



THE MARINE FIREMAN

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



Volume 76

SAN FRANCISCO, CALIFORNIA, APRIL 9, 2020



No. 4

U.S. Merchant Marine answers the call to deliver healthcare resources

American maritime operators and mariners once again have come together in time of crisis to serve the nation, supporting the swift arrival of the *USNS Mercy* to Los Angeles, and the *USNS Comfort* to New York City. As the nation focuses on providing the needed medical attention and resources to its communities, the American maritime community is stepping up to enable delivery of care. Speaking at the *USNS Comfort* in Norfolk, Virginia, before its departure for New York City, President Donald J. Trump stated, "This great ship behind me is a 70,000-ton message of hope and solidarity to the incredible people of New York."

The *USNS Comfort* was last stationed in New York City in response to the 9/11 terrorist attacks, where it helped treat hundreds of first responders. Once again, in a time of need, American maritime took on the mission and urgently delivered for fellow Americans in need.

In preparation for the arrival of the *USNS Comfort* in New York, U.S. dredging company Donjon Marine Co., of Hillside, New Jersey expedited dredging operations at Manhattan Cruise Terminal with a crew of 60 workers operating 24 hours each day across two shifts. The two-week job was completed in eight days, deepening Berth 4 to 40-feet deep and removing 92,000 cubic yards of dredge material. The clamshell bucket dredge *Delaware Bay* was supported by three U.S.-flag dump scow barges and three tugboats, completing the job in record time.

The *USNS Comfort* and *USNS Mercy* required tug assists provided by American maritime towing companies when departing and arriving into port. When departing Norfolk, tug assist was provided to the *USNS Comfort* by Moran Towing and was assisted by McAllister Towing in New York City. In Los Angeles, Foss Maritime and AmNav Maritime Corporation assisted the *USNS Mercy* into port.

The *USNS Mercy* and *USNS Comfort*

are U.S. Navy hospital ships, operated by the U.S. Military Sealift Command. There are an estimated 70 civilian mariners aboard each vessel, supporting the additional 1,200 Navy crew members, including doctors, nurses, and other health care professionals. The civilian mariners, built from the readied and on-call Military Sealift Command, hail from across the nation. Once onboard, the crew does not leave the vessel and continues to support the mission. Mariners take the ship to the desired location and provide the needed potable water, electrical, HVAC, and sanitation facilities to support the embarked medical staff, over 1,000 beds, and patients.

Acting Secretary of the U.S. Navy Thomas Modly said at a press conference, "The white hulls and red crosses of these hospital ships have long become a welcome sight around the world, standing at the forefront of our humanitarian mission as the United States Navy and Marine Corps team. They represent all that is good about the American people that they represent, and now they will serve our own people in this time of need, providing critical surge hospital capacity to America's two largest cities."

Stationed in the Port of Los Angeles and Pier 90 in Manhattan, the hospital ships are treating non-COVID-19 patients, providing a full spectrum of medical care to include general surgeries, critical care and ward care for adults. The availability of these vessels is relieving the pressure on local hospitals by enabling local health professionals to focus on treating COVID-19 patients and for shore-based hospitals to use their intensive care units and ventilators for those patients. Typically, these vessels are stationed across the globe to assist in humanitarian missions, and are not normally deployed domestically for the same mission.

Both hospital ships were U.S.-built at National Steel and Shipbuilding Compa-



The *USNS Comfort* arrives in New York.

Photo by PO2 Cory J. Mendenhall, U.S. Coast Guard.

ny in San Diego and are maintained and serviced at U.S. shipyards. The *USNS Comfort* was in the midst of a maintenance period at its homeport of Naval Station in Norfolk after a five-month goodwill mission in Central and South America. The major maintenance items were accelerated at a historic record, enabling the vessel to arrive in New York City three weeks ahead of schedule. This is due to the skilled shipyard workers and industrial base present in Norfolk,

enabling American workers to quickly and expertly complete these needed repairs in an expeditious manner.

Each ship is equipped with twelve operating rooms, eighty ICU beds and 1,000 patient beds, 5,000 units of blood, two oxygen-producing plants, an isolation ward, medical laboratory, pharmacy, optometry lab, and a CAT scan. They also have a helicopter deck capable of landing large helicopters and side ports to take on patients at sea.

WWII mariners finally honored with Congressional Gold Medal

On March 14, President Trump signed legislation authorizing the Congressional Gold Medal for American merchant mariners whose honorable deeds were critical to U.S. and Allied objectives and ultimate success in World War II. The Congressional Gold Medal is the highest honor bestowed by the U.S. Congress. The legislation, sponsored by Congressman John Garamendi (D-California) and Senator Lisa Murkowski (R-Alaska) and named the *Merchant Mariners of World War II Congressional Gold Medal Act of 2020 (H.R.6571)*, passed the House and Senate without objection.

In an opinion piece published in the *New York Post*, Dr. Peter Navarro, Assistant to the President and Director of the Office of Trade and Manufacturing Policy, wrote, "Let this Congressional Gold Medal not only celebrate some of the most unsung heroes of World War II; let it also reawaken our interest in promoting U.S.-flagged ships and credentialed merchant seamen and strengthening our shipyards and broader defense industrial base. Such a result would be a truly lasting tribute to those World War II merchant mariners who defended freedom then and a broad salute to our future merchant mariners who will defend us in the tomorrows to come."

"We applaud this bipartisan action that honors these extraordinary American heroes," said Mike Roberts, Presi-

dent of the American Maritime Partnership. "Since the earliest days of our nation's existence, America has relied on a strong domestic maritime capability. During World War II, almost 250,000 merchant mariners transported tens of millions of tons of war supplies and more than seven million servicemen under the most challenging circumstances imaginable. Their actions were heroic and courageous yet second nature to them. We all owe these heroes a debt of gratitude that can never be fully repaid."

The World War II merchant mariners are renowned for their bravery and contribution to the Allied victory 75 years ago. They suffered the highest per capita casualty rate in the U.S. Armed Forces during World War II, with one mariner out of every 26 lost. Of the 250,000 merchant mariners deployed, an estimated 8,300 mariners lost their lives, and another 12,000 were wounded. Yet, these mariners who put their lives on the line were not provided veteran status until 1988.

Today, American mariners continue to be essential for the nation's security posture, ensuring a readied base of American mariners that can operate large, ocean-going ships at a moment's notice during wartime or another contingency. America's domestic maritime industry is the largest single commercial source of mariners for national security.



The large, medium-speed, roll-on/roll-off (LMSR) ship *USNS Watkins* anchored off of Staten Island, New York.

The Marine Fireman

Published Monthly By

The Pacific Coast Marine Firemen, Oilers, Watertenders and Wipers Association

ORGANIZED 1883

Affiliated with the Seafarers International Union of North America, AFL-CIO

Yearly subscription rate: \$20 first class, \$25 overseas air

Postmaster: Send address changes to The Marine Fireman, 240 2nd Street, San Francisco, CA 94105

