



# THE MARINE FIREMAN

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



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No. 9

## LA Harbor Commission greenlights Pier 300 on-dock rail project

The Los Angeles Harbor Commission has approved a lease amendment that finalizes plans for a \$52 million infrastructure improvement project to significantly improve the on-dock rail capacity and reduce overall emissions at the Port of Los Angeles Pier 300 terminal operated by Fenix Marine Services (FMS). Construction is expected to begin next year. The project should make the Port of Los Angeles more competitive and add to its ability to pursue more discretionary cargo headed for the interior of the United States.

The project will add five loading/unloading tracks in the intermodal yard at the Pier 300 terminal. The improvement will increase on-dock railyard capacity, enabling more cargo to be loaded directly onto trains via the on-dock railyard within the terminal. Rail is the most energy and fuel-efficient means of long-haul freight movement within the

continental U.S.

Other improvements involved in the project include grading and paving, fire protection, electrical improvements, striping and signage, and additional storm drain design elements for low impact development compliance.

Grant funding for the project includes approximately \$18 million from the U.S. Department of Transportation Maritime Administration and \$19 million from California's Trade Corridor Enhancement Program. The Port of Los Angeles will provide the balance of the funding.

In January 2022, CMA CGM reacquired 100 percent of the FMS container terminal in the Port of Los Angeles. One of the largest terminals in the U.S. in one of the country's most strategic gateways, the strategic deep-water location and first-class infrastructure are the foundation of the terminal's ongoing development and investment program.



Fenix Marine Services (FMS) container terminal in the Port of Los Angeles.

Photo by Port of Los Angeles.

## MV Cape Hudson supports exercise Super Garuda Shield 24

The Military Sealift Command (MSC) chartered *MV Cape Hudson* arrived at the port of Banyuwangi, Indonesia, last month to offload equipment in support of exercise Super Garuda Shield 2024. The vessel embarked on its voyage from its home base in San Francisco and made stops to load cargo and personnel in Tacoma, Honolulu, and Japan before arriving at Banyuwangi. Super Garuda Shield is one of the largest multinational exercises in the Indo-Pacific region, and continues to solidify the U.S.-Indonesia Major Defense Partnership Defense Cooperation Agreement and advances cooperation in support of a free and open Indo-Pacific region.

Oversight of the offload in Indonesia was conducted by a detachment of the U.S. Army's 835th Transportation Battalion, 599th Transportation Brigade, Military Surface Deployment and Distribution Command (SDDC), out of Okinawa, Japan. Within two days, the ship unloaded approximately 313 pieces of equipment and containers. Once the items were discharged off the ship, they were staged at the marshalling area for onward movement to the respec-

tive training area. Between the expertise of MSC, SDDC and Banyuwangi port officials, all gear was off loaded as scheduled.

*Cape Hudson* is a 750-foot-long roll-on, roll-off container vessel with four decks of cargo space. The ship can accommodate 186,000 square feet of cargo, which equates to about 4.3 acres of space that can equal roughly 38,000 tons of cargo. It is part of the *Cape H*-class of ships that include *MV Cape Horn* and *MV Cape Henry*.

Despite its massive presence, the ship's characteristically low draft allows for this tonnage while still getting into smaller ports. The ship has a significant cargo capacity and is multimodal, making *Cape Hudson* ideal for the charter.

*Cape Hudson* is part of the Ready Reserve Force fleet of vessels. The RRF is a subset of vessels within the Maritime Administration's (MARAD) National Defense Reserve Fleet ready to support the rapid worldwide deployment of U.S. military forces.

As part of the crew of *Cape Hudson*, MSC also assigned a tactical advisor (TACAD), whose job is to deploy on



Military Sealift Command-chartered ship *MV Cape Hudson* arrives at the Port of Banyuwangi, Indonesia, to offload equipment in support of exercise Super Garuda Shield 2024, on August 12.

Navy photo by Grady T. Fontana.

commercial chartered vessels and act as a liaison between military higher headquarters and the ship's crew. The Navy Reserve is MSC's manpower solution for surge mission sets, and TACADs are typically Strategic Sealift Officers

(SSOs), who are warfare qualified Navy Reserve Officers with civilian Merchant Mariner credentials and military training to support the activation, operation, and sustainment of the Sealift fleet.



Military vehicles are staged near Military Sealift Command chartered ship *MV Cape Hudson* during an offload of equipment in support of exercise Super Garuda Shield 2024.

Navy photo by Grady T. Fontana.

### Halls to close

**Columbus Day** — The MFOW hiring halls will be closed on Monday, October 14, 2024, in observance of Columbus Day, which is a contract holiday.

## Port of Oakland seeks development concepts for Howard Terminal

The Port of Oakland has issued a Request for Qualifications (RFQ) seeking a developer for its 50-acre Howard Terminal. Located along the Oakland waterfront, this site is a former marine terminal that has not been used for cargo vessel operations since 2013. Howard Terminal is adjacent to industrial operations to the west and Jack London Square — the East Bay's top waterfront entertainment destination—to the east. The port will consider a wide range of submissions, including maritime, light industrial, commercial, recreational, and/or water-oriented uses.

"The port has a major opportunity to create a transformational development project that can provide critical economic benefits to Oakland and the region," said a Port of Oakland spokesman. "We're looking for development

partners who will help realize the port's commitment to creating good-paying, local jobs for the region while fully activating the Howard Property."

An RFQ seeking entities interested in developing Howard Terminal is now posted on the Port of Oakland website. Responses are due on December 9, 2024. The latest RFQ comes after years of port officials considering different ideas for the former marine terminal. In 2019, the port entered into an exclusive negotiation term sheet with the Oakland A's for a potential mixed-use ballpark development, which expired in May 2023. Currently, Howard Terminal is subject to mostly short-term property rental agreements to accommodate container parking, depot operations, and other ancillary maritime services.



# The Marine Fireman

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## Second NSMV completes sea trials

The second vessel in a series of new training ships for U.S. state maritime academies has completed sea trials. The National Security Multi-Mission Vessel (NSMV) Patriot State, built by Philly Shipyard and scheduled for delivery to the Massachusetts Maritime Academy later this year, completed the trials with participation from the shipyard, vendors, construction management teams, captain, crews and the Massachusetts Maritime Academy. A keel laying ceremony was held for Patriot State in September 2022, and the ship was launched in July 2023. Upon entering service for the Massachusetts Maritime Academy, the newbuild will replace TS Kennedy, a 1960s-built break bulk cargo freighter converted to a training ship in the early 2000s. Each new NSMV is built with instructional spaces, a full training bridge

and space for up to 600 cadets. In addition, each ship features hospital facilities, a helicopter pad and the ability to accommodate up to 1,000 people in times of humanitarian need. The NS-MVs can also provide needed roll-on/roll-off and container storage capacity for use during disaster relief missions. The government-sponsored shipbuilding program is the nation’s first to utilize the vessel construction manager (VCM) model, which places the responsibility for the selection and oversight of the shipyard on a government contractor that utilizes commercial best practices to manage the project. In 2019, the U.S. Department of Transportation’s Maritime Administration (MARAD) awarded TOTE Services a contract to be the VCM for the NSMV program, and Philly Shipyard secured the contract to build the first

two vessels in 2020. The next two vessels in the NSMV program were ordered in 2021, followed by the fifth and final vessel in 2022. The series’ first ship, Empire State, was delivered to SUNY Maritime College in 2023. During its inaugural training cruise this summer, the ship was forced to alter course due technical issues. Philly Shipyard is currently constructing the final three ships in the NSMV series, State of Maine (Maine Maritime Academy), Lone Star State (Texas A&M Maritime Academy) and Golden State (California Maritime Academy), for scheduled delivery in 2025 and 2026. The yard has said it is seeking schedule relief for the remaining builds due to various challenges, including workforce shortages and supply chain issues.

