



Membership ratifies APL contract

\$2.5 million federal grant to boost hydrogen fuel use at Port of Oakland

The MFW membership has ratified the tentative agreement between the SIU Pacific District and APL Marine Services. The MFW also ratified the maintenance agreement between the MFW and APL Marine Services covering mechanics working at Pier 300 in the Port of Los Angeles.

Ratification took place at the monthly Headquarters meeting held on October 2, the monthly meeting held on October 9 at Wilmington, and a special Seattle — Port Served meeting held on

October 10. There was no quorum at the October 8 Honolulu meeting, therefore no ratification process occurred.

The parties came to agreement on September 26, after several days of negotiations. Details of the negotiations are provided in the President's Report on page four.

As this issue goes to press, the other two SIU Pacific District unions — the Sailors' Union of the Pacific and the SIU — Atlantic, Gulf, Lakes, Inland Waters — are still in the ratification process.

Gillette, Marshall elected to SFBA and Trustee

At the October meetings held in San Francisco, Honolulu, Wilmington and Seattle, balloting took place for the office of San Francisco Business Agent. Patrick Gillette, #3880, bested Vince Marshall, #3914, with 72 percent of the vote. Marshall was previously declared elected to the office of Trustee as no other nominees accepted their nominations.



Patrick Gillette, #3880
San Francisco Business Agent



Vince Marshall, #3914
Trustee

The U.S. Department of Energy (DOE) awarded a \$2.5 million grant to develop and demonstrate advances in fuel cell technology at the Port of Oakland. The grant is part of the Biden/Harris Administration's Bipartisan Infrastructure Law. The total project cost will be over \$7 million and is another part of the port's effort to transform all aspects of maritime operations to zero emissions.

"We are working non-stop towards achieving the goal of becoming a zero-emissions port," said Port of Oakland Executive Director Danny Wan. "We thank the U.S. Department of Energy for selecting Oakland to be part of this hydrogen project. Oakland is at the forefront of this innovative clean energy technology for the transportation industry."

Port stakeholders, including the Alameda County Transportation Commission (Alameda CTC), TraPac, and Hyster-Yale Group, will provide local project funding under existing cost-sharing agreements. Alameda CTC is providing up to \$2 million to support this project. Project benefits include:

- Advancing the commercialization of zero-emissions container handling equipment (CHE) by developing and demonstrating two zero-emissions fuel cell electric top loaders (FCETLs) at a high technology readiness;
- Filling a key technology gap by using the Hyundai's Class 8 fuel cell electric truck to develop the first zero-emission hydrogen wet-hose

mobile refueler (WHMR); and

Supplying fuel to hydrogen vehicles in ports and other industries, while maximizing operational uptime.

The FCETLs and WHMR will be demonstrated in regular container handling service at the Port of Oakland. This demonstration project will take four years and expand the port's capabilities to use hydrogen fuel to power operations. It is a critical step in decarbonizing the goods movement industry at ports across the U.S.

Project partners and roles include:

- **Center for Transportation and the Environment (CTE)** — Prime contractor and project director.
- **Hyster-Yale Group** — Designer/builder of FCETLs, responsible party for upkeep and maintenance of FCETLs.
- **Nuvera, subsidiary of Hyster** — Provider of fuel cell systems, integration and field support.
- **GTL Leasing** — Designer/builder and responsible party for integrating a cascade fueling system on the base Hyundai Motor Company fuel cell electric truck, logistical supporter to operator.
- **TraPac (Marine terminal operator at port)** — End-user that will run the FCETLs.
- **West Oakland Environmental Indicators Project and CTE** — Community outreach providers to communicate project benefits with local stakeholders.
- **Alameda CTC** — Project funding partner.

HALLOWEEN

UNION-MADE CANDY LIST

100 GRAND

ABBA-ZABBA

ALMOND ROCA

BABY RUTH BIG HUNK

BUTTERFINGER

CADBURY

DUM DUMS

GHIRARDELLI CHOCOLATE

HERSHEY CHOCOLATE BAR

HERSHEY'S KISSES

HOT TAMALES

JELLY BELLY JELLY BEANS

JOLLY RANCHERS

LAFFY TAFFY

MIKE AND IKE

PAYDAY

PEEPS

PEZ

RAISINETS

RED VINES

RING POPS

ROLO

SEE'S CANDIES

SUGAR BABIES

SUGAR DADDY

TOOTSIE ROLLS

Be an Ethical Consumer

BUY UNION

Labor 411

Union-Made Halloween Candy Guide

October means Halloween, which means lots of yummy treats!
If you're shopping for candy, use our exclusive list to choose union-made! Each purchase supports good jobs with fair wages and benefits.

Happy Halloween from Labor 411!

100 Grand (IBT 200)	Just Born (BCTGM)
Abba-Zabba (BCTGM)	Laffy Taffy (IBT 26)
Almond Roca (BCTGM)	Look! (BCTGM)
Baby Ruth (BCTGM, IBT 200)	Mike and Ike (BCTGM)
Big Hunk (BCTGM)	PEZ (IBT 443)
Butterfinger (BCTGM, IBT 200)	Raisinets (IBT 200)
Cadbury (UFCW) Peeps (BCTGM)	Red Vines (BCTGM)
Dum Dums (IBT 20)	Ring Pops (IBT 229)
Ghirardelli Chocolate (BCTGM)	Rolo (BCTGM)
Hershey Original Chocolate Bar (BCTGM, UFCW)	See's Candies (BCTGM)
Hershey's Kisses (BCTGM)	Sugar Babies (BCTGM)
Hot Tamales (BCTGM)	Sugar Daddy (BCTGM)
Jelly Belly Jelly Beans (BCTGM)	Tootsie Rolls (BCTGM)
Jolly Ranchers (BCTGM)	Zours (BCTGM)

The Marine Fireman

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MARINE FIREMEN'S UNION (Effective October 1, 2024) APL Marine Services Wage Rates — MSP Vessels

Rating	Base Wage Monthly	Base Wage Daily	Suppl. Benefit Base Monthly	Suppl. Benefit Monthly	Suppl. Benefit Daily	Straight Time Hourly	Overtime Hourly
Electrician/Reefer/Junior	\$6,882.93	\$229.43	\$7,449.94	\$4,469.96	\$149.00	\$40.61	\$60.91
Reefer/Electrician/Junior	\$6,551.68	\$218.39	\$7,243.11	\$4,345.87	\$144.86	\$38.70	\$58.06
Day Junior/Utility	\$5,947.31	\$198.24	\$6,449.32	\$3,869.59	\$128.99	\$35.20	\$52.81
Non-Watch Allowance	\$300.00						
Oiler/Utility	\$5,142.56	\$171.42	\$5,545.80	\$3,327.48	\$110.92	\$29.63	\$44.45
Wiper	\$4,020.56	\$134.02	\$4,642.29	\$2,785.37	\$92.85	\$24.05	\$36.07

The supplemental wage benefit shall be computed on the basis of eighteen (18) days supplemental wages for each thirty (30) days worked or pro rata thereof at each rating's respective daily supplemental benefit rate.