MFOW Vessel Report as of April 1, 2020

Vessel	Operator	Type	Built	Last Known Route or Location
MV Lurline	MNC	Kanaloa Class	2019	Pacific Southwest Triangle
MV Kaimana Hila	MNC	Aloha Class	2019	China – Long Beach Express
MV Daniel K. Inouye	MNC	Aloha Class	2018	Pacific Southwest Triangle
MV President Truman	APL	Container	2014	Eagle Express Service
MV President Cleveland	APL	Container	2012	Eagle Express Service
MV President F.D. Roosevelt	APL	Container	2010	Eagle Express Service
MT SLNC Pax	PCS	Tanker	2008	Yokosuka, Japan
MV Maunalei	MNC	CV2500	2006	China – Long Beach Express
MV Manulani	MNC	CV2600	2005	China – Long Beach Express
MV President Eisenhower	APL	Container	2005	Eagle Express Service
MV President Kennedy	APL	Container	2005	Eagle Express Service
MV Maunawili	MNC	CV2600	2004	Pacific Northwest Triangle
MV Manukai	MNC	CV2600	2003	China – Long Beach Express
MV President Wilson	APL	Container	2002	Eagle Express Service
USNS Soderman	PCS	LMSR	2002	Busan, South Korea
MV APL Gulf Express	APL	Container	2002	Jebel Ali – Middle East Express
MV APL Saipan	APL	Container	2002	Guam – Saipan Express
MV APL Guam	APL	Container	2001	Guam – Saipan Express
USNS Pomeroy	PCS	LMSR	2001	Diego Garcia
USNS Watkins	PCS	LMSR	2001	New York, New York
MV Kamokuiki	MNC	CV700	2000	Philippine Sea
USNS Charlton	PCS	LMSR	2000	Saipan
USNS Red Cloud	PCS	LMSR	2000	Bayonne, New Jersey
USNS Dahl	PCS	LMSR	1999	Saipan
USNS Sisler	PCS	LMSR	1998	Diego Garcia
USNS Watson	PCS	LMSR	1998	Diego Garcia
MV R.J. Pfeiffer	MNC	Hawaii II Class	1992	Nantong, China
MV Cape Victory	PCS	Ro/Ro	1984	Port Neches, Texas
MV Cape Vincent	PCS	Ro/Ro	1984	Port Neches, Texas
MV Mahimahi	MNC	C-9	1983	Pacific Northwest Triangle
MV Mokihana	MNC	C-9/Ro-Ro	1983	Oakland, California
MV Manoa	MNC	C-9	1982	China – Long Beach Express
MV Cape Orlando	PCS	Ro/Ro	1981	Alameda, California
SS Kauai	MNC	071 Class	1980	Alameda, California
MV Cape Henry	MNC	Ro/Ro	1979	San Francisco, California
MV Cape Horn	MNC	Ro/Ro	1979	San Francisco, California
MV Cape Hudson	MNC	Ro/Ro	1979	East China Sea
MV Cape Tayler	PCS	Ro/Ro	1977	Beaumont, Texas
MV Cape Texas	PCS	Ro/Ro	1977	Beaumont, Texas
MV Cape Trinity	PCS	Ro/Ro	1977	Beaumont, Texas
SS Matsonia	MNC	Ro/Ro	1973	Alameda, California
SS Lihue	MNC	C-8	1971	Tacoma, Washington
GTS Callaghan	PCS	Ro/Ro	1967	Alameda, California

APL = APL Marine Services – Rockville, Maryland

MNC = Matson Navigation Company – Honolulu, Hawaii

PCS = Patriot Contract Services – Concord, California

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\$66.7 million approved for Alaska Marine Highway System

The Alaska Legislature recently approved a \$66.7 million budget appropriation that lawmakers said should keep the Alaska Marine Highway System running for the year. Legislators increased the operating budget for the state's ferry service by around \$20 million over the previous year. An estimated 42 percent of the overall \$122 million ferry budget is expected to come from ticket sales for passengers, vehicles and freight. The appropriation should guarantee at least one ferry is available as relief if another vessel breaks down, said one Alaskan state senator.

The budget adds another \$19 million for repairing the ferry *Aurora*, which is laid up because of cost-cutting and adding crew quarters to either the *Hubbard* or *Tazlina* to extend their ranges. The two ships are the system's newest,

known as Alaska Class Ferries. But as currently configured, they serve as relatively short-range day trip boats.

The operating budget includes about \$16 million more than Alaska Governor Mike Dunleavy proposed, which should provide about 25 percent more service, according to Department of Transportation figures. Dunleavy proposed a \$49.9 million ferry service appropriation in the budget he submitted in December, which was an increase over the \$46 million approved by the Legislature in May 2019.

Cuts to the system's budget have been compounded by maintenance and other issues, prompting the Alaska Department of Transportation to contract with private companies to transport people on smaller catamarans with no vehicles or heavy freight were allowed.

Attention: MFOW Members

Are your MFOW Welfare Fund records up to date?

The following information should be on file:

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

Contact:

MFOW Welfare Fund
240 Second St.

San Francisco, CA 94105

(415) 986-1028/(415) 986-5720

Email: welfare@mfoww.org



AFL - CIO Executive Council Statement Working People's Demands in the Face of the COVID-19 Pandemic March 24, 2020

COVID-19 has now been declared a pandemic, and the disease is spreading quickly throughout the United States. In a matter of weeks, the human and economic impact has become devastating for working people and for our country. The labor movement is mobilizing and doing everything we can to protect our members and the general public, and we ask the federal government, state and local governments, and employers to do the same.

The 55 unions representing 12.5 million union members who make up the AFL-CIO—including workers on the front lines—are working nonstop to empower and protect people in harm's way. We have trained and educated our members about what they need to be safe on the job. We are coordinating to immediately develop and disseminate education and training, logistical resources, and recommendations from leading experts.

We demand action at the scale and with the urgency that this pandemic requires. We must protect our front-line workers; mitigate the public health crisis; sustain people as long as the crisis lasts, especially workers in severely affected sectors; support state and local governments; and rebuild our economy and put people back to work. To do this, we outline below a set of immediate steps in the areas of occupational health and safety; worker protections such as paid leave, paid sick days, workers' compensation and unemployment insurance; medical treatment and community mitigation; and the pandemic's economic impact.

WORKER SAFETY AND HEALTH

The Occupational Safety and Health Administration (OSHA) must issue an emergency temporary standard (ETS) to protect all workers at potential risk of occupational exposure to infectious diseases, including COVID-19. Employers must be required to assess workplace-specific risks, implement controls to reduce risks, develop protocols and training, and develop pandemic plans, with workers engaged in each process. The ETS should cover workers in some transportation sectors and public sector workers in states where they lack OSHA coverage, in order to prevent widespread transmission. This standard should provide no less protection for novel pathogens than the standards adopted under state plans.

Employers have an obligation to maintain safe workplaces and should follow the precautionary principle, which means they should not wait until they know with absolute certainty before taking action to protect the health of their workers. Some workers have previously been exposed to toxic substances on the job that led to chronic illnesses, which is illegal and places these workers, such as miners, at increased risk for severe symptoms associated with the coronavirus.

All workers should be provided the appropriate resources, training, equipment and protocols to be protected from the virus and avoid infecting other people. Since there is no established safe exposure limit to the virus, the goal should be to eliminate exposure to the greatest extent possible.

When workers who respond to, care for, or treat the health care needs of the public in the course of our employment become exposed to or infected with the virus, any exposure or infection should be presumed to be an on-the-job injury or illness suffered in the course of our employment.

Federal and state funding must be targeted to worker safety and health training on infectious disease control; adequate personal protective equipment and fitting; emergency response and preparedness; and other workplace-specific training that equips our working people with the tools we need during this crisis and for the future.

Current guidance from the federal government — in particular for workers in the transportation and health care sectors — is inadequate, and protective guidance must be developed for all at-risk workers and made public on a priority basis. The Centers for Disease Control and Prevention (CDC) must strengthen, rather than weaken, existing guidance or protocols. Particularly, CDC must reverse its change that now permits health care workers to rely on surgical masks instead of protective N95 respirators or a greater level of protection when caring for patients with suspected or confirmed COVID-19.

Workers need many more inspectors and health specialists from OSHA and the Mine Safety and Health Administration (MSHA) to combat the crisis. As a result of a broader effort by the Trump administration to reduce the number of federal workers and weaken federal unions, the number of OSHA inspectors is now at its lowest level ever, and MSHA has reduced and consolidated inspectors. The United States spends 12 times more on immigration enforcement than on all labor standards enforcement.

After the pandemic subsides, there should be resources dedicated to an analysis that assesses the response at all levels of government and improvements made in pandemic plans, training, procedures, capacity and resource allocation to these efforts so we can better prepare for the next pandemic.

OTHER WORKER PROTECTIONS

The COVID-19 pandemic has highlighted the inadequacy of our systems of paid sick days, paid leave, workers' compensation and unemployment insurance (UI), which must now be modernized and improved to address the crisis. We must not act as if this will not happen again. We must use this moment to plan now for any future outbreaks.