## Navy could sideline 17 support ships due to manpower issues

The US Navy’s Military Sealift Command has drafted a plan to remove the crews from 17 Navy support ships due to a lack of qualified mariners to operate the vessels. The MSC “force generation reset” identified two *Lewis and Clark*-class replenishment ships, one fleet oiler, a dozen *Spearhead*-class Expeditionary Fast Transports (EPF) and two forward-deployed Navy expeditionary sea bases that would enter an extended maintenance period and have their crews billeted to other ships in the fleet. Based on the crew requirements on the platforms, sidelining all the ships could reduce the civilian mariner demand for MSC by as many as 700 billets. A defense official confirmed the basic outline of the plan. Two sources identified the forward-deployed sea bases as *USS*

*Lewis Puller*, based in Bahrain in U.S. Central Command, and *USS Hershel Woody Williams*, based in Naval Support Activity Souda Bay, Greece, and operated in U.S. European and Africa Command. The new effort, known informally as “the great reset” has yet to be adopted by the Navy and is awaiting approval from Chief of Naval Operations Adm. Lisa Franchetti. Across the MSC there are about 4,500 billets for mariners on a wide variety of U.S. support ships ranging from resupply vessels, fleet oilers that refuel ships and aircraft, salvage ships, the Navy’s two command ships, submarine tenders and hospital ships. For every billet on an MSC ship there are about 1.27 mariners to fill the positions, a ratio that two former MSC mas-

ter mariners said was unsustainable. At that ratio, a mariner would be at sea for four months and off for about a month, and then return. In addition to the more demanding schedule, the extra wrinkle for the MSC mariners is that they earn leave at the same rate as other DOD employees and junior mariners aren’t paid for their time off on shore if they haven’t accrued leave. If the Navy and MSC elect to reassign the crews of all 17 ships, the so-called great reset could free up 600 to 700 sailors to the larger MSC pool. That would bring the ratio closer to 1.5 mariners per billet and allow MSC mariners more time on shore and allow the Navy to crew newer support vessels like the *John Lewis*-class fleet oiler. Three have delivered to the Navy, but none have deployed in part due to crew availability.

The punishing schedule for the mariners led to a retention issue for MSC that was accelerated by the severe “gangway up” COVID-19 prevention measures ordered by retired MSC commander Rear Adm. Michael Wettlaufer. “During COVID nobody was getting off the ship, mariners were being treated poorly and so they started to quit,” a retired MSC mariner said. Since then, “mariners have been quitting at a greater rate than MSC can hire new ones... people say ‘I had to quit because it’s a terrible work-life balance. I can’t go to sea and also have a family, so I got to leave.’” Another former MSC mariner said he enjoyed sailing with MSC, but he saw his older peers deal with divorce and estrangement from their children and didn’t want that for himself. “I can’t say much bad about MSC, he said, “But when I left, I left because of my family.” That pressure to retain experienced mariners led to the decision to craft the plan to sideline ships.

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**PCS**

Over the past few months, there has been quite a bit of activity involving Patriot Contract Services (PCS) and the operation and maintenance of several types of government vessels.

**RRF** — U.S. Maritime Administration (MARAD) solicitation 693JF722R000009, covers the operation and maintenance of up to 53 Ready Reserve Force (RRF) vessels. The Union has worked with PCS to submit a competitive bid. The award is pending.

**T-AGS Vessels** — Military Sealift Command (MSC) solicitation N3220524R4088 covers the operation and maintenance of eight oceanographic survey (T-AGS) vessels: the *USNS Robert Ballard*, *USNS Bowditch*, *USNS Bruce C. Heezen*, *USNS Henson*, *USNS Pathfinder*, *USNS Mary Sears*, *USNS Marie Tharp*, and *USNS Waters*. The Union has worked with PCS to submit a competitive bid. The award is pending.

**T-AGOS and T-AGM Vessels** — Military Sealift Command (MSC) solicitation N3220524R4070 covers the operation and maintenance of five ocean surveillance (T-AGOS) vessels and one range instrumentation (T-AGM) ship. The T-AGOS vessels are the *USNS Able*, *USNS Effective*, *USNS Impeccable*, *USNS Loyal*, and *USNS Victorious*. The T-AGM ship is the *USNS Howard O. Lorenzen*. Three additional unnamed ocean surveillance vessels with projected delivery dates in 2027, 2029, and 2030 are included in the solicitation. The bid submission deadline is September 10, 2024.

**USNS Seay and USNS Pililaau** — Back in July, the Union was notified by MSC that they anticipated exercising option period 1 with PCS, under contract N3220523C4031, for the operation and maintenance of the *USNS Seay* and *USNS Pililaau*. It was anticipated the option period would start September 1, 2024.

**MT SLNC Pax** – On August 28, PCS informed the Union that a seven percent (7.0%) total labor cost increase (wages and benefits) will be implemented effective August 26, 2024, for all crew members working aboard the shallow draft tanker *MT SLNC Pax*.

**MT Allied Pacific** — As previously reported, last year Federated Maritime LLC was awarded a \$33,476,761 firm-fixed-price portion of an already awarded contract (N3220523C4224), for the time charter of one US-flag, double hull tanker. The SIU Pacific District entered into a Memorandum of Understanding with American Ship Management LLC (ASM), fully owned subsidiary of PCS, to operate the *MT Allied Pacific*, in which ASM acts as a subcontractor to the prime contractor (Federated Maritime LLC). The contract includes a 12-month base period with three one-year option periods, and one 11-month option period, which if exercised, would bring the cumulative value of the contract to \$97,674,640. On August 29, the Union was informed by MSC that the government intended to exercise option period 1 of the contract for the period of 06 October 6, 2024, to October 5, 2025.

**Watson-class LMSR Vessels** — The Union has not received any new updates regarding the fate of the *Watson*-class LMSR fleet.

