



Readiness of sealift, Ready Reserve Force suffering

U.S. strategic sealift fleets need recapitalization and some increased manning to achieve the readiness that the nation needs to sustain its maritime power, the U.S. Maritime Administrator said last month. “The readiness is suffering,” a fact that sealift stakeholders recognize, Maritime Administrator Mark H. Buzby said during a webcast that is part of the Navy League’s Sea-Air-Space 2020: Virtual Edition. Buzby pointed out that rusting ships, obsolete equipment, unavailable parts and repairing and replacing ships are the materiel challenges faced by the Maritime Administration (MARAD) and the U.S. Navy’s Military Sealift Command (MSC).

MARAD’s Ready Reserve Force of 46 ships and MSC’s 15 sealift ships all need recapitalization, Buzby added. He said the federal government is taking three approaches to recapitalizing the fleets and that a combination of those “will help us renew the fleet”:

- Extending the service lives of some existing ships to possibly 60 years.
- Replacing 25 to 26 ships with new or converted used vessels.
- Procuring built-for-purpose sealift ships “from the keel up.”

Recruiting and retaining enough mariners remains a challenge as well.

Commercial mariners in the U.S. Merchant Marine — including those in the Ready Reserve Force, on Maritime Security Program ships available for mobilization and the declining U.S.-flag merchant fleet — and the government’s civilian mariners who work for the MSC are part of the pool that man the sealift ships.

He said that 24 ships in the Ready Reserve Force are steam-powered, operated by a shrinking pool of technicians qualified to operate and maintain the obsolete propulsion system.

Buzby said the mariner pool is “enough for a steady state today” but inadequate for a substantial mobilization requirement. Of help would be to place more merchant ships “under the U.S. flag so it gets the pool ... where it needs to be,” he added.

Building up the U.S.-flag merchant fleet is a considerable challenge, he said, because competitors such as China that have state-run enterprises can undercut the U.S. in terms of lower-cost shipbuilding and manning and can therefore compete more effectively for cargo business.

“We’re asking our merchant marine to play on an un-level playing field,” he said.



File photo of the *GTS William M. Callaghan*, a Ready Reserve Force vessel operated by Patriot Contract Services for the U.S. Maritime Administration. The *Callaghan* is a roll-on/roll-off vessel and the first all-gas turbine vessel constructed for the U.S. Navy. Built at Sun Shipbuilding and Dry Dock in Chester Pennsylvania, *Callaghan* was launched on October 17, 1967 and went into service on December 19, 1967 under charter to the Military Sea Transportation Service, the predecessor to the U.S. Navy’s Military Sealift Command.

Ports helping cruise ships find safe berths

Ports around the world are facing a unique challenge: where to put all the cruise ships that have suspended operations due to the global pandemic. With over 280 cruise ships idled worldwide, the lines are searching for dock space to accommodate their ships.

According to an article in *The Maritime Executive*, several ports stepped forward to work with the cruise lines when they canceled cruises. The port of Miami, for example, waived all lay berth fees for home-ported vessels that requested to berth alongside. This waiver was extended for an additional 30 days through May 12, 2020, subject to availability. Some of the cruise lines used Miami as a staging port to load provisions and transfer crew to repatriation flights home. Currently, Norwegian Cruise Line Holdings’ ships the *Norwegian Escape*, *Marina* and *Sirena* are all staying on the dock while other ships come and go at Miami.

The port of Jacksonville, Florida also accommodated cruise ships at the beginning of the suspension. Four vessels — *Carnival Ecstasy*, *Norwegian Pearl*, *Norwegian Sky* and *Norwegian Sun* — were in the port, and as Norwegian moved to put its ships in cold layup, two of its vessels — *Norwegian Gem* and *Norwegian Sky* — were docked in Jacksonville. Additionally, three of Norwegian’s cruise ships recently arrived at Virginia’s Portsmouth Marine Terminal, where they are expected to remain with skeleton crews until the end of June 2020.

Complicating efforts to lay up the cruise ships were the requirements from the U.S. Coast Guard and the Centers for Disease Control and Prevention (CDC). According to the Port of Virginia, Norwegian Cruise Line had to submit crew manifests and a plan of operation during their stay at port for review and approval by the CDC, the Coast Guard,

and the Virginia Department of Health.

Similar scenes are playing out at other ports around the globe. For example, eight cruise ships from companies including AIDA Cruises and MSC Cruises have been tied up at Port Rashid in Dubai, United Arab Emirates since the beginning of the cruise suspension. In the Firth of Forth in Scotland, Olsen Cruise Lines’ *Balmoral*, *Boudicca*, *Braemar* and *Black Watch* are all now anchored and were recently joined by two P&O ferries that normally operate on the English Channel.

Some situations, however, have proven more difficult for the ports and shipping companies. Norwegian Cruise Line Holdings had agreed to dock two vessels at the port of Astoria, Oregon in an arrangement similar to its agreement with Virginia. However, local authorities later declined the docking.

Similarly, according to the Scottish outlet *Greenock Telegraph*, local authorities objected to a plan to dock up to a dozen cruise ships in Greenock. Australia also ordered all of the international cruise ships to leave its ports, with many of the ships sailing to the Philippines.

As the suspension has stretched on, cruise ships are continuing to arrive in locations that normally do not see vessels of this class. The residents of Weymouth in southern England were surprised to see P&O Cruises’ vessels *Arcadia*, *Aurora* and *Ventura* all riding anchor in their bay. Recently, Cunard Line’s *Queen Mary 2* also moved from her berth in Southampton, England to the Weymouth anchorage.

The challenge will continue to be finding berth space able to accommodate more of the cruise ships as the lines seek to move their vessels into cold layup to reduce crewing and operating costs.

USNS Dahl offloaded equipment in Guam



Last month, the *USNS Dahl* offloaded equipment in Guam to support elements participating in an Expeditionary Medical Facility (EMF) operation. The EMF provides expanded medical capabilities in support of the Defense Department’s COVID-19 response and enables forces to be postured to support Guam and the region. The *Dahl* is operated by Patriot Contract Services with MFOW members in the unlicensed engine department.



Halls to close

Memorial Day — All MFOW hiring halls will be closed on Monday, May 25, 2020, in observance of Memorial Day, which is a contract holiday.

Kamehameha Day — The halls will also be closed on Thursday, June 11, 2020, in observance of Kamehameha Day, which is a contract holiday aboard all Matson intercoastal and offshore vessels (except the *Kamokuiki*) and under the Matson Maintenance Agreement.