All working people who are sick, who are affected by quarantine orders or who are responsible for caring for children whose schools have been closed should have job protection and paid sick leave for a minimum of 14 days. Making it possible for workers to stay at home and care for our families without penalty is as important as protecting workers on the job. The program included in the second stimulus bill, the Families First Coronavirus Response Act (H.R. 6201), needs to be broadened. One way to accomplish this goal is by establishing a universal sick leave fund to ensure that all working people, including workers in the entertainment industry, have access to benefits.

We must transform the existing UI system by dramatically broadening eligibility (including for workers in the entertainment industry), eliminating waiting periods, and increasing both benefit levels and administrative funding. UI benefits must be available and adequate for workers who lose work due to the COVID-19 pandemic—workers who are laid off, isolated, quarantined or who take voluntary leave in lieu of layoff or must care for a loved one in such situations. Previous recessions have clearly demonstrated that the UI system is inadequate and failing workers.

The Disaster Unemployment Assistance (DUA) program should be strengthened so it applies to pandemics in the same manner as for natural disasters.

All working people must be treated with respect. No worker should be fired because of infection or fears of possible infection; no worker should be retaliated against for reporting exposure, illness or unsafe conditions; and workers who are isolated, quarantined or removed from work for precautionary reasons must not suffer adverse consequences.

This crisis highlights all the reasons why all workers must have the freedom to engage in collective bargaining with their employers. Workers must be able to address critical issues related to staffing, equipment and other resources before the crisis hits to protect the public and themselves.

MEDICAL TREATMENT, CONTAINMENT AND COMMUNITY MITIGATION

The risk of systemic failure in health care delivery should not be underestimated. The federal government must urgently provide resources and direction to expand capacity in our health care system to handle the surge in demand, including by activating additional front-line professionals; deploying medical stations and outpatient clinics; standing up temporary hospitals; and providing additional intensive care units.

The federal government must also use emergency authorities to vastly expand national production of needed medical supplies and equipment, including personal protective equipment, ventilators and test kit components.

Workers must not be discouraged by cost considerations from taking the necessary steps—such as staying at home when they are sick and getting tested for the virus—to protect public health and keep the virus from spreading.

Free testing must be made available and easily accessible to everyone to ensure prompt recognition of, and response to, COVID-19 cases. We need to focus urgently on ensuring an adequate supply of tests; providing daily reports on the number of tests available; and building capacity for drive-through testing. Priority should be given for front-line workers who work directly with the public, including health care workers, firefighters and paramedics.

All workers should have access not only to testing, but also to preventive care, medical treatment and, eventually, voluntary vaccination at no additional cost. All patients must be reimbursed for any non-covered costs related to the virus. The federal government should provide emergency subsidies to cover premiums for workers with health care coverage under multiemployer health care plans.

The government should ensure all workers, regardless of immigration status, are able to access testing, care and benefits; suspend the “public charge” rule and in-person immigration court proceedings during the crisis; and announce that there will be no immigration enforcement consequences for engaging with the health system.

The federal government should provide emergency subsidies to cover COBRA health insurance payments of unemployed workers.

Now is the time to address shortcomings in the Medicaid program—for example, by suspending waiting periods and issuing waivers for expanded eligibility.

Low-income patients and the uninsured must be protected. Funding for community health centers should be increased to provide for the uninsured. The obligation of tax-exempt hospitals to offer financial assistance to patients at the time of service and to not pursue extraordinary collection efforts for a period of one year should be clarified. Current legal proceedings for medical debt collection should be suspended for one year.

The impact of COVID-19 will strain the health care workforce to the breaking point. To ensure health care workers can perform their duties as safely and efficiently as possible, free 24-hour child care centers should be established near all large health facilities, and a health care worker fund should be created to protect all first responders and health care professionals from financial harm. Staff at these child care centers should be instructed in best practices to ensure the centers do not become a source of contagion, and staff and children should be adequately protected.

With schools closing across the country, many low-income children are missing out on breakfast and lunch. The Supplemental Nutrition Assistance Program (SNAP), the Women, Infants and Children (WIC) program and the school lunch program should be expanded, and any federal regulations that weaken food assistance should be suspended.

To equip schools with more technology so they will be better equipped to deal with future crises, there should be funding to get computers and high-speed internet connections to all students. Teachers should be given support and preparation for distance learning, as well as resources to support the social and emotional needs of students.

States should expand opportunities and timelines for voting by mail or absentee ballot and ensure that state laws make it possible, and that the states have enough supplies to make it possible for any voter who wants to vote from home to do so. States should expand other early voting opportunities and provide for Election Day, online, and automatic voter registration.

ECONOMIC IMPACT

The potential impact of the COVID-19 pandemic on the U.S. economy is unlike anything we have experienced in our lifetimes, and our response must be equal to the challenge facing us. The transportation, arts and entertainment, health care, building trades, public education, retail, manufacturing, and hospitality sectors will be the most severely impacted, but the entire U.S. economy is at very high risk.

First, the U.S. government should offer to assume, on a time-limited basis, the payroll costs of idled or hibernating firms to keep them in business and their workers employed, and to maintain the cash flow of households and firms, so these businesses can emerge from the crisis with a full workforce and minimal debt burden. There are several ways to do this, including through an expanded and reimagined UI system. One advantage of this approach is that it avoids the distortions that traditional forms of stimulus might have in this crisis period.

• Second, additional targeted assistance for particular sectors and industries will still be necessary. Targeted assistance to private companies must meet the following tests:

Continued on page 5

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

THE NEW ABNORMAL

Newly-elected MFOW officials began serving the 2020-2022 term of office on March 12. With the coronavirus (COVID-19) vigorously radiating throughout the globe and the resultant reactions by local, state, federal and foreign governments, it has been a strange start to a new term. Still, in the face of the acute and evolving threats posed by the pandemic, the MFOW continues to play its role to ensure the uninterrupted flow of commerce on the nation's marine transportation system: critical to both national security and economic vitality.

So much happened so quickly over the past few weeks that I will provide this brief summary. I have participated in several teleconferences with the U.S. Maritime Administration, Coast Guard and Military Sealift Command to discuss the economic and defense sealift mission and the readiness and resilience of the domestic U.S.-flag fleet. Other discussions were related to the maritime security program (MSP) fleet, non-MSP U.S.-flag fleet, U.S. port and shipbuilding operations, and mariner licensing and credentialing; and the impact of COVID-19 on these items.

MFOW hiring halls are open for essential business, such as registration, job call and dispatch. In order to comply with social distancing and public gathering components of local and state government orders, the April 1 Headquarters membership meeting and the April 8 Wilmington and Honolulu Branch meetings were cancelled, as was the scheduled April MFOW Convention and Annual Board of Trustees meeting. Headquarters staff is on a temporary reduced working schedule, 1400 knockoff Monday through Thursday. Port agents are doing their part to maintain the continuous safe operation of the hiring hall system.

There have been a few glitches with members getting drug screens, sign-on physicals and annual physicals, but no major problems. Our training provider in San Diego shut down for a few days but reopened for limited training. Members requesting training should expect training dates to be pushed back. Applications for supplemental benefits are still being processed; however, payment will take longer than usual.

The Union continues to receive regular updates from contracted companies detailing preventative measures being taken in regards to COVID-19. Officials, stand-by personnel and crew reliefs should follow the protocols in place on each ship. Until

this crisis is over, members can expect shore leave restrictions and delays in getting relieved. The offshore maritime unions have attempted to loosen the restrictions in stateside ports. This is an ongoing matter.

With shelter-in-place orders now extended through the month of April and beyond, we can expect that our lives, onboard the ships and ashore, will be anything but normal. We certainly exist in *the new abnormal*. The best we can do is roll with the punches and partner to the best of our ability with our contracted companies, government entities and plans providers to get through these unique and dangerous times.

WATSON BID

As previously reported, the Union was notified that the five-year contract between the Pacific District and Patriot Contract Services (PCS) covering the eight *Watson*-class large, medium-speed, roll-on/roll-off (LMSR) vessels, which expired on September 30, 2018, had been extended until the end of March 2020. On May 28, 2019, Military Sealift Command (MSC) published solicitation number N32205-19-R-3009, the successor contract for the operation and maintenance of the ships. The solicitation called for a one-year firm, fixed-price solicitation with four option years. The government anticipates prepositioning three of the vessels in the Indian Ocean (Diego Garcia — Squadron 2) and four of the vessels in the Western Pacific (Guam, Saipan and South Korea — Squadron 3). One ship will be in reduced operating status in the continental United States.