**APL Marine Services**

**MV President George H.W. Bush** — Last month, APL Marine Services (APLMS) welcomed the newbuild *President George H.W. Bush* to its US-flag fleet. This is the fourth new ship (following the *President John Quincy Adams*, *President Grant*, and *President Reagan*) that APLMS brought into the fleet to replace older vessels. The new ships are part of a significant 22-vessel order placed by APL's parent company, CMA CGM, with China Shipbuilding Corporation, with the majority destined for APL's international fleet.

The *President George H.W. Bush* was christened and flagged into the U.S. registry on August 26 in Oakland. Before the end of the year, APLMS plans to also bring in the *President James Monroe* and the *President Lyndon Johnson*. The MFW, SUP, SIU-AGLIW, MEBA and MM&P will continue to crew the replacement ships under the existing agreement with APLMS.

**Negotiations** — The collective bargaining agreement with APLMS expires on September 30, 2024. On August 27, MFW Convention delegates discussed ways and means of improving the collective bargaining agreement and made recommendations for the negotiating committee to consider. Also on August 27, the MFW Board of Trustees held their annual meeting. These items will be discussed under “New Business.”

**SF Business Agent**

As a result of former San Francisco Business Agent Robert Baca being elected to the office of Vice President, a vacancy has been created for the office of San Francisco Business Agent and for one 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 he 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 acceptance 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](mailto:mfw_president@yahoo.com) or 415-362-4592.

# Industry letter to U.S. Senate to expedite confirmation of FMC commissioners

August 30, 2024

Dear Senator,

On behalf of the undersigned maritime stakeholders, including shipping companies, labor organizations, ports, shipbuilders and trade associations, we are writing to urge that the Senate Commerce Committee advance the presidential nominations of Commissioners Carl Bentzel and Louis Sola to serve second terms on the Federal Maritime Commission (FMC). Our companies and employees serve throughout the domestic and international maritime supply chain, playing vital roles in ensuring America's economy remains connected and competitive in the global marketplace. We do this in the face of growing geopolitical and commercial challenges, including unprecedented attacks on commercial merchant vessels and mariners sailing through the Red Sea region.

The current tenure of Commissioners Bentzel and Sola at the FMC has been marked by a collective dedication, expertise, and a commitment to safeguarding our national interests and protecting U.S. jobs and businesses from unfair trade and business practices. Their deep understanding of the complexities of maritime law and regulation – honed after decades in the maritime industry – coupled with their experience in both public and private sectors, make them exceptionally qualified to continue serving on the Commission.

During these unprecedented times of economic uncertainty and global tension, ongoing disruptions to international supply chains and maritime logistics represent a continuing threat to our nation's collective well-being. Effective and comprehensive oversight of the industry requires steadfast and knowledgeable hands, and the confirmation of Commissioners Bentzel and Sola to a second term will provide the continuity and necessary experience to address the dynamic and increasingly complex issues facing the U.S. maritime supply chain and American maritime workers. Their proven track record of leadership and unwavering commitment to the well-being of the U.S. maritime industry make their continued, and uninterrupted service an invaluable asset to the Commission and our nation.

For these reasons, we again strongly urge you to expeditiously confirm Commissioners Carl Bentzel and Lou Sola to serve another full term on the FMC as you work to preserve the critical nature of the FMC's mission and ensure its continuity. We deeply appreciate your consideration of this important matter.

Thank you.

- Agriculture Transportation Coalition (AgTC)

Alliance for Chemical Distribution

American Apparel & Footwear Association

American Association of Exporters and Importers

American Association of Port Authorities

American Chemistry Council

American Cotton Shippers Association

American Home Furnishings Alliance

American Maritime Congress

American Maritime Officers

American Maritime Officers Service

American Merchant Marine Veterans

American Pilots Association

American Radio Association

American Roll-On Roll-Off Carrier Group

American Steamship Company

American Waterways Operators

Atlas Crossing

Baltimore Customs Brokers & Freight Forwarders Association

Consumer Brands Association

Council of American Master Mariners

Crowley Maritime

Cruise Lines International Association

Detroit Customs Brokers & Freight Forwarders Association

Dredging Contractors of America

Empire Worldwide Logistics

Florida Customs Broker Association

Foreign Trade Association

Genesis Marine

Grand River Navigation Company, Inc.

Great Lakes Dredge and Dock

Great Lakes Maritime Task Force

Houston Customs Brokers & Freight Forwarders Association

Intermodal Motor Carriers Conference

International Trade and Transportation, Inc

International Warehouse Logistics Association (IWLA)

JFK Airport Customs Brokers & Freight Forwarders Association

Keystone Shipping Co.
- Lake Carriers Association

Liberty Maritime

Los Angeles Customs Brokers and Freight Forwarders Association

Louis Dreyfus Company

Mallory Alexander International Logistics

Marine Engineers Beneficial Association (AFL-CIO)

Marine Firemen's Union

Maritime Accelerator for Resilience

Maritime Association of the Port of New York and New Jersey

Maritime Institute for Research and Industrial Development

Maritime Trades Department (AFL-CIO)

Masters, Mates, & Pilots (AFL-CIO)

MSC Mediterranean Shipping Company

National Association of Waterfront Employers

National Customs Brokers and Forwarders Association of America (NCBFAA)

National Industrial Transportation League

National Retail Federation

New York New Jersey Foreign Freight Forwarders and Brokers Association

Overseas Shipholding Group

Pacific Coast Council of Customs Brokers and Freight Forwarders (PCC)

Patriot Maritime

Rogers & Brown Custom Brokers, Inc.

Sailors' Union of the Pacific

Saltchuk

Seafarers International Union (AFL-CIO)

Sealift LLC

The Pasha Group

TOTE, LLC

Transportation Institute

Travel Goods Association (TGA)

U.S. Forage Export Council

U.S. Marine Management

Vimar

Western Great Lakes Pilots' Association

Wildcat Logistics



# MFOW Convention — August 27, 2024

## State of the Union

By Anthony Poplawski,  
President/Secretary-Treasurer

In this State of the Union report I will discuss the financial structure of the Union, jobs under contract, membership totals, and documents regarding the pension, welfare and training funds. I will also include my recommendations for upcoming negotiations with APL Marine Services. All of this information will relate to our discussion on ways and means of bettering the Union and general recommendations.

### FINANCIAL STRUCTURE

The total combined financial assets of the Union, as of July 31, 2024, amounted to \$2,716,707. Our primary sources of income are work assessments, hiring hall contributions, rental income and union dues. Our largest expenses are union official and staff salaries, followed by union official and staff fringe benefit costs, and port serviced costs.

**General Treasury** — The general treasury balance as of July 31, 2024, was \$1,216,707.

**Strike Fund** — By action of the membership, the strike fund is maintained at the level of \$1,500,000. Dodge & Cox continues to manage investment monies of the strike fund and general treasury in a prudent and conservative manner. U.S. Bank has been the custodian of the strike fund and general treasury monies since 2012.

**Political Action Fund** — The Political Action Fund balance as of July 31,2024 was \$76,688.

**Annual Audit** — The firm of Miller Kaplan Arase LLP is performing the annual audit of the Union. The Union audit for the year ending December 31, 2023, is in progress.