	Dirty ST Hourly	Dirty OT Hourly	Cargo ST Hourly	Cargo OT Hourly	Money Purchase Daily
All Ratings	\$25.21	\$41.58	\$29.22	\$47.98	\$27.00
Watchmen Assigned as Day Men, Section 13.c., Additional Daily = \$10.00					

APL Marine Services Wage Rates — Shore Maintenance and Standby (Effective October 1, 2024)

Rating	First Shift			Second Shift			Third Shift		
	ST Hourly	OT Hourly	Weekly	ST Hourly	OT Hourly	Weekly	ST Hourly	OT Hourly	Weekly
Foreman	\$58.56	\$87.84	\$2,342.40						
Leaderman	\$53.01	\$79.52	\$2,120.40	\$58.23	\$87.35	\$2,329.20	\$59.23	\$88.85	\$2,369.20
Mechanic	\$49.36	\$74.04	\$1,974.40	\$54.30	\$81.44	\$2,171.84	\$55.30	\$82.95	\$2,212.00

Shore Merchantic supplemental wages shall be thirty-seven (37) days' base pay for each twelve (12) months of service, or pro rata.
Shore Mechanic Money Purchase Pension Plan daily = 30.00

Rating	Base Hourly	ST 0800 to 1700 Hourly	ST 1700 to 0800 Hourly	Dirty Work 0800 to 1700 Hourly	Dirty Work 1700 to 0800 Hourly	0800 to 0800 Hourly	Money Purchase Daily
Standby Electrician/Reefer	\$45.65	\$45.65	\$68.48				\$30.00
Standby Junior Engineer	\$43.57	\$43.57			\$65.36		\$30.00
Standby Wiper	\$41.49	\$41.49	\$46.28	\$53.42	\$59.35	\$72.30	\$30.00

Governor signs bill to expedite POLB pier wind project

On September 30, California Gov. Gavin Newsom signed a bill allowing the Port of Long Beach to streamline the design and construction of Pier Wind, a proposed 400-acre terminal to facilitate the assembly and deployment of floating offshore wind turbines. Assembly Bill 2235, authored by Assemblymember Josh Lowen-

thal, will reduce costs and accelerate the timeline to complete the proposed Pier Wind project, which would be the largest facility of its kind in the United States and would help California meet its goals for renewable energy sources.

AB 2235 allows the port to use alternative construction delivery methods to design and build Pier Wind. In addition to creating new green energy jobs in Southern California, Pier Wind would enable other sectors of the supply chain to create jobs supporting the manufacturing, assembly, operations and maintenance of offshore wind projects on the West Coast. The Port of Long Beach sponsored the bill, which was approved in August by the state Senate and Assembly.

The men and women of the International Longshore and Warehouse Union are pleased this legislation has been signed into law by the governor," said Gary Herrera, president of ILWU Local 13. "Throughout our 90-year history of working on these docks, we

have loaded and unloaded all manner of cargo from ships and barges and are excited to bring that expertise to bear on this offshore wind project at Pier Wind in the Port of Long Beach." Pier Wind would allow for the staging, storage and assembly of some of the world's largest offshore wind turbines, standing as tall as the Eiffel Tower. The fully assembled turbines would be towed by sea from the Port of Long Beach to wind lease areas 20 to 30 miles off the coast in Central and Northern California to help the state and federal government meet their renewable energy goals.

The proposed project is undergoing extensive environmental review by local, state and federal regulatory agencies as the Port of Long Beach gathers input from the community. If approved, construction of the \$4.7 billion project could start as soon as 2027, with the first 200 acres completed in 2031, and the final 200 acres coming online in 2035.

Marine Firemen's Union Directory

www.mfoww.org

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Brendan Bohannon, Representative
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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.

Army efforts to shut down Army Prepositioned Stock Program

The Department of the Army is quietly taking steps to wind down the Army Prepositioned Stock (APS-3) program, despite assurances to Congress that no decision has been made. Specifically, the Army has taken actions that would reduce the fleet by nearly 30 percent, including the removal of both ammunition ships from active service. This severely compromises the military's ability to rapidly deploy and sustain forces in key regions, particularly in the Indo-Pacific.

Background

- The Army Prepositioned Stock (APS) program consists of strategic storage depots located around the world, enabling rapid force deployment in a crisis. APS-1, 2, 4, and 5 are land-based warehouse facilities, while APS-3 is the sole afloat prepositioned stock.
- APS-3 consists of five large government owned cargo ships and two commercial container ammunition ships. These seven vessels are fully crewed by unionized mariners and operated by American companies.

Each of the cargo ships are fully loaded with tanks, helicopters, ammunition and supplies and located in the Pacific and Indian Oceans where they constantly ready to support ground forces during contingency operations.

- The Army is planning to decommission APS-3 by relocating the stock ashore, ending the contracts for the two ammunition ships, and transferring the five cargo ships to a Reduced Operating Status on the U.S. East Coast where they would carry no cargo, be minimally crewed and maintained, and would be subject to a five-day activation standard.

Recent Updates

- Congressional intent to maintain the program has remained clear as all Authorization and
- Appropriations bills in the House and Senate include the full \$473 million requested for APS-3 in FY25 to maintain all seven vessels in a full operational status.
- HASC and SASC also directed the Army to update Congress on this is-

sue in their respective NDAA's, including a requirement to provide Congress with a report on its plans for APS-3 in coordination with the Commander, U.S. Indo-Pacific Command.

- Despite multiple assurances from the Army to Congress that no decision has been made to sunset APS-3, specific actions have been taken that suggest otherwise:
 - In May, the Army directed an ammo ship to return from South Korea, offload its ammunition, and it currently remains idle in Norfolk, VA awaiting new orders.
 - In August, the Army declined to renew the contract for the only other APS-3 ammunition ship. It has been directed to leave its site at Diego Garcia, return to the U.S. in October, and offload all ammunition before ending the contract in early November. In December, the ship will be reflagged out of the U.S. fleet and 44 American union mariner jobs will be lost.
 - Early this year, Military Sealift Command (which manages the seven ships for the Army) deferred maintenance and upgrades on the climate-controlled holds of the five cargo ships at the direction of the Army, citing to intent to draw down APS-3.