On January 8, 2020, PCS provided the Union with a brief update on the status of the contract bid. PCS had been asked by MSC to provide a proposal for a six-month bridge contract (March 31, 2020 through September 30, 2020) with a six-month option (October 1, 2020 through March 31, 2021). The request by MSC gave some indication of their expected time line for award of the next contract.

On January 31, 2020, PCS notified the Union that MSC anticipated holding discussions with the *Watson*-class bidders in the middle of February 2020, and that the deadline to submit best and-final offers might be a few weeks afterward. COVID-19 wiped out that plan.

Last month, PCS requested that the Unions submit October 1, 2020, total labor cost increases to the draft memorandums of understanding as it appeared inevitable final proposal revisions (best-and-final) would not be considered until after that date. I provided the contractual two percent total labor cost numbers and trust fund reallocations to the company.

The timeline for best-and-final offers and contract award is still uncertain.

JONES ACT ATTACK

It seems that every time there is a national crisis, the anti-Jones Act crowd kicks off a crusade for waivers. On April Fool's Day, the Union was made aware that certain executives from the oil and gas industry were attempting to use the COVID-19 pandemic as rationale to waive the Jones Act and that they would be meeting with President Trump on April 3 to pitch their case. Friends on the East Coast quickly sprang into action and drafted the following self-explanatory letter, signed by over 200 Jones Act-related maritime companies and maritime labor, including the Marine Firemen's Union:

April 2, 2020

Donald J. Trump
President of the United States
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

Dear President Trump:

We recently learned that you will be meeting tomorrow with certain chief executive officers from the oil and gas industry and that some of those officials may ask you to waive the Jones Act. We write to strongly oppose any Jones Act waiver.

The American domestic maritime industry produces 650,000 jobs nationwide that have been designated by the Department of Homeland Security as part of the essential critical infrastructure workforce. Americans have radically cut back on driving and flying, reducing demand for petroleum products, which reduces the need to ship petroleum products in our domestic markets.

As a result, there is a more-than-ample supply of U.S. vessel capacity available to transport oil within the United States. A Jones Act waiver in these circumstances — replacing American mariners and American ships with foreign mariners and foreign ships in our home waters — is unnecessary and contrary to our collective need to come together as a nation to fight this virus.

Waiving the Jones Act means outsourcing American maritime jobs to foreign shipping companies that do not pay U.S. taxes. Many of the foreign vessels would have been made in China and are operated with foreign crews who do not pay U.S. taxes and cannot be counted on to go into harm's way for America's interests. Those foreign ships would displace modern American vessels made in Pennsylvania, Mississippi, Wisconsin, California, Florida and elsewhere in America. They would send American mariners home at a time when they most need the work. Those Americans are working across the country today, at the risk of their own health, to carry out, as you have said, their "special responsibility" to maintain their normal work schedules. A waiver would allow foreign vessels and foreign crews to enter purely domestic commerce, a bad idea in any circumstance but certainly more so during the current COVID-19 crisis.

Should these officials nevertheless ask for a Jones Act waiver, we urge you to decline their request.

Sincerely,
(Signed by over 200 maritime companies and labor unions, including the Marine Firemen's Union)

Maritime labor and Jones Act operators are watching this closely. Will keep the membership informed.

Jones Act Letter

March 19, 2020

The Honorable Peter DeFazio, Chairman
Committee on Transportation and Infrastructure
United States House of Representatives
Washington, DC 20515

The Honorable Sam Graves, Ranking
Committee on Transportation and Infrastructure
United States House of Representatives
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The Honorable Adam Smith, Chairman
Committee on Armed Services
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The Honorable Mac Thornberry, Ranking
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United States House of Representatives
Washington, DC 20515

Dear Chairmen DeFazio and Smith and Ranking Members Graves and Thornberry:

As you may be aware, a number of groups and individuals are attempting to use the current Coronavirus pandemic as a rationale to waive one or more of our nation's maritime cabotage laws. We strongly oppose such efforts and ask your help to ensure that such harmful, unwarranted and unjustifiable waivers of the cabotage laws are not included in the various stimulus packages designed to help the American worker and American industries.

At a time where American workers and their families are facing economic hardship, this public health crisis should not be exploited to the benefit of foreign-flagged industries that do not employ American workers, avoid paying U.S. taxes, pay substandard wages to their foreign employees and want to use these hard times to break into our nation's vital industries. We oppose any efforts to waive the Jones Act that would undermine the wellbeing of American mariners and the domestic maritime workforce. When this crisis is over, irresponsibly weakening the foundational laws governing the U.S. maritime industry would only contribute to the growing loss of American jobs to foreign interests.

We thank you for your consistent support for the American maritime worker and appreciate your efforts to protect American maritime jobs.

/s/ Marshall Ainley, President, Marine Engineers' Beneficial Association
/s/ Dave Connolly, President, Sailors' Union of the Pacific
/s/ Paul Doell, President, American Maritime Officers
/s/ Dan Duncan, Secretary-Treasurer, AFL-CIO Maritime Trades Department
/s/ Don Marcus, President, International Organization of Masters, Mates & Pilots
/s/ Anthony Poplawski, President/Secretary Treasurer, Marine Firemen's Union
/s/ Michael Sacco, President, Seafarers International Union
/s/ Marina Secchitano, President, Inlandboatmen's Union of the Pacific
/s/ Larry Willis, President, Transportation Trades Department, AFL-CIO

cc: The Honorable Sean Patrick Maloney, Chairman, Coast Guard and Maritime Subcommittee
The Honorable Joe Courtney, Chairman, Seapower Subcommittee
The Honorable Bob Gibbs, Ranking, Coast Guard and Maritime Subcommittee
The Honorable Rob Wittmann, Ranking, Seapower Subcommittee

VICE PRESIDENT'S REPORT

Throughout the month of March, the Union has been navigating an ever-changing landscape of forms, company policies, city ordinances and medical screening procedures due to the ongoing COVID-19 pandemic. Patriot Contract Services has suspended all crew reliefs overseas for 30 days effective March 18; however, we've been shipping members appropriately in preparation for the suspensions to be lifted.

All members are required to fill out a COVID-19 questionnaire for all companies at the time of dispatch. Updates on company and USCG policies regarding COVID-19 have been received on a near daily basis. We'll do our best here at HQ to relay the latest information to our outports and membership.

Shipping otherwise has been relatively normal outside of minor hurdles for reliefs being dispatched to APL shuttle runs overseas. Special thanks to the members who stepped up to crew the *Mokihana* on short notice, as well as members who answered the call for the activation and sea trials on the *USNS Watkins*. A breakdown is detailed in the "Howz Shipping" section on the last page of this fine publication.

We currently have 17 A-, 23 B- and 10 C-seniority members registered.

Non-seniority applicants are getting the lion's share of standby wiper work, so there's definitely no shortage of work available to the membership. There are many of you whom I have not met or spoken to yet. If you need a job, feel free to call and see what's happening.

A word of advice to members: If you're unsure about your documents, work rules, training policy, anything relevant to our organization, make it a point to ask a union official or the appropriate staff member. In my experience, misinformation gets circulated quite easily among the rank-and-file and it has cost me time and money out of my own pocket. Don't make the same mistake — get your information from the appropriate source.

I'd like to thank Ivy "Cajun" Calais for his years of service as our Vice President and wish him the best in his future endeavors. This is a very strange time to be taking the reins, but I promise you my best effort to fulfill my duties as the new Vice President of the Marine Firemen's Union. I'd also like to thank Tony, Bobby and the staff here at HQ for helping me to get acclimated and feel at home.