### TRUST FUNDS

**SIU Pacific District Pension Plan** — The SIU Pacific District Pension Plan statement of net assets available for benefits shows a total of \$112,826,301 at market value as of March 31, 2024. The maximum long-term pension payment is \$2,670 per month for participants who retired on or after July 1, 2023.

**SIU Pacific District Supplemental Benefits Fund** — The statement of net assets available for benefits shows a total of \$2,968,667 as of March 31, 2024.

**SIU Pacific District Seafarers’ Medical Center** — The statement of net assets available for benefits shows a negative balance of \$35,551 as of March 31, 2024. In order to fix this problem, the parties have agreed to reallocate \$1 per manday from the SIU-PD Supplemental Benefits Fund Administration Fee to the Seafarers’ Medical Center for a period of one year. —

**MFOW Money Purchase Pension Plan** — The MFOW Money Purchase Pension Plan (MPPP) statement of net assets available for benefits shows a total of \$38,560,315 as of April 30, 2024. Ms. Stacy Bobu is responsible for processing MPPP participant applications and forwarding them to the data processing office. Plan administration services have been performed by Benesys, Inc. since April 1, 2009.

**MFOW Supplementary Pension Plan** — The MFOW Supplementary Pension Plan statement of net assets available for benefits shows a balance of \$1,131,140 as of May 31, 2024. The plan was certified to be in the Yellow Zone (Endangered Status) on October 27, 2023, based on the estimated funding percentage of 50.9 percent and a positive credit balance for the next seven years. For this reason, the parties agreed to reallocate \$4.50 per manday to the MFOW Supplementary Pension Plan.

The maximum monthly benefit under the MFOW Supplementary Pension Plan is \$560, which became effective August 1, 2006. Wright Investors Services manages the plan investment portfolio. Zenith Administrators has been performing the administrative and accounting duties of the plan since November 2001 in coordination with Ms. Stacy Bobu, our supplemental benefit and pension analyst at Headquarters.

**MFOW Welfare Fund** — The MFOW Welfare Fund income and expense statement as of April 30, 2024, shows a total of \$9,819,349 in the Guaranteed Account, \$2,189,970 in Special Account #1, and \$1,979,588 in Special Account #2; for a grand total of \$13,988,907. Our controller, Ms. Manita Li, continues to perform the accounting and administrative duties required to properly administer the plan under a reimbursement arrangement between the Welfare Fund and the Union. Ms. Kirsten Shaffer of Rael & Letson is the consultant for the MFOW Welfare Fund and reports quarterly on the status of our Welfare Fund contracts.

**MFU Training Plan** - The financial statement for the MFU Training Plan shows a fund balance of \$62,704 as of June 30, 2024. Our training coordinator, Ms. Kasia Grzelak, processes member applications, enrolls members in the various training courses, and arranges for tuition payments, transportation, lodging and subsistence reimbursements. Due to an excessive amount of training over the past year and a half, the Training plan has been required to suspend most training until funds are replenished. The following MFOW Training Plan training evolutions were completed in the first half of 2024 alone:

STCW Able Seafarer - Engine	10
STCW RFPEW	12
STCW Basic Training Refresher	3
STCW Basic Training Revalidation	22
IECEX (Electrician LNG)	3
IGF Basic (LNG)	34
MSC Government Vessels	18
MSC GOV Vessels Refresher	16
QMED-Electrician/Refrigerating Engineer	15
QMED-Fireman/Watertender and Oiler	12
QMED-Oiler	1
High Voltage Safety	5
<b>Total</b>	<b>151</b>

**MFU Joint Employment Committee** — The MFU Joint Employment Committee primary account balance as of May 31, 2024, was \$21,100 and the restricted APL Guam Settlement account balance was \$122,600. Kasia Grzelak has performed the routine administrative and accounting duties for the Joint Employment Committee (JEC) since 2022. Similar to the reimbursement arrangement for the welfare and training plans, the Union is reimbursed monthly from the JEC.

### UNION MEMBERSHIP

According to the Treasurer’s office records, as of December 31, 2023, we had a total of 516 members: 206 active full book members, 215 active junior members, 11 dues-paying pensioners and 84 non-dues paying regular pensioners.

### DEMOGRAPHICS

The December 31, 2023, membership report shows 421 active members with listed address of record in the following states:

Rank	State	No. of Members
1.	California.....	219
2.	Hawaii .....	73
3.	Washington.....	50
4.	Nevada.....	22
5.	Oregon.....	10
6.	Florida .....	9
7.	Texas.....	8
8.	Arizona .....	5
9.	Other (three or less total members each) ....	25
<b>Total .....</b>		<b>421</b>

### TOTAL JOBS DISPATCHED IN 2023

According to Headquarters and Branch shipping reports, the Union dispatched a

## MFOW Convention — August 27, 2024

### Vice President’s Report

By Robert Baca

San Francisco dispatched a total of 400 jobs last year. There was a drop in the number of dispatches year-over-year. Labor requests for standby jobs from Matson and APL were reduced, possibly from poor workmanship or budget cuts. The breakdown in dispatches by seniority is as follows: 186 A-, 72 B-, and 94 C-seniority members, and 48 non-seniority applicants. The speech I give at job calls is to do a good job; and union members need to help each other out and take open jobs.

### Wilmington Port Agent’s Report

By Harold “Sonny” Gage

Not much to report other than I am expending a lot of time and energy into recruiting new labor. My main focus is getting all of the open jobs filled with qualified mariners.

### Honolulu Port Agent’s Report

By Mario Higa

Revenue for the year 2023: dues \$25,050; initiations \$5,500; General Fund \$665; Political Action Fund \$560; miscellaneous (baseball caps, beanies and pins) \$0. Grand total collected \$31,775. Most revenue stayed about the same as the previous year except for the initiations revenue which grew by 59 percent.

Honolulu dispatched a total of 817 jobs last year. That’s about a 15 percent drop in total jobs for Honolulu from the previous year. Most of this decline is due to Matson’s budget cuts for standby work which produced 111 less standby jobs. Also, attributed to the drop in total dispatches was a 24 percent drop in electrician dispatches, which I can’t explain. The good news is we returned to our pre covid level of dispatched oilers. Also, what is worth mentioning is our electrician and reefer dispatches pre-COVID versus during and after-COVID is about 80 percent higher.

The breakdown of dispatches by seniority: 321 A-, 193 B-, and 208 C-seniority members; and 95 non-seniority applicants were dispatched. The breakdown by billets: 29 ERJs, 24 REJs, 25 DJUs, 18 Oilers, four Shore Mechanics, 15 relief Shore Mechanics, 24 Wipers, three APWs, 304 Standby Electrician/Reefers, and 371 Standby Wipers.

The Honolulu Branch took in eight applicants in 2023, three became members, three did not stay with us for various reasons, one is currently sailing, and the last one is waiting for another ship. 2023 was a very hard year for applicants to catch a ship.