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Carrier Transicold marks 50 years of transport refrigeration innovation

Last month, Carrier Transicold commemorated 50 years of innovative transport refrigeration systems, which continue to revolutionize the global transport of perishables. Today, there are more than one million Carrier Transicold refrigeration units installed, helping to preserve, protect and extend

the global supply of food and pharmaceuticals over the ocean, road and rail. Carrier Transicold is part of Carrier, a leading global provider of innovative heating, ventilating and air conditioning, refrigeration, fire, security and building automation technologies.

Carrier Transicold was created in 1970 when Carrier acquired Transicold Co. and combined it with its Special Products Division, which pioneered ocean-going container refrigeration in 1968. Carrier also had experience in truck refrigeration applications dating back to 1940. Today, Carrier Transicold supports a sustainable cold chain through container refrigeration, truck and trailer refrigeration, and an expansive parts and service network.

Nearly 80 percent of seaborne perishable cargo moves by refrigerated containers, and the majority of those containers are efficiently temperature controlled by Carrier Transicold systems. In its history, Carrier Transicold has sold more than 1.3 million front-wall container refrigeration units and developed innovations to improve cargo protection, environmental sustainability, performance and efficiency.

The over-the-road and rail segment delivers solutions that allow for precise control of temperature and humidity, preserving all types of cargo during transport. Carrier Transicold also provides parts and related service support through a global network of dealers, service providers and parts depots. The company continues to innovate by introducing products that reduce emissions and increase fuel efficiency, while maintaining the reliability it has been recognized for over the past 50 years.

In addition to its innovative lineup of transport refrigeration solutions and aftermarket support, Carrier Transicold technology plays a leading role in the global effort to reduce food loss and waste, and the resultant greenhouse gas emissions. The company has piloted projects to demonstrate the viability and efficiency of the cold chain, including one project that showed an investment in the cold chain — specifically pre-cooling and transport refrigeration equipment — can reduce food loss by 76 percent and carbon dioxide equivalent emissions by 16 percent.

As well, since 2017 Carrier Transicold has contributed \$600,000 to Feeding America, for the purchase and installation of truck and trailer refrigeration units for member food banks in 17 states. Carrier Transicold also supports the French Federation of Food Banks through donations of refrigeration units for the safe and reliable transport of perishable goods. The F.F.B.A. provides the equivalent of roughly 226 million meals for up to 2 million people every year in France.

Top 25 North American Container Ports in 2019

Imports

Rank	Port	Market Share(%)	Volume (TEU)
1.	Los Angeles, California	14.8	4,654,987
2.	New York-New Jersey	12.0	3,776,835
3.	Long Beach, California	11.8	3,719,721
4.	Savannah, Georgia	7.1	2,229,011
5.	Vancouver, British Columbia	5.4	1,709,398
6.	Seattle-Tacoma, Washington	4.4	1,388,152
7.	Manzanillo, Colima	4.2	1,334,924
8.	Port of Virginia	4.2	1,318,198
9.	Houston, Texas	4.0	1,251,487
10.	Charleston, South Carolina	3.4	1,061,058
11.	Oakland, California	3.1	967,708
12.	Montreal, Quebec	2.7	858,343
13.	Prince Rupert, British Columbia	2.2	678,700
14.	Lázaro Cárdenas, Michoacán	1.9	610,457
15.	Veracruz, Veracruz	1.7	546,586
16.	Baltimore, Maryland	1.7	520,336
17.	Miami, Florida	1.6	503,730
18.	Jacksonville, Florida	1.1	352,506
19.	Altamira, Tamaulipas	1.0	329,684
20.	Philadelphia, Pennsylvania	1.0	327,036
21.	Port Everglades, Florida	1.0	315,668
22.	Halifax, Nova Scotia	0.9	273,180
23.	Mobile, Alabama	0.7	207,103
24.	Wilmington, Delaware	0.6	191,613
25.	Boston, Massachusetts	0.5	150,733

Exports

Rank	Port	Market Share(%)	Volume (TEU)
1.	Los Angeles, California	9.0	1,565,549
2.	New York-New Jersey	8.2	1,422,608
3.	Savannah, Georgia	8.1	1,404,046
4.	Long Beach, California	7.3	1,260,164
5.	Houston, Texas	7.1	1,225,000
6.	Vancouver, British Columbia	6.5	1,121,974
7.	Seattle-Tacoma, Washington	5.2	908,001
8.	Montreal, Quebec	5.1	883,901
9.	Port of Virginia	5.1	876,531
10.	Oakland, California	4.7	808,829
11.	Charleston, South Carolina	4.6	793,662
12.	Manzanillo, Colima	4.4	763,638
13.	Jacksonville, Florida	2.8	485,858
14.	Port Everglades, Florida	2.4	408,540
15.	Altamira, Tamaulipas	2.1	356,070
16.	Miami, Florida	2.0	341,128
17.	Veracruz, Veracruz	1.8	314,305
18.	New Orleans, Louisiana	1.7	297,359
19.	Halifax, Nova Scotia	1.6	273,511
20.	Lázaro Cárdenas, Michoacán	1.4	234,810
21.	Baltimore, Maryland	1.3	220,357
22.	Prince Rupert, British Columbia	1.1	192,070
23.	Palm Beach, Florida	0.9	151,421
24.	Mobile, Alabama	0.8	133,176
25.	Wilmington, North Carolina	0.7	115,881

Source: Journal of Commerce

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Global container fleet is expected to contract

The disruption of container supply chains globally by the coronavirus outbreak and the decrease in demand for ships and equipment will lead to a contraction of the container fleet and will keep leasing prices and rates under pressure in 2020, although they will be better than in 2019. According to the latest report from Drewry's Container Equipment Forecaster, in the first quarter of 2020 the prices to construct new containers and the leasing rates of all the main categories of containers increased when compared to the fourth quarter of 2019 and the year 2019 as a whole. This was mainly due to improved levels of optimism regarding the prospects for world trade: as the U.S. and China signed the first phase of a new trade agreement and the Brexit agreement was concluded.

From the perspective of the container manufacturing sector, it seemed that the efforts made by China's leading container builders to secure minimum prices for their equipment were having some success. Leasing rates also increased by 15 to 20 percent compared to the fourth quarter of 2019 for dry cargo equipment. But these increases masked intense mar-

ket instability during that period. At the beginning of the year, the price of a standard 20-foot container stood at about \$1,750. By the end of February, it had risen to \$2,150, before falling to around \$1,900 in late March as a result of the blockade due to COVID-19 in China and subsequently in large parts of the rest of the world.