Work safe, wash your hands, don't touch your face.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for the month of March 2020:

MATSON NAVIGATION COMPANY

On the Pacific Northwest Triangle run: *MV Mahimahi* — delegate REJ Nicholas Barroll, #3869...no beefs. *MV Maunawili* — delegate REJ Andrew Peake, #3765...no beefs; the crew made some diesel main engine repairs prior to lay-up in Seattle. After a short lay-up, the vessel is back in service. *MV Mokihana* was put into service for a one-trip relief for the *Maunawili*, then went back into lay-up at Oakland's Pier 60; delegate ERJ Rogelio Canillo, JM-5141...no beefs.

On the Pacific Southwest Triangle run: *MV Lurline* — delegate ERJ Scanlon Henneberry, #3717...no beefs. *MV*

Daniel K. Inouye — delegate ERJ Baldev Singh, #3782...no beefs; shipped an ERJ for time up.

APL MARINE SERVICES

On the EX1 run: *MV President Eisenhower* — delegate DJU Cedric Joseph, #3913...no beefs. *MV President Wilson* — delegate ERJ Julian Pilapil, JM-5174...no beefs. *MV President Cleveland* — delegate REJ Edgardo Guzman, #3905...no beefs. *MV President Kennedy* — delegate DJU Pasquale Gazillo, #3699...no beefs; shipped an REJ for time up.

Shuttle vessels on the GSX run: *APL Saipan* — no beefs; shipped an REJ for time up.

Fraternally,
Bobby Baca



The *SS Kauai* (left) begins its journey from San Francisco Bay to the shipbreaker in Texas. The *SS Matsonia* is on the right.

AFL - CIO: Working People's Demands in the Face of the COVID-19 Pandemic

Continued from page 3

- All companies getting assistance must offer 14 days of paid sick leave and comply with worker safety standards for infectious disease.
- All companies getting assistance must maintain current workforce levels and current wages and benefits.
- All companies getting assistance must be barred from outsourcing or abrogating union contracts in bankruptcy.
- All companies getting assistance must be barred from stock buybacks or dividends until the money is repaid, and executive pay must be limited.
- All companies getting assistance must remain neutral in union organizing drives and any of the money provided to those companies may not be used in anti-union activities.
- Workers must be involved in the governance of any targeted sectoral assistance, and there must be worker representatives on the boards of any assisted companies.
- The public must receive a return in the form of equity in companies getting assistance.
- Third, many major U.S. employers are financially vulnerable due to high levels of corporate debt. Bank regulators should work with the major U.S. bank holding companies and other suppliers of commercial credit to ensure employers have access to credit to weather the crisis and avoid spreading financial or economic contagion, without undermining the rules that protect consumers and keep our financial system safe and stable.
- Fourth, as discussed above, we must sustain individuals through the crisis—and prepare for the next crisis—by transforming the existing UI system. Eligibility should be dramatically broadened (including for workers in the entertainment industry), waiting periods should be eliminated, and both benefit levels and administrative funding should be dramatically increased.
- To sustain state and local governments, federal grant funding will be necessary to ensure that essential public services are maintained. Both state and local governments will lose revenue from the shuttering of hotel, entertainment and dining establishments.
- We propose that the federal government should pay the entire cost of Medicaid for a period of one year. Assuming the costs of Medicaid is a very quick and effective way to allow state governments to make necessary public health investments.
- In addition, direct general assistance to state and local governments will be necessary to address the reduction in revenue collections and the spike in demand for public services. Federal grant assistance to state and local governments should equal 7% of state and local tax revenue, or more than \$175 billion.
- To sustain individuals through the crisis, the federal government should temporarily ban foreclosures, evictions, aggressive collection practices by debt collectors and student loan defaults. Stimulus legislation should include relief for mortgage, rent and utility payments, and prevent negative reports to credit agencies or adverse credit scores for delinquencies caused by the crisis.
- The COVID-19 pandemic already has depressed capital markets, which have huge implications for the retirement security of America's working families, as trillions of dollars of retirement assets held by individuals and private and public pension plans are invested in equities. Aid to troubled pension plans should be at the same level as aid to employers. There is now even more urgency for the Senate to pass legislation to address the looming multiemployer pension crisis. Further, Con-

gress must extend and improve the single-employer pension funding stabilization rules and take additional steps to help address the impact of extreme market losses.

- Investment in infrastructure puts people to work and boosts long-term economic growth, and must be part of any stimulus plan to get the economy back on its feet. But state and local governments need funding certainty, and any infrastructure program must extend over a long period of time. Now is the perfect time to ensure the long-term viability of the Highway Trust Fund, which will run out of money this year. Any infrastructure package must maintain long-standing federal policies that protect working people with high labor standards to ensure that infrastructure investments create good jobs. Universal access to broadband internet would be particularly useful and necessary in the current circumstances, as school systems try to continue instruction online.
- Increased funding for Amtrak and public transit must be increased to keep workers on the job; and the U.S. Postal Service must be provided immediate financial relief and flexibility to further utilize its vast network as people increase their demand for e-commerce, vote by mail and prescription drug delivery.
- In contrast to the measures outlined above, a payroll tax cut would be too slow and too modest; would not benefit laid-off workers; would benefit higher-wage more than lower-wage workers; and could endanger future funding for Social Security.
- There is also added urgency to reforming Chapter 9 and Chapter 11 of the Bankruptcy Code to keep governments and corporations from using bankruptcy as a strategy to tear up collectively bargained agreements, which often results in working people and retirees losing their health care and pensions.
- To rebuild a stronger and more stable economy, we must pass the Protecting the Right to Organize (PRO) Act and guarantee comparable rights for public employees.
- U.S. companies and policymakers should re-examine the dependence of the global economy on production in China.

It is critical that our overall response to the COVID-19 pandemic be inclusive, since the virus will make all kinds of people sick. The coronavirus does not discriminate between management and workers; unionized workplaces and nonunion workplaces; citizens and noncitizens; rich and poor; or workers with different skin color. This is a public health crisis that must not be politicized by scapegoating immigrants.

The COVID-19 pandemic has exposed the inadequacy of our systems of worker protection, health care, and occupational health and safety, as well as the impact of many years of budget austerity and underfunding of our public health infrastructure. It should serve as an indictment of the reckless and dangerous deregulation championed by the Trump administration, which has weakened or eliminated health and safety rules, cut back the number of workplace inspectors to their lowest level in history, and dismantled the infrastructure previous presidents had put in place to mitigate infectious disease outbreaks like this one. The pandemic also has exposed underlying weaknesses in our economy, such as high levels of corporate debt and excessive reliance on long supply chains and production in China. The urgency of strong and decisive action must not be minimized.

Furthermore, this crisis underscores the critical importance of honest and transparent information from political leaders. We need to listen to the scientists and allow them to do their job.

The AFL-CIO will build out and refine these preliminary recommendations to develop a comprehensive policy agenda to address all the implications of the COVID-19 pandemic.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2020

IMPORTANT NOTICE: During the COVID-19 pandemic, we are only scheduling training necessary for continued employment.

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, including current endorsements and RFPEW certification.

(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) Non-seniority 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.

Training Resources Maritime Institute (TRLMI)

Courses are conducted at Training Resources 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) TRAINING

This five-day course includes the following segments: Shipboard Damage Control; Environmental Programs; Chemical, Biological and Radiological Defense orientation; Helo Firefighting; Anti-Terrorism (one-year validation); Survival, Evasion, Resistance and Escape (three-year periodicity). These segments are required for employment aboard various MSC contract-operated ships.

May 18-22

June 15-19

July 6-10

STCW BASIC TRAINING*

*NOTE: ALL BASIC TRAINING CERTIFICATES HOLD A ONE-YEAR VALIDATION WHEN USED FOR MARINER DOCUMENT (MMD) RENEWAL.

Basic Training Revalidation (two days)

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.

TRLMI, San Diego, CA (one day): May 8; May 29

California Maritime Academy, Vallejo, CA: May 11-12

Compass Courses, Edmonds, WA: May 19-20; June 23-24

El Camino College, Hawthorne, CA (one day): pending

MITAGS-PMI, Seattle, WA: May 7-8; June 11-12

Maritime License Center, Honolulu, HI: May 7-8; June 4-5

Basic Training Refresher (three days)

The BT Refresher course (24 hours) 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.