Matson was moving around a lot of vessels to shipyard and lay-ups. We lost our APW jobs and have just recently gotten two of them back. We are having a better year in 2024 for applicants. We do have 14 more applicant wipers on our waiting list eager to start working.

The shoreside gang is status quo. There was a couple of on-the-job injuries but both men have returned to full duty.

For our future, we hope to see all our efforts that were put in with career fairs and job expos these past years pay off and hopefully soon we’ll be seeing more Oilers coming to the hall.



**MFOW Convention — August 27, 2024**  
total of 2,163 jobs in 2023. This total includes 484 seagoing billets, 100 shore mechan-ic jobs and 1,579 standby assignments. Records indicate that the 2,163 jobs resulted in 62,643 mandays of employment for MFOW members in 2023. The following is a breakdown of jobs dispatched:

Rating	Seagoing	Shore	Standby	Total
Electrician	44			44
Electrician/Reefer/Junior	82			82
Reefer/Electrician/Junior	93			93
Junior Engineer	76			76
Pumpman	1			1
Oiler	94			94
Wiper	94			94
Shore Mechanic		100		100
Standby Electrician/Reefer			771	771
Standby Junior Engineer			0	0
Standby Wiper			808	808
Total	484	100	1,579	2,163

JOBS UNDER CONTRACT

The Vessel and Job Report, dated August 13, 2024, lists existing vessels and ratings under contract with the Union. We currently have a total of 22 ships and 96 mas-ter contract billets under the offshore and shore maintenance agreements with APL Marine Services (APLMS) and Matson Navigation Company. The Union is also a sig-natory to several government vessel and commercial operating contracts with Patriot Contract Services (PCS).

**APLMS** — APLMS currently employs 30 MFOW members aboard 10 vessels and an additional 22 shore mechanics in the port of Los Angeles; and standby shore sup-

MFOW Vessel Report  
As of August 27, 2024

Vessel	Operator	Type	Built	Last Known Route or Location
MV President Bush	APL	Container	2024	Eagle Express Service
MV President Reagan	APL	Container	2024	Eagle Express Service
MV President Grant	APL	Container	2024	Eagle Express Service
MV President JQ Adams	APL	Container	2024	Eagle Express Service
MV Matsonia	MNC	Kanaloa-class	2020	China — Long Beach Express
MV Lurline	MNC	Kanaloa-class	2019	China — Long Beach Express
MV Kaimana Hila	MNC	Aloha-class	2019	Nantong, China
MV Daniel K. Inouye	MNC	Aloha-class	2018	China — Long Beach Express
MV APL Eagle	APL	Container	2016	Jebel Ali — Middle East Express
MV President Cleveland	APL	Container	2012	Eagle Express Service
MT Haina Patriot	PCS	Tanker	2011	Busan, South Korea
MT Allied Pacific	PCS	Tanker	2010	Pearl Harbor, Hawaii
MV APL Oceania	APL	Container	2010	Guam — Saipan Express
MT SLNC Pax	PCS	Tanker	2008	Busan, South Korea
MV APL Islander	APL	Container	2007	Guam — Saipan Express
MV Maunalei	MNC	CV2500	2006	China — Long Beach Express
MV Manulani	MNC	CV2600	2005	Pacific Northwest Triangle
MV President Kennedy	APL	Container	2005	Eagle Express Service
MV Maunawili	MNC	CV2600	2004	China — Long Beach Express
MV Manukai	MNC	CV2600	2003	China — Long Beach Express
MV President Wilson	APL	Container	2002	Eagle Express Service
USNS Soderman	PCS	LMSR	2002	Baltimore, Maryland
USNS Pomeroy	PCS	LMSR	2001	Yeosu, South Korea
USNS Watkins	PCS	LMSR	2001	Busan, South Korea
CV Kamokuiki	MNC	CV700	2000	Labuan, Malaysia
USNS Charlton	PCS	LMSR	2000	East China Sea
USNS Pililaau	PCS	LMSR	2000	Jacksonville, Florida
USNS Red Cloud	PCS	LMSR	2000	Norfolk, Virginia
USNS Dahl	PCS	LMSR	1999	Jinhae, South Korea
USNS Seay	PCS	LMSR	1998	Indian Ocean
USNS Sisler	PCS	LMSR	1998	Saipan
USNS Watson	PCS	LMSR	1998	Saipan
MV R.J. Pfeiffer	MNC	Hawaii II-class	1992	Pacific Northwest Triangle
MV Cape Victory	PCS	Ro/Ro	1984	Port Neches, Texas
MV Cape Vincent	PCS	Ro/Ro	1984	Bayonne, New Jersey
MV Mahimahi	MNC	C-9	1983	Seattle, Washington
MV Mokihana	MNC	C-9/Ro-Ro	1983	Pacific Southwest Triangle
MV Manoa	MNC	C-9	1982	Pacific Southwest Triangle
MV Cape Orlando	PCS	Ro/Ro	1981	Oakland, California
MV Cape Henry	PCS	Ro/Ro	1979	San Francisco, California
MV Cape Horn	PCS	Ro/Ro	1979	Portland, Oregon
MV Cape Hudson	PCS	Ro/Ro	1979	Singapore
MV Cape Taylor	PCS	Ro/Ro	1977	Beaumont, Texas
MV Cape Texas	PCS	Ro/Ro	1977	Beaumont, Texas
MV Cape Trinity	PCS	Ro/Ro	1977	Mediterranean Sea
GTS ADM WM Callaghan	PCS	Ro/Ro	1967	Oakland, California
APL - APL Marine Services — Arlington, Virginia				
MNC - Matson Navigation Company — Honolulu, Hawaii				
PCS - Patriot Contract Services — Concord, California				

port in the ports of Oakland and Los Angeles.

The APLMS Maritime Security Program (MSP) fleet consists of nine U.S.-flag container vessels. The nine MSP ships are the motor vessels *APL Eagle*, *APL Islander*, *APL Oceania*, *President JQ Adams*, *President HW Bush*, *President Cleveland*, *Presi-dent Grant*, *President Kennedy*, and *President Reagan*. The *President Wilson* is still operating under U.S.-flag without the benefit of an MSP stipend.

The duration of the master collective bargaining agreement with APLMS is Oc-tober 1, 2022, through September 30, 2024. These agreements include the Offshore MSP Agreement and the Maintenance Agreement.

**Matson Navigation Company** — Matson potentially employs 39 MFOW mem-bers aboard 12 master contract vessels and an additional five shore mechanics at the ports of Oakland and Honolulu; and standby shore support in Honolulu, Long Beach, Oakland and Tacoma. The duration of the master collective bargaining agreement with Matson Navigation Company is July 1, 2021, through June 30, 2026. This in-cludes the Offshore Agreement and the Maintenance Agreement.