Total container production (dry and reefer) in the first quarter of 2020 was one of the lowest registered in a quarter. It was 33 percent lower than in the fourth quarter of 2019 and 35 percent lower than in the first quarter of 2019. The dry sector was the most affected, with a 40 percent year-on-year decrease in production. Meanwhile, the production of reefer containers increased by four percent, as cargo continued to shift from specialized refrigerated and air transport services to line services.

According to Drewry, while the COVID-19 pandemic will lead to a decrease in the size of the container equipment fleet in 2020, new construction prices and leasing rates are expected to remain firm. A strong recovery in trade volumes in 2021 will reinforce this situation.

Navy to host scaled-down RIMPAC exercise in Hawaii this summer

The U.S. Navy's Pacific Fleet will host its major biennial Rim of the Pacific exercise this year amid the global COVID-19 pandemic, opting to limit the exercise to just two weeks of at-sea events rather than cancel the event altogether, the command recently announced. The event typically spans from June into August and includes at-sea events as well as in-port cultural events and military exchanges, and amphibious landings and ashore training for Marines and other ground forces. This year's exercise will run August 17-31 and will have a minimal footprint at Pearl Harbor, Hawaii, according to a Pacific Fleet news release.

According to a news release, the U.S. 3rd Fleet-led exercise — with the theme of "Capable, Adaptive, Partners" — will

be a "meaningful exercise with maximum training value and minimum risk to the force, allies and partners, and the people of Hawaii". The release did not state how many partners and allies would attend. In 2018, 26 countries participated, coming from the Indian Ocean, the South Pacific, South America, and more to gather in Hawaii for a unique training opportunity. Many of these smaller navies invest heavily in the exercise, building entire deployment schedules around getting their forces to Hawaii at the right time for the massive international event. Given the scaled-down nature of this year's exercise, it is unclear what that will mean for participation.

This year's exercise will include anti-submarine warfare, maritime intercept operations, and live-fire training events.

Construction of new Soo lock begins

The first phase of construction on the new lock at the Soo Locks began last week. The Detroit office of the U.S. Army Corps of Engineers announced that the contractor, Trade West Construction, Inc., began to move equipment to the site on May 4 and was set to begin deepening the upstream approach to the locks in the north canal within the next month. Phase one of the project, upstream channel deepening, will facilitate the construction of a new lock, roughly the same size as the current Poe Lock (110 feet by 1,200 feet) on the site of the existing decommissioned Davis and Sabin locks, an Army Corps news release said. Work on the nearly \$1 billion lock is expected to be complete in November 2021.

"It's incredible that we're starting this construction a year earlier than even the most optimistic projections when the project was reauthorized in 2018," said Lt. Col. Gregory Turner, commander for the Detroit District. "Getting the first phase started sets the conditions for the project's ultimate completion."

The three major phases of the project remain on track with their timeta-

bles virtually unaffected by the coronavirus pandemic at this time. Phase two involves rehabilitation of the upstream approach walls, which will stabilize the existing approach walls to allow for modern vessels to tie up and wait their turn to pass through the new lock, the Army Corps said. The third phase, construction of the new lock chamber, will include rehabilitating downstream approach walls and is nearing its 70 percent design milestone.

The Soo Locks are situated off the east end of Lake Superior — at the St. Mary's River at Sault Ste. Marie, Michigan — and allow vessels to transit the 21-foot elevation change at the St. Mary's Falls Canal. Over 85 percent of commodity tonnage through the Soo Locks is restricted by vessel size to the Poe Lock.

According to a 2015 Department of Homeland Security study on the impact of an unexpected Soo Locks closure, the Soo Locks are nationally critical infrastructure and the reliability of this critical node in the Great Lakes Navigation System is essential to U.S. manufacturing and national security.

Matson, Inc. announces first quarter 2020 results

On May 5, Matson reported net income of \$3.8 million for the quarter ended March 31, 2020. Net income for the quarter ended March 31, 2019 was \$12.5 million. Consolidated revenue for the first quarter 2020 was \$513.9 million compared with \$532.4 million for the first quarter 2019. Container volume in the Hawaii service in the first quarter 2020 was 1.7 percent higher year-over-year primarily due to increased volume of home food and essential goods due to COVID-19.

In March, the State of Hawaii implemented several orders to address the spread of COVID-19 on the islands. As a result, tourism to Hawaii fell significantly in late March and in April, and is expected to have a meaningfully negative impact on Hawaii's economy in the near-term.

In China, container volume in the first quarter 2020 was 6.5 percent lower year-over-year primarily due to an elongated post-Lunar New Year period as China's shelter-in-place orders impacted factory production, factory-to-port infrastructure logistics, and inventory sourcing. Matson continued to realize a rate premium in the first quarter 2020 and achieved average freight rates that approximated the level achieved in the first quarter 2019. The company expects

the disruption and loss of capacity in the trans-Pacific air cargo and ocean freight markets to provide opportunities for its differentiated, expedited CLX service.

In Guam, container volume in the first quarter 2020 was 3.9 percent lower on a year-over-year basis primarily due to typhoon relief-related volume last year partially offset by higher volume due to COVID-19 related home food and essential goods demand. The loss of tourism and the temporary closure of retail stores are expected to have a negative impact on the Guam economy in the near-term.

In Alaska, container volume for the first quarter 2020 increased 11.0 percent year-over-year. The company experienced higher northbound volume in the quarter compared to the year ago period primarily due to greater demand for home food and essential goods as residents sheltered-in-place due to COVID-19 as well as volume associated with the dry-docking of a competitor's vessel. Southbound volume in the quarter was modestly lower than the level achieved in first quarter 2019. The combination of negative economic effects from the COVID-19 mitigation efforts and a low oil price environment is expected to have a meaningfully negative impact on Alaska's economy in the near-term.

HMM names world's largest container vessel

South Korean container shipping giant HMM (the company formerly known as Hyundai Merchant Marine) last month held a naming ceremony for what will be the world's largest containership, the *HMM Algeciras*. Measuring 399.9 meters long and with a beam of 61 meters and depth of 33.2 meters, the vessel will have a capacity of 23,964 TEU.

Built at Daewoo Shipbuilding and Marine Engineering's Okpo shipyard, *HMM Algeciras* is the first of twelve 24,000 TEU containerships ordered by HMM for delivery between now and September. Seven of the ships are on order at DSME and five at Samsung Heavy

Industries. HMM has another eight 16,000 TEU-class containerships on order at Hyundai Heavy Industries, slated to be delivered from the second quarter of 2021. All the ships are scrubber-equipped with optimized hull lines.

The Panama-flagged *HMM Algeciras* will be deployed on the Far East Europe 4 service, one of the Asia-North Europe trade lanes of THE Alliance.