TRLMI, San Diego, CA: June 3-5; June 29-July 1

California Maritime Academy, Vallejo, CA: June 8-10

Compass Courses, Edmonds, WA: May 19-21; June 23-25

El Camino College, Hawthorne, CA: pending

MITAGS-PMI, Seattle, WA: May 9-11

Maritime License Center, Honolulu, HI: May 6-8; June 3-5

Marine Firemen's Union Training Plan Tuition Reimbursement Policy

The Marine Firemen's Union Training Plan reimburses tuition costs (not lodging, subsistence or transportation) for certain types of training taken by a participant on his own.

However, preapproval of the training must be given by the Marine Firemen's Union Training Plan prior to taking the course.

Any request for reimbursement without preapproval from the Marine Firemen's Union Training Plan will be denied.

Active MFOW members

Retain your Welfare Fund eligibility.

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

MFOW Welfare Fund

240 Second Street, San Francisco, CA 94105



CORONAVIRUS UPDATE 25 MARCH 2020

Effective 24 March 2020, TRLMI was designated part of the Critical Infrastructure by the U.S. Navy and as such, we are in the process of resuming operations. At this time, we are planning for a limited class schedule starting on April 6th. **We are completing a deep cleaning of the facility to prepare for the resumption of classes.** When operations commence, we will continue the steps we had initiated to protect our staff and students prior to the temporary shutdown, including:

- A. Following the guidelines as set forth by The State of California and County of San Diego Health and Human Services Agency and the Order of the Health Officer dated March 16, 2020. We are in regular communication with County of San Diego Health personnel and are implementing all of their recommendations, while continuing to monitor for future guidance.
- B. Re-emphasizing common-sense practices used against the spread of all viruses, such as not coming to the facility if you are feeling ill, covering coughs and sneezes, washing hands often, and preventing any person-to-person contact.
- C. Older adults and individuals with underlying medical conditions who are at increased risk of serious COVID 19 are encouraged not to attend (this includes all TRLMI team members).
- D. Screening of all persons entering TRLMI for coronavirus symptoms and excluding such people from the facility if symptomatic. All visitors will be required to complete a screening questionnaire.
- E. Following social distancing recommendations, including providing 6 feet of space between students in classrooms. We are limiting classes to 10 or fewer people.
- F. For spaces such as the fire trainer, where social distancing is limited due to physical configuration of the space, TRLMI will provide Personal Protective Equipment (PPE), consisting of face masks and gloves for students and staff.
- G. Following the environmental cleaning guidelines as provided by the CDC (e.g., clean and disinfect high touch surfaces at least daily if not more frequently).

We will continue to provide updates as the situation evolves.

3980 Sherman Street, Suite 100. San Diego, CA 92110
(619) 263-1638
www.TRLMI.com

U.S. economy lost 701,000 jobs in March; unemployment jumps to 4.4 percent

The U.S. economy lost 701,000 jobs in March, and the unemployment rate jumped by nearly a point to 4.4 percent, according to figures released by the U.S. Bureau of Labor Statistics.

In response to the March job numbers, AFL-CIO chief economist William Spriggs said, "Though the recent spikes in unemployment claims were not captured in the March report, we experienced our steepest monthly decline in payrolls in this report since March 2009. Especially hard hit were the lowest wage sectors of the economy: leisure and hospitality and brick and mortar sections of the retail industry. Going forward, based on the unemployment claim numbers, things will get worse."

Last month's biggest job losses were in leisure and hospitality (459,000), health care and social assistance (61,000), professional and business services (52,000),

retail trade (46,000), construction (29,000), other services (24,000), manufacturing (18,000) and mining (6,000).

Federal government employment added 18,000 jobs, primarily 2020 Census workers. Employment in other major industries — including wholesale trade, transportation and warehousing, information, and financial activities — changed little over the month.

In March, unemployment rates rose among all major worker groups. The rate was 14.3 percent for teenagers, 6.7 percent for blacks, 6.0 percent for Hispanics, 4.1 percent for Asians, 4.0 percent for adult men, 4.0 percent for adult women and 4.0 percent for whites. The number of long-term unemployed (those jobless for 27 weeks or more) showed little change in March and accounted for 15.9 percent of the unemployed.

Savannah box terminal breaks North America crane record

The Port of Savannah, Georgia has the largest crane fleet in of any single container terminal in North America, after receiving three new Neo-Panamax ship-to-shore cranes. The arrival means the Savannah terminal now has 36 cranes, adding to those it received in December 2019. The new fleet will undergo a commissioning process and become operational by the end of June 2020.

The acquisition is part of Savannah's goal to build on its position as the premier hub for cargo in the U.S. Southeast. By 2023 it wants to be able to serve four 14,000 TEU vessels at once.

"The decision to invest in these cranes was made two and a half years ago to meet growing cargo demands," said Georgia Ports Authority (GPA) official.



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Commercial Regulations & Standards Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 08-20, Change 1
Date: March 30, 2020

E-Mail: OutbreakQuestions@uscg.mil

COVID-19 – Mariner Credentials

Extension of Merchant Mariner Credential Endorsements and Medical Certificates

This MSIB provides guidance concerning mariner credentials and medical certificates and the action being taken by the Coast Guard due to the novel coronavirus and the disease it causes (COVID-19). We are doing this in keeping with national guidance to meet the challenge of this disease and in response to a number of questions and concerns raised by the maritime industry and mariners.

The Coast Guard has also been consulting with the International Maritime Organization (IMO) and other administrations to ensure alignment with respect to the extension of endorsements issued in accordance with the Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW). We are taking a pragmatic approach consistent with the IMO Secretary General's circular Letter No.4204/Add.5 dated 17 March, 2020.

To mitigate the impact to the seafarers and the industry caused by the novel coronavirus disease COVID-19, the Coast Guard is taking the following actions:

- **Regional Exam Centers and Monitoring Units.** Regional Examination Centers and Monitoring Units will be closed until further notice effective immediately. Mariners may cancel or reschedule any REC appointment by contacting NMC's Customer Service Center at 1-888-IASKNMC, by emailing IASKNMC@uscg.mil, or through the NMC online chat system. This includes appointments for application submission, payment of fees associated with an application, or appointments for examinations.
- **National Endorsements:** Merchant Mariner Credentials (MMC) and Medical Certificates (National Endorsements only) that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of this notice.
- **STCW Endorsements:** MMCs with STCW endorsements that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired credentials that meet the expiration criteria must carry the expired credential with a copy of this notice.
- **STCW Medical Certificates:** STCW Medical Certificates that expired between March 1, 2020 and July 31, 2020 are extended until 31 October 2020. Mariners who are actively working on expired medical certificate that meet the expiration criteria must carry the expired certificate with a copy of this notice.
- **Additional administrative measures:** The following items that expire in between March 1, 2020 and July 31, 2020 are extended until October 31, 2020: Additional Information (AI) letters, Qualified Assessor (QA) letters, Designated Examiner (DE) letters, Proctor approval letters, Approval to Test (ATT) letters, and mariner training course completion certificates.
- **Pilot Annual Physical examinations.** 46 USC 7101(e)(3) requires that pilots undergo an annual physical examination each year while holding a credential. The Coast Guard does not intend to enforce this requirement given the current national emergency and the lack of medical care. This measure ONLY relaxes the requirement for an annual physical and not the actual medical standards.
- **Course and Program Approvals.** Course and program approvals that expire between January 1, 2020 and July 31, 2020 are extended for six months from their current expiration date. This MSIB serves as formal notification of the extension. The National Maritime Center (NMC) will not issue new course approval letters or certificates. NMC will update internal records to ensure the acceptance of course completion certificates issued during the extension and that the website reflects appropriate information.

The National Maritime Center (NMC) will be issuing additional guidance on these extensions and other administrative measures and will be posted on its website: <https://www.uscg.mil/nmc/>. If you have questions, visit the NMC website, or contact the NMC Customer Service Center by using the NMC online chat system, by e-mailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

Richard V. Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends.