Matson also operates one CV700-class vessel, the *Kamokuiki*, under a Memo-randum of Understanding covering the period July 1, 2023, through June 30, 2026. MFOW manning aboard the *Kamokuiki* is one Electrician/Reefer/Oiler and one Oiler/Utility.

**Patriot Contract Services** — Patriot Contract Services (PCS) operates 10 RRF vessels: the *Admiral W.M. Callaghan*, *Cape Henry*, *Cape Horn*, *Cape Hudson*, *Cape Orlando*, *Cape Taylor*, *Cape Texas*, *Cape Trinity*, *Cape Victory* and *Cape Vincent*, which employs 10 MFOW members in ROS and 50 MFOW members in FOS. The RRF contracts are currently in bridge contract status through January 26, 2025. All RRF vessel contracts are currently up for bid during the bridge contract period.

The company operates one Military Sealift Command (MSC) shallow draft tank-er — the *SLNC Pax*. This ship provides three MFOW billets in FOS. The ship manag-er contract, if all options are exercised, will extend through October 29, 2024.

The company operates two commercial shallow draft tankers – the *Haina Patriot* and the *Allied Pacific*. These ships provide a total of six three MFOW billets in FOS. The ship manager contract will extend through September 30, 2026.

PCS operates eight *Watson*-class LMSR vessels (*Charlton*, *Dahl*, *Pomeroy*, *Red Cloud*, *Sisler*, *Soderman*, *Watkins* and *Watson*), which require a total of 48 FOS and eight ROS billets in the unlicensed engine department. The ship manager contract will extend through March 31, 2026.

PCS also operates two prepositioned *Bob Hope*-class LMSR vessels – the *Seay* and the *Pililaau*. The ships provide a total of 12 billets in FOS and two billets in ROS. If all options are exercised, the contract will run through February 28, 2029.

In addition to the pending RRF bid, the Union is working with PCS to bid on the operation and maintenance of eight MSC T-AGS vessels; and another bid for the op-eration and maintenance of five MSC T-AGOS vessels and one range instrumenta-tion (T-AGM) ship.

\* \* \* \* \*

Under Section 36 of the General Rules of our collective bargaining agreement, we were required to give written notice to APLMS of our desire to amend the agreement or notice of our desire to terminate same, which shall be given at least 60 days but no sooner than 90 days, prior to the expiration or anniversary date. All recommenda-tions adopted at this Convention and approved by the membership will be referred to the Negotiating Committee. We will be meeting with the SIU-Pacific District Unions to adopt a common policy on negotiations with APLMS and to collectively formulate our demands for changes in the SIU-Pacific District General Rules.

In conclusion, I would like all in attendance to study my report with the objective of making reasonable recommendations for the good and welfare of the membership. Our time allocated to this Convention is limited. I encourage everyone to speak up and participate, to raise issues and propose solutions.

SBMA eyes providing shore power  
connection to ships calling Subic next year

The Subic Bay Metropolitan Author-ity aims to provide shore power connec-tion to ships calling Subic port by 2025. The initiative is in line with SBMA's pro-gram to make Subic Bay Freeport Zone the first carbon-neutral economic zone in the Philippines. It is also in compli-ance with MARPOL Annex VI and Act to Prevent Pollution from Ships. MAR-POL Annex VI, which the Philippines acceded to in 2018, is intended to prevent pollution of the air by seagoing ships.

The project is seen to cut air pollu-tion from ships at berth by 95 percent. The first phase will be implemented at the Subic port container terminal and the second phase at the Naval Supply Depot and ship repair facility. The shore power connection project also complies with the United States' Act to Prevent Pollution from Ships, which implements MARPOL Annex VI on US-flagged ships wherever located and on non-US flagged ships operating in US waters.

An SBMA spokesman said ships can use the shore power connection, and use renewable energy, instead of contin-uously running on bunker fuel while at berth. The project is seen to cut air pol-lution from ships at berth by 95 percent.

The target is to start the project by 2025. The project will require an esti-mated P100 million for its first phase while the second phase will need P150 million slated for 2026 to 2027.

The project has been presented to the Office of the President for consid-eration and will be approved under the 2025 General Appropriations Act.

Aside from the shore power connec-tion, SBMA last February launched a new state-of-the-art vessel traffic man-agement system (VTMS) to improve port management efficiency as well as safety and security of ports at Subic Bay Freeport Zone. The new VTMS replaced the previous one installed in 2008 and which has been in operation for more than 15 years. SBMA is also eyeing var-ious port expansion projects worth an estimated US\$878 million in anticipa-tion of future demand at the Subic Bay Freeport Zone. These projects include the expansion of the Subic container terminal, a new multipurpose terminal in the Redondo Peninsula, a new multi-purpose terminal at Lower Mau, and a new cruise terminal.



# 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](http://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.

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.

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.

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.*

October 7-11

### 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.*

Returning in 2025

### 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.*

October 28-November 1

November 18-22

## New in 2024

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: *Returning in 2025*

STCW Rating Forming Part of an Engineering Watch: *Returning in 2025*

### 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 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: 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: 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

## VICE PRESIDENT'S REPORT

There were 24 registrants dispatched in the month of August: 19 in Class A, one in Class B, three in Class C and one Non-Seniority.

There are 46 members registered: 20 in Class A, 11 in Class B, and 15 in Class C.

Here is the vessel rundown for August 2024:

### Matson Navigation Company

On the Pacific Southwest triangle run: *MV Mokihana* — delegate REJ Dale Cunningham, #3597, shipped a wiper for time up, no beefs. *MV Manoa* — delegate ERJ Travis Kehoe, #3922, no beefs.

On the Pacific Northwest triangle run: *MV R.J. Pfeiffer* — delegate REJ Edward Tokarz, #3770, no beefs. *MV Manulani* — delegate REJ Steve Mohlin, #3831, shipped an ERJ one trip relief, no beefs.

### APL Maritime Services

On the EX1 run: *MV President Wilson* — delegate DJU Aris Delacruz, #3777, shipped an additional REJ, no beefs. *MV President Kennedy* — delegate REJ Ezra Dhillon, #3936, shipped an additional REJ, no beefs. *MV President Cleveland* — delegate REJ Edgardo Guzman, #3905, no beefs. *MV President Bush* — delegate REJ Manuel Dacuycuy, #3912, no beefs.

### Patriot Contract Services


*Cape Victory* shipped a one-year Electrician Matthew St. Pierre #3990, no beefs. *Admiral Callaghan* shipped a one-year Electrician Mario Bolanos, #3893, no beefs. *USNS Pomeroy* shipped an Oiler. *USNS Watson* shipped an Oiler. *USNS Charlton* shipped an Electrician and Oiler.

Fraternally, Bobby Baca



National Maritime Center

Keep 'em Safe, Keep 'em Sailing



Updated Merchant Mariner Credential and MMC-related Documentation E-mail Submission Instructions

The National Maritime Center (NMC) has established a centralized e-mail inbox for the submission of certain merchant mariner credential (MMC) applications to streamline the MMC application submission process and better manage the receipt and initial processing of incoming MMC applications.