HMM stopped using the name Hyundai Merchant Marine as its official corporate name effective April 1, 2020; and the company completely separated from the Hyundai Group in August 2016.



COVID-19 has impacted all of us.

UNION PLUS CAN HELP

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Be well and stay healthy,

The Union Plus team

For details visit unionplus.org

MFOW PRESIDENT'S REPORT



By Anthony Poplawski

TELECONFERENCES

Last month, I participated in over half a dozen teleconferences, hosted by the U.S. Maritime Administration (MARAD), to discuss maritime industry COVID-19 concerns. In attendance on the calls were representatives from MARAD, U.S. Transportation Command (TRANSCOM), Coast Guard; and senior officers of Maritime Security Program (MSP) and non-MSP carriers, Maritime Transportation System (MTS) stakeholders, U.S.-flag Jones Act carriers, offshore operators, shipbuilders and repairers, maritime academies, ports and waterways operators and maritime labor. Maritime labor focused on the following issues:

- Urgent need for approved testing kits.
- Ongoing need for face masks, PPE, thermal scanners and sanitizing products.
- Crew change protocols in the absence of testing kits.
- Repatriation, overseas travel and flight availability.
- Contingencies for stateside and overseas quarantine of crew.
- Medevac options.
- Fatigue, stress and non-Covid-19 medical concerns, particularly on extended foreign dispatches.

The teleconferences have created meaningful dialogue among the stakeholders. I will continue to engage with the maritime community on these critical issues.

PATRIOT CONTRACT SERVICES

NS Savannah — In March 2020, MARAD issued a request-for-proposal (RFP) to support *NS Savannah* licensed activities, including the physical custodial care and safeguarding of the ship. The contractor will provide nuclear decommissioning services including:

- Specialized technical expertise in licensing and operations.
- Specialized technical services, labor, equipment and supplies to carry out radiological protection, monitoring, and surveillance programs.
- Engineering, planning, labor and supervision to carry out decommissioning industrial dismantlement activities.

On April 9, the Union was notified by Patriot Contract Services (PCS) that they had been given the opportunity to bid, as a subcontractor, for the ship husbandry and vessel maintenance portion of the work related to the decommissioning of the *Savannah*.

The RFP does not contain a typical manning chart specifying reduced operating status billets; actual reduced operating status manning is not fully determined. PCS has hinted at the possibility of utilizing one QMED Electrician and one Wiper/GUDE in the unlicensed engine department. The Union agreed to submit the current reduced operating status Ready Reserve Force (RRF) wages and benefits for the QMED ratings of Electrician/Refrigerating Engineer, Pumpman/Machinist, Junior Engineer, Oiler and Fireman/Watertender and the entry-level Wiper. There will be no full operating status crew as the ship will not sail. The timeline for bidding and award of the contract is uncertain. Recommend membership approval to submitting RRF rates.

Vessel Acquisition Manager — In February 2020, MARAD issued an RFP to acquire vessels for service in the RRF through a services contract with a company. The provider would be called a Vessel Acquisition Manager (VAM) and would have experience procuring, reflagging, re-classifying, modifying, maintaining and operating vessels. The overall objective of the VAM contract is for government acquisition of used ships to fulfill defense sealift requirements. MARAD will acquire ships, including used U.S. or foreign-built ships as part of the U.S. Navy's plan to recapitalize the organic, government-owned sealift fleet.

On April 20, the Union was notified by PCS that they intended to bid on the work as the prime contractor, which would be a four-year contract with a two-year option period.

There is not a lot of clarity on how this contract would work, in terms of labor issues (such as full and reduced operating status manning). The MFOW and SUP agreed that the company should submit current RRF rates for unlicensed ratings. Recommend membership approval to submitting RRF rates.

Watson-class LMSR — As previously reported, the Union was notified that the five-year contract between the Pacific District and 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.

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. In March 2020, 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.

On April 24, the Union was notified by PCS that the company was in the competitive range and that they would hold discussions with MSC on April 29. PCS did not have a due date for final proposal revisions but expected that deadline would be set within the next few weeks.

APL MARINE SERVICES

Persian Gulf — On April 14, the Union was notified by APL Marine Services (APLMS) that the parent company — CMA CGM — was recommending a one-time bonus of \$500 payable to crew members who have experienced at least a thirty (30) day delay in being relieved due to the COVID 19 virus. Currently, the *APL Gulf Express* is the only APLMS U.S.-flag vessel eligible to qualify under the program.

Since the bonus program is outside of the collective bargaining agreement and is vessel specific, the APLMS legal team requested that the unions acknowledge that they do not have an issue with awarding the bonus and that it is recognized as a one-time, non-precedent setting program. On behalf of the MFOW membership, I confirmed that we agree to the bonuses. Recommend membership approval.

On May 4, the Union was notified that APLMS and Maersk Lines sent a letter to MARAD and the Department of Homeland Security seeking their assistance with the Department of State to facilitate crew changes with the local governments in the Persian Gulf and other locations. The letter asks for assistance in arranging a window of opportunity via diplomatic intervention for certain vessels to be able to facilitate timely crew changes in the ports of Jebel Ali, Mersin and Algeciras. The government entities have acknowledged receipt of the letter and have promised assistance.

California Shore Leave — On April 28, the Union received clarification from APLMS labor relations regarding the California stay-at-home order and shore leave. The California stay-at-home order went into effect on March 19, 2020. The order remains in place until further notice. In summary, you need to stay aboard the vessel except for essential needs:

- Get food, groceries or medicine.
- Get essential health care.
- Walk, run, and bike in local neighborhoods to the extent you continue practicing social distancing of six feet and wear a face mask or covering.
- Go to an essential job to maintain continuity of operation of the critical infrastructure sectors.

APLMS crewmembers are not being restricted to the ship by the company; rather, local restrictions in movement are in place and all crewmembers shall follow the local orders. APLMS believes that the California stay-at-home order gives a designated critical infrastructure worker the ability to travel to and from their home and their place of work. The company strongly recommends that crewmembers remain on the vessel as much as possible while in any California port to reduce exposure to others and to reduce the possibility of exposing other crewmembers to the COVID-19 virus.

MATSON

MV Cape Henry — As previously reported, in August 2019, a fire broke out in the engine room of the *MV Cape Henry*. When the fire broke out, the 40-year old RRF vessel was docked at Pier 96 in San Francisco preparing for a full operating status mission to move military cargo.

On April 27, the Union was notified by Matson Navigation Company that repairs to the ship were completed and that they were wrapping up dock trial testing. The plan called for full operating status activation on May 11, followed by off-dock bay trials on May 14, departure for sea trials on May 15, and return from sea trials to Pier 96 on May 19.