Concerns

- National Security: APS-3 is essential to rapidly project U.S. military power, especially in the Indo-Pacific region, where tensions are increasing. With President Xi's intent to have China's military ready by 2027 for a potential Taiwan invasion, re-

moving critical capabilities seems strategically shortsighted.

- With the loss of these vessels, the quantity of U.S. flagged seagoing vessels keeps getting smaller, and the already critical number of mariners further diminishes.
- These ships remain a proven, reliable logistics deterrence to our adversaries, ensure fast response times, and reassure U.S. allies of our readiness to respond.
- Moving ships to reduced operating status will drastically lengthen response times. It would take months to load and deploy ships from the East Coast to the Pacific.
- The Army's alternative intent to rely on smaller drone ships in the future presents significant risks, given that these vessels have not been built or operationalized.
- Ground-based prepositioned stocks are static and vulnerable, unlike mobile vessels.

Also, the Army is still awaiting country approval for additional locations.

Economic Impact: Over 450 unionized merchant mariner jobs will be lost across the APS-3 program, exacerbating an existing shortage in the maritime workforce. In addition, hundreds of manufacturing and maintenance jobs will likely be lost at the maintenance depots that repair/refurbish APS vessels, as well as overhaul the equipment carried by the vessels. The loss of these vessels to the U.S.-flag will result in less competition for cargoes that the military needs to be moved, resulting in higher freight costs and in fact will cost the U.S. taxpayer more money.

Project 2025 proposes major overhaul of MARAD and the Jones Act

The Heritage Foundation's controversial plan dubbed "Project 2025" is proposing significant changes to the U.S. maritime industry, including a potential transfer of the Maritime Administration (MARAD) and a substantial reform or repeal of the Jones Act. The plan suggests moving MARAD from the Department of Transportation (DOT) to the Department of Homeland Security (DHS) or the Department of Defense, arguing that MARAD's position within DOT is unique as it doesn't regulate the industry it represents — as this falls under the Coast Guard and independent Federal Maritime Commission (FMC).

MARAD also has dual responsibilities in peacetime commerce and wartime sealift. These factors, including management of the National Defense Reserve Fleet and 45-ship Ready Reserve Force, set MARAD apart from other modal administrations within the DOT. Consequently, its missions and funding priorities have often been underappreciated in DOT planning and budgeting.

According to the Project 2025, "MARAD would be better served by being transferred from DOT to DHS," aligning MARAD with the U.S. Coast Guard, which is also part of the DHS, and potentially improving operational efficiencies in maritime sector oversight and regulation.

Regarding the Jones Act, Project 2025 advocates for "serious consideration... to repealing or substantially reforming the Jones Act," citing economic costs that "vastly exceed its effect on the supply of domestic ships." The plan points out that "no liquified natural gas (LNG) can be shipped from Alaska to

the lower 48 states because there are no U.S.-flagged ships that carry LNG," highlighting potential inefficiencies in the current system.

The proposal also argues that transferring MARAD to DHS could streamline disaster response efforts, as FEMA falls under DHS as well. Additionally, it could improve the Jones Act waiver process, which initially requires MARAD to conduct a market survey of available shipping tonnage.

"Transferring MARAD to DHS would make coordination and requisition of those vessels a smoother and more rapid process," it states. The plan further suggests that placing MARAD under DHS could benefit the U.S. Merchant Marine Academy, potentially aligning it more closely with the U.S. Coast Guard Academy.

Despite championing similar policy goals during his presidency and Project 2025's labeling as a "presidential transition plan", former President Trump has been distancing himself from the plan in an attempt to maintain appeal to his base while avoiding association with the project's more controversial aspects, which have faced criticism from moderates and progressives for potentially undermining democratic institutions.

The bottom line is that Project 2025's implementation could have far-reaching implications for the U.S. maritime industry, potentially affecting nearly 650,000 American jobs and \$150 billion in annual economic contributions. With the upcoming November election, the future of America's maritime policy just might hang in the balance.



2024 Special Election for San Francisco Business Agent and Trustee Nominations

San Francisco — September 4, 2024

Vince Marshall, #3914	—	Board of Trustees
Vince Marshall, #3914	—	San Francisco Business Agent
Ahmed Munassar, #3934	—	San Francisco Business Agent

Honolulu — September 10, 2024

Mario Higa, #3738	—	San Francisco Business Agent
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Wilmington — September 11, 2024

Patrick Gillette, #3880	—	San Francisco Business Agent
Michael Robles, #3855	—	Trustee

Seattle — September 12, 2024

None					
*	*	*	*	*	*

REPORT of CREDENTIALS COMMITTEE October 1, 2024

The Credentials Committee has checked the acceptances in the 2024 special election for the vacated offices of San Francisco Business Agent and Trustee.

There was only one acceptance for the office of Trustee:
Vince Marshall, #3914

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

There were two acceptances for the office of San Francisco Business Agent:

Patrick Gillette, #3880
Vince Marshall, #3914

Balloting for San Francisco Business Agent will take place at the October 2024 regular Branch meetings and at a Seattle – Port Serviced special meeting.

CREDENTIALS COMMITTEE:
/s/ Steven Mohlin, #3831
/s/ Donald Robinson, #4001



Matson

On September 10, the Union was informed by Matson labor relations that effective immediately they will be increasing the Red Wing Safety Shoe Program subsidy from \$125 per year to \$250 per year. This is a discretionary company safety shoe subsidy increase beyond what the collective bargaining agreements requires. All Red Wing safety shoe voucher requests should be sent to the 1Vessel Ops Assistant email group at 1VesselOpsAssistant@matson.com. Matson ISM C-01-020 section 4.6.8 has been updated accordingly and will be pushed out to the fleet shortly by the SQES Department.

Patriot Contract Services

Seay and Pililaau — On September 26, the Union was notified by Military Sealift Command (MSC) that the agency anticipates exercising Option Period 2 with Patriot Contract Services (PCS), under contract N3220523C4031 for the operation and maintenance of the USNS Seay and USNS Pililaau. The anticipated period of performance is November 1, 2024, through October 31, 2025. The notification was provided to the Union as a collective bargaining agent and served as written notification of a forthcoming contract modification as required under FAR 22.1010(a)(2).

SLNC Pax — On October 2, the Union was notified by PCS that they are transitioning management of the SLNC Pax to SLNC and wish to execute a Letter of Understanding which essentially extends the existing terms and pricing of the existing contract until October 31, 2024.

This is a work in progress.