This release has been issued for public information and notification purposes only.



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 10-20
Date: March 27, 2020

E-Mail: DAP1@uscg.mil

COVID-19 – Guidance for Maritime Operators on Compliance with Federal Drug Testing Requirements

To help protect our essential maritime workforce, while also ensuring drug testing continues to serve as a deterrent, the Coast Guard is providing the following guidance, which, along with any subsequent updates, will remain in effect during the COVID-19 national emergency.

Recommended actions for marine employers with mariners in safety sensitive positions who are subject to drug testing under 46 Code of Federal Regulations (CFR) Part 16:

- **Random Testing:** Operators shall continue to conduct random urinalysis tests reasonably spread throughout the current year as per 46 CFR 16.230. However, the Coast Guard understands that introducing third party collectors onto a vessel or sending mariners to a collection site, increases human contact during the pandemic. In order to minimize human contact and safeguard the uninterrupted flow of vital commerce, maritime operators are encouraged to adjust random selection dates and use their own office employees or mariners to administer the drug tests during the pandemic emergency. Many companies already have "in-house" qualified collectors who are also authorized to train and certify other collectors. Virtual training options are also available on-line to certify urine collectors. However, the Coast Guard realizes that the challenges related to the pandemic, including the time to get employees trained, could make it difficult to reach the required 50% random test rate for all covered employees in 2020. Thus, the Office of Investigations and Analysis (CG-INV) will give due consideration to those challenges when deciding whether or not to initiate an enforcement action against marine employers who fall short of the 50% requirement. If a marine employer does fall short of the 50% requirement they should provide an explanation along with their 2020 Management Information System (MIS) reports describing the testing complications and/or delays encountered during the pandemic, and describe the steps taken to maintain their random testing programs as described above.
- **Pre-Employment Testing:** Employers must continue to require pre-employment drug tests for newly hired crewmembers as per 46 CFR 16.210. However, 46 CFR 16.210 provides employers the ability to waive pre-employment testing for prospective employees who have been covered by another drug testing program for at least 60 days within the last 185 days. In consideration of the pandemic and the potential need for employers to backfill crewmember positions rapidly, the Coast Guard, pursuant to 46 CFR 16.107 will consider employer requests to waive pre-employment drug tests for employees that have been covered by a random drug test program for at least 60 days within the last year of the intended hiring date. Employers may email waiver requests to CG-INV-1@uscg.mil.
- **Post-Casualty Testing for Serious Marine Incidents:** All employers shall continue to ensure that all persons directly involved in a serious marine incident are tested for dangerous drugs and alcohol in accordance with the requirements of 46 CFR 4.06.
- **Reasonable Cause Testing:** All employers shall continue to require drug testing of crewmembers who are reasonably suspected of using dangerous drugs in accordance with the requirements of 46 CFR 16.250.

Marine employers with specific questions or concerns regarding drug or alcohol testing over the course of the pandemic may send inquiries to the CG-INV Drug and Alcohol Program Coordinator at DAP1@uscg.mil.

Richard V. Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends.

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Commandant
U.S. Coast Guard
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2703 Martin Luther King Jr Ave SE, STOP 7501
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MSIB Number: 08-20, Change 1
Date: March 30, 2020

E-Mail: OutbreakQuestions@uscg.mil

Maintaining Maritime Commerce and Identification of Essential Maritime Critical Infrastructure Workers

The uninterrupted flow of commerce on our Marine Transportation System (MTS) is critical to both National Security and economic vitality. During the ongoing national emergency, it is paramount that we safeguard the continued operation of the MTS in the face of the acute and evolving threats posed by the COVID-19 pandemic. The MTS, which provides more than 90 percent of the domestic supply chain, is dependent on an extensive support network comprised of workers from both the private and public sectors.

On March 19, 2020, the Cybersecurity and Infrastructure Security Agency (CISA), within the Department of Homeland Security (DHS), issued a memorandum that developed an initial list of "Essential Critical Infrastructure Workers" to help State and local officials as they work to protect their communities while ensuring continuity of functions critical to public health and safety, as well as economic and national security (The most current version can be found: <https://www.cisa.gov/identifying-critical-infrastructure-during-covid-19>). The CISA memorandum and this MSIB are advisory in nature and quarantine orders and their enforcement are ultimately up to State and local officials. This MSIB should be used to provide further clarification when making determinations regarding which MTS workers are considered essential in regions impacted by COVID-19 quarantine and shelter-in-place orders.

Though not meant to be an exhaustive list, the following personnel are essential for sustaining the continuous flow of maritime commerce:

- Merchant mariners;
- Federal and state pilots;
- Stevedores, longshoremen, and line handlers;
- Representatives of seafarers' welfare and labor organizations;
- Marine consultants, naval architects, marine exchanges, surveyors and shipyard workers;
- Classification Society and Recognized Organization surveyors and auditors;
- Vessel owners, operators, shipping agents and marine dispatchers;
- Technical representatives and contractors;
- Bridge operators and bridge repair personnel;
- Lock and Dam operators and workers;
- Lighthouse servicing and repair personnel;
- Commercial barge fleet facility personnel;
- Equipment, cargo, crane and dredging operators;
- Truck drivers, launch/tug/towing operators and other intermodal transportation workers;
- Vendors and ship chandlers providing ship services, husbandry and provisions;
- Federal & State Agency personnel (e.g., Coast Guard, Customs and Border Protection, Centers for Disease Control and Prevention, Army Corps of Engineers, local health & safety organizations)

From CISA Guidance: In addition to the examples above, this MSIB has some select sections from the CISA guidance memo, see below. Though not exhaustive these are examples of where essential MTS workers may be found in the memo. Information in bold has been added by the Coast Guard to this MSIB for further clarification.

TRANSPORTATION AND LOGISTICS

- Employees supporting or enabling transportation functions, including truck drivers, bus drivers, dispatchers, maintenance and repair technicians, warehouse workers, truck stop and rest area workers, and workers that maintain and inspect infrastructure (including those that require cross-jurisdiction travel)
- Maritime transportation workers - port workers, mariners, equipment operators - **To clarify this includes Port and facility security personnel and other Port authority and commercial facility personnel.**
- Employees who repair and maintain vehicles, aircraft, rail equipment, marine vessels, and the equipment and infrastructure that enables operations that encompass movement of cargo and passengers
- Employees supporting or enabling transportation functions, including dispatchers, maintenance and repair technicians, warehouse workers, truck stop and rest area workers, and workers that maintain and inspecting infrastructure (including those that require cross-border travel)

PETROLEUM WORKERS:

- Petroleum product storage, pipeline, marine transport, terminals, rail transport, road transport
- Crude oil storage facilities, pipeline, and marine transport
- Petroleum refinery facilities
- Retail fuel centers such as gas stations and truck stops, and the distribution systems that support them

HAZARDOUS MATERIALS

- Workers who support hazardous materials response and cleanup - **To clarify this includes Oil Spill Removal Organizations and Salvage and Marine Firefighting Response Companies. Additionally, this includes response and cleanup of petroleum products.**

CRITICAL MANUFACTURING

- Workers necessary for the manufacturing of materials and products needed for medical supply chains, and for supply chains associated with transportation, energy, communications, food and agriculture, chemical manufacturing, nuclear facilities, the operation of dams, water and wastewater treatment, emergency services, and the defense industrial base. Additionally, workers needed to maintain the continuity of these manufacturing functions and associated supply chains.

HEALTHCARE / PUBLIC HEALTH

- Workers performing security, incident management, and emergency operations functions at or on behalf of healthcare entities including healthcare coalitions, who cannot practically work remotely - **To clarify this includes maritime specific medical providers who meet shipboard medical needs for maritime crews.**

Many MTS workers will have a federal Transportation Worker Identification Card (TWIC) that may be used to confirm their MTS nexus. However, many others in the support framework will not have specific maritime identification or may be in the process of applying for a TWIC. In any cases where there is a question, state officials are highly encouraged to engage directly with their local Coast Guard Captain of the Port to confirm whether the worker is essential to MTS operations.

Richard V. Timme, RDML, U.S. Coast Guard, Assistant Commandant for Prevention Policy sends.