On May 4, the Union was notified that the full operating status activation and sea trial had been delayed two weeks. The new dates were set as activation on May 25, shifting ship off dock on May 28 for bay trials, departing for sea trial on May 29, and return from sea trial to Pier 96 on June 1 or 2. Job orders will be sent to the Unions on or about May 18.

Honolulu Crew Reliefs for China Vessels — Due to the possibility of vessels being quarantined in Chinese ports if a crewmember shows symptoms of COVID-19, Matson requested to conduct Honolulu crew reliefs in the Port of Long Beach. This temporary change in shipping method would allow the company to take the necessary mitigation actions in Honolulu (quarantine, vessel cleaning, etc.) if a new crew member showed symptoms of COVID-19 during the transit from Long Beach to Honolulu. Otherwise, the company would risk port state control action overseas.

The relieving crewmember will be dispatched from the Honolulu hall and flown to Long Beach to meet the ship. The relieved crewmember will be discharged in Long Beach and flown back to Honolulu, and will receive wages and benefits through the original scheduled date of discharge in Honolulu.

As it is in the best interest of everyone involved to avoid vessel quarantine in China, I have agreed, on a non-precedent basis, to this temporary method of shipping Honolulu jobs to China-Long Beach Express vessels and recommend membership approval.

Shore Leave — In March, after the California shelter-in-place order was put in place, Matson issued a directive to suspend shore leave in California ports. The MFOW and SUP objected to any order that put greater restrictions on mariners than on the general public. Matson temporarily agreed to allow mariners to go ashore with the same restrictions as the general public.

On March 25, the company notified the Union that shore leave in Honolulu was no longer allowed except for medical care. For all vessels calling Guam, crewmembers would not be allowed to disembark and must stay onboard. And since Washington State had issued a similar stay-at-home order as California, crew should remain on the ship unless there is a legitimate reason to go ashore. Shore leave was also denied in Okinawa, Alaska and China.

On April 5, the company flipped their West Coast policy and extended restriction-to-ship to all ports in all locations, including California and Washington. The Union position remains that crewmembers should be allowed to go ashore in California and Washington ports under the same restrictive guidelines applied to the general public. The Union will continue to collect restriction-to-ship claims from members for a possible future omnibus claim.

VICE PRESIDENT'S REPORT

There were 44 registrants dispatched in the month of April: 14 in Class "A"; 14 in Class "B"; 11 in Class "C"; and 5 Non-Seniority.

There are 41 members registered: 14 in Class "A"; 19 in Class "B"; and 8 in Class "C".

We have the usual requests from members wishing to be excused from today's meeting. Recommend they be excused.

Deaths: The following death was reported since the last meeting: Rodney Drury, P-2656.

Coronavirus. COVID-19. "The Rona". I swear Willy Wonka hid golden tickets in a handful of Charmin rolls the way people were buying up toilet paper recently. You have to pay an arm and a leg for an N95 mask just to cover your face. A police officer without a mask on came within six feet of me and tried giving me a ticket for being five miles from home. These are indeed strange times we live in. Amidst the panic and irrational behavior, the Marine Firemen's Union remains stoic, steady and ready to go.

I got a call from Cindy Shortall on Friday evening, April 3, to prep the *Mokihana* for breakout. The *Kaimana Hila* faced the possibility of quarantine in Long Beach when a crew member was reported with COVID-19 like symptoms. Luckily, this was not the case and activation was cancelled April 5. A thank you is due to all standbys who answered the call on short notice, the crew that was called back, and Sonny Gage in Wilmington for helping throughout the weekend. The extra forms, screening procedures and policy changes may be frustrating at times; but it's to prevent situations like this from happening. I sincerely hope we can make it through the pandemic without any ships being taken out of service for quarantine.

Weirdness notwithstanding, shipping has been steady. At the end of

April, PCS crew reliefs for the *Watson*-class were finally approved by MSC and should take place throughout May. Diego Garcia-bound dispatches will be quarantined for 14 days in Norfolk on wages, benefits, and per diem or reimbursement before departing on a direct chartered flight with one stop for fuel. The *USNS Soderman* dispatches will have quarantine arranged by Korean officials; and all Saipan dispatches will be quarantined in Saipan, details yet to be announced. The unions and PCS are working hard to get these reliefs to happen, so hang in there.

Fielded a small food beef on the *Cape H* ships here in the bay towards the end of the month. Issue was resolved on the *Cape Henry*, still working on the *Cape Horn*. Since the ships are so close by, I'll be visiting as soon as the restrictions are lifted. Looking forward to going for a nice jog down to Pier 50 and dropping in for supper.

I'd like to thank Ronny Ting, #3916, Aaron McTaggart, #3929, and Marcos Almazan, JM-4933 for donating their USCG testing materials. I strongly encourage new and current members looking to upgrade their credentials to stop by the hiring hall with a flash drive and copy whatever materials you need to succeed. If you want to be an electrician, I have books on industrial motor control and NEETS (Navy Electricity and Electronics Training Series). If you want to sail REJ, I have tech manuals for every make and model of reefer container that you'll see on APL and Matson vessels. I also have interactive software for refrigeration that Mario Higa recommended to me some years back. You're in control of your own destiny, so go make it happen.

Work safely, stay healthy, wear your mask.

Fraternally,
Deyne Umphress

BUSINESS AGENT'S REPORT

Here is the vessel rundown for April 2020.

MATSON NAVIGATION COMPANY

With COVID-19 measures still in place, standby workers' and visitors' temperatures are checked and logged prior to going to the vessels. Access inside the ship's house is limited to a few visitors and ship's crew only. Standby workers are fed at outside areas of the ship, when requested.

Vessels in and out of the port this month were the *MV Daniel K. Inouye*,

MV Lurline, *MV Mahimahi* and *MV Maunawili*. Speaking to crew members over the phone, no beefs were reported. We shipped one Day Jr. for time up.

APL MARINE SERVICES

Vessels in and out of port were the *MV President Roosevelt*, *MV President Truman*, *MV President Cleveland* and *MV President Eisenhower*. We shipped one REJ and two Wipers for time up.

As always, safe travels.

Fraternally,
Bobby Baca



Rear Admiral Richard V. Timme
Assistant Commandant for Prevention Policy
United States Coast Guard, Department of Homeland Security
2703 Martin Luther King Jr. Avenue SE
Washington, D.C. 20593-7103

Gentlemen:

American President Lines and Maersk Line, Limited solicit your assistance with a familiar issue, one that impacts the safety and well-being of our crewmembers currently assigned to US Flag vessels serving in the Maritime Security Program (MSP) that do not include US Ports in their schedules. This issue has been noted as an area of concern in the MARAD sponsored calls with government and industry leaders over the past several weeks.