Seafarers' Medical Center

On October 1, the Union was notified by the Seafarers' Medical Center that they had toured the American Family Care Urgent Care (AFC) facility in September and met with its owner. As the Medical Center was impressed with the state-of-the-art facility and its convenience, they proceeded to reach an agreement with AFC as a second facility in the Los Angeles area to provide medical services for dispatched MFOW and SUP members beginning October 15, 2024.

As long as members bring their yellow dispatch slips from the Port Agents, they can access the full range of services at AFC, inclusive of annual exams, sign-on physicals, drug screens and Coast Guard 719K physicals. Concentra continues as a medical clinic option in the area as well for all services. The address and contact information for the new clinic is as follows:

American Family Care Urgent Care
24329 Crenshaw Blvd, Suite A
Torrance, CA 90505
Phone: (310) 868-8100
Hours: 8 a.m. to 8 p.m. seven days a week

APLMS

Fleet changes — On September 23, the Union was informed by APL Marine Services (APLMS) labor relations that the *MV President Monroe* will re-flag to U.S.-flag on or about November 12. The *MV President Carter* will re-flag to U.S.-flag on or about December 10.

The *MV President Wilson* will flag foreign on or about October 14 at Busan, South Korea. The *MV President Kennedy* will flag foreign on or about November 15 at Singapore. The *MV President Cleveland* will flag foreign on or about December 14 at Busan.

Negotiations — The MFOW and SIU Pacific District Negotiating Committees reached agreement with APL Marine Services (APLMS) on September 26, 2024, at SUP Headquarters in San Francisco. The package, subject to ratification, includes improvement to wages, supplemental benefits, conditions, and maintenance of benefits. Details are as follows:

General Rules

- Five-year term of agreement from October 1, 2024, through September 30, 2029. Total compounded increase of 21.9 percent on wages and wage-related items (W&WRI):
 - 5.75 percent in 2024 increase in W&WRI on October 1, 2024
 - 5.50 percent in 2025 increase in W&WRI on October 1, 2025
 - 3.00 percent in 2026 increase in W&WRI on October 1, 2026
 - 3.00 percent in 2027 increase in W&WRI on October 1, 2027
 - 3.00 percent in 2028 increase in W&WRI on October 1, 2028
- COLA — CPI index over four percent, not to exceed five percent, added to W&WRI each year of agreement.
- Increase in Supplemental Benefit days as follows:
 - 18 days for 30 on October 1, 2024
 - 19 days for 30 on October 1, 2026
 - 20 days for 30 on October 1, 2028
- Safety shoe reimbursement raised to \$250.00 per year and incorporated into Agreement.
- Improved broadband satellite internet connection (low-earth Starlink system or similar) at no cost to crew and capable of video calling and limited streaming.
- Increase in Joint Employment Committee contribution of \$1.00 on October 1, 2024; \$1.00 in 2025; and \$1.00 in 2026.
- Increase in Training Plan contribution of \$0.50 on October 1, 2024; \$0.50 in 2025; \$0.50 in 2026.

Appendix A — Manning

- Updated Appendix A to include newbuild ships and establish one contractual Wiper per ship.

Appendix B — Transportation

- Updated transportation fares in Appendix B.

MFOW Work Rules

- Rename Section 35. Reserved, to **Section 35. Hot Work, Welding, Brazing, and Plasma Cutting**, and insert new language:
Unlicensed engine personnel may be assigned to perform hot work, welding, brazing, and plasma cutting under the direction of the Chief Engineer or 1st Assistant Engineer. Unlicensed engine personnel shall receive the applicable straight time rate when performing these duties during normal working hours.

MFOW Shipping Rules

- Amend Section 61 – **Trip-off and Relief Procedure** to allow all regular crew members (A-, B-, and C-seniority) to take a trip off without pay during the four months of employment aboard vessel.

MFOW Maintenance Agreement

- Apply same offshore wage increases to the Maintenance Agreement.

Other

- Increase in all MFOW Welfare Fund contributions of 3.6 percent, based on the percentage increase in the medical care services component of the Consumer Price Index (United States City Average for Urban Wage Earners and Clerical Workers).

Ratification

The MFOW and SIU-PD Negotiating Committees worked hard for the above gains while defending against fundamental changes to individual departmental Work Rules. On the engine side, APLMS rejected several cost item proposals from the Union. However, the end result is a generous package with job security and significant wage increases. The Negotiating Committee

(Anthony Poplawski, #3596; Patrick Gillette, #3880; Ahmed Munassar, #3934; and Vince Marshall, #3914) highly recommends ratification of this tentative Agreement.

Special Election

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. As of close of business day on Monday, September 30, only one nominee accepted nomination for the office of Trustee: Vince Marshall, #3914. On October 1, the Credentials Committee certified Marshall as an eligible candidate. As there are no other qualified nominees, I declare that Vince Marshall, #3914, is hereby elected to the office of Trustee by acclamation and shall turn-to as Trustee effective Thursday, October 17.

Two nominees accepted for the office of San Francisco Business Agent: Patrick Gillette, #3880; and Vince Marshall, #3914. 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.

Balloting will occur under "New Business" at the following meetings:

- Wednesday, October 2 - Headquarters meeting.
- Tuesday, October 8 - Honolulu meeting.
- Wednesday, October 9 - Wilmington meeting.
- Thursday, October 10 - Seattle Port Serviced special meeting.

The new San Francisco Business Agent will turn-to at Headquarters on Thursday, October 17. The elected candidate may be allowed a reasonable time to assume the duties if he is at sea or there are other circumstances preventing an October 17 start date.



Pictured at SUP Headquarters are participants of 2024 APL Marine Services and SIU Pacific District contract negotiations.

Photo by Dave Connolly, SUP.

VICE PRESIDENT'S REPORT

There were 30 registrants dispatched in the month of September: 18 in Class A, six in Class B, four in Class C and two Non-Seniority.

There are 34 members registered: 17 in Class A, nine in Class B, and eight in Class C.

Here is the vessel rundown for September 2024:

Matson Navigation Company

On the Pacific Southwest triangle run: *MV Mokihana* — delegate REJ Dale Cunningham, #3597, shipped a DJU for time up and an ERJ 1-trip relief, no beefs.

On the Pacific Northwest triangle run: *MV Mahimahi* back in service after a brief layup with all registered crew members returning, delegate DJU Fredrick Cagler, #3906. *MV R.J. Pfeiffer* — delegate REJ Edward Tokarz, #3770, no beefs. *MV Manulani* — delegate REJ Theo Price-Moku, #3975, shipped an ERJ, REJ and two Wipers, no beefs.