Regional exam centers (RECs) will continue to receive and process MMC applications for Local Limited, Restricted, and First Class Pilot MMCs. Please continue to e-mail, mail, or hand-deliver these applications to the local REC responsible for the routes requested. E-mail is the preferred method for submission of these applications. The e-mail and physical address for each of the RECs is available on the NMC's [Regional Exam Centers webpage](#). Please note that sending First Class Pilot/Local Limited applications directly to the NMC may result in delays in processing your application.

The NMC is centralizing the submission of all other MMC applications. The preferred method of application submission is e-mail. If you are applying for anything other than a Local Limited, Restricted, or First Class Pilot credential, please e-mail your application to [MMCApplcations@uscg.mil](mailto:MMCApplcations@uscg.mil).

Processing times at the NMC vary based on e-mail volume. Sending information via e-mail to the incorrect e-mail address or sending the same information to several e-mail addresses not only causes delays in processing for other mariners but will significantly delay the processing of your information.

MMC and medical certificate applications and information are processed separately and should not be sent to the same e-mail address. For more detailed guidelines on submitting medical certificate applications and information, visit the NMC's [Medical Certificate webpage](#).

You can help us improve our processing times by sending MMC applications as indicated above AND by adhering to the guidelines below when sending any other information electronically:


- Subject lines for MMC related e-mails should include: the mariner's last name, mariner's first name, and mariner's reference number (if available).

August 12, 2024

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National Maritime Center

Keep 'em Safe, Keep 'em Sailing



- Attachments should be in PDF format, named in the following format: Mariner Last Name\_Mariner First Name\_Mariner Reference Number (if available). For example: **Smith\_John\_1234567**.
- Only submit documentation in PDF format attached to the e-mail. Other formats (including links to PDFs) will not be accepted and your application and/or documentation will not be returned.
- Drug test results are part of your MMC application and should NOT be sent with your Medical application (CG 719K or K/E).
- E-mail documentation/information in response to an awaiting information letter related to an MMC application to: [MMC-Awaiting-Info@uscg.mil](mailto:MMC-Awaiting-Info@uscg.mil).
- E-mail general questions and requests for status updates to: [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil).
- Do not send the same documentation and/or information to more than one e-mail address.
- Send all required documentation with your application.
- Mariners who do not have an active MMC application in process at the NMC or an REC should hold all documentation until they submit their next MMC application. Documents received without an open MMC application are not processed and will not be returned.

Be advised that the NMC West Virginia does not accept walk-ins or in-person delivery of applications. RECs do accept in-person delivery of applications with an appointment.

Should you have any questions, please contact the NMC Customer Service Center by using the [NMC online chat system](#), by e-mailing [IASKNMC@uscg.mil](mailto:IASKNMC@uscg.mil), or by calling 1-888-IASKNMC (427-5662).

Sincerely,

/B. W. Clare/

Captain, U.S. Coast Guard  
Commanding Officer

August 12, 2024

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# Approval of labor unions nears record high

Seven in 10 Americans say they approve of labor unions, just shy of the record-high approval rating for organized labor, according to a new Gallup poll. The survey, released September 9, found 70 percent of Americans approve of labor unions, while 23 percent disapprove and seven percent have no opinion. This is one point shy of the 71 percent reading in 2022, which marked the highest approval rating since 1965.

Gallup first began measuring the public's approval of labor unions in 1936, and the highest support of 75 percent was observed in the 1950s. Union approval has dropped below 50 percent once, to 48 percent in 2009 following the Great Recession, the pollster said.

Approval of labor unions varies across party lines, with Democrats showing more support than Republicans, while independents fall in the middle of the two groups. About 94 percent of Democrats approve of labor unions, up six points from last year. Meanwhile, 49 percent of Republicans and 67 percent of independents said the same, per Gallup.

The poll was taken August 1-20, almost entirely between the Republican and Democratic conventions, which both had labor union speakers. Both major party candidates, Vice President Harris and former President Trump, have spent time on the campaign trail looking to court union voters ahead of November.

The poll also found Americans are more likely to say the Democratic Party best serves labor union members over the Republican Party, following a decades-long trend. The latest numbers show 62 percent chose the Democratic Party as best serving labor unions, while the 27 percent chose the Republican Party.

Harris received support from several major organized labor groups after becoming the Democratic Party's presidential nominee, including the United Auto Workers (UAW). The union's president, Shawn Fain, cited Harris's "track record" with workers.

In a memo released last month, the Harris campaign argued union workers would be a key part of the Democratic ticket's success in November. The memo showcased Harris and President Biden's record of support for organized labor.

Harris has sought to contrast herself from Trump, who has insisted union members will back his campaign even in the wake of a public feud with Fain, who has called him a "scab."

Trump has sought to slam Harris on the economy in a bid to shore up union support. His allies have contended that taking away even some of Biden's support among organized labor could make a difference in the race. The former president lost union members by 14 percentage points in 2020 against Biden.

# Chinese firm set to dominate global shipbuilding industry

At a time when U.S. shipyards are struggling to build new ships or even fully maintain or repair the ones they hold in inventory, two of the Chinese listed shipbuilders will merge to end competition between them and serve the People's Liberation Army (PLA) better. The merger will create the world's largest shipbuilder. The impending merger will create a shipyard with combined annual sales of 122 billion yuan (US\$17.1 billion), almost double the size of South Korea's Hyundai Heavy Industries. The merged entity would be capable of building various vessels, from warships like aircraft carriers to commercial ships like container carriers, huge crude carriers, and even passenger liners.

Two Chinese firms, China CSSC Holdings and China Shipbuilding Industry (CSICL), filed an intent to merge with the Shanghai Stock Exchange. Trading of their shares was suspended to avoid irregular movements while they arrange the deal, with the halt expected to last no more than 10 trading days. Both listed shipyards are subsidiaries of China State Shipbuilding Corp, and together, they have control over one-third of the global market shipbuilding orders.

China has been restructuring its shipbuilding industries. Earlier Beijing had consolidated the two state-controlled shipbuilders in 2019. Earlier these two shipbuilders were covering separate geographical regions. They built hundreds of military vessels to modernize the Chinese Navy and built aircraft carriers, Type 055 destroyers, Type 076 amphibious assault ships, and Type 094A nuclear submarines.

The restructuring of the China State Shipbuilding Corps is to drive new growth. Presently, China is the world's largest builder of merchant ships.

The Office of Naval Intelligence assessment noted that China has dozens of commercial shipyards larger and more productive than the largest U.S. shipyards, and an unclassified U.S. Navy briefing slide suggested that China has 230 times the shipbuilding capacity of the United States.

Besides the raw numerical superiority, the PLA-Navy will surpass the U.S. Navy in another critical measure of naval power: the total number of vertical launch system (VLS) cells and advanced missile launchers that determine a navy's firepower. The U.S. Navy currently has about 9,900 VLS cells on its surface combatants and submarines, while the PLAN only has about 4,200.