Our open issue is the ability to conduct crew changes in foreign countries for vessels serving in the MSP whose local governments/ports of call do not include any ports currently allowing for crew changes.

In addition to general crew rotations, this situation carries the added risk of being unable to send qualified reliefs to these vessels in situations where a crewmember is declared Not Fit for Duty (NFFD) due to injury or illness. The consequence of which is the vessel may not be in compliance with USCG Certificate of Inspection manning requirements depending on the individual's rating.

American President Lines has the **APL Gulf Express** in the Jebel Ali-Middle East Express (JMX) service in the Persian Gulf with port calls in Kuwait, Bahrain and UAE. Currently, none of those countries permit regular crew changes. We have some crewmembers who have exceeded their regular assignments by 60 days and by May 09, 2020 we will have 13 of 22 crewmembers who have exceeded their assignments.

Maersk Line, Limited has four (4) USF MSP enrolled vessels in similar situations. The **Maersk Saratoga**, **Safmarine Ngami**, **Maersk Durban** and **Maersk Yorktown** remain in offshore "shuttle" trades linking the upper Persian Gulf, East Africa, Turkey and West Africa to USF line haul ships for P1 all water USF assured logistics to these important regions. Maersk has about 55 crew overdue for relief.

We have been in contact with local government agencies and the local US Consulates seeking their assistance in this matter to no avail. We understand several international groups, including the International Transport Workers' Federation (ITF) and the International Chamber of Shipping (ICS), have been seeking similar relief for crews without success. We also recognize that our relevant contracted labor organizations, Organization of Masters, Mates & Pilots (MM&P), Marine Engineer Beneficial Association (MEBA), Sailors Union of the Pacific (SUP), Marine Fireman's Union (MFU), Seafarers International Union (SIU), and American Maritime Officers (AMO) all remain active in this area.

We would request that the Department of Transportation and the Department of Homeland Security approach the Department of State to request their assistance in arranging a window of opportunity via diplomatic intervention for these vessels to be able to facilitate timely crew changes in the ports of Jebel Ali, Mersin and Algeciras.

We realize the concerns and duty of all foreign governments in keeping their citizens safe and we share those same concerns for our crewmembers. However, we believe that we can do the necessary to meet any additional requirements that may be established in order to safely facilitate the transportation of joiners to their country and the repatriation of the departing crew members.

Please remember, for every crew member that exceeds their assignment there is another qualified sailor sitting at home ready, willing and able to return to work to earn the wages and benefits necessary to support themselves and their families.

Thank you for your time and consideration of this request and await your responses.

Respectfully,

Eric L. Mensing
President and CEO
American President Lines, LLC
APL Maritime, Ltd.

William Woodhour
President and CEO
Maersk Line, Limited

Public Content

U.S. Department of State Passport Services

NOTICE TO MARINERS WITH INTERNATIONAL VOYAGES April 13, 2020

Due to public health measures to limit the spread of COVID-19, effective March 20, 2020, we are only able to offer service for customers with a qualified life-or-death emergency and who need a passport for international travel within 72 hours (3 business days).

Mariners with International Voyages

Passport Services will also serve mariners who urgently need a passport for international voyages, and whose current valid passport expires in 13 months or less.

Instructions for Urgent Assistance

If you have not already applied for a passport:

- Contact the National Passport Information Center at 877-487-2778 and identify yourself as a mariner who urgently needs to apply for (or renew) a passport.
- The Duty Officer will take your information and schedule an appointment at the nearest passport agency.
- In addition to your passport application materials, described on travel.state.gov, you will also need to submit a letter from your employer or your U.S. mariners union, on company letterhead that includes:
 - Your name
 - Date of your next voyage and duration of the voyage
 - Printed name and title of your supervisor or mariners union representative
 - Signature of your supervisor or mariners union representative
 - Date the letter was issued
- Make a clear copy of your Merchant Mariner Credential (MCC) to include with your application.
- Bring the application, required documents, and the passport fee that includes the \$60 expedited fee with you to your appointment.

If you have already applied for your passport but have not received it, contact the National Passport Information Center at 877-487-2778 and identify yourself as a mariner who has already applied and urgently need your passport. The Duty Officer will provide further instructions and the passport agency will contact you to coordinate the delivery or pickup of the completed passport.

Applying for a Passport for Personal (Non-Life or Death Emergency) Travel

If you are applying for a passport for personal (non-life or death emergency) travel, please see our website travel.state.gov for instructions and the most up-to-date processing times.

We regret any inconvenience and request your patience and understanding as the majority of our passport agencies have limited mission critical staffing due to COVID-19.

MARINE FIREMEN'S UNION TRAINING PROGRAM — 2020

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.

QMED Junior Engineer

The MFOW Training Plan does not sponsor the QMED Junior Engineer course. A member who has successfully completed the modules for QMED Electrician/Refrigerating Engineer, QMED Fireman/Watertender, and QMED Oiler can be issued the national endorsement as QMED Junior Engineer without testing provided he or she has met all other sea service and training requirements.

QMED Pumpman/Machinist

A member who successfully completes the 240-hour 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 Junior Engineer, QMED Fireman-Watertender, QMED Oiler, RFPEW and AS-E.*

August 10-September 18

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): June 12; June 26; July 10; July 24; August 14; August 28

California Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: June 23-24; July 21-22; August 25-26

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

MITAGS-PMI, Seattle, WA: June 11-12; July 16-17; August 17-18

Maritime License Center, Honolulu, HI: June 4-5; September 17-18

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 29-July 1; August 19-21; September 9-11

California Maritime Academy, Vallejo, CA: pending

Compass Courses, Edmonds, WA: June 23-25; July 21-23; August 25-27

El Camino College, Hawthorne, CA: pending

MITAGS-PMI, Seattle, WA: pending

Maritime License Center, Honolulu, HI: June 3-5; September 16-18

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.

June 15-19

July 6-10

August 24-28

HIGH VOLTAGE SAFETY

This five-day course is open to members who have electrical equipment background and training. Each student should:

- Have the requisite skills (knowledge and techniques) to distinguish exposed energized electrical conductors and circuit parts from other parts of electrical equipment, capability to determine nominal system voltages;
- Have the ability and be capable of providing first aid, including resuscitation, CPR and AED (where provided);
- Be capable of determining the proper use of personnel protective equipment to protect against shock and arc flash.

Prerequisites: Electrician-Refrigerating Engineer/Junior Engineer/RFPEW and Able Seafarer-Engine endorsements.