APL Maritime Services

On the EX1 run: *MV President Kennedy* — delegate REJ Ezra Dhillon, #3936, shipped a DJU and REJ for time up. *MV President J.Q. Adams* — delegate ERJ Matthew Powell, #3948, shipped an additional REJ to assist with cargo ops. *MV President Grant* — delegate ERJ Perry Taitano, #4006, shipped a DJU, no beefs. *MV President Wilson* — delegate Danilo Datuin, JM—5505, no beefs. *MV President Reagan* — delegate ERJ Randy Flores, #3962, shipped a DJU.

On the GSX run: *MV APL Islander* — shipped a DJU.

Patriot Contract Services

Cape Vincent — shipped two Oilers for Activation. *Allied Pacific* — shipped an Oiler. *Admiral Callaghan* — shipped a Wiper for a turbo activation. *USNS Sisler* — shipped an Electrician. *USNS Watkins* — shipped a Wiper.

Fraternally, **Bobby Baca**



MFOW and SUP crew aboard the *GTS Adm. W. M. Callaghan*.

Philly Shipyard delivers second National Security Multi-Mission Vessel

On September 26, Philly Shipyard, Inc. delivered the *Patriot State*, the second of five new purpose-built, state-of-the-art training vessels for America's state maritime academies. The U.S. Department of Transportation's Maritime Administration (MARAD) new vessel program - known as National Security Multi-Mission Vessels (NSMVs) - was designed to provide world-class training for America's future mariners and to support humanitarian assistance and disaster relief missions in times of need. This second vessel, *Patriot State*, is being delivered to MARAD and will serve Massachusetts Maritime Academy.

Philly Shipyard was awarded the contract to build the NSMVs by TOTE Services, LLC, a U.S.-based company hired by MARAD as the Vessel Construction Manager (VCM) to oversee the construction of the training vessels. The NSMV program is the first government sponsored ship building program to utilize the VCM model. This model places the responsibility for the selection and oversight of the shipyard on a government contractor that utilizes commercial best practices to manage the project.

NSMV I, *Empire State*, was delivered in September 2023 to serve SUNY Maritime College. NSMV III (Maine Maritime Academy) and NSMV IV (Texas A&M Maritime Academy) are both under construction in Philly Shipyard's outfitting and building docks, respectively. NSMV III is scheduled for delivery in 2025. The steel cutting for NSMV V (California Maritime Academy) was completed earlier this year, placing all remaining vessels in various stages of production at Philly Shipyard.

The NSMV program is an important investment in America's shipbuilding industry, which supports nearly 400,000 U.S. jobs. Each NSMV will feature numerous instructional spaces, a full training bridge, and accommodations for up to 600 cadets to train in a first-rate maritime academic environment at sea. State maritime academies graduate more than half of all new officers each year - the merchant mariners who help keep cargoes and our economy moving. Many also support U.S. national security by crewing military sealift vessels.

The delivery of the *Patriot State* marks an important milestone for the NSMV



program as well as the VCM contract model. This innovative approach enables shipyards to apply commercial best practices for design and construction to government vessels. There is growing interest in the VCM contract model and its potential applicability to government shipbuilding programs to reduce costs, accelerate delivery times, and build more vessels.

About the National Security Multi-Mission Vessel (NSMV) Program - The U.S. Department of Transportation Maritime Administration's (MARAD) NSMV program is designed to provide a purpose-built, state-of-the-art training platform for the state maritime academies in New York, Massachusetts, Maine, Texas, and California, respectively.

This next-generation training fleet will address a critical shortage of qualified officers necessary to crew government and commercial owned sealift ships. In addition to providing world-class training for America's future mariners, the NSMVs will be available to support humanitarian assistance and disaster relief missions in times of need.

The NSMV will feature numerous instructional spaces, a full training bridge, and have space for up to 600 cadets to train in a first-rate maritime academic environment at sea.

In addition to being a state-of-the-art training and educational platform, each ship will feature modern hospital facilities, a helicopter pad, and the ability to accommodate up to 1,000 people in times of humanitarian need. Adding to the NSMV's capability, it will provide needed roll-on/roll-off and container storage capacity.

Vessel specifications: Length: 159.85 meters, Breadth: 27.00 meters, Draft, scantling: 7.50 meters, Total berthing: 760 people, Speed: 18 knots, Deadweight: 8,487 metric tons

Philly Shipyard begins work on first of three Matson newbuilds

Following a steel cutting ceremony, Philly Shipyard has begun construction on the first of three *Aloha*-class LNG-fueled containerhips to be built for Matson Navigation. At 854 feet long with a carrying capacity of 3,600 TEU, Matson's *Aloha*-class ships will carry a variety of container sizes and operate at speeds exceeding 23 knots. All three vessels will in-

corporate green ship technology features such as environmentally safe double hull fuel tanks and freshwater ballast systems and will be delivered ready to operate on liquefied natural gas. The first vessel will be named *Makua*. The other two will be the *Malama* and *Makena*. Deliveries are scheduled for October 2026, April 2027 and December 2027.

Singapore to be first in digital bunkering implementation

Singapore is set to become the first port in the world to fully implement digital bunkering by 2025. Senior Minister of State for Transport Amy Khor made this announcement on October 9 during the Singapore International Bunkering Conference and Exhibition at Resorts World Sentosa.

Bunkering is the process of supplying fuel to ships. Traditionally, this involves exchanging physical documents among several parties, including bunker suppliers, ship owners, and authorities.

According to The Business Times, starting April 1, 2025, Singapore bunker suppliers will be required to use digital bunkering services and issue electronic bunker delivery notes (e-BDNs) as the standard practice.

Dr. Khor noted that this change will improve efficiency and transparency, potentially saving the industry about 40,000 man-days each year. The Maritime and Port Authority of Singapore (MPA) added that the initiative represents a key milestone to strengthen the competitiveness and efficiency of bunkering in Singapore.

Digital bunkering will also streamline operations, reduce errors, boost accountability, and improve compliance. In addition, it will help detect fraud more easily.

To support this digital change, the MPA will create a centralized verification facility for e-BDNs. This will allow stakeholders to verify e-BDNs against information sent to the authority.

Singapore started a digital bunkering scheme in November 2023 after its first pilot e-BDN transaction in 2021, but it has only now become mandatory.

Singapore is already the top bunkering port globally, with a record 51.8 million tons in bunker sales in 2023. In the first eight months of 2024, sales surpassed 36 million tons, a seven percent increase compared to the same period last year.

This was one of several announcements for the maritime industry. Other updates included the launch of artificial intelligence (AI) applications, a regulatory change to help companies cut costs, and news on adopting cleaner fuels and technologies.

