with the NLRB in federal courts trying to block it from carrying out enforcement actions against one of his other businesses, SpaceX.

The former president’s comments were among several rambling rants he went on during his highly anticipated conversation with Musk.

UAW President Shawn Fain called Trump a “scab” in a statement attacking him for siding with Musk, who is contributing to a super PAC supporting Trump’s bid for the White House.

Breakbulk throughput soaring at the Port of Virginia

Since October last year, and the arrival of the first shipment of components for the project, the transformation of the Portsmouth Marine Terminal into a logistics hub has been ongoing. This transformation and activity pushed breakbulk volumes at the port to 83,817 tons in fiscal year 2024, 112.1 percent above the volumes handled in fiscal year 2023. During June breakbulk tonnage at the port reached 33,152, 185.3 percent above the volumes handled in June 2023.

Overall, the Port of Virginia closed fiscal year 2024 having processed 3.5 million twenty-foot equivalent units (TEU), a two percent increase over fiscal year 2023 and the second-best fiscal

year performance in the port’s history.

A port spokesman said that the port is delivering world-class, 21st century service to users, enhancing efficiency and capabilities, expanding infrastructure, becoming a more sustainable operation and making inroads into new markets. The port has “welcomed new vessel services to South America and the Indian Subcontinent as well.”

HOWZ SHIPPING?

July 2024

San Francisco

Electrician.....	2
Reefer/Electrician/Jr. Engineer.....	1
Oiler	3
Wiper	1
Standby Electrician/Reefer	11
Standby Wiper	16
TOTAL	34

Wilmington

No Report Submitted

Seattle

Electrician.....	1
Reefer/Electrician/Jr. Engineer.....	2
Standby Electrician/Reefer	6
Standby Wiper	3
TOTAL	12

Honolulu

Electrician/Reefer/Jr. Engineer.....	6
Reefer/Electrician/Jr. Engineer.....	1
Junior Engineer	3
Oiler	3
Wiper	1
Standby Electrician/Reefer	23
Standby Wiper	31
TOTAL	68

HONOR ROLL

Voluntary donation to General Treasury — July 2024:
Edgardo Guzman, #3905..... \$40.00
Eric White, #3925\$100.00
Don Ngo, #3826.....\$50.00

POLITICAL ACTION FUND

Voluntary donations for July 2024:
Judith Moore, in Memory of
Jerry Kimball, P-2543.....\$1,000.00
Don Ngo, #3826.....\$50.00

MFOW members pensioned

Name	Book Number	Pension Type	Sea Time	Effective
James Kula	JM-4102	SIU PD Only Deferred Vested	11.00	8/1/2024
Rick Rafloros	3839	SIU PD Only Reduced H & W	19.025	8/1/2024
Thomas Davis	JM-5156	SIU PD Only Basic L/T	29.110	8/1/2024

HONOLULU NOTES

Honolulu is just crawling back from an average that was around the low sixties to now for the last three months into the upper sixties on total job shipped for the month. Honolulu dispatched a total of 68 jobs in July. Fourteen of them were rotary which is also good for Honolulu. Presently, the Honolulu registration list has 23 A-, four B-, and 16 C-seniority members.

In July, I attended one monthly meeting with the Honolulu Sailor’s Home Board but did a couple events with the Merimed Foundation. Early in July they held a “Talk Story Session” where interested job seekers can come in and sit down and just ask a whole bunch of questions with the SUP, SIU, and MFOW agents. We were situated in a room in different areas all talking about being a merchant mariner. Around 20 people showed up and spent five hours with us.

Later in July, the Merimed Foundation secured grant money to do a day sail for two days in Kaneohe Bay. I was lucky enough to join them on both

days. The kids got to experience not only sailing on a three masted schooner which included hoisting and lowering of the sails but also received lessons on bridge watch standing, tying knots, learning how to bow watch, and engine and ship maintenance procedures. Next month they are sponsoring another Career Expo for all of us in the maritime industry. Everyone will be there: NCL cruise line, Young Brothers, Sause Brothers, Maritime Institute, IBU, SUP, SIU, MFOW, Marisco, Pacific Shipyard, NOAA, University of Hawaii, Foss, USCG, USCG REC Honolulu, U.S. Marine Corps, and more. Merimed Foundation is so valuable to our maritime industry, especially now with how Covid affected everyone’s life.

Shout out to brother Don Ngo, mahalo for covering me in the hall while I took some vacation. He is so in the groove with all the work that a port agent does on a day-to-day basis. Don, *mahalo nui loa*. Great job.

Aloha,
Mario Higa, Port Agent

SEATTLE NOTES

During the month of July Seattle shipped two REJs, one Electrician, six Standby Reefers, and three Standby Wipers. Seattle currently has 10 A-, two B-, and four C-seniority members registered for shipping.

As a follow up to the Seattle March Report regarding the \$200,000 funding that the Seattle Branch secured through Washington State legislation to be applied to the non-profit Seattle Jobs Initiative (SJI) for new mariner credentialing, the money is now available to be accessed through their program.

The state contract that was drawn up is more favorable than I had anticipated and will suit the needs of prospective mariners in a more focused manner. I will have a referral letter available for undocumented applicants that will name the needed components the mariner requires to register with the union (TWIC, CG-719K physical, drug screen, VPDS, BST, MMC, and U.S. Passport) that will allow us to target all, or just the missing components needed to get their status seaworthy. The original \$75,000 household pov-

Halls to close

Labor Day — The MFOW hiring halls will be closed Monday, September 2, 2024, in observance of Labor Day, which is a contract holiday.

erty level threshold has been removed from the language and this service will be available to any viable candidate. All services will be provided at no cost to the applicant and SJI will assist them with the application paperwork process and will schedule all training on their behalf.

Send anyone interested my way, and please talk to your local high school career counselors and other community contacts about this terrific opportunity that will help the membership grow.

Faternally,
Brendon Bohannon,
Representative

Regular membership meeting dates 2024

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

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