June 22-26

July 13-17

August 24-28

ENDORSEMENT UPGRADING COURSES

QMED Fireman/Watertender and Oiler

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.*

July 6-31

September 14-October 9

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/Oiler/Watertender course. It is recommended that eligible candidates schedule the QMED Fireman/Oiler/Watertender and RFPEW courses back-to-back for a five-week combined training session.*

August 3-7

October 12-16

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.*

July 6-August 14

August 17-September 25

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.*

August 17-21

September 28-October 2



CORONAVIRUS UPDATE

Effective 24 March 2020, TRLMI was designated part of the Critical Infrastructure by the U.S. Navy. We have completed a deep cleaning of the facility. We will continue the steps we had initiated to protect our staff and students, 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. 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



The officers and crew of the *MV Kamokuiki*, including MFOW Electrician Kevin Haymer and Oiler Walter Tangonan, recently crossed the equator at the international dateline and earned Golden Shellback certification.

Photo by 2nd Mate Robert Womble

Port of Wilmington, NC opens reefer box yard

The North Carolina State Ports Authority is equipped to handle more refrigerated containers, now that a new refrigerated container yard recently opened at the Port of Wilmington. The \$14 million construction project increased the port's on-terminal refrigerated container plugs from 235 to 775. Also added was a new reefer service area, as well as 27 reefer racks to support the stacking of refrigerated containers.

Positioned near Port of Wilmington Cold Storage, the location consolidates all refrigerated cargo into one

area, which helps enhance the port's efficiency when moving perishable goods, port authority officials said in a press release. Supporting the refrigerated cargo sector is a strategic goal for North Carolina ports. CSX rail serves the Port of Wilmington.

"The completion of the container yard allows North Carolina Ports to better support the growing agriculture and grocery sectors across North Carolina and the entire southeastern United States," said a port spokesman.

Summary Annual Report for SIU Pacific District Supplemental Benefits Fund, Inc.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., EIN 94-1431246, for the year ended July 31, 2019. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Supplemental vacation pay benefits under the plan are provided by the SIU Pacific District Supplemental Benefits Fund, Inc., a Trust Fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,611,056 as of July 31, 2019, compared to \$1,198,443 as of August 1, 2017. During the plan year the plan experienced an increase in its net assets of \$412,613. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$14,680,171, including employer contributions of \$14,593,925, realized gains of \$2,326 from the sale of assets, earnings from investments of \$82,706 and other income of \$1,214.

Plan expenses were \$14,267,558. These expenses included \$363,757 in administrative expenses and \$13,903,801 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report

1. An accountant's report;
2. Financial information and information on payments to service providers;
3. Assets held for investment; and
4. Transactions in excess of 5% of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Supplemental Benefits Fund, Inc., the plan's administrator at 730 Harrison Street, Suite 400, San Francisco, CA 94107, telephone number (415) 764-4990. The charge to cover copying costs will be \$6.25 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street Suite 400, San Francisco, California 94107 and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

DOT announces \$500 million loan to Port of Long Beach

On May 4, U.S. Transportation Secretary Elaine L. Chao announced that the U.S. Department of Transportation's Build America Bureau will provide a loan of \$500 million under the Transportation Infrastructure Finance and Innovation Act (TIFIA) to the City of Long Beach, California, acting through its Board of Harbor Commissioners (the Port of Long Beach).

"This \$500 million federal investment reflects the President's continued emphasis on infrastructure that will reduce traffic congestion while enhancing the Port of Long Beach's ability to handle large container ships to support economic growth in the region and the country," said U.S. Transportation Secretary Elaine L. Chao.

The loan will help finance construction of the Gerald Desmond Bridge Replacement Project, which is located at the Port of Long Beach at the southern end of State Route 710 in Los Angeles County. It is the primary link between the ports of Long Beach and Los Angeles, the two largest container ports in the United States, and the warehouses and rail yards north of the ports. It is also the primary connection between the communities of San Pedro and Long Beach, and connects residents to major employment centers.

The purpose of the project is to replace an outdated structure constructed in 1968 with a state of the art cable-stayed

bridge. The new bridge will: 1) accommodate increased vehicular traffic; 2) provide emergency lanes in both directions; 3) improve safety; and 4) reduce delays. Its 205-foot vertical clearance will accommodate larger cargo vessels.

Substantial completion of the project is expected to occur in July of 2020, after which the existing structure will be demolished. The loan will replace a \$325 million TIFIA loan which closed in 2014, but remains undrawn. The principal amount has been increased to assist the port with additional costs arising from the implementation of more robust design and lifecycle features.

The Port of Long Beach is a landlord port that derives its revenues largely through long-term property and rental agreements conveying a right to use, rent, or lease port assets. The TIFIA loan will be repaid through revenues generated by the port's operations.

The Bureau, which administers the TIFIA credit program, was established as a "one-stop shop" to streamline credit opportunities, while also providing technical assistance and encouraging innovative best practices in project planning, financing, delivery, and monitoring. During Secretary Chao's tenure at DOT, the Department has closed nearly \$7.7 billion in TIFIA financings, supporting over \$27.2 billion in infrastructure projects across the country.

Summary Annual Report for SIU Pacific District Seafarers' Medical Center Fund

This is a summary of the annual report of the SIU Pacific District Seafarers' Medical Center Fund, EIN 94-2430964, for the year ended June 30, 2019. The annual report has been filed with the Department of Labor, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Medical exam benefits paid under the plan are provided by the SIU Pacific District Seafarers' Medical Center Fund, a trust fund.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$108,088 as of June 30, 2019 compared to (\$108,229) as of July 1, 2018. During the plan year the plan experienced an increase in its net assets of \$216,317. During the plan year, the plan had total income of \$735,543, including employer contributions of \$732,554, earnings from investments of \$74 and other income of \$2,915.

Plan expenses were \$519,226. These expenses included \$230,708 in administrative expenses and \$288,518 in benefits paid to participants and beneficiaries.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Financial information and information on payments to service providers; and
3. Assets held for investment.