From January 1, 2025, the MPA will

introduce two artificial intelligence (AI) applications designed to speed up the renewal of ship certificates for Singapore-registered vessels.

The first application, DocuMind, will read information from various document formats, while the second, DocuMatch, will verify data against internal databases and recommend approvals. These applications are expected to reduce certificate processing times to just a few minutes, down from a maximum of three days.

To help cut costs for the industry, the MPA will also change the verification requirements for mass flow meters, which measure liquid volumes during bunkering.

From April 2025, these meters will only need to be checked once a year instead of twice. This adjustment is expected to save the industry around S\$300,000 annually and follows updated standards from the authority.

In addition to digital bunkering and AI applications, the MPA shared news about its efforts to promote cleaner fuels. In July, two consortiums were selected to propose an ammonia bunkering project on Jurong Island. This comes alongside three previously selected proposals from Itochu, Nippon Yusen Kaishiki Kaisha, and Sumitomo. Now, two additional proposals from Mitsui & Co and Fortescue-Equatorial Marine Fuels have also been accepted. The selected developer will be announced in the first quarter of 2025. The project aims to create a power plant that will generate 55 to 65 megawatts of electricity from low or zero-carbon ammonia, as well as establish ammonia bunkering facilities with a capacity of at least 100,000 tons per year.

The MPA is also committing an extra S\$50 million to the Maritime Singapore Green Initiative (MSGI), which has been extended to 2030. The MSGI promotes the use of cleaner, lower-emission technologies through initiatives like discounts for greener vessels, funding for decarbonization projects at the Port of Singapore, and supporting the development and commercialization of new technologies. Launched in 2011, the initiative received a five-year extension to run until the end of 2024.

MARINE FIREMEN’S UNION TRAINING PROGRAM — 2024-2025

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.

November 11-14

December 16-19

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 31-November 1

December 5-6

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.*

2025: January 6-31

February 17-March 14

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.*

2025: February 3-4

March 17-21

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.*

2025: January 13-February 21

February 24-April 4

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.*

2025: February 17-21

April 7-11

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.*

2025: May 19-June 20

September 29-October 3

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.*

November 18-22

December 16-20

New in 2025

Maritime Institute: 1130 West Marine View Drive, Everett WA

QMED Oiler: February 24-March 14, June 2-20, 2025

STCW Rating Forming Part of an Engineering Watch: March 17-21, April 7-11, 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: October 25, November 1, 8 and 22
- Maritime Institute, Honolulu, HI: December 6
- Maritime Institute, Everett, WA: November 8, December 20
- Cal Maritime Academy, Vallejo, CA: October 21-22
- Compass Courses, Edmonds, WA: Temporarily closed
- MITAGS-PMI, Seattle, WA: 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: November 25-27
- Maritime Institute, Everett, WA: November 25-27
- Cal Maritime Academy, Vallejo, CA: Pending
- Compass Courses, Edmonds, WA: Temporarily closed
- MITAGS-PMI, Seattle, WA: December 7-9



Pensioner David Madrid (P-2816) paid a visit to Headquarters on September 17, 2024.

Containership TEU capacity orders at all-time high

Analysts have highlighted over the past few years the dramatic growth in containership newbuilding but according to the well-known group Alphaliner, the pace is not likely to slow both due to demand and the need to revitalize aging fleets. Carriers are under pressure to modernize and expand their fleets both to meet the need for additional capacity as well as the emerging environmental regulations.

The orderbook for containership construction continues to reach new heights with Alphaliner reporting in an analysis that in terms of TEU capacity orders are the largest they have ever been. Alphaliner’s closely-followed Top 100 ranking of the sector shows container shipping has reached new levels with a capacity of nearly 30.9 million TEU. They calculate there are 7,125 active vessels representing a total of 366 million dwt.

Despite the dramatic growth, Alphaliner says orders are at a high with the Top 10 ocean carriers alone having placed orders for 431 containerships.

While shipbuilding orders have overall slowed containerships remain strong. Clarkson Research said for example orders were down overall 25 percent year-over-year in September to a total of 90 vessels of all types representing 2.89 million CGT with a total backlog of over 149 million CGT.

Alphaliner points to the largest container carriers’ building spree. Current orders they report represent 5.9 million TEU among the Top 10 carriers. The number is more dramatic when considering the Top 10 currently have a capacity of approximately 25.8 million TEU meaning the orderbook is nearly 23 percent of current capacity. Some of the orders are not yet committed with long-term charters meaning it is likely to drive the numbers even higher this year.

Several major newbuilding deals are also currently under negotiation. Hapag-Lloyd for example is rumored to be moving forward with a significant order while many of the large carriers have declared publicly some of their or-

ders. MSC also remains very active and never confirms its orders.

Top 10 carriers’ aging fleet (Alphaliner)

The need for fleet renewal however is also a big driver behind the continuing orders says Alphaliner. They write that “some carriers simply need new tonnage to rejuvenate their fleets.”

Alphaliner calculates that among the Top 10 carriers, lines still operate 683 vessels 20 years or older. That is nearly a fifth (18 percent) of the total of approximately 3,800 vessels operated by the Top 10 carriers. These older vessels have a combined 2.6 million TEU of capacity.

Companies such as MSC have been sending a few of its oldest vessels for re-

cycling. This week it was reported that MSC sold the MSC Adele (1,900 TEU) a 38-year-old vessel for demolition. Even smaller carriers such as Wan Hai in 2023 moved to recycle older ships by selling off 10 vessels dating to the early to mid-1990s for recycling.

Maersk in August detailed its fleet renewal efforts reporting it planned to add 50 to 60 new vessels with a total of 800,000 TEU of capacity. The ships which will be either owned or long-term charters will join the fleet between 2026 and 2030 the company said while it seeks to maintain overall capacity at around the current 4.2 million TEU level. Maersk had previously reported orders for 25 owned vessels representing 350,000 TEU of capacity.

Group says it’s on track to eliminate the Great Pacific Garbage Patch

Nonprofit environmental organization Ocean Cleanup has announced that it’s on track to eliminate the Great Pacific Garbage Patch by 2034. If it can get the necessary funds, that is. In a press release, the organization claimed that eliminating the patch once and for all would cost a whopping \$7.5 billion — the “first time both a cost and a timeline has been placed on ridding the Pacific Ocean of the environmental hazard.”

The Great Pacific Garbage Patch is a name given to an estimated 79,000 metric tons of plastic waste floating in the ocean in an area roughly twice the size of Texas. The Ocean Cleanup has made it its mission to fish it out of the water piece by piece.

“Clean oceans can be achieved in a manageable time and for a clear cost,” said founder and CEO Boyan Slat in a statement. “Through the hard work of the past ten years, humanity has the tools needed to clean up the ocean.”

Researchers have found that the patch is growing rapidly, making it a massively difficult problem to deal with. To make a dent, Ocean Cleanup has been developing new technologies to fish this plastic out of the water. Its latest iteration, called System 03 consists of a floating barrier roughly 1.4 miles long, which is towed between two vessels.

So far, the nonprofit claims it has

fished out a million pounds of trash from the patch, a mere 0.5 percent of its total. But within a decade, it says, it could ramp up its operations to get rid of it in its entirety. Next year, the company will focus its efforts on establishing a “hotspot” map of areas in the ocean with “intense plastic accumulation.”

While \$7.5 billion may sound like a lot, it’s less than one month’s worth of Apple’s profits last year, or a sixth of the bonus Tesla shareholders awarded to CEO Elon Musk.

The Ocean Cleanup also put that price tag into perspective, pointing out that the annual spend on Halloween decorations in the US alone was \$10.6 billion. A mere one percent of the “annual net profits of the world’s plastic producers” is also just \$7.2 billion.

Better yet, if the nonprofit’s latest technological ideas come to fruition, Slat suggests we could even clear the patch in just five years at a cost of just \$4 billion.

“We call upon the world to relegate the Great Pacific Garbage Patch to the history books,” said Slat in the press release. “This environmental catastrophe has been allowed to exist, unresolved, for too long, and for the first time, we can tell the world what it costs, what is needed and how long it could take.”

“The only thing standing between us and clean oceans is money,” he added.

Ocean Pollution Facts

The ocean is the origin and the engine of all life on this planet — and it is under threat. A big part of the problem: pollution. So how does trash get into the ocean? It’s dumped, pumped, spilled, leaked and even washed out with our laundry. Each year, we expose the world’s waterways to an increasing variety of pollutants — plastic debris, chemical runoff, crude oil and more. Fortunately, it’s not too late to clean up our act. Share the dirty truth about ocean pollution and help make a difference. Share these facts about ocean pollution:

1. Oil spills aren’t the biggest problem — Headline-grabbing oil spills account for just 12 percent of the oil in our oceans. Two to three times as much oil is carried out to sea via runoff from our roads, rivers and drainpipes.

2. More plastic than fish — Up to 12 million metric tons: That’s how much plastic we dump into the oceans each year. That’s about 26 billion pounds — or the equivalent of more than 100,000 blue whales — every single year. By 2050, ocean plastic will outweigh all of the ocean’s fish.

3. Garbage patches — There’s so much junk at sea, the debris has formed giant garbage patches. There are five of them around the world, and the largest — the Great Pacific Garbage Patch — includes an estimated 1.8 trillion pieces of trash and covers an area twice the size of Texas.

4. Plastic poses a double danger — Ocean plastic can be broken into smaller pieces — known as microplastics — by sun exposure and wave action, after which it can find its way into the food chain. When it eventually degrades (which can take hundreds of years in the case of a plastic bottle), the process releases chemicals that further contaminate the sea.

5. Indonesia, India top the trash tally — More plastic in the ocean comes from Indonesia and India than anywhere else — together, they contribute more plastic to the world’s coastal environments than the next seven countries combined, including the United States, which ranks third on the list.

6. Pollution is in fashion (literally) — With each load of laundry, more than 700,000 synthetic microfibers can be washed into our waterways. Unlike natural materials such as cotton or wool, these plasticized fibers do not break down. One estimate puts the number of plastic microfibers in the ocean at 4 billion per square kilometer.

7. Tons of trash sits on the bottom — As unsightly as ocean pollution is, what we can’t see may be worse: Scientists estimate that some 14 million metric tons of ocean garbage actually rests on the seafloor, meaning we’re unlikely to ever be able to clean it up.

8. Even nutrients can become harmful — When dumped at sea in large amounts, agricultural nutrients such as nitrogen can stimulate the explosive growth of algae. When the algae decompose, oxygen in the surrounding waters is consumed, creating a vast dead zone that can result in mass die-offs of fish and other marine life.

9. The number of dead zones is growing — In 2004, scientists counted 146 hypoxic zones (areas of such low oxygen concentration that animal life suffocates and dies) in the world’s oceans. By 2008, that number jumped to more than 400. In 2017, in the Gulf of Mexico, oceanographers detected a dead zone nearly the size of New Jersey — the largest dead zone ever measured at the time.

10. The oceans are losing mussel mass — One effect of greenhouse emissions is increased ocean acidification, which makes it more difficult for bivalves such as mussels, clams and oysters to form shells, decreasing their likelihood of survival, upsetting the food chain and impacting the multibillion-dollar shellfish industry.

11. We’re making a racket down there — Noise pollution generated by shipping and military activity can cause cellular damage to a class of invertebrates that includes jellyfish and anemones. These animals are a vital food source for tuna, sharks, sea turtles and other creatures.



Advancement Program Wiper Aaron Rasquero, non-seniority, on the *MV Maunalei*, getting friendly with a roasted pig during ship’s barbeque

Active MFOW members

Retain your Welfare Fund eligibility.

MAIL or TURN IN all your Unfit for Duty slips to:

MFOW Welfare Fund, 240 2nd Street, San Francisco, CA 94105

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<https://www.facebook.com/>

Marine-Firemens-Union-121622254577986/



WILMINGTON NOTES

HONOLULU NOTES

This past month I have been very busy shipping jobs. We did not ship any one-year shore mechanic jobs last month. There are 27 A-, eight B-, and 12 C-seniority members on the registration list. 22 members are currently working on the shoregang.

There are still too many open jobs on

the board. When we have open jobs, or jobs filled by other unions, we lose the manday contributions for those billets, including Training Fund contributions. We have five applicants with ratings on standby that may ship in the future.

Fraternally,
Harold "Sonny" Gage, Port Agent

SEATTLE NOTES

During the month of September Seattle shipped three Electricians, six Standby Reefers, and seven Standby Wipers. Seattle currently has six A-, six B-, and three C-seniority members registered for shipping.

If you are renewing your MMC remotely (not at REC) please check in with me before you submit the application to the Coast Guard to insure all required supporting documents are included

with your application. For the Coast Guard to accept applications, all forms need to be scanned and attached in a PDF format. If you are unable to do this at home, please bring your application to the hall and I will scan and submit it on your behalf. Renewing is a slow process, and you need it to go as smoothly as possible without added delays.

Fraternally,
Brendon Bohannon, Representative

Maritime port councils usher in busy 2024 fall season

September is always a momentous occasion: schools reopen, the football season begins, and Fall weather creeps in. It's also when many of the Maritime Trades Department's Port Maritime Councils are at their busiest. This past month was no exception, with many councils putting on events and bolstering solidarity in their communities.

The Toledo Maritime Port Council kicked off the month with their traditional pre-Labor Day banquet. This year's dinner set the record for high attendance post-pandemic, with local union leaders, rank and file members, and area politicians rubbing elbows. Of particular note, Congresswoman Marcy Kaptur spoke on various waterfront revitalization projects in the area. PMC President John Clemons and MTD Executive Secretary-Treasurer Mark Clements provided additional remarks. The Toledo council also ginned up excitement for their appearance in the city's Labor Day parade later that weekend.

Speaking of Labor Day parades, the Port Maritime Council of Southern California celebrated the 45th anniversary of the wildly successful Los Angeles/Long Beach Harbor Labor Coalition pa-

rade and picnic. Over 5,000 union members and their supporters marched this year, with nearly 50 unions participating. PMC President Larry Barragan noted that United Fire Fighters of Los Angeles City (IAFF Local 112) grilled over 3,000 hot dogs after the parade for picnic attendees.

Two weeks later, the Michigan PMC commemorated a 45th anniversary of their own, for their Ron Krochmalny Classic golf outing. MTD Executive Secretary-Treasurer Clements accompanied PMC President Jeannette Bradshaw making rounds on the course, taking team photos and selling raffle tickets. PMC Secretary-Treasurer Todd Brdak managed the event's logistics throughout the day. The event did proper justice to the memory of the late Ron Krochmalny, a past PMC President.

Later in the month, the St. Louis PMC put on its own golf outing in the city's storied Forest Park. After all the golfers had brought their carts back in from the course, PMC President John Stiffler and Secretary-Treasurer Bryan Powell conducted the council's annual awards ceremony. This year's honorees included Gary Payeur of Insulators Local 1, Dr. John Gaal of the Missouri AFL-CIO's Worker Wellness Program, and St. Louis Fire Department Chief Dennis M. Jenkerson.

Whether parades, banquets, golf outings, or a combination of all the above, MTD's Port Maritime Councils provide opportunities for labor communities around the United States and Canada to come together in fellowship.

Container gantry crane collapses in northern Taiwan harbor

A container gantry crane collapsed at Keelung Port's Pier 20 around 2 p.m. on Monday, October 14. The incident occurred when the Yuzhou Qi Hang barge carrier was transporting a newly purchased gantry crane for the China Container Terminal Corporation. As the barge docked at Pier 20, the new crane accidentally collided with an existing onshore crane, causing the latter to collapse.

Fortunately, no one was injured in the accident, and only one container sustained damage.

September was a disheartening month for a few reasons. In Hawaii the nurses at Kapiolani Women's and Children's Hospital did a one-day walkout and the hospital then locked them out. This all started on Friday the 13th and they are still locked out. Patrick Weisbarth, Port Agent with the Sailor's Union of the Pacific, and myself having been spending time walking in solidarity with the nurses. Their main beef is wanting their patients to have quality care, and they can't give them that with the nurse to patience ratio that the Hospitals expects them to carry.

Also, in Honolulu, United Here Local 5 workers went on strike (Sept. 24) for about the same reasons. Hilton is keeping their COVID manning practices in place and won't revert to their pre-COVID practices. This is taken its toll on the workers in the hospitality department, and they can't keep up, they are very much over worked. Again, Patrick and I are spending time walking the picket line with them.

There's another event on October 1: the American Postal Workers Union will hold a national event across the country and again the SUP and MFOW will stand with them. The postal workers contract ended on September 20, and they haven't yet secured a new contract. We are also out there waving signs for Kamala Harris with the Honolulu Port Council. One more piece of disheartening news in the month was our standby jobs dropped by 25%. Let's hope this was a one-time drop and not the new trend. We had the average amount of steady jobs.

Presently the Honolulu registration list has 27 A-, two B-, and 16 C-seniority

Halls to close

Veterans' Day — The MFOW hiring halls will be closed on Monday, November 11, 2024, in observance of Veterans' Day, which is a contract holiday.

HONOR ROLL

Voluntary donation to General Treasury — September 2024:

Eliseo Ramical, #3932.....	\$100.00
Eeric White, #3925	\$100.00
Stuart Melendy, #3671	\$10.00

POLITICAL ACTION FUND

Voluntary donations for September 2024:

Stuart Melendy, #3671..	\$10.00
Vicente Cacacho, #3828.....	\$60.00

members.


The beginning of September started off real nice with the Hawaii Building Trades inviting the MFOW to their annual Labor Unity Picnic. It's always packed and everyone enjoying the concert and the dinner. I also attended my usual board meetings with The Honolulu Sailor's Home Society and the Honolulu Maritime Port Council. This month I also had an AFL-CIO executive meeting along with a general election endorsement conference with the State Fed. And lastly the Marimed Foundation held another Career Expo. It's always a great opportunity to inform the job seekers about our industry and union. Coming up next month is a rare opportunity to reach out to the small Island of Lanai. Sadie Schilling Program Manager of Kamoku Ulu is giving the Lanai High School & Elementary School students a Career Exploring Day, I believe everyone offering job opportunities to the students will be flying in (small prop plane, no jets) because Lanai is a very small island with one town that is called Lanai City, it's really the one and only one very small town on the island.

Aloha,
Mario Higa, Port Agent

HOWZ SHIPPING?	
September 2024	
San Francisco	
Electrician/Reefer/Jr. Engineer.....	3
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer	4
Oiler	4
Wiper.....	3
Standby Electrician/Reefer	10
Standby Wiper	3
TOTAL	30
Wilmington	
No Report Submitted	
Seattle	
Electrician.....	6
Standby Electrician/Reefer	6
Standby Wiper	7
TOTAL	19
Honolulu	
Electrician/Reefer/Jr. Engineer.....	6
Reefer/Electrician/Jr. Engineer.....	2
Junior Engineer	3
Oiler	4
Wiper.....	1
Standby Electrician/Reefer	16
Standby Wiper	18
TOTAL	50

Regular membership meeting dates 2024	
November 6	S. F. Headquarters
12	Honolulu
13	Wilmington
December 4	S. F. Headquarters
10	Honolulu
11	Wilmington

FINISHED WITH ENGINES



Jovito A. Alaras, JM-5071.

Born December 27, 1967, Philippines. Joined MFOW August 8, 2011. Died July 31, 2024, Los Angeles, California.

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