But the Chinese Navy is catching up fast. In 2004, the U.S. warships had 222 times as many launchers as the Chinese Navy, and now it has fewer than three times. If the current progress continues, China will have more launchers than the U.S. Navy by 2027.

Contrary to this, the U.S. shipyard capacity is floundering. Given the current shipyard capacity, the U.S. Navy is estimated to be 20 years behind in maintenance work. American shipbuilding production has been at a historic low. U.S. shipbuilding output has decreased by more than 85 percent since the 1950s, while the number of American shipyards capable of building large vessels has fallen by more than 80 percent.

American shipyards are suffering from a labor shortage. The U.S. has gone from building five percent of the world's ocean-going commercial ships in the 1970s to building about 0.2 percent today, as measured by gross tonnage.

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



# Port of Portland shares plan to keep container terminal open

The Port of Portland is working to keep its container terminal active months after announcing the port was discontinuing the service due to lack of funding. While the seaport's auto and breakbulk shipping operations would have continued regardless, the outlook for its lone container terminal changed in May when Governor Tina Kotek pledged to invest \$40 million in state funds for the container service to continue. In exchange, the governor asked the port for a business plan to outline how it plans to maintain its container service at Terminal 6, often referred to as T6, and required the port to report progress on operation improvements and volume growth.

The Port of Portland delivered its proposed plan on August 23, saying that in addition to serving regional businesses, the investment will bring in greater volumes and efficiency. Here are a few highlights from the port's plan to keep its container service operational.

- Increase volumes at the terminal - the port is committed to increase cargo volumes by 10 percent, according to the plan. The port said it will double container volumes to 120,000 containers over the next five to seven years. These volume increases are required to reach financial sustainability, the port said. Current volumes processed at the port are roughly 60,000 containers annually.
- Work with a private terminal op-

erator to market T6 and secure more direct service.

- Maximize T6's share of the local container market through shipper outreach and increased allocations on Portland-calling vessels.
- Increase the volume of intermodal containers, primarily to and from the U.S. Midwest, moving through T6.
- Provide T6 shippers with stable and ongoing container operations, establishing service reliability and confidence through an agreement with a private terminal operator
- Improve efficiency for vessel operations - the port's goal is to improve efficiency by two percent, according to the business plan. To achieve that, the Port of Portland, in collaboration with the International Longshore and Warehouse Union and Harbor Industrials Services, signed a memorandum of understanding committing to regularly discuss ways to improve terminal efficiency.

The business plan notes all three parties have recently been working to improve the efficiency of container operations, resulting in:

- Improved vessel productivity, resulting in crane productivity levels exceeding prior T6 and current West Coast industry levels.
- Increased focus on day-to-day hiring and optimization of equipment.
- The move from a five-day to a four-day gate in response to decreased volumes.
- Increased yard densification to improve reach stacker proximity to the container stacks.
- The implementation of scheduling initiatives to reduce costs.

At the moment, the Port of Portland is working as the terminal operator for Terminal 6 but is seeking a third-party operator. Previously, the terminal was managed under former operator International Container Terminal Services, commonly known as ICTSI. The port took over in 2018 and has been actively working to build up container services.

## HONOLULU NOTES

The Honolulu Hall dispatched a total of 67 jobs for the month of August. It was pretty much on par with the last couple of months. There were 16 steady jobs and 23 Standby Reefer and 28 Standby Wiper jobs called. Presently, the Honolulu registration list has 23 A-, four B-, and 17 C-seniority members. We are averaging around 40 billets with 44 on our registration list. This is our normal ratio of around 2:1 members per job.

August was a very quiet and busy month with only two meetings for work. I attended the monthly Honolulu Sailor's Home Society meeting and our own MFOW convention and

Trustee meeting, which went through very well, I thought. I hoped that members would attend Zoom convention meeting, but maybe next time. It was a very productive meeting and now we should all back up our negotiating committee as they do their best for us at the table with APL.

If we could all keep Stacy Bobu in our thoughts and prayers as she will be going through surgery and recovery/rehab in the coming weeks. It's been a tough year for her already and now she herself will be in the hospital.

Aloha,  
**Mario Higa**  
Port Agent

## SEATTLE NOTES

During the month of August Seattle shipped three Electricians and nine Standby Reefers.

Seattle currently has nine A-, two B-, and four C-seniority members registered for shipping.

Election season is fast approaching, and I strongly encourage all hands to consider voting for the endorsed candidates listed in *The Marine Fireman* publication. All candidates that are endorsed have been vetted and found to be staunch supporters of Maritime labor and the Jones Act.

In the past I have asked the Seattle registered membership to reach out to their local school districts to tell them about the opportunities offered by our industry and it has paid off with many meetings being scheduled with career counselors from Vancouver up to Bellingham. Coupled with the SJI program for assistance, hopefully we will start

filling billets with journeymen sailors over the next few years. Please continue to pass along my contact information to any interested parties and I will arrange to meet with them.

Fraternally,  
**Brendon Bohannon**,  
Representative

### HOWZ SHIPPING?

August 2024

San Francisco

Electrician.....	3
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	3
Oiler .....	2
Wiper.....	2
Standby Electrician/Reefer .....	11
Standby Wiper.....	1
<b>TOTAL .....</b>	<b>24</b>

Wilmington

No Report Submitted

Seattle

Electrician.....	3
Standby Electrician/Reefer .....	9
<b>TOTAL .....</b>	<b>12</b>

Honolulu

Electrician/Reefer/Jr. Engineer.....	4
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer .....	2
Oiler .....	2
Wiper.....	4
Shore Mechanic.....	2
Standby Electrician/Reefer .....	23
Standby Wiper.....	28
<b>TOTAL .....</b>	<b>67</b>

## HONOR ROLL

Voluntary donation to  
General Treasury — August 2024:

Arthur Galbreath, #3841 .....	\$50.00
Edgardo Guzman, #3905 .....	\$45.00
Eric White, #3925 .....	\$100.00

## POLITICAL ACTION FUND

Voluntary donations for August 2024:

Joe Rubio, P-2757.....	\$100.00
Arthur Galbreath, #3841 .....	\$50.00
Robert Bugarin, P-2756 .....	\$100.00
Roscoe Robles, JM-5516 .....	\$10.00

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240 2nd Street, San Francisco, CA 94105



### Regular membership meeting dates 2024

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

FINISHED  
WITH  
ENGINES

Duane C. Schofield, #2890/  
P2478. Born March 20, 1927, Idaho.  
Joined MFOW September 14, 1959.  
Died June 14, 2024.

### 10 things that require zero talent

1. Being on time.
2. Making an effort
3. Being high energy.
4. Having a positive attitude.
5. Being passionate.
6. Using good body language.
7. Being teachable.
8. Doing a little extra.
9. Being prepared.
10. Having a strong work ethic.

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