To obtain a copy of the full annual report, or any part thereof, write or call the office of SIU Pacific District Seafarers' Medical Center Fund, the plan's administrator, at 730 Harrison Street, Suite 400, San Francisco, California 94107, telephone (415) 392-3611. The charge to cover copying costs will be \$2.50 for the full annual report, or \$.25 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan at 730 Harrison Street, Suite 400, San Francisco, California 94107, and at the U.S. Department of Labor in Washington, DC or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, N-1513, Employee Benefits Security Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Hospital ship completes Los Angeles mission

The hospital ship *USNS Mercy* departed Los Angeles on May 15 and returned to her home port in San Diego, ending her seven-week mission to assist the L.A. area healthcare system. *Mercy* arrived in L.A. on March 24 to provide the area's hospitals with extra capacity for non-COVID-19 patients. However, the outbreak in Los Angeles ultimately proved to be small, and the hospital ship only helped 77 people over the span of her stay. Her operations experienced one setback: even though she was intended to remain a COVID-free facility, *Mercy* experienced a small outbreak of coronavirus amongst her crew. Nine sailors came down with the disease and had to disembark for isolation and treatment. An additional 750 more were disembarked for onshore housing and self-quarantine.



trained medical personnel stationed in the most populous region of the state was critical to our ability to respond in the first stages of the pandemic," said a Governor's Office spokesman. "We thank our colleagues in the U.S. Navy, FEMA and the federal administration for their support in allowing us to use the *Mercy*."

Though *Mercy* has departed, about five dozen members of her medical complement have remained behind to provide care for patients in shoreside facilities, including a purpose-built site for the isolation and treatment of mild COVID cases.

"We came to Los Angeles to be the relief valve for local hospitals in the fight against COVID-19," said Capt. John Rotruck, commanding officer of Medical Treatment Facility (MTF) on board. "Sailors from across the country answered the call, forming a unified team focused on our mission to treat patients from Los Angeles. I couldn't be more proud."

"Having the *Mercy* and her highly-

Is it Unalaska or Dutch Harbor?

Some folks may be confused as to the proper name of the seaport community in the Aleutian Islands. The island and the town are both named Unalaska. There is a body of water called Dutch Harbor and many people refer to the town as Dutch Harbor or simply Dutch.

The town is on the coasts of both Unalaska and Amaknak Islands, connected by a bridge called "the Bridge to the Other Side". Many people erroneously believe that the town on the Unalaska Island side of the bridge is Unalaska and the town on the Amaknak Island side of the bridge is Dutch Harbor. This belief is enhanced by the existence of two U.S. Postal Service offices. The post office on Unalaska Island is Unalaska, AK 99685 and the post office on Amaknak Island is Dutch Harbor, AK 99692, even though all of the community and industrial areas on both islands are encompassed by the city limits of the City of Unalaska.

Technically, there is no town named Dutch Harbor on Unalaska Island. But there are good reasons for the confusion. Shipping companies and the Federal Aviation Administration call it Dutch Harbor. If you fly there on a commercial airline, you book a ticket to Dutch Harbor (DUT), not Unalaska.

So, it is really Unalaska but there are many who will always call it Dutch Harbor.

HONOLULU NOTES

In April, Honolulu dispatched a total of 34 jobs. There were three steady jobs that changed over: *Maunalei Junior*, *Kaimana Hila Wiper*, and *Mahima-hi Wiper*; two shoreside vacation relief jobs; and the rest were standby jobs (13 Standby Elect/Reefers and 16 Standby Wipers).

Presently the Honolulu registration list has 16 "A" seniority members, 9 "B" seniority members, and 8 "C" seniority members.

There have been many changes because of this Coronavirus, and the Honolulu members have been adapting well. For members thinking of flying in, here is a list of changes you should know about:

1. You may be required to wear a mask on flights into Hawaii.
2. There is a 14-day mandatory quarantine for all arriving passengers. There have been arrests made of visitors who do not comply, and even some that have been sent back home.
3. If you are coming to Honolulu to work, you would want to receive an essential worker waiver from

the State of Hawaii before flying in. I can email you a waiver.

4. After your 14-day quarantine, there is a change from "shelter at home" to "safer at home" mandate from the governor.
5. You must wear face covering in businesses and on public transportation. It is recommended to wear a face mask outside your home.

In Hawaii, we have flattened the curve and are now averaging one to two new cases a day. The governor has started to open up certain businesses, parks and beaches with restrictions. Also, we have toilet paper on the shelves. I still do not know of any members or their family members who have contracted the virus. By the time you read this, many orders could be changed. Please call me to be updated.

Aloha,
Mario Higa, Port Agent

SEATTLE NOTES

During the month of April, Seattle shipped one Electrician, two ERJs, two REJs, two Oilers and three Standby Electrician/Reefers. There are currently seven A-, seven B- and four C-seniority members registered for shipping.

When sending out this month's document renewal notice, I noticed an unusually high number of expired drug free certificates and annual physicals. Just a reminder: Kaiser Occupational Clinic in Seattle is open for business and its schedule is wide open. Members have been able to make appointments for their annual physical within a couple of days. If you have renewed anything, please give me a call or email so I can update your file.

Fraternally,
Brendan Bohannon, Representative

HOWZ SHIPPING?

April 2020

San Francisco

Electrician.....	4
Junior Engineer (Day).....	2
Oiler.....	1
Wiper.....	3
Standby Electrician/Reefer.....	15
Standby Wiper.....	19
TOTAL.....	44

Wilmington

Electrician.....	2
Reefer/Electrician/Jr. Engineer.....	3
Junior Engineer (Watch).....	2
Junior Engineer (Day).....	4
Oiler.....	1
Wiper.....	2
Shore Mechanic.....	5
Standby Electrician/Reefer.....	13
Standby Wiper.....	32
TOTAL.....	64

Seattle

Electrician.....	1
Electrician/Reefer/Jr. Engineer.....	2
Reefer/Electrician/Jr. Engineer.....	2
Oiler.....	2
Standby Electrician/Reefer.....	3
TOTAL.....	10

Honolulu

Junior Engineer (Day).....	1
Wiper.....	2
Shore Mechanic.....	2
Standby Electrician/Reefer.....	13
Standby Wiper.....	16
TOTAL.....	34

POLITICAL ACTION FUND

Voluntary donations for April 2020:

Harrison Quinanola, JM-5265.....	\$25.00
Timothy Monk, #3902.....	\$100.00

MARINE FIREMAN SUBSCRIPTIONS, AND VOLUNTARY PAF DONATIONS

Please use the following form.

NAME (Print) _____ PENSION or BOOK NO. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Check box: U.S. & POSSESSIONS OVERSEAS

Yearly Subscriptions: First Class \$20.00 Air (AO) Mail \$25.00

Voluntary Political Action Fund Donation \$ _____

Please make checks payable to:

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

Regular membership meeting dates 2020		
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)

Benefits paid during April

Death Benefits

None

Burial Benefits

Martin D. Rascon, P-2689 \$1,000.00

Excess Medical \$8,222.74

Glasses and Examinations \$600.00

HONOR ROLL

Voluntary donations to General Treasury — April 2020:
Eric White, #3925\$100.00

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