This release has been issued for public information and notification purposes only.



Last month the *USNS Watkins* crewed up in Bayonne, New Jersey. MFOW crew includes Electrician Rex Sagisi, #3909; Electrician Kerry Augustine, JM-5177; Oiler Katie Chelekis, JM-5155; Oiler Jeff Hensen, JM-5164; Oiler John Ortiz, JM-5330; and Wiper Eddie Coloma, JM-5243. The *Watkins* is a *Watson*-class large, medium-speed, roll-on/roll-off (LMSR) vessel operated by Patriot Contract Services for the United States Navy's Military Sealift Command.

WILMINGTON NOTES

Wilmington Branch members and applicants were dispatched to 87 jobs in the month of March: 12 APL, five Matson, and three PCS shipboard billets and six Shore Mechanics were shipped. Two applicants also made ships and 14 applicants worked standby jobs. We currently have 31 A-, 18 B-, and 16 C-seniority members on the registration list.

The 1000 job call has been changed to 1030 here to conform with requirements for social distancing, along with a requirement to wear a covering or mask while in public in Los Angeles County (this includes the hall guys). I will be getting in touch with the members when they are getting off ships here and get you situated as far as requirements for registering, supplemental benefits, and

shipping out again. Seems like the 14-day quarantine is what is advised right now but subject to change anytime. No beefs were reported this past month. Much thanks to the Chief Stewards and gangs on the many ships that feed us. The MFOW crews appreciate this very much. Shore leave has been restricted at almost all ports serviced by ships that we provide crew for at this time.

At Fenix Marine Services, Pier 300, Foreman Ken Justice, #3678; along with Leadermen Mike Robles, #3855; Frank Marinovich, #3663; and George Sims, #3669, are still keeping the shifts in line. Cargo has not picked up significantly, but the gang has been kept busy and has been issued masks daily.

Currently, no meetings or events are scheduled in the Los Angeles-Long Beach Area; this includes work on the SS Lane Victory due to COVID-19. Our National Maritime Day Memorial Luncheon and Service on April 22 will also most likely be cancelled.

Our national primary election is in progress. Exercise your right to vote, hopefully by mail.

I hope that all of you take this COVID-19 outbreak seriously and that we all come out of this experience with minimal losses. Take care and work safely.

Aloha,

Harold "Sonny" Gage, Port Agent

HONOLULU NOTES

I would like to pray for all members and their families, that we can all come through these trying days healthy. Please take this pandemic seriously. Stay home and enjoy the love of your family. Hopefully, real soon, we can all get back to our normal way of life. In Honolulu, I haven't heard of any member or family members coming down with the virus; and we hope none of you guys will either.

Honolulu had a respectable amount of jobs called in March with 42 total dispatches: four Electrician/Reefers, one Junior Engineer, one Oiler, three Wipers, three Shoreside Mechanics, 14 Standby Electrician/Reefers and 16 Standby Wipers. Currently we have 34 members registered in Honolulu: 13 A-, 11 B- and 10 C-seniority members.

Aloha,

Mario Higa, Port Agent

SEATTLE NOTES

Seattle shipped the following in the month of March: two Electricians, one Reefer/Electrician, one Navy Oiler, eight Standby Reefers and two Standby Wipers. Seattle currently has nine A-, nine B-, and four C-seniority members registered for shipping.

I'm sure we are all up to our scuppers hearing about the COVID-19 pandemic, but I would like to thank all the members for their cooperation in doing remote business. Please continue to be considerate when weighing the need to come into the hiring hall until the pandemic abates and the stay at home order is withdrawn.

Fraternally,

Brendan Bohannon, Representative

Benefits paid during March

Death Benefits

Rolf Selvig, P-2370	\$1,500.46
Theodore R. Steffens, P-1655	\$1,500.49

Burial Benefits

Joel E. McCrum, P-2536	\$1,000.00
Theodore R. Steffans, P-1655	\$1,000.00
Rodolph Roaque, P-2363	\$1,000.00

Excess Medical \$1,170.79

Glasses and Examinations \$600.00

Regular membership meeting dates 2020

May	6	S.F. Headquarters
	13	Branches
June	3	S.F. Headquarters
	10	Branches
July	1	S.F. Headquarters
	8	Branches
August	5	S.F. Headquarters
	12	Branches
Sept.	2	S.F. Headquarters
	9	Branches
October	7	S.F. Headquarters
	14	Branches
Nov.	4	S.F. Headquarters
	12*	Branches
Dec.	2	S.F. Headquarters
	9	Branches

(*Thursday meeting, due to a holiday the day before)

POLITICAL ACTION FUND

Voluntary donations for March 2020:

Gregory Dziubinski, P-2675	\$30.00
Henry Disley, P-2617	\$100.00
Cicero LaCaba, JM-5248	\$100.00
Jason Medeiros, JM-5285	\$100.00

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<https://www.facebook.com/Marine-Firemens-Union-121622254577986/>

HONOR ROLL

Voluntary donations to General Treasury — March 2020:

Jack Knutson	\$20.00	Edgardo Guzman, #3905	\$50.00
Eric White, #3925	\$100.00	Anonymous	\$10.00

Dues Paying Pensioners — End of 1st Quarter 2020:

Norval Ayers, #3440 (P-2665)	Pensioned 9/1/04	
Roger Brucks, #3468 (P-2758)	Pensioned 6/1/14	San Francisco
Robert Bugarin, #3505 (P-2756)	Pensioned 4/1/14	Wilmington
Michael Carr, #3550 (P-2718)	Pensioned 5/1/11	Seattle
Bonny Coloma, #3537 (P-2763)	Pensioned 11/1/14	Honolulu
Anthony DeLa Rosa, #3496 (P-2753)	Pensioned 1/1/14	San Francisco
Armando DeLos Reyes, #2231 (P-2541)	Pensioned 4/1/93	San Francisco
Henry Disley, #2147 (P-2617)	Pensioned 4/1/05	San Francisco
Clifford Harris, #3585 (P-2784)	Pensioned 6/1/17	San Francisco
Richard Manley, #3747 (P-2783)	Pensioned 6/1/17	Wilmington
Thomas O'Neal, #3546 (P-2769)	Pensioned 7/1/15	
Herman Richter, #3521 (P-2779)	Pensioned 1/1/17	
Joe Rubio, #3697 (P-2757)	Pensioned 4/1/14	San Francisco
James F. Upchurch, #3455 (P-2666)	Pensioned 11/1/04	San Francisco

HOWZ SHIPPING?

March 2020

San Francisco	Wilmington	Seattle	Honolulu
Electrician..... 3	Electrician/Reefer/Jr. Engineer..... 5	Electrician..... 1	Electrician/Reefer/Jr. Engineer..... 4
Electrician/Reefer/Jr. Engineer..... 2	Reefer/Electrician/Jr. Engineer..... 2	Electrician/Reefer/Jr. Engineer..... 1	Junior Engineer (Day)..... 1
Reefer/Electrician/Jr. Engineer..... 5	Junior Engineer (Watch)..... 1	Reefer/Electrician/Jr. Engineer..... 1	Oiler 1
Junior Engineer (Day) 2	Junior Engineer (Day) 5	Oiler 1	Wiper 3
Pumpman 1	Oiler 2	Standby Electrician/Reefer 8	Shore Mechanic..... 3
Oiler 1	Wiper 5	Standby Wiper 2	Standby Electrician/Reefer 14
Wiper 5	Shore Mechanic..... 6	TOTAL 14	Standby Wiper 16
Standby Electrician/Reefer 12	Standby Electrician/Reefer 14	TOTAL 50	TOTAL 42
Standby Wiper 19	Standby Wiper 47		
TOTAL 50	TOTAL 87		

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

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Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

MARINE FIREMEN'S UNION
240 Second Street, San Francisco, CA 94105

FINISHED WITH ENGINES



Rodney W. Drury, #3435/P-2656. Born March 13, 1942, Denver, CO. Joined MFOW January 22, 1966. Pensioned April 1, 2002. Died April 6, 2020, Vancouver